START

THE BICYCLING WORLD

AND L.A.W. BULLETIN

ROLL CONTENTS

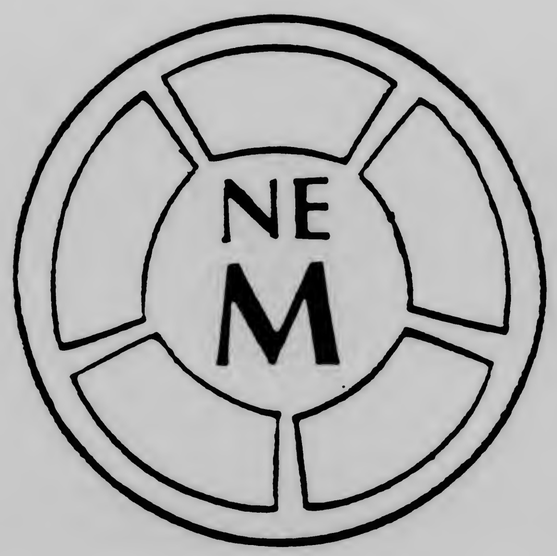
VOLUMES 22 & 23

ROLL NO. 3

MICROFILMED FROM COLLECTIONS IN BOSTON PUBLIC LIBRARY

MICROFILMED 1993

FILMED BY:



New **E**ngland
Micrographics, inc.

344 Boston Post Road, Marlboro, MA 01752

1-800-433-4065

A C A

PM-PLN 11"x14"
PLANETARY PHOTOGRAPHIC

POINT SIZE

4 *35a 1p87 YOr8j Zlo6x

6 Hg47i W9pa9 A7o7q Ge92

8 Su1xi 33q7n Oelvf 4ef8k

10 2xbiy Gmn0c Y5a5o E1t9g

12 7n34a K2b8t D6fmh 9ss9d

14 Wcuzl L1cdg 6Y3sl Okjdg

FUTURA

NEWS GOTHIC

14 K2b8t Okjdg 4ef8k Gmn0c

12 Zlo6x Ge92 7n34a 6Y3sl

10 Y0r8j A7o7q Oelvf 2xbiy

8 9ss9d L1cdg 33q7n E1t9g

6 Z35lg

4

POINT SIZE

1.0 1.1 1.25 1.4 1.6 1.8 2.0 2.2 2.5 2.8 3.2 3.6 4.0 4.5 5.0 5.6

4 CUPQ NZAU5 BWKU ZLCO IZC6B

6 IZC6B U5M7P PN6SB OIKOG

8 XMBBO HWEKH XYAHQ SIDDS

10 VILNU MZHSF XMBBO HWEKH

12 6FRKM EB7AU FUDWM BOONF

14 C9E83 BI8AJ Z7QYI OKJDQ

POINT SIZE SANS SERIF (MICROFONT)

Oz/h9 B5e1P Wo8nk 8t izx

SERIF (BASKERVILLE)

150mm

6"

B B

VOLUME NO.

22

FOUNDED 1878

THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING

Volume XXII.
Number 1.

BOSTON, 31 OCTOBER, 1890

$1.00 a Year.
5 cents a copy.

Do You Ride in the Winter?

There is opportunity for lots of enjoyable riding in the course of the "off season," and if you have the proper thing to ride you make a mistake when you wrap it up and lay it on the shelf for the winter. When the roads are frozen, a common safety with rigid fork or with any but the best spring fork is not the proper mount, unless you are willing to have the buttons shaken off your clothes and your anatomy paralyzed by vibration.

These things are not commonly desired by riders of the best taste—hence they ride VICTORS. The Victors lead in the matters that appeal to a rider of good judgment and long experience. You will notice and admit this as the years roll on.

CATALOGUE FREE.

OVERMAN WHEEL CO.,

Makers of Victor Bicycles,

Boston. Washington.

Office and Factory, CHICOPEE FALLS, MASS.

Another Record Broken.

A. P. Benson climbed Eagle Rock Hill, Orange, N. J., Oct. 26th, on a Singer Safety, geared to 57 inches, regular 1890 stock wheel. Time, 8m. 43 sec.

Previous Record, 9m. 30 sec.

(On a safety geared down to 48 inches.)



Mr. Benson climbed Corey Hill, Oct. 5th, 1890, on a Singer Safety, geared to 57 inches, regular 1890 stock wheel. Time, 3 minutes.

Previous Record, 3m. 16 2-5 sec.

Oct. 20th, 1889, Mr. Benson climbed Corey Hill six times in succession without a dismount, on a Singer Safety, geared to 57 inches, regular 1889 stock wheel. This is also record for geared up bicycle.

NEXT!!!

SINGER & CO., - - 6 & 8 Berkeley St., Boston, Mass.

THE PNEUMATIC TIRE.

As I meet various makers and sellers of cycles, the question "What do you think of the pneumatic tire" is sprung with a regularity indicating that there is a widespread doubt, and also indicating that my opinion is considered essential. Having been infallible in the past, it is not strange that the trade should rely on me for pointers on which to base their future.

The pneumatic tire is a "*big thing*," so far, if you have seen it you will agree, but it is also a big thing in results accomplished. This corpulent device has marked one of the "giant strides" in cycledom. It has done what probably nothing else could. It has made possible that which at one time I believed could not be. Any product of the ingenuity of man which can turn out results equal to those, deserves all the praise it will get. An all-metal bicycle "fitted" with a pneumatic tire rides as easily as a Hickory machine does with a *common* tire, and I don't know what higher compliment it could be paid. I would like to suggest an improvement on the present method of inflating. I think there should be a small air pump attached to frame of machine, so that by pressing a lever on the handle-bar some sort of gear would connect and work the pump. The air could be let into tire through a pipe leading to the hub and out through the centre of axle by means of a "stuffing box." I have refrained from patenting this arrangement for the same reason that I am wearing an old overcoat. I hope you won't say anything about it until it is more nearly perfected, (I mean the air pump.)

I was in the Mechanics' Fair last night looking after my other bones, when I overheard the following between a prominent bicycle dealer and a visitor. I will not reveal the identity of either, further than to say that the dealer is a tall man, who *isn't* tongue tied, and whose place of business is at Odd Fellows' Hall, 509 Tremont street, Boston.

The visitor asked the usual questions about a pneumatic tired wheel, which the said dealer had on exhibition. These questions were answered in a manner which was original, and very nearly complete. There was one point, however, on which the visitor had not yet been enlightened, and that was how the air was forced into the tire. When the other questions had been disposed of, he looked admiringly up at the dealer and asked, "Do you blow up these tires with your mouth?"

The question comes to us often, "do you intend to put any pneumatic tires on the Hickory bicycle next season." This is a question that will be fully replied to shortly.

P. S. A good way to keep from freezing to death is to repeat rapidly, in a loud tone of voice and regardless of the weather, "*I am very warm.*"

A letter from Robert Bonner (forwarded to us by an observing friend) on the important subject of the "nobler animals," says that "Maud S." and "Sunol" measure respectively one and two inches higher at the hips than at the withers, and our friend adds, "these noble animals since they have got along in years often carry their heads very high, but when they are eating grass (or crow) they are not so high forward as they are behind."

If testimonials are in order, how will this one do?"

COLTON, N. Y., Oct. 4th, 1890.

STERLING ELLIOTT, Newton, Mass:

Dear Sir—I always read your advertisement in the BICYCLING WORLD. I was especially pleased with the one entitled, "You can't answer a man's argument by pointing at the holes in his coat." I was again reminded of it by the manner in which the "nobler animals," wheel-barrows, etc., have been allowed to drop out of the advertisements of ——. I have never yet seen a Hickory Bicycle, but you have made me want to, and I will look into it before buying my next year's mount.

S. H. F.

"Blessed are the meek for they shall inherit the Earth."

STERLING ELLIOTT, Newton, Mass.



PARAGON.

"Let us consider the reason of the case, for nothing is law that is not reason."—*Sir Philip Powell.*

We claim peculiar excellence for our machine, and we are perfectly willing to let the machine plead for itself.

SEND FOR CATALOGUE.

STOVER BICYCLE MFG. CO., Freeport, Ill.

IN these hustling times when everything is rushing at a break-neck speed toward an unabridged future, how pleasant it is to pause and calmly review the improvements made in everything pertaining to Bicycles, since the day on which we took our first unholy header from a wooden bone-shaker.

Man is a jealous pleasure taker, you may cheat him in business, libel him in politics or bunco him in York, and when he finds himself out-witted, he gnashes his teeth, swears some, and comes up smiling, but will he tell you he has been "done?" No, not by a large majority; only let him be disappointed in some pet pleasure, whether his marriage arrangements be broken up, his bicycle broken down, or the rain keep him from attending the funeral of his mother-in-law, no matter how trifling the incident may be he will go about like a roaring lion, seeking whom he may shoot.

All great thinkers from Aristotle to Bill Nye have recognized that concentration, or oneness of aim is the only true path to prosperity, this path is so seldom trodden and so obscure that few of the millions who pass along the great highway of Mediocrity; notice the finger board on which is written—"To Certain Success"—having kept one eye on the above notice, and the other on public opinion, as to Bicycles. We agree "in toto" with Whittier, who says that:

"All of good the past hath had,
Remains to make our own time glad,"

And speaking of gladness and Bicycles, which naturally go hand in hand, we might incidentally remark that during the past few months, and in the intervals between shipping large consignments of UNIONS No. 9 and No. 10 to North, South, East, West, and other important centers, too numerous to mention, we have been amusing ourselves with another safety, with the result that we have to annonnce an addition of twins to our family, in which are concentrated all the good points of the past and approved features of the present, together with a PERFECTLY PERFECT SPRING FRAME, the simplest, most graceful and mechanically exact thing of the kind ever incorporated into a bicycle. It is the joyful outcome of many trials and troubles, particularly trials; it has been tried and failed not; weighed in the balance and found to be 44 lbs.; is masculine or feminine, according to order, and if you will continue to "WATCH THIS SPACE," we will shortly introduce you to Unions No. 12 and No. 13.

UNION CYCLE MFG. CO.

Western Branch:
Chas. F. Stokes Mfg. Co.,
CHICAGO, ILL.

Office and Factory:
HIGHLANDVILLE,
MASS.

"Finest Quality Produced in the World."

TRADE **"CREDENDA."** MARK.

THE ✱ CREDENDA ✱ SEAMLESS

W. C. STIFF, Managing Director.

STEEL ✱ TUBE ✱ Co., ✱ Ltd.,
BIRMINGHAM,

TELEGRAMS:—"CREDENDA," BIRMINGHAM. ENGLAND.

PNEUMATIC TIRES IN STOCK.

We are now prepared to deliver at once the celebrated Pneumatic Tire "Special Irwell" Safety. Price, $150.00.

This is the wheel which created such a sensation at the L. A. W. Meet at Niagara, and was pronounced by over 400 of the leading bicyclists of America "the easiest running we ever rode." Ball bearings throughout, including pedals, fitted with the Garford saddle. Send 15 cents in stamps for a photograph.

THE SWEETING CYCLE CO.,

636 Arch St., 1404 Oxford St.,
2127 to 2145 North Broad St. **PHILADELPHIA.**

ONE OF THE MANY.



"SWIFT" A, SPRING FRAME, 40 lbs.

MAXWELL HOUSE,
NASHVILLE, Tenn., Sept. 23, '90.

Gentlemen:—Now the season is nearing its close, I am anxious to give my opinion of my mount. I think the "Swift" Spring Frame the best machine in the world. It is *positively faster* than any rigid frame, and easier to push, especially so on rough Macadam roads. The machine will stand a great deal the hardest of work, and requires very little adjusting. I sold one to a 160 lb. rider. He at first was stuck on a * * *. I promised him that if after two months' riding he then wanted a * * *, I would give him one for the "Swift." He has never called for it. I have never had any trouble to amount to anything with the "Swifts."

Yours Respectfully,

J. S. ROLER.

BE WISE IN TIME!!

COVENTRY MACHINISTS' CO., Boston, Mass.

NEW MAIL,



THE

SAFETY OF SAFETIES.

On hand at present 3 of these latest model superb safeties, slightly 2d hand, about the same as new, at $100. Each will be quickly snapped up!

Also 2 of last year's model, in splendid condition, at $65 each.

Surely send for Catalogue and List of 2d Hands.

WILLIAM READ & SONS, 107 Washington St., Boston.

+ + + ESTABLISHED 1826. + + +

BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

For advertising rates address either the WHEELMAN CO., 12 Pearl Street, or NEUMANN BROS., 118 W. 19th Street, New York.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Wheelman Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

The management of this paper refuses to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 31 OCTOBER, 1890.

THAT manufacturers are reaching out after the perfect non-vibrating tire is shown by the fact that in England alone over eighty patents on tires and special rims for same have been granted during the past few months. In America the inventor has not been idle, and while the crop of patents does not number anything like that of the English record, yet an examination of the patent records shows that something has been done on this side of the water.

Things are mixed on this patent matter, and a casual examination of the records divulge quite a number of developements in that line, among which we take pleasure in presenting a few that came under our notice.

In 1845, Mr. R. W. Thompson had patent issued to him in England for hollow, expansible tire of rubber canvas, or any water and air tight material, inflatable with air introduced at high pressure. (See page 845 in our issue of October 24.)

In 1847, a Mr. R. W. Thomas patented, in the United States, an elastic tire for carriage wheels, made of a hollow rubber tube.

In 1874, Mr. A. Wietlisbach of Newark, N. J., patented a rubber tire composed of rubber tubing, held in place on the wheel tire by means of rod or wire passed through the hole of the tube, the ends of wire or rod, drawn together by means of a turnbuckle arrangement.

In 1889, W. Leggett of Passaic, N. J., patented an ovoid, hollow rubber tire with the hole of the same shape, the hole being filled with a solid, metal core.

In June, 1888, A. W. Thomas had some six or eight patents issued to him, covering hollow, inflatible tires, made of rubber or other flexible water and air tight material. The material for inflation is named as either air, gas or any liquid. The wearing portions of the tires to be reinforced by tougher and wear resisting material of some kind. The forms of the tires proper were either of the common, single tube form or double OO, like two o's, the inner edges of which touched. Another form was to have the hollow tube made of strips, the edges bent over and secured by various means to the rim so as to secure an air and water tight, hollow chamber, the inflating agent to be forced into the tuoes until a proper condition of inflation is secured.

In March, 1890, Mr. Jno. B. Dunlop of Belfast, Ireland, filed in the United States patent office his claim for a patent on the now well known pneumatic tire. The wording of this claim is as follows: "A hollow, inflated wheel tire for cycles and other vehicles. The combination is an inner, expansible tube and outer protective covering of strengthening folds of cloth or canvas or linen, and protective strips of caoutchoue interposed between the edge of rim and strengthening fold or layer." This patent of Mr. Dunlop's was filed in the English patent office, October 1888. [See page 845, our issue of October 24.)

In the present issue will be found on page 15 a description of a patent issued to Mr. A. H Overman for a cushion tire.

The above is an epitomized statement of patents noticed, and does not take into account any of the eighty patents which we alluded to as having been issued in England. There is enough material here, however, to show that there is likely cause for discussion and perhaps litigation, and probably the courts will be called on to decide whether any of the pneumatic tire patents or any of the plain, tubular tire patents are good. For our part we think the validity of the patents will hinge on the peculiarity of construction, and where the simple tubular form is departed from, as for instance the Overman form.

WHILE on the question of pneumatic and cushion tires it would be well to remember that in this country we have had to depend entirely on reports from English sources as to the practical workings of these two forms of tires. Opinions differ, and while some assert that both are practical for general use there are many who are conservative and point out the defects of the present and known forms of both pneumatic and cushion.

None can gainsay the luxury of riding a pneumatic, and in a like but lesser manner the comfort of the cushion cannot be disputed. These are the acknowledged good qualities, but we cannot ignore the charged weaknesses.

So long as care in inflating and riding is used and so long as surfaces are ridden over which are devoid of sharp stones or other cutting material the pneumatic will no doubt last indefinately. But with all due deference to our riders we must take them as we find them, and it is a sorrowful fact that a large percentage of the riding public are not careful of their wheels.

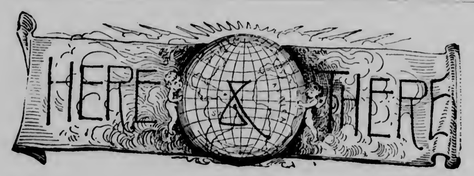
The difficulties encountered in making the cushion are not so hard in the solution, though it is claimed that certain weaknesses have been developed in this the more smple form of anti-vibration tire Many manufacturers claim to have overcome these difficulties.

There is no doubt that there is a tendency of the larger tires to slip sideways on wet or greasy surfaces, but as the majority of our riding is not done on wet and greasy surfaces we think that fault can be called practically *nil*.

In this country we are very much in the dark as to the wearing qualities of either of these tires in actual use on the road, and it

is therefore folly for us to speak other than guardedly, as we speak by hearsay only. Nothing but actual use and experience will teach us. We do not mean the personal use of one or two persons or experience of a few weeks, but we mean the actual results arrived at after the riding public have used the tires a full season. That only can give us the knowledge we crave.

One thing must be acknowledged and that is the question of tires will be the absorbing one for both manufacturers and riders for the coming season, and it is to be sincerely hoped that the vexed problem will be solved satisfactorily and that a form of pneumatic or cushion tire will be forthcoming, if not already here, which will fill the requirements of both maker and user to their mutual satisfaction and profit.



NOTES BY "HAWKSHAW."

If the English wheelmen keep on copying the American ones they will in a short while be almost abreast of the times. The latest advance they have made is to open in London the Cyclists' Club, and the English papers are all of a flutter over it. The club is located upon Bird Cage Walk, and has for a steward the headwaiter of the House of Commons; from this fact and the peculiarly captivating name of its location, I am of the opinion that the thing will be a success. It is nearly twelve years ago now since the Boston Bicycle Club opened its doors, and since then all over the country have club houses been built or rented by wheelmen until there are to-day perhaps more bicycle clubs in America than any other form of club house, and yet England, the parent of the sport, is but just wakening to the desirability of wheelmen having local habitation as well as a name. It is an awful long time for them to use in thus awakening, and yet it is better late than never, and I wish them every possible form of success and prosperity, and once they are fairly lodged in their new home I know they will look back upon the time they were without it as so much of life wasted, from a cycling point of view at least.

While I am in every way against the sale and hire of racing men by the large athletic clubs, yet I am not prepared to say that it is an evil unmixed with good, since undoubtedly by the money and efficient handling of these clubs has the fast times of the present season been made possible. Only through constant practice, judicious training and entire devotion to racing can a man be expected to do his best performances, and at present I do not think the country possesses any rider of ability, rich or willing enough to do this on his own account, so that to the generous expenditures of these clubs must the credit be given for most all of the notable performances of this season.

Canines and cyclers have never been the very best of friends in any country, but I think they must be unusually antagonistic to each other in France, since I see advertised in the French wheel papers a clip for holding a whip upon the handle-bar of the machine, so that the rider may ever have it ready for use when he and his canine enemy meet at close quarters.

M. Pierre Giffard in *Le Figaro*, Paris, has written an article upon the bicycle, which he terms "the aureoled goddess of the avenues and boulevards," and apotheosizes it as "La Reine Bicyclette." He goes into the ancient history of the machine and naturally claims for it an entire French extraction. The writer shows the usual layman's lack of knowledge in many things, though the entire article is a laudatory one of the wheel and its riders. In one place he says, "Almost one-half of the riders of the world are women," a statement hardly warranted by the facts. In France, however, he says they do not form so large a proportion, "because of the French woman's extreme fastidiousness about her appearance." I am of the opinion, however, that this cannot be the cause of French women not taking to the wheel, as an accompanying illustration by the celebrated artist, Mars, shows a very handsome woman mounted upon a sort of three-wheeled safety and dressed in a costume so scant that it would not be accepted even at Asbury Park for a bathing suit, who far from appearing "fastidious about her appearance," is actually engaged in a battle with bouquets with a group of bystanders. Verily, the French people are beyond the understanding of any one except themselves, and their cycling devotees differ not from the rest of the nation in this respect.

During the winter months, when the weather causes members to more often seek the comforts of their club houses, it has been the custom of the Corinthian yacht clubs and the canoe clubs to have weekly or monthly talks upon topics of interest appertaining to their respective sports, a plan that I think could very easily be copied to an advantage by our prominent wheel clubs. A night could be chosen, at least one month ahead, to be devoted to a debate upon some important topic, say upon that of tires, and on that night members could assemble in the club house and listen to the reading of papers upon the advantages and disadvantages of the various forms of pneumatic, solid and cushioned tires; such as wished could join in the debate, while all will be benefited by what they heard. On another evening one of the photographically inclined members might be induced to give a magic lantern lecture upon some summer tour he had taken, and in many other ways could the winter evenings be used to benefit the club man, while at the same time it amused him and by keeping him interested caused time to pass swiftly and pleasantly past. I should like to see some of our energetic clubs take hold of this idea and give it a trial, as I am convinced that the result will be satisfactory to all concerned.

LOUISVILLE, KY.

"EYESEE."

Regrets are expressed by all the Louisville Wheelmen at the departure of Chief Consul A. J. Lamb. His efforts in behalf of cycling have made him friends all over the State, and the Louisville Cycling Club loses one of her staunchest supporters.

Jake Bauer will start next May for a tour around the world. He expects to take it easy, and may prolong his absence for two or three years.

Prince Wells, lately reinstated by the L. A. W., has settled in Louisville, and is now a member of the Independents.

Loui Hart spent a few days with the Independents last week and boomed the Birmingham meet. If you want to find out about Bluegrass pikes ask Loui. He says they are away up in "G."

The Louisville Cycling Club have issued cards for a dance Thanksgiving eve, and the Independents hold their pool tournament next day. Phil Laib is favorite.

If taking time by the forelock is possible, the boys have a death grip, as committees have been appointed by both clubs to confer with the Chief Consul in regard to the L. A. W. meet next June.

Unlike Eastern clubs we have not members and money galore down here, and in order to build a track the following plan was adopted, and it may be a suggestion to some other wheelmen who wish a track, and yet have not abundance of the wherewithal. A committee of two was appointed by each club, and the committees selected a fifth. The Track Association then formed with these five as the officers, and a piece of ground leased and the tickets sold at $2.00 per year. The first sale of tickets brought in enough to pay for grading, etc., and later returns brought in enough to put it in first class shape, and every day the track is covered with flyers gradually coming down to the record line.

BOSTON NOTES.

"TONEY."

The strains of merry music, together with the melodious voices and laughter, which issued from out the Cadets Armory in Charlestown last Thursday evening were indicative of a jolly good time, so much so in fact that I started to enter the hall. A sentinel stood at the outer gate as if to bar my passage, but when I murmured the simple word "Toney" he gave way before me and presented arms. Walking into the hall I saw the familiar faces of youths known throughout the State as active members of the Charlestown Rovers and young ladies known throughout Charlestown as members of the leading social circles were on all sides of me. In the centre of the hall stood Capt. Carle P. Cubberly in all the dignity and splendor of a full-dress suit. The cycling dancing-master first balanced himself on one foot and then on the other, and after putting the "awkward squad" through a course of dancing sprouts he decided that they might go home to their parents. But the majority of them preferred to remain and dance away the time until the last hours of the declining day.

The gentlemen honored by membership in the Medford Bicycle Club decided to inaugurate the social season by holding the first of their series of dancing classes in the Opera House of the town that bears their name.

The Somerville Cycle Club room on Winter Hill presents the appearance of one that might have been burglarized, and when expressing that opinion to the members of the club they hastened to inform me that they were preparing to move into their new quarters on Marshall street, and that as soon as they had got comfortably settled and Capt. Cubberly stops watching that working skeleton at the Mechanics' fair they will receive their friends in a fit manner. When the events occur the gentlemen are to take particular pains to correct the erroneous idea that they are all "schorchers," and while burying the hatchet with other clans will allow the only scorcher in the club to recite several of his escapades in the motherland.

Passing along Main street, Cambridgeport, the other evening I came in contact with a member of the cycling organization bearing that name humming to himself, "Oh, for a lodge in some vast wilderness, where rumors of oppression and deceit may never reach me more," and when I inquired the cause of this soliloquy he replied that "one would think by the beastly weather we have had for the past two Sundays that the captain of the noted Press Cycling Club had called runs for those two days, thus cheating them out of their nutting excursion." But this explanation did not "jibe" with the song he was muttering and when pushed for another, answered, "Our president has resigned." This was startling news, and upon further investigation proved to be true, although the club has not as yet accepted the resignation of President Bean.

BROOKLYN, N. Y.

"TREB."

Some time ago it was announced that W. F. Murphy would open an establishment in Brooklyn for the sale of bicycles, and that he would be backed by a prominent wheel concern, who were to erect a handsome house, complete in every way, somewhere near the Park Plaza. Wheelmen are beginning to question this; no sign has been made by Murphy, and unless something materializes shortly, we must believe that the bottom of the scheme has dropped out.

In all probability a series of friendly match games will be arranged to take place between the Kings County bowling team and that of the Brooklyns. Both clubs would enjoy this, and some slight prize of no very great value would be sufficient, simply as a memento, rather than any trophy of bitter defeat. The games would furnish an opportunity for the clubs to visit each other and exchange fraternal hospitality.

The social season at the Brooklyn club will be inaugurated by a club dinner on November 17th, after which the regular monthly reception will be resumed and a good time generally had, until the riding season opens again.

Next season I suppose we shall all have to buy new wheels, the agitation caused by the introduction of air into the manufacture of tires will cause a revolution in the trade and among the riders as well. Anything in the line of progression looking toward additional comfort will be welcome, expense or no expense.

CHICAGO.

"TWINKLE."

The principal cycling clubs of this city are infatuated with the game of indoor base ball. This novelty in ball playing is due to the ingenuity of George Hancock of the Farragut Club of this city, and although the story of the incident relating to his first conception of the game has been oft-told, I will tell it again. In the gymnasium one Saturday night there was an exhibition of the "manly art" between First Lieutenant Snerwood and a local middle-weight. The sparring was not at all spirited and of course the holders of ring seats were much disappointed. They howled out their derision with as much unseemly noise as was compatible with the dignity of this model club and howled on until the principals lost interest in each other and threw their gloves at the howlers. One of these mushy missles settled upon the optic of the future father or indoor ball. As a second one came sailing towards him he met it with his heavy walking stick and it landed in the hands of one Kelly, a handsome member of the club. He threw the glove to another, who in turn fired it at the president, who, forgetting his dignity and whose name is Glover, slid across the slippery floor and caught a difficult fly. The scene resembled one of our young days when we played "Bull-pen" at district school. But Hancock had the idea and went to work on the manufacture of suitable balls, bats, rules of the game, etc., and at this day the game is the leading winter craze in the West.

The Lincolns and Chicagos met at Rosalie Hall Saturday night, but the Chicagos, nursing yet their wrath of a year ago when the tide went 15 to 1 to their sorrow, sailed in and pounded Pitcher Crawford nigh unto the portals of despair. Score, 8 to 2.

The Lincolns were applicants to mid-winter league this season, but failed of admission through the disloyalty of one of their own dear members.

Touching upon the subject of the New York Athletic Club sending a racing team to Europe next season, it is not likely that this organization will go a begging for riders.

If any Western man is to be one of the team it will of course be Lumsden.

The "Pride of the West" was recently asked whether he would go on such an expedition provided he was placed on the list. Arthur replied, "Yep," with no hesitation.

A local daily recently printed more than a column on the merits of Chicago wheelmen. Among the number of course was George Barrett, who has developed into a safety rider of the front rank. The correspondent remarks, however, that Barrett's closest competitor is W. C. Thorne.

It always has been, and I think is yet, the prevailing opinion that upon equal conditons W. C. is the superior rider, although it must be admitted Barrett is his closest competitor.

PARISIAN NOTES.

"PEDALS."

As the season advances the races become less numerous here as well as in the United States, where, as I learn through Bicycling World, the records have been getting a shaking up. With all the racing which goes on in France (every Sunday and fete day in many of the larger towns) the world's records are seldom or never approached. Why this should be so is a debatable question, but one reason is that, having few or no racing tracks, training, up to the English or American standard, becomes difficult and almost impossible.

The championship of France for ten kilometres was run at Cognac two weeks ago, M. Cottereau won in 19m. 20s., M. Medinger, second, and M. Chereau, third. The same day also the Union Velocipedique de Seine et Oise, held a twenty-four kilometre road race over a hilly road, which was won by M. Larcque in 57m with M. Brandau, second, in 59m. 10s.

The same M. Larcque has since then distinguished himself by doing 210 kilometres over the road in twelve hours, pushing sixty pounds of wheel and baggage.

The joys of a racer's life! The 100 kilometres championship of the department of the Mayenne was run off recently, and the only two riders who finished, came in neck and neck, so that it was declared a dead heat, and the weary couple, after having done their distance in 4h. 25m., find themselves compelled to do it over or forfeit the prize!

The following is a translation of the cards issued by the Prefect of Police to cyclists:

VELOCIPEDES.

(*Personal card for circulation in Paris.*)

M. X, living at ——street, is exceptionally authorized to circulate on bicycle, safety or tricycle, in the public ways of Paris, which have been interdicted by the ordonnance of police of the 9th November, 1874, on condition that all the other requirements of said law be complied with. The Prefect of Police.

Paris, ——1890.

This charming document must be applied for on a printed form on stamped paper, which retails in the tobacco shops for twelve sous. On this blank, the unfortunate being who owns a wheel and wants to ride it in Paris, must state, firstly; whether or not he is a member of any wheel organization; secondly, he must prove that the wheel he claims to own has not been pilfered from some one else. In other words he must furnish a receipted bill (another stamped paper affair) from the dealer or person who sold him the wheel. Thirdly, fourthly and-so-forthly, he must state name, age, residence, occupation and half a hundred other things, the omission of any one of which renders his application food for the office cat. After a week or ten days he receives a notification to call at the Prefecture of Police where, if he is lucky, he gets his card on payment of five cents more to cover cost of said card and its official seals, stamps and signatures.

Having thus become the proud possessor of permission to wander awheel over any street in the metropolis, let us see what happens to our friend when he tries to avail himself of this permission. He

starts, let us suppose, from the Place de la Concorde to ride towards the Bois. Naturally he takes the Champs Elysees, confident in knowing that he may laugh to scorn the sergeants-de-ville who may attack him. Hardly has he passed the Horses of Marly when a policeman rushes frantically at him.

"Halt, there! Have you a card?" The cyclist dismounts, draws his card from his pocket, shows it to the policeman, who after examining it knowingly, and glaring at the unfortunate wheelman for having dared to disappoint him by having said card, returns it; the cyclist pockets it, mounts and continues his way. A hundred yards further on a second policeman pounces on the cyclist.

"Halt there! Your card, please!" The above programme is repeated and the wheelman, once more in the saddle, moves on. A hundred steps more and policeman No. 3 appears, and thus it is that seven different policemen insist on being shown that precious card ere our friend reaches the Arc de l'Etoile!

This is the experience which befalls one and all nowadays in Paris, and the cyclists are asking themselves whether the last state of affairs is not worse than the first. Time alone can cool the policemen's ardor and render it possible to enjoy a ride in the city.

[This account by "our correspondent on the spot" of how it is done in France does not tally with the item we published two weeks ago describing the overpowering politeness of the Paris policeman.—Ed.]

I quote from the *Petit Journal* of Oct. 12 as follows: "The last meeting of the Parisian Cyclists' Club was honored by the presence of M. M. Allen and William Sachtleben, the two American cyclists at present on their tour around the world. These gentlemen, on the invitation of the president took part in an excursion, which included Nogent-le-Roi, Maintenon and Chartres. Messrs. Allen and Sachtleben were delighted with the cordial reception which they received at the club rooms; they have promised to write often of their adventures. They will go to Spain via Bordeaux, thence follow the southern coast of Spain and the Mediterranean Sea, cross Italy, Austria and Turkey to Constantinople."

An anecdote as a finale—also quoted from the above source: "A lady cyclist was recently run into by a wagon and quite severely bruised. Her husband brought suit against the driver of the vehicle and demanded 275 francs damages for injury to the machine, but he was content to estimate the injuries of his wife at 25 francs. Heart of stone!"

PORKOPOLIS NOTES.

"STAR."

One warm midsummer day, when the air was full of moisture and the mercury making desperate efforts to reach the top of the thermometer, a solitary wheelman was toiling up a steep, rough and uninviting grade. As dripping with perspiration and gasping for breath he reached its summit he was met by a team, and as he bounced about over the bumps and ridges in attempting to pass it, the off horse said to the near one: "That does my heart good! Oh, that all mankind might be compelled to toil and sweat over these thoroughfares that they might realize how our lives are embittered and abbreviated by the parsimony which provides such miserable highways!"

The cyclist was again in the middle of the road and with difficulty picking his way over the uneven surface when he was set upon by a loudly barking cur, and in attempting to divide his attention between the dog and the ruts he suddenly came to grief "My, what fun!" maliciously exclaimed the dog as he turned, and seeing the mischief he had wrought ran through an open gate.

Slowly and painfully the wheelmen gathered himself together, climbed into the saddle and resumed his journey. As he turned off at a cross road, a dilapidated barn-yard fowl perched on a stump, flapped its wings, and cried, "Ha! There goes the voracious glutton who feasts on my offspring! Down with the villain!"

Onward, still onward, our wheelman went, and as he was coasting a passably fair grade, a bird perched on the topmost bough of a lofty oak sang to its mate: "See! Here comes one who has fled from the noise and smoke of the crowded city to this secluded vale that he may breathe pure air and revel in scenes that will make him forget the discomforts of this noisesome prison." Onward, still onward, our wheelman pressed, but as he understood the language of neither bird nor beast all these remarks were lost on him.

For once in many moons I am enabled to write without the necessity of announcing the advent of a new club. They have sprung up so rapidly of late that I may possibly have omitted several. I will gladly make amends, however, if some one will call attention to any I have missed. I expect to be able in my next letter to tell all about the Ladies' Bicycle Club to be organized next week.

I was misinformed when I stated that the Orioles were organized from the remnants of the Buckeyes. I have since been told that none of them were ever members of the Buckeyes.

I saw a statement in a telegram to the Cincinnati *Commercial Gazette* to the effect that the wheelmen of Dayton, O, were getting up a road race for a prize of $100 in cold cash! Now I have always been of the impression that although the League does not recognize road racing, yet they would consider all who start in such an event for a money prize as professionals and expel them. Am I right? [You are correct.—Ed.]

DETROIT.

"JUDGE."

Love is quietly stealing into our ranks, and a couple of weeks ago claimed one of our oldest and most popular wheelmen, Mr. R. F. Medbury, better known as Bob, genial Bob, for so many years the hard working Secretary of that active organization, the Star Bicycle Club, and at present the Vice President of the Detroit Wheelmen. The lady was Miss Minnie Davie, the stepdaughter of Bruce Goodfellow, the well known manager of Mabley & Co.'s vast stores. Mr. Medbury has been an earnest worker in wheeling circles for many years, and his friends all wish him and his charming bride all that is best and good.

Mr. Fred Abel, Detroit's best celloist, is getting up a first class musicale, which will be given under the auspices of the Detroit Wheelmen, probably at Philharmonic Hall. If the members of the club take hold of this as they ought, the treasury of the club should be enriched to the extent of two hundred dollars.

Among the old veterans of the Detroit Bi. Club are several fine musicians; they have organized an orchestra, and will give concerts at the club rooms all through the winter.

I see that both correspondents from Detroit in the *Wheel* and *American Athlete* agree with me as regards Metzger for Captain. Thank you gentlemen.

Mr. J. Josiphie has been appointed acting Secretary in place of Jas. Kelsey, resigned. Mr. Josiphie is a gentleman of marked ability, and is well known in wheeling circles in Omaha, Neb.

Flyn's Pontiac-Detroit record still stands. Old Herm Osborne is just itching to get at it, but the weather clerk calmly sits up in his little coop and gives us nothing but rain, rain, mud, mud, and Flynn, oh! he simply — !!—?—!

A pool table has been added to the rooms of the Detroit Wheelmen; we now have a very complete little club house. In the basement a family of three live, who take care of the rooms and furnish lunches to club members.

Remember Detroit in '91.

NEWS AND COMMENT.

In regard to the use of aluminum as a metal for bicycle construction the following will prove of interest. Mr. A. H. Overman says: "We have been experimenting for several years with aluminum, and are obliged to say that up to date we have had no success whatever. The metal seems to be unfit for bicycle purposes, except when very little of it is used as an alloy with other metals, in which case there is no saving of weight, and steel is found to be far better."

Mr. Frank Wing and companion, of Ottawa, Ill., have just returned from a cycling tour to Mammoth Cave, Ky. They report a fine time and will freely give information to other riders who think of taking the same trip. They went by way of Peoria, Sept. 12–13, Springfield, St. Louis, Cairo, Madisonville, Litchfield, Louisville, Lexington, Cincinnati, Indianapolis and Bloomington, Ill.

American manufacturers should not lose sight of the fact that there is to be an International Exhibition at Kingston, Jamaica, to open January 27. Space is free and all goods admitted free that are not sold on the island. Mr. T. T. Stokes, general manager for the New England manufacturing interests, at 44 Boylston street, writes: "There are no finer or firmer roads anywhere than Jamaica. Bicycling is just being taken up; a run through the island would be a grand winter's trip; lovely weather, cool in morning and evening. I hope to take a good show of wheels, they must sell."

The members of the Ladies' Bicycle Club, of Englewood, Ill., intend to keep in good physical training during the winter months by daily club swinging exercises. The ladies of this club are also making preparations for a series of sociables to be given during the non-riding months.

The Treasury Department at Washington has been requested to permit the free entry of a trunk of personal effects and an old bicycle imported by a friend of the owner. The letter states that all the articles have been used abroad, except those reported new, and that

AGAIN

The Eagle Takes the First 5 Places.

—THIS TIME AT—

WILMINGTON, DEL., OCT. 25, 1890.

25-MILE HANDICAP ROAD RACE. 24 STARTERS.

FIRST, SECOND, THIRD, FOURTH AND FIFTH PLACES

WON ON EAGLES.

—ALSO AT—

BIRMINGHAM, ALA., OCT. 23D, 1890.

THE EAGLE TAKES

THREE FIRSTS AND THREE SECONDS IN FOUR RACES.

STILL LATER.

AT VINELAND, N. J., OCT. 27,

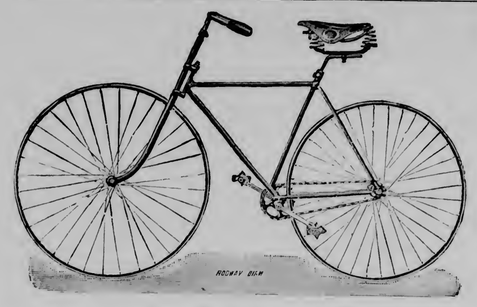
The Eagles win every race that they start in.

FIVE FIRSTS out of Five Events.

THE EAGLE IS "THE STUFF."

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.



RIDERS OF ROVERS

GET TEN PRIZES

AT THE CHICAGO TOURNAMENT,

19TH AND 20TH.

IN TEN SAFETY EVENTS.

Our Diamond Frame Semi-Racers are suitable for medium weight riders on the road. Weight, all on, 35 pounds. Strips for speeding to 29 pounds. Geared to 60-inch. Hollow rims and tangent spokes. Fully guaranteed, and all parts inter-changeable. The grandest Safety in any market. Price, $135. Get our catalogue covering five styles of Rovers.

THE JOHN WILKINSON CO., Sole Importers,

269-271 State Street, - - - CHICAGO, ILL.



Tests and Comparisons May be Odious, but Lordy! how They Tell.

Montclair, N. J., Aug. 15, 1890.

GORMULLY & JEFFERY MFG. CO., Chicago:

Gentlemen—A friend and myself had a dispute as to the merits of your light roadster and the * * * light roadster. We each purchased a machine, he a * * and I a 54-inch semi-hollow rim Light Champion, weighing about 39 pounds, his the same. We took a trip to Albany and through Fulton County, New York, over some rather rough roads. He is lighter than I, yet his machine, when we took account of conditions, had loosened both wheels and several spokes; mine was *as sound as a dollar everywhere,* although with my weight and luggage, having 25 pounds more weight, it carried me through in better condition. Respectfully yours,

HARRY D. KING.

the Collector refused to admit the goods on the grounds that they were not in actual use at the time of their arrival. Assistant Secretary Spaulding, in reply, says that the action of the Collector was in accordance with Paragraph 732 of the new Tariff law, and the Department must therefore decline to interfere. The Assistant Secretary says that the Department decided in accordance with an opinion of the Attorney-General, that a bicycle accompanying a passenger should be regarded as a personal effect.

The Hazleton (Pa.) Wheel Club formally opened its new rooms in the Dryfoos Building last Wednesday week. Dancing was indulged in and it was long after midnight before the last guest had departed.

The members of the Capitol Bicycle Club of Washington, D. C., are merry fellows and they know how to enjoy the social season. Last week Wednesday was one of the club's regular cider and peanut feasts, to which in the way of intellectual refreshment was added a mock debate on the tariff. Various members or supposed members of the House were personated by Messrs. Littell, Olds, Schooley, Low, Williamson, Lyon, Borden, Lipton and Godwin, while Mr. Wooten served as clerk of the House. Mr. Hanna posed as sergeant-at-arms and Mr. Edmonston as Mr. Pruden of the White House staff. The debate was spirited and funny.

C. C. Hopkins, of Denver, Col., who was reinstated as an amateur a few weeks ago, was again put out of the fold and adjudged a professional within a couple of weeks' time. Things are very much mixed in Denver on the amateur question.

A request appeared in a late issue of this paper for suggestions for an appropriate name for a mixed club of ladies and gentlemen. A correspondent sends us the following, which has a decided Hiawathan flavor: "Shemustgotoo."

W. W. Stall, accompanied by Mrs. Stall, will sail for England on the City of New York, Nov. 12th, and he expects to return to this country about December 17. Mr. Sweeting of the Sweeting Cycle Co. of Philadelphia will also sail for England some time next month to be gone from four to six weeks.

"The writer, an enthusiast on the wheel himself, rode around to the Dayton (O.) Bicycle Club house a few evenings since, and there found a merry set of some thirty-five or forty of its members enjoying themselves, some at cards, some at the piano, others telling their experiences on the wheel, in fact, in any way to have a royally good time. The club house is nicely furnished, is heated by natural gas and presents a home-like appearance. Too much credit cannot be given the club. It organized early this spring with a membership of about twelve, and at once made itself a League Club, and their charter No. 256, hangs conspicuously in one of their rooms. Last year there were six L. A. W. members in the city, and through the energetic efforts of the Dayton Bicycle Club there are now nearly eighty, and the city ranks second in L. A. W. membership in the State. The boys are full of energy, and the club has recently been incorporated under the State Laws of Ohio. That there were more clubs in our ranks as determined and energetic as this, what a help to the League it would be."

A correspondent writes us: "Mr. and Mrs. D. B Bonnett of the Elizabeth Wheelmen are in England. Mr. Bonnett reports a pleasant trip over on the American Line steamer Ohio, Capt. Sargeant, sailing from Philadelphia. For the benefit of Mr. Fraternity he wishes to say that the Ohio is a good boat to travel in, no crowd, staterooms extra large in size and on upper deck, price of passage very reasonable. You get a great deal for your money when the size of the stateroom, its position, good table, A1 attendance, etc., are considered. The 'Ohio' is a ten-day boat."

Mr. A. Schoeninger, President of the Western Wheel Works, Chicago, arrived in New York on October 18th, after a four months' sojourn in Europe. He was accompanied by his wife and daughter. The party left for Chicago the next day.

An invitation comes to the editor of the World to be present at the opening of the new club house of the Illinois Cycling Club, which is to take place October 31st. We acknowledge the courtesy with thanks, and only wish we could be present.

In our issue of 17th October, we spoke of a presentation made to Mr. C. J. Moore by the Lozier & Yost Bi. Mfg. Co., and through misunderstanding of the circumstances, reported Mr. Moore as having severed his connection with the Lozier & Yost Bi. Mfg. Co. This part of the item was a mistake, Mr. Moore is still Superintendent of the above Co.'s works, and(as our correspondent who corrects us says) "he will remain with the Lozier and Yost Bi. Mfg. Co. an indefinite length of time."

A new club has been started in Gotham called the Columbia Cycle Club. The club starts with 20 charter members. The organization intends taking an active part in racing as well as social matters. In December a minstrel entertainment will be given by them at the Metropolitan Opera House. A club house is now the aim of the new club.

The Bay State Bicycle Club of Worcester is also prospering. It moved into its new quarters last week. The suite is composed of five rooms in all, parlor, reading room, billiard room, pool room and wheel room. The furnishing of the rooms is not quite completed, but everything will be in apple pie order by the middle of November.

The ladies of Baltimore, Md., have taken steps towards starting a club composed entirely of ladies. The preliminary meeting was held at the residence of Mrs. Albert Mott, 203 Lenox street, Baltimore, last Tuesday eaening.

As an indication of the vast number of cycles used in Washington, D. C., we notice the frequent reports of collisions and accidents that appear in the Washington papers. There is no place in the United State where such a large proportion of citizens use the cycle as in Washington. This accounts for the frequent reports of smash-ups that we see in the local papers.

Two Danbury (Conn.) brothers, aged 14 and 15 respectively, named J. R. and G. Gleen, toured from Danbury to Washington, D. C., in four and a half days. They left for Richmond, Vt., Oct. 26, and it is their intention of going as far South as Savannah, thence home via bicycle.

The Baltimore clubs have been having fun taking century runs. Three of the Chesapeake Wheelmen and three of the Centaur Club did their little 100 miles within the prescribed time, but Mr. Le Cato of the Maryland Club took the honor in riding 123 miles.

A well-known cyclist while testing a machine fitted with a cushion tire recently was asked, "Do you find any vibration?" "No," he replied, "there is no *vibration* only, an occasional *metallic jar*!"

Stillman G. Whittaker has gone to England to be absent an indefinite time.

For some time past wheelmen of Philadelphia have been annoyed by the hostilities of certain hoodlums living on Park avenue and Oxford street. Complaint was made to Chief Consul Boyle and the police were notified to keep a lookout. The result was that four boys were arrested and held for trial.

Suit for $1000 damages has been brought against Edward Allen of Erie, Pa., by Miss Bridget Manion of the same place. The lady alleges that Allen knocked her down with his bicycle and she sustained painful injuries.

The name of the cycle club of Waltham, Mass., composed of ladies and gentlemen, will bear the name of Norumbega Wheel Club in honor of the famous city of the Charles.

The supervisors of Richmond Co., N. Y., (Staten Island) have awarded contracts amounting to $50,000 for paving 6 1-2 miles of country roads with Macadam or Telford. Bids are called for the repairs and repaving of 30 miles of country roads. These repairs are being made under the bill which became a law last spring and which authorizes the Supervisors of Richmond County to raise on the bonds of the country $240,000 for the repair of country roads. Already $100,000 has been secured under this law.

Forty-seven of the Union County (N. J.) Roadster Bicycle Club, of Linden, N. J., attended divine service a week ago at the Episcopal Church in Rahway, by special invitation of the rector, the Rev. Dr. Norton. After service the club ran to Plainfield, thence to Elizabeth, and from that point trained it home.

A Montreal (Quebec) judge the other day awarded $100 damages to a bicyclist who had been run down by an express wagon. This decision is based on the wheelman's right of way as equal with horse vehicles.

What narrow-minded creatures one does hear of now and again. It seems that the Rev. J. G. Hamner is pastor of the Wickeliffe Presbyterian Church and that the reverend gentlemen rides a bicycle, a fact much to his credit. A vast majority of Mr. Hamner's parishioners approve of the clergyman enjoying the sport, while a *small* (in more ways than one) portion of his congregation lose respect for the pastor because, forsooth, he rides a bicycle, wears knee breeches, and, horrors of horrors! he has actually been heard to whistle while on the street!

Mr. Charles Schwalbach of Brooklyn, N. Y., has sent out the following circular to the wheelmen of the 8th, 9th and 22d wards of the 10th Assembly district, New York: "* * * Mr. Samuel R. Tourmey has received the regular Republican nomination for member of Assembly, and we, as wheelmen, want to see to it that he is elected. Why? Because he is a friend of the wheel and of wheelmen; because he proposes to introduce and push through the Assembly bills to provide for improvements in roads, for the re-

pairs of existing thoroughfares and for the establishment of a macadamized bicycle road from Prospect Park to Coney Island. * * * "

The South End Wheelmen of Philadelphia will have a theatre party Nov. 14, and the play selected is "All the Comforts of Home" at the South Broad Street Theatre.

Julius Glueck of Philadelphia filed a claim in the Common Pleas Court last week against the firm of Bardsley & Birtwell, claiming $10,000 damages. Glueck states that while riding his bicycle on Broad street, between Diamond and Norris streets, on Sept. 12 last, he was run down by the firm's wagon, his machine wrecked and he himself hurt.

No wonder the pneumatic tire sometimes burst with indignation when it hears the names applied to it. Here are a few: Automatic, Aromatic, Dogmatic, Pennymatic, Rheumatic, Hose Cart, Steam Roller, Sausage, Pudding Bag, etc.

Mr. W. H. Ross, United States manager of Singer & Co., has just returned from a well earned two weeks' vacation in the mountains. Mr. Ross returns from his outing much refreshed and fitted for a rushing business in '91.

President McCune of the Union Cycle Co. says it makes him "feel ten years younger when riding a wheel." Mr. McCune is a great young man.

Mr. Charles F. Stokes of Chicago is on his way East.

FROM A CHICAGO CORRESPONDENT—TO THE LADIES.

Upon a calendar which graces the writer's desk is printed this bit of news: "The lady bicyclist has become such a familiar figure on the asphalt streets of Washington that she no longer excites comment."

Now we have hundreds of lady riders in this breezy burg out here, but speaking in a wide and general sense, she is not entirely free from comment.

It is not because she rides a wheel, but because of the way she rides it. A very dear friend of mine, who has several times promised to be a sister to me, rides a wheel, and the following is the synopsis of a lecture which I recently delivered to her at reduced rates:

Don't dress yourself up like a jay; at any rate don't be a bluejay, as blue is conspicuous, while brown or gray is modest and dust concealing.

Don't ride with eight inch cranks, as it is productive of too much apparent motion, and reminds me of my father's old farm horse that was string-halted on both sides.

Don't have your seat so far back that you are almost on a balance like I used to be on my ———, because it stretches your arms out straight until you look as if you were afraid of the handle-bar. Do not be afraid of the bar; it is harmless as long as nothing passes over it.

Get a wheel to fit you; get a common-sense shoe with a low instep and you will also find that a patent leather black does not attract as much attention as the "silver slipper," finish which is so much affected by new riders.

Do not "know all the boys who ride wheels," for some of them are very modest, and upon being spoken to by a strange lady, almost forget their own identity.

Do not forget that we all want you to be an intellectual and moral support to our growing league; a bright and attractive figure within our dusty ranks; a sunbeam to our day; a light unto our shadow. Twinkle.

"GRIFF" IN THE VERMONT HILLS.

A RACE WITH A TRAIN.

Yes, 'tis a pull up the mountains, but does not the view repay it? At every bend of the road you stop a moment for rest and one more glimpse at the ever-changing scene. See! what a beautiful panorama lies at your feet

How lovingly the clouds cling to the hill-tops. See! the sunshine and shadow playing hide and seek in the valleys and the wonderful autumn tints blend like some grand mosaic.

Away up the valley the Connecticut River gleams like a broad ribbon of silver. We are on a ridge, and below us a mountain torrent leaps and roars in its rocky bed. Up a little higher between the white birches and under the gloomy cedars, where your wheel rides over the carpet of pine needles as noiselessly as a shadow.

Here comes an old man driving some cows.

"Are we near the top?" I ask.

"Well, you be," comes the answer in true Vermont twang.

"They do say," continued he, "that I be about the highest liver in this section, "and I guess I be," and he laughed as he pointed to the farm-house, where on the porch lie pumpkins in golden piles.

"How is the road from here down?' I inquired.

"'Tis good, a'mighty steep in places, for it be down hill for nigh three miles."

We thank him, and sure enough here through the clearing we see the road leading down. Away across the valley stretches the railway like a thread and so distant that we cannot hear the noise comes a train, leaving a line of smoke behind like the tail of a comet.

Now for a coast! Down, down we go; what long breaths of the pure air we take. Ah! this is the pay for our climbing. Whiz we go, right down to what seems the end of the road—no, a sharp turn, and here we are on a long stretch. They see us from the train; see the heads out the windows; how they wave their hats at us. Now another curve and we are among the trees that fairly fly past us; here a big rock marks a bend in the road. Round we rush, cross the bridge that spans the brook and again we are in full sight of the train.

How eagerly they watch for us to come in sight. Now for a while we are side and side only higher up above their heads. On we go, faster and faster, for we near the end. Now under the maples and elms that arch the road, and we put on the brake beside the little station just behind the train.

The passengers crowd about us for a moment, give a cheer for Detroit, the conductor cries all aboard and the short race is over, but there is another link in the chain that binds the wheel and its memories to "Griff."

"SENATOR" MORGAN ON RACING MATTERS AND MEN.

I ventured a prediction last spring in Bicycling World that if "Willie" met "Artie" the West would have cause to remember the meeting and the result of their meeting is now known, proving that fast as he is Lumsden is not up to Windle's form as yet. Lumsden, though, is a wonderfully improved man, and from what I can learn from reports a very speedy one, but an extremely poor judge of pace and generalship in a race; some of his finishes and races call to my mind the same trait in the racing career of the late W. M. Woodside, with whom I travelled for several years. Speed Woodside had in plenty, but the way he would allow himself to be "boxed up" in a race, and the lack of judgment he displayed in fooling in the rear of a procession in a long race would sometimes drive me frantic, as he generally commenced to put in his best licks when the race was over, "bar shouting" as they say in England. Windle of course having "resources" to pay for trainer and the necessaries to produce speed has had a wonderful advantage over Lumsden, as the East this year seems to have had as a general thing over the Western (Chicago) riders, as from accounts the Eastern cracks all have "rich uncles" this year, so much allowance must be made for Chicago and her flyers who have done wonderful work to my mind with their limited training and facilities. That young Zimmerman is no misfit in the racing business to a certainty, and I wondered when reading the reports of his victories if the spirit of that wonderful lad George Weber had returned to this earth in Zimmerman, the other "New Jersey wonder," on what "Sandy" Sellers termed "the blooming coffee mill, yer know." Zimmerman, unlike Arthur Lumsden, seems not only to have a wonderful turn of speed, but is possessed of judgment of a high order, as his finishes with Windle shows, and the defeat of the latter to a great measure I think is due to making his effort too soon—for my experience has been that no man can make a half-mile sprint at a winning gait—as he is bound to die out more or less at the finish. I always prefer (no matter how fast a man is) to see him make his effort 200 to 300 yards from home, and on this plan Zimmerman seems to have won his races from the Millbury boy and he will continue to win them if both hold to their previous plans of finishing. What a beautiful crop of semi-professionals the New York amateur clubs seem to be creating—why, the teams of yore ain't in it with the school of the present day, and if they are not producing such wonders as the old teams did they are certainly creating racing enthusiasm of no mean type—but no men of the calibre of Sellers, Hendee, Rowe, Furnival, Burnham, et al. have as yet appeared with the exception of Windle, and as judges of pace and finishes the modern school seems to be inferior. I see Lacy Hillier still sticks to "waiting tactics" in races, and in not only myself, but in many others who are out to win, veteran George Lacy will have firm believers, time-limits notwithstanding. I would like to see the officials of any meeting who would insist on a limit if I had men in a race—they should ride behind until a certain distance from home or not ride at all. There seems to me to be one way of doing away with the "evil" as it is termed, and to the general public who do not understand the "evil" of making a man lose his chances by pacing. I think if a special prize is offered to say two of the slower division to race for in all important scratch races they would act as pacers for the cracks who race for the prize generally at the last quarter.

One of the surprises to me in racing in the West this year is the splendid form of Norton H. Van Sicklen, who many thought was on the shelf, and here this bespeckled father of a large and interesting family, editor, publisher and printer comes out in his old-time form and bowls over the young division in short order. Truly he is a wonder and deserves great praise, as "Van's" training is most limited and I know also to be of a pannicky order. "Senator."

Portland, Ore., Oct. 10, 1890.

SMALL STEERING WHEELS.

AN ANSWER TO MR. ELLIOTT.

Editor Bicycling World: I always read Brother Elliott's views, whether he is looking forward or backward, and when he wrote about the power used in driving having a tendency to lift the front wheel of a satety I smiled at the statement and thought it one of his jokes, but now he furnishes us experimental data that calls for some attention, and it only requires a slight investigation to show that I fail to fully understand the explanation given or that he has made some serious error either in making his test or giving the results and forming his conclusions.

Taking his statement that the forward or horizontal component was 5 1-2 pounds, and his conclusion that the line of application of power was on a line rising at an angle of 14 degrees as correct, the vertical component or tendency to lift the front wheel would only be one pound 6 ounces. Again taking the angle and vertical component. 2 1-2 pounds, as correct, the horizontal component would be 10 3-100 pounds.

For the machine with both wheels alike, if we take the horizontal component as 5 4-10 pounds, the equivalent of 5 1-2 pounds at 14 degrees and the angle as 17 7 8 degrees, the vertical component would be 1 pound 12 ounces, or 6 ounces more than the same force given with the smaller front wheel.

Supposing the measured vertical force 2 1-2 pounds and the angle of direction 14 degrees to be correct, the total energy developed is 10 pounds 5 ounces, with an applied force of 25 pounds, a loss of 58 1-2 per cent, while if we take the horizontal component of 5 1-2 pounds as correct there is a loss of 77 1-3 per cent. The ratio of radius of sprocket wheel to crank must be known to determine what this should be, but the latter seems more nearly correct.

Won't Mr. Elliott please make another experiment stopping the forward movement of wheel by a brace on scale platform, not a stationary wall, and apply his power by an actual weight suspended from pedal with cranks horizontal, making weight as great as may be, 100 pounds if practicable, and using care to attach this weight to machine in same vertical line as pedal when taking weights with no power applied. Then measure the actual horizontal movement, with pedal loaded, by any means that will readily suggest itself to one familiar with practical mechanics and give us the result with full description of all methods employed. Fraternally,

C. P Buchanan, Jr., L. A. W., 178.

Pittsburg, Pa., Oct. 25. 1890

WIDE TIRES.

Editor Bicycling World: The stand the World has taken re Roads Improvement is to be commended, and the L. A. W. in keeping up enthusiasm and making road work a special feature, are establishing a position of importance not reached by associations devoting *all* their energies to sport.

I speak from the standpoint of a spectator, and living as I do away back here in Canada, no one will accuse me of praising my own work. [I swear I am not a member of the L. A. W.]

We have good roads in and round about Waterloo; especially are those roads in good order over which there is much heavy teaming done. This would be surprising but for two main reasons, namely: first, a good variety of coarse gravel is used in large quantity to make a good bed; second, the wheels of nearly all heavy wagons are fitted with wide tires, three, three and a half or four inches wide. This latter point is the one of most importance and my main object in writing this communication.

Several years ago our local member for the Provincial Parliament, Mr E. W. B. Snider, introduced a bill on Roads Improvement; this bill had for its object the regulation of the width of wagon tires, Mr. Snider fixing three and a half and four inches as the standard. This rule was to apply to all wagons used by farmers, teamsters, draymen, etc., and was to affect heavy wagons only; light spring wagons would of course remain same as before.

A certain length of time was to be allowed in which to make the change in all wagons. I think the bill was to come in force two years after being passed. Unfortunately, however, the bill was defeated, and Mr. Snider has not since brought it up.

Nevertheless, to show how far the feeling has taken hold of this community, I might mention that for several years farmers and others have voluntarily adopted wide tires. Farmers have found them better adapted for fieldwork, as they do not allow the wagon to sink so deeply, and consequently the work of the horses is easier. For the same reason, during a rainy season a heavy wagon fitted with wide wheels, instead of cutting ruts in a road, acts like a steam roller and packs and hardens it.

Wide tires have come here to stay and are considered a very necessary adjunct to Roads Improvement.

Thank you, Sirs, for your valuable space, and I hope this tired article by an enthusiastic and interested Canuck will not make your readers also tired, I am, Yours respectfully,

Clayton M. Wells,

Waterloo, Ontario, October 22d, 1890.

"SOCIAL" OF CINCINNATI TO "STAR."

Editor Bicycling World: In the October 10th number of the Bicycling World your correspondent, "Star," although doubtless meaning well, casts an apparent slur on the recently formed "Social Cycling Club" of this city. That "esprit du corps" is praiseworthy few will deny, but it is scarcely becoming in "Star" to object to the select nature of the above club simply because the members declined his personal invitation to join his pet club. The suspicion of sarcasm might have been avoided had not "Star" twice, in two different publications, made use of the same expression, viz: "The club is to be very select"; if sarcasm is not intended then "Star" can only be pitied for the depressing sameness of his phraseology.

A word of explanation may not be amiss regarding the "selectness" of the "Socials." The club has been formed with a view of encouraging lady riders and to raise the social status of cycling; and while its members do not, as the Pharisee, "Thank God that they are not as other men," they do most emphatically, even as a League club, repudiate the necessity of being hail-fellow well met with every rider of a wheel, many of whom would be as fully attired in a coat of feathers as in the absurd and objectionable costumes adopted by some local wheelmen. "Social."

Cincinnati, Oct. 15, 1890.

INFORMATION WANTED ABOUT MARTIN RUDY.

It is to be hoped that all those who have had dealings with Martin Rudy of Lancaster, Penn., will communicate at once with Frank R Taylor, Esq., No. 316 South Fourth avenue, Mount Vernon, New York.

STOLEN BICYCLES.

Columbia Light Roadster safety, No. 5828 stolen from J. J. Freeman of Toledo, O.

Lovell Diamond safety stolen from Dawson & Co. of Pawtucket, R. I.; number of machine not taken; it was let to a boy, who gave the name of Read, Sept. 29. The boy was about 14 years old; wore knee breeches and bicycle cap. No mud guard over chain and rear mud guard was set on bent. Dawson & Co. will pay $5 reward for information.

Saturday evening, Oct. 18, a man calling himself John Dony and giving as his address No. 23 Rauber street, rented an Apollo Singer safety bicycle, No. 63,507, of C. J. Conolly, No 3 South Water street, Rochester, N. Y. He has not yet returned and Mr. Conolly fears that some serious accident has befallen him or that his moral nature is hopelessly warped. The latter suspicion is strengthened by the fact that the name and address given have turned out to be fictitious.

JUNIATA WHEELMEN'S MEET.

The Juniata Wheelmen's 3d annual race meet was held in Altoona, Pa., October 22d. Dame Nature dealt kindly with the Wheelmen, being the only day for a week or more having a clear sky. The early trains brought in many visiting wheelmen from all points throughout the Juniata Valley. Headquarters were established at the Logan House. About 100 wheelmen, including a number of ladies, assembled in the east parlor, where the Reception Committee registered and badged them. At 9 30 A. M. the Rev. A. W. Spooner of the Second Presbyterian Church, who is an enthusiastic wheelman himself, delivered an address of welcome in which he enumerated

the many moral and physical advantages in the use of cycles. He was responded to by Mr. Hugh Lindsay, President of the Juniata Wheelmen Association, who pointed out the many ways in which the L. A. W. was advancing in the good work of Roads Improvements.

D. S. Drake, Secretary, read a letter from Chief Consul Sam'l A. Boyle, regretting his inability to be present, but urging the wheelmen to join the National organization for the many benefits derived therefrom.

A brief business meeting followed, in which a number of new members were secured for the L. A. W., after which the members visited the Pennsylvania Railroad machine shops, the largest in the United States.

At 1.30 P. M. the cyclers assembled in the Hotel Park, and were photographed by F. H. Foltz of Bedford, Pa., the first man to purchase a bicycle in the Juniata Valley. At 2 P. M. the street parade was formed, which was ably marshalled by W. Byrd Page. Over 150 cyclers participated in the parade of the ten miles of new asphalt streets. In the line were a number of ladies, and they handled their cycles as well as any of the sterner sex, many of them going the entire distance to the race track.

There was a good attendance at the races, and the events warmly contested, there being considerable anxiety as to the championship of the Juniata Wheelmen, which consists of all wheelmen in six counties of the Juniata Valley.

The racing events of last year being closely contested, it was looked forward to from that time to this for a final test. The scores were as follows:

Half-mile novice—W. B. Simpson, Huntingdon, time, 1.54 1-2; E. M. Newell, Huntingdon, 2.05, second best.

Half-mile for boys under 16 years—Howard Kessler, Altoona, 2.27; David Lackey, Altoona, 2.27 1-2.

Half-mile ordinary handicap—J. A. Johnson, 15 seconds, time 2.12; J. E. Patterson, scratch, time, 2.25.

Two mile championship Juniata Valley was contested in two events, first with safeties then with ordinaries. Best time in the safety, W. B. Simpson, Huntingdon, 8.57. Best time ordinaries, L. B. Baldwin, Huntingdon, 8 39, J. E. Patterson, who has held the honors for past years, following close behind. The championship was awarded to L. B. Baldwin of Huntingdon.

During the afternoon W. Byrd Page of Altoona, the champion high jumper of the world gave an exhibition, clearing five feet and eleven inches.

In the evening the Altoona Cyclers banquetted their visitors at the Opera House restaurant.

Everything passed off in an admirable manner, and the Altoona Wheelmen are to be congratulated on the success of the meet.

"HUTINGDON, PA."

ROUTES AND RIDING DISTRICTS.

A MR. CLYMER WHITE, writing from Baltimore, Md., says: "In their article on planning a tour (page 65 L. A. W. Handbook), Messrs Elwell & Shepard strike a keynote in suggesting the compilation of a series of handbooks of the various riding districts.

In planning a tour of the Berkshire Hills I have been much helped by the kindness and civility of Mr. Booth, the Consul at Great Barrington, in sending me a book descriptive of that lovely country. But what I wanted was a concise statement of:

First—Character of roads.

Second—Hotel, whether clean, character of food, price, baths, &c.

Third—Most interesting objects, told in the shape of daily runs, with distances, and where to get luncheon, &c.

I have taken some notes of the Shenandoah Valley, which I will gladly write out, for the benefit of others, should you think it worth while

Will some one undertake to do the same in regard to Berkshire, the Orange district and Philadelphia?

May I take this opportunity of calling attention to the want of facilities for getting a bicycle across New York City, from Desbrosses street to Grand Central Station? Cannot the Transportation Committee make some arrangement with the baggage express people to do this, giving us some degree of certainty that the bike will be safely handled, and pedals not stolen?

[Mr. White's suggestion in regard to exchanging experience over different routes is a good one, and we beg leave to say that the columns of the WORLD are open to such who can give details as called for by our correspondent.—ED.]

THE Ellwell Bermuda party is filling up, and those who contemplate going should at once address Mr. F. A. Elwell, 152 Pearl street, Portland, Me.

THE TWENTY-FIVE MILE WILMINGTON ROAD RACE

THE weather on Saturday afternoon, for the Wilmington road race, repeated itself, being almost an exactly similar day to last year, raw, cold and dismal. Unfortunately the roads were in much worse condition than when the first race was run, an unusually heavy nor'easter having been blowing for two days, with the result that in some places along the course it was necessary to carry the machines, while in others nearly a foot of water had to be ridden through. Safeties were at a discount, the high wheels having a great advantage. Under the circumstances the time made was most excellent, Van Wagoner and Seeds proving themselves made of no common mould.

Out of twenty-nine entries twenty-five started, and of these three turned back.

The seventeen men who took prizes, with the order of their finishes and times, was as follows: Seeds and Van Wagoner riding together on the track for the last two miles, Van Wagoner beating Seeds by three feet. Hall, K. C. W., had a break down, delaying him several minutes:

Position.		Time, Actual. H. M. S.	Handicap.
1.	W. Van Wagoner	1 44 20	0
2.	W. C. Seeds	1 45 50 1-2	1 1-2
3.	J. R. Pearson	1 53 32	S
4.	F. B. Elliott	1 56 00	7
5.	F. M. Dampman	1 54 00 1-4	5
6.	F. Chew	1 56 03	9
7.	C. A. Elliott	2 00 55	S
8	J. S. Lodge	2 00 03	9
9.	E. O. Roe	2 09 15	7
10.	J. R. Hazleton	2 02 45	3
11.	W. M. Haradon	2 04 07	5
12.	B. F. McDaniel	2 10 30	S
13.	J. W. Robertson	2 07 49	6
14.	J. H. Draper	2 09 16	6
15.	G. M. Gregg	2 11 47	S 1-2
16.	C. A. Dimon	2 16 09	10
17	T. J. Hall, Jr	2 11 45	5

Officials as follows: Referee, H. Crowther, Pa. Bi. Club; Judges, H. S. Wiegand, K. C. W.; H. G. Priest, England; W. F. Kurtz, W. A. C.; Starter, J. A. Green, Century; Clerk of course, H. L. Pyle, W. W. C.; Scorer, P. S. Collins, C. W.; Timers, C. W. Baird, M. F. Davis, W. W. R.; Williamson, W. W. C.

The time between the leaving and returning of the road racers to the fair grounds was filled in with eight track bicycle races, which were of considerable interest and were well received by the spectators. The results follow:

One mile safety—Robert McCardell, first; J. E. Ainsworth, second; Elwood Layfield, third. Time, 4.26 1-2.

Half-mile safety, for boys under 16 years—H. L. Bissell, first; Frank J. Pyle, second; Harry Sedgewick, third. Time, 2.15.

Half-mile ordinary, 1.45 class—J. L. Hanley, first; H. J. Bowden, second; Leon B. Tantum, third. Time, 1.47.

One mile safety, 4 minute class—C. S. Merrill, first; Elwood Layfield, second. Time, 4.07 4-5.

100 yards slow race, ordinary—S. D. Wilson, first; Z. H. Lofland, second; H. J. Bowden, third. Time, 2.26.

One mile safety, 3.30 class—G. S. Merrill, first; H. L. Pyle, second; I. H. Pyle, third. Time, 3.54.

One mile novice, ordinary—H. J. Bowden, first; Harry Donalson, second. Time, 3.40.

Half-mile ride and run, ordinary—Z. H. Lofland, first; H. J. Bowden, second. Time, 3.27.

One mile handicap, club race, safety—H. L. Pyle, 425 yards, first; Harry Donalson, 50 yards, second; Z. H. Lofland, scratch, third. Time, 4.04 1-5.

Philadelphia, Oct. 27, 1890. "ARIEL."

RACING AND MEET NEWS AND GOSSIP,

NOTICE TO SECRETARIES AND CORRESPONDENTS—We have before requested that in reporting handicap races that handicaps be given. We constantly receive reports in which this most important feature is omitted. *Please give the handicaps.*

AT BRIDGEPORT, CT.—The 15-mile handicap road race of the Bridgeport (Ct.) Wheel Club took place Monday P. M., October 27. So muddy were some of the hills along the route, in fact, that it was necessary for each and every contestant to get off and walk. The finish was made on the race course at Seaside Park in the presence of 2000 people, and the difference of only 13 3-4 seconds between the time Soules and the winner caused the greatest excitement imaginable. Another pretty finish was that of Fryer and Tomlinson, fourth and fifth men in the race, Fryer defeating his man by less than one minute. Those who finished with their time and handicap appended are as follows:

Name.	Handicap.	Time. H. M. S.	Actual time. H. M. S.
S. N. Lockwood	3 min.	1 12 36	1 15 36
F. E. Soule	scratch	1 15 50 3-4	1 15 50 3-4
C. W. Ellison	5 min.	1 18 47	1 23 47
Geo. R. Fryer	5 min.	1 10 47	1 24 47
T. H. Tomlinson	5 min.	1 20 02 1-2	1 21 02 1-2
H. J. Lehing	scratch	1 22 05 1-2	1 22 05 1-2
W. H. Horr	5 min.	1 37 30	1 42 30

By his victory Lockwood not only secures the handsome diamond, L. A. W. offered as first prize, but also the handsome gold time medal for best time made. The second, third and fourth men each receive handsome solid silver medals, and the fifth contents himself with a box of 100 cigars. "NOSTAW."

ON EAGLE ROCK.—A. P. Benson of Dorchester has been doing some splendid work on Eagle Rock, Orange, N. J. Last week Thursday he arrived in New York in a driving rain storm. His object, however, was to see and perhaps try Eagle Rock, and so purchasing a rubber overcoat, and taking his wheel on the train, he started for Orange. He then rode to the hill, and notwithstanding the fact of the rain and that he was clad in a rubber coat, he just rode up the hill "for a flier."

Better weather came and on the morning of Oct. 26, accompanied, timed and checked by W. E. Wilson and J. M. Halloway of the Hudson County Wheelmen, assisted by other members of the same club, and Mr. Keen, captain of the Manhattan Bicycle Club, Mr. Benson on his safety, geared to 57 inches, began to climb against time. He accomplished it in 8.43, which is 47s. better than previous record. Then coasting down he rode the incline again in 8m. 50s., beating the record for the second time of 10m. 30s. by 1m. 40s. The surface of the incline, excepting the last pitch, was soft and heavy.

AT NORFOLK, VA., Oct. 20.—The first day's racing at the Division meet races at Norfolk, Va., was attended by a large crowd, among which were a goodly number of the fair sex. Results as follows:

One mile novice—T. A. Williams, Jr., first; J. W. Boggs, second; E. L. Dashiel, third. Time, 3.40.

One mile safety—A. A. O'Niel, first; C. W. O'Niel, second. Time, 3.31.

One mile championship, Norfolk Cycle Club—J. W. Boggs, first; W. B. Burrass, second; W. S. O'Neil, third. Time, 3.31.

One mile safety handicap—A. A. O'Neil, scratch, first; G. W. Lawrence, 20 sec., second; J. H. Downing, scratch third. Time, 3.12 1-2.

One mile, 3.20 class—C. W. O'Neil, first; G. R. Paul, second; L. Mayo, third. Time, 3.18.

Half-mile, boy's safety—A. Etheridge, first; B. Burwell, second; M. Peters, third. Time, 2.05.

Half-mile safety—C. W. O'Neil by a few inches, first; A. A. O'Niel, second. Time, 1.30.

Half-mile, youths—E. L. Dashiel, first; T. A. Williams, Jr., second; W. C. Moore, third. Time, 1.38 1-2.

Three mile, State championship—A. A. O'Neil, first; J. H. Downing, second; C. W. O'Neil, third. Time, 11.10 1-4.

The second day's racing brought out a fair crowd, but not so big as on the opening day. The results were:

One mile novice, safety—B. G. Simmons, first; J. S. Moore, second. Time, 3.21.

One mile open—A. A. O'Neil, first; C. W. O'Neil, second. Time, 3.16.

One mile Norfolk Club safety championship—W. B. Burrass, first; G. W. Lawrence, second. Time, 3.33 1-4.

One mile, handicap—A. A. O'Neil, 0 sec., first; J. W. Boggs, 11 sec., second. Time, 3.22.

One mile, club championship, ordinary—J. B. Pearson, Vineland, first; C. W. Pearson, second. Time, 3.37.

One mile, 3.30 class, safety—R. G. Simmons, first; C. W. Lawrence, second. Time, 3.27.

One mile, safety State championship—A. A. O'Neil, first; C. W. O'Neil, second. Time, 3.41.

Half-mile, open—L. Mayo, first; J. H. Downing, second. Time, 1.37.

One mile, State championship, ordinary—A. A. O'Niel by a few inches, first; C. W. O'Niel, second; J. H. Downing, third. Time, 3.35 1-2.

AT VINELAND, N. J.—A large crowd of wheelmen clothed in ulsters and warmer garments braved the cold weather on Monday last and visited Vineland, N. J., to witness the races of the Vineland Wheelmen. The contests were close and exciting, which aroused the enthusiasm of the Vineland people, who are admirers of bicycle racing, to a high pitch. A summary of the races is as follows:

One-mile ordinary novice—Won by H. S. Painter, T. C. C.; W. C. Hendee, V. W., second. Time, 3.33 1-5.

One-mile safety novice—Won by B. Gillette, V. W.; J. H. Hurst, V. W., second. Time, 3.43.

One-mile (open) safety—Won by W. C. Seeds, W. W. C.; I. Van Deusen, P. A. W., second. Time, 3.18.

One-mile club team race—Won by Park Avenue Wheelmen from the New York Athletic Club. Time, 3.15 1-5.

Three-mile handicap—Won by W. C. Seeds, W. W. C.; C. W. Pearson, V. W., second. Time, 9.45 3-5.

Half-mile (open)—Won by W. Van Wagoner, N. Y. A. C.; W. F. Murphy, N. Y. A. C., second. Time, 1.28.

One-mile handicap—Won by H. S. Painter, T. C. C., 150 yards; F. S. Chew, V. W., 140 yards, second. Time, 3m.

Half-mile safety (open)—Won by J. C. Donnolly, O. W.; W. C. Seeds, second. Time, 1.33.

Five-mile handicap—Won by J. B. Pearson, V. W., 350 yards; F. S. Chew, V. W., second, 475 yards. Time, 16 24.

Three-mile tandem safety handicap—Won by V. J. Kelley and J. H. Draper, P. A. W., 200 yards; W. Van Wagoner and W. C. Seeds, W. W. C., 100 yards, second. Time, 9.54. "TREE."

NEW ORLEANS, Oct. 19.—The 100-mile road race on above date, held under the auspices of the Louisiana Cycling Club, was a success, and promptly at 7:30 the following gentlemen started: R. G. Betts, B. W. Cason, Jr., E. D. Frederic, C. H. Fenner and E. Newman. Newman did not last long, as his stomach went back on him. At the 25th mile Betts led, with Cason close up, and Frederic and Fenner trailing. Betts did the distance in 1.39.36. Record for the Southern States. At 50 miles Betts led Cason by 2m., doing the distance also in Southern record time of 3.20 35; Frederic and Fenner not in it. The race was won by Betts in 7.08.37 2-5; Southern record, with Cason 34m. behind. Fenner and Frederic one hour behind the winner.

THE corners of the Berkeley Oval, New York, are being banked in anticipation of Windle's promised attacks on the records, which will take place next month.

THE Atalanta Wheelmen of Newark, N. J., will give an athletic meeting on Friday, Nov. 21, at 8 P. M., at the Belleville Avenue Rink. Among the events will be a 1-mile safety bicycle handicap and a 1 1-2 miles' novice safety.

THE Harvard University Cycling Association will hold a race meeting on Holme's Field, Cambridge, November 8, open to colleges, schools, and the Boston A. A.

Events: Half-mile safety, scratch—novice, open to Harvard only; one mile ordinary, handicap—open; half mile safety, handicap—open; quarter-mile ordinary, handicap—open; one mile safety, scratch—interscholastic, open to all preparatory schools; two mile ordinary, scratch—intercollegiate; one mile safety, handicap—intercollegiate.

Two medals, struck from dies owned by the Association, will be given in each event.

In the interscholastic race, a silver cup has been presented, to be competed for by the Interscholastic Cycling Association, under rules similar to those which govern the Mott Haven games. L. A. W. rules to govern.

Entrance fee, 50 cents for each event, and must accompany entry. Entries close Saturday, November 1st, at 12 P. M., F. L. Olmstead, Jr., 13 Wadsworth House, Cambridge, Mass.

A large and convenient dressing room will be provided. It has shower baths attached, and opens on a balcony overlooking the track, and directly opposite the tape.

SEND for a copy of "Cycling for Health and Pleasure," the finest book of information and practical points on cycling ever published.



THE OVERMAN CUSHION TIRE.

THE following description and cuts will make plain the cushion tire patented by Mr. A. H. Overman: Fig. 1 shows the section of the proposed hollow rim to be used. Fig. 2 shows a section of the tire—A. is a section of the outer shell or envelope of rubber. B.B. are two nested inner arch-shaped shells located and fitting closely on the inner side of A., and by using more or less of these inner shells the tire may be graded in stiffness or softness to suit the weight and taste of the rider. By his means it is claimed that different density and elasticity can be at once produced and with little or no delay or trouble.

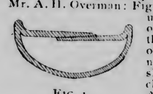


FIG. 1.

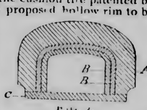


FIG. 2.

C is a thin, flat, reinforcing strip attached to the under edge of A. in any suitable way and the strip may be composed of metal, hard rubber, rubber cloth or any suitable substance. It will be noticed that the outer and under edge of A. are shaped to follow the curve of the steel felloe and to extend over same. Fig. 3 shows the method of fastening the tire to the rim.

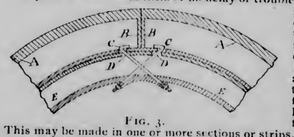


FIG. 3.

This may be made in one or more sections or strips, the ends of each section having a wall or web as at B.B. The device shown here for coupling and holding the tire is done by two wire hooks, C.C., the hooked ends passing through slots in rim and tire, D.D; the lower ends of these wire hooks being threaded and furnished with adjusting nuts by means of which the abutting surfaces of tire and rim and the ends, B.B., may be drawn tightly together.

DOWN THE CAPITOL STEPS

DAN CANARY rode a Victor Safety down the steps of the Capitol at Washington, D. C., October 23d. This is the first time that a rear driving safety has ever been ridden down those famous steps, and will therefore stand as record for that class of machine.

WORK is progressing rapidly on the new buildings of the Overman Wheel Co., at Chicopee Falls, Mass., and by the middle of next month the buildings will be covered.

HOLLAND & HAVENER of Worcester, Mass., will open a bicycle riding school at the rink during the winter months. The floor is 140x70. A large stock of safety machines will be kept on hand to rent, and a competent instructor will be in attendance. No charge will be made for spectators. Ladies will receive particular attention and special accommodations.

WITH the new and elegant quarters selected by the enterprising firm of Messrs. Howard A. Smith & Co. at 518 Broad street, Newark, N. J., filled from cellar to roof with new goods and the many accessories of the cyclist, they feel confident that the demands of their many patrons will be fully and promptly met. Their advertisement on page 22 is worthy of attention, and their new catalogue will be sent free on application.

THE Union Cycle Mfg. Co., will run their factory to its fullest capacity all through the winter months. Treasurer Measure is well satisfied with the business done by his company the past season, and looks confidently to a healthy increase in 1891.

THE work done by the Eagle last week was rather of the rushing sort. At the great Wilmington road race there were 24 starters, and out of that 24 the Eagle flew in, furnishing first, second, third, fourth and fifth. At Vineland, N. J., last Saturday, Eagles started in five events and took five firsts!! Then to go down South to Birmingham, Ala. We find that on October 23, the riders of Eagles took three firsts and three seconds in four races. Why shouldn't the Eagle scream?

PRESIDENT MCCUNE of the Union Cycle Mfg. Co. is highly elated with the result of the severe tests given their No. 12 and No. 13 machines, specifications of which are promised within a few days now.

MR. A. P. BENSON has made a new record at Eagle Rock Hill. The ascent was made in 8.43, which is 47 seconds better than previous record. The timers were W. E. Wilson and J. M. Holloway of the Hudson Co. Wheelmen—other members of the Hudson County Wheelmen were present—also Mr. Keen, Captain of the Manhattan Bicycle Club. We note that Mr. Benson is making his records on a geared-up safety bicycle, while previous records, if we are correctly informed, have been made on low geared wheels, or specially constructed, lever motion wheels.

SPECIAL reference is made to the excellent bargains offered by Wm. Read & Sons in some shopworn and second hand wheels. These bargains will not long go a-begging if our readers are as astute as we believe them to be.

NEW KODAK CAMERAS---FOR WHEELMEN.



"YOU PRESS THE BUTTON, WE DO THE REST."

(OR YOU CAN DO IT YOURSELF.)

SEVEN NEW STYLES and SIZES

ALL LOADED WITH

TRANSPARENT FILM.

For sale by all Photo. Stock Dealers. *Send for Catalogue.*

THE EASTMAN COMPANY, Rochester, N. Y.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street, BROOKLYN, N. Y.

HARTFORD

A Popular American Made Wheel

$100.00



$100.00

HARTFORD

At a Popular Price.

HARTFORD

HARTFORD

THE HARTFORD CYCLE CO., Manufacturers, Hartford, Conn.



LEAGUE HEADQUARTERS:

13 Pearl Street, - - - - Room 27.

ABBOT BASSETT, Secretary.

OFFICERS FOR 1890—91.

PRESIDENT,

JAMES R. DUNN,

40 Wall st., Room 69, New York.

FIRST VICE PRESIDENT,

DR. W. H. EMERY,

109 Warwick street, Roxbury, Mass

SECOND VICE PRESIDENT,

GEO. R. BIDWELL,

308 W. 59th street, New York City

TREASURER,

W. M. BREWSTER,

117 No. 4th Street, Quincy, Ill.

SECRETARY,

ABBOT BASSETT,

12 Pearl Street, Boston, Mass.

Standing Committee.

Membership Committee.

Sanford Lawton.....Springfied, Mass.
George C. Pennell.....Elizabeth, N. J.
Geo. C. Arbuckle.....1962 Euclid ave., St. Louis, Mo.

Committee on Improvement of Highways.

Isaac B. Potter, Esq.....Potter Bldg., New York
Albert Mott.....203 Lenox St., Baltimore, Md.
Maj. Chas. L. Burdett.....Hartford, Conn.

Committee on Rights and Privileges.

Samuel A. Boyle, Esq.....Philadelphia, Pa.
Chas. F. Cossum, Esq.....Poughkeepsie, N. Y.
J. S. Dean, Esq .....28 State St., Boston, Mass.

Committee on Rules and Regulations.

W. A. Davis.....340 S. Leavitt St., Chicago, Ill.
Michael Furst, Esq.....16 Court St., Brooklyn, N. Y.
A. B. Richmond.....Grand Rapids, Mich

Transportation Committee.

W. M. Brewster.....117 No. 4th St., Quincy, Ill.
Amzi T. Dodd.....70 Park Place, Newark, N. J.
Burley B. Ayers, "Rookery,".....Chicago, Ill.

Racing Board.

Chas. S. Davol.....Warren, R. I.
George Collister.....147 Ontario St., Cleveland, Ohio
Robert D. Garden.....Chicago, Ill.
W. H. DeGraaf.....47 W. 14th St., New York.
Geo. D. Gideon.....17 No 7th St., Philadelphia Pa.

Hotel Committee.

George S. Atwater, 1424 Penn. Ave., Washington, D.C
H. H. Hodgson. 13 Carondelet St., New Orleans, La
W. C. Marion.... 1255 Bedford Ave., Brooklyn, N. Y.

Massachusetts.

Circular No. 6.

J. Fred Adams of Haverhill is hereby appointed a Representative for this Division. Fraternally,

WM. H. EMERY, Chief Consul.

October 27, 1890.

Massachusetts.

Circular No. 7.

The following committees are hereby appointed. The committee on Improvement of Highways will be announced in a future circular.

Rules and Regulations—I. E. Moultrop, E. B. Pillsbury, Chas. G. Wells.

Rights and Privileges—J. S. Dean, W. S. Slocum, Geo. A. Perkins.

Finance—J. Fred Adams, B. A. Barber, A. H. Carsley.

Touring—A. W. Robinson, A. M. Gooch, H. W. Robinson. Fraternally,

WM. H. EMERY,
Chief Consul.

October 27, 1890.

Kansas Division.

Should your wheel be stolen, and you will send me full particulars and description, I will do all in my power to help you find the same; also would like to be notified of any restriction that may be put on the use of the bicycle by city governments or others; or any difficulties you may get into through the use of your wheel, as the Kansas Division is for the benefit of you, not others, and it is your fault, therefore, if you do not take advantage of same

W. S. LYDECKER,
Sec.-Treas. Kansas Division.

California.

The Maclean Hotel has been appointed as League Hotel for Los Angeles. Rates per day, $1.00; meals, 75 cents.

Mr. W. F. Stuart will serve as local consul for Los Angeles, address Post Office.

Y. D. Hensill has been appointed local consul for San Jose, address P. O. box 112. THOS. L. HILL,
Chief Consul.

Wheels Free on 'Frisco.

I enclose copy of Circular No. 454, issued by the St. L. and S. F. R. R. relative to the carriage of bicycles, and I would be glad if you would print the same in full, so as to undo as far as possible the information recently published in the BULLETIN, touching the policy of this road with respect to the transportation of wheels. It is only of comparatively recent date that the Frisco Line placed the embargo on wheels and their prompt action in rescinding the order, when the matter was properly brought to their attention, indicates a disposition on their part to treat wheelmen fairly. Yours very truly, WM. M. BREWSTER,
Chairman Trans. Committee.

"Frisco Line," St. Louis & San Francisco Railway Co., General Passenger Department.

Circular No. 454.

ST. LOUIS, October 15th, 1890.

To Agents, Conductors and Baggagemen, "Frisco Line."

33 "Passengers with Baby Carriages, Saddles, Guns (unloaded) and *Bicycles*, and who present same properly tagged as to their destination, may be carried free in baggage cars, you giving not ce that these articles are at owner's risk only, and under no circumstances will they be checked."

Be governed accordingly.

D. WISHART, Gen'l Passenger Agent.
W. D. GARWOOD, Gen'l Baggage Agent.

Georgia Championships.

The L. A. W. National Racing Board has established the one mile ordinary and one mile safety championships of Georgia, and located them for 1890, with the Columbus (Ga.) Bicycle Club, to be run at the Chattahoochee Exposition Grounds on November 10th, 1890, at Columbus, Ga. CHAS. S. DAVOL,
Chairman L. A. W. National Racing Board.

Warren, R. I., October 23, 1890.

C. C. Hopkins.

For violating clause B of the amateur rule, section 9, article III L. A. W. Constitution at Denver, Col., October 12, 1890, C. C. Hopkins of Denver is hereby declared to have forfeited his amateur status. Amateurs are warned not to compete with Mr. Hopkins.

CHAS. S. DAVOL,
Chairman L. A. W. National Racing Board.

Warren, R. I., October 24, 1890.

Missouri Division.

To Consuls and Members:

Our Division now numbers 430 members, and the growth is confined principally to one or two cities in the State. When this fact is taken into consideration that every town in this State which contains 1000 inhabitants boasts at least two or three wheelmen, the growth of the Division is not what it should be.

Individual workers are badly needed, and members are therefore urgently requested to lend the Division officers their aid in this important matter. Hundreds of new riders have taken to the wheel this season who should all be gotten to join, and in this way give our organization much needed strength in this State.

It should be remembered that the last half of the League year commences with this issue of the BULLETIN, and the persons who join us now remain with us till July 1, 1891, upon payment of $.50. This should be employed as an argument in getting riders to join now. If each Local Consul will obtain us only one new member this month we will have reached the 500 mark. This can be done easily, and it remains to be seen what officers will carry out the suggestion.

On account of members failing to renew we are at this writing unrepresented at Booneville, Edina, Lexington, Macon City, Chillicothe, Warrensburg and several other large towns. Members residing in the vicinity of the places named are requested to make every effort to obtain us the initial member so that a Local Consul can be appointed, who will look after our interests. Don't wait until the last moment before asking your cycling friends to join. You can just as easily decide the matter now as later.

Fraternally yours, ROBT. HOLM,
St. Louis, Oct 24, 1890. Chief Consul.

Kansas.

H. E. Scott is consul for Cuba, Kansas, instead of H. L. Hamilton, as published in my notice in the BULLETIN of October 17. F. B. Miner has been appointed consul for Ness City, Kas., to fill unexpired term of E. F. Sheldon, resigned.

Yours fraternally, CHAS. S. DAVIS,
Chief Consul.

Meeting of Missouri Division.

The annual meeting of the Missouri Division Board of Officers L. A. W., was held in the rooms of the Missouri Bicycle Club at St. Louis on Tuesday evening, Oct. 21st, the following officers being present: Chief Consul Holm, H. G. Wolzendorf, Representatives Laing and Garner, and proxies from Vice Consul Jaccard, Secretary-Treasurer Kelly. G. M. Wilder and Representative Seibel. Chief Consul Holm presided, and as the Secretary-Treasurer was not present R. W. Garner was elected Secretary pro tem. The following order of business was taken up:

The Division by its present membership being entitled to two Representatives to the National Assembly Mr. W. P. Laing was chosen as the additional delegate. Chief Consul Holm then submitted the following report, which was read and adopted:

REPORT OF CHIEF CONSUL HOLM.

Gentlemen of the Board:

The National Constitution requires that a meeting of the Board of Officers of each Division be held during September for the election of officers to the National Convention. In connection with this election I have decided it to be advisable to make a short report of my official acts since the State meet at Columbia Our membership has been on the boom, and at this writing we should have 425 members, as I find 10 names not included in Secretary Bassett's lists, and await his decision in the premises. Good work has been done by the majority of our officers, and never were the feelings more harmonious. In Southwest Missouri we have made notable gains in point of membership, and never before was the outlook so bright for reaching and passing the 500 mark as just now. No contrary legislative acts restricting the rights of wheelmen have come to my notice. During the past year an entirely new Road and Hand Book was carefully compiled by Chairman H. G. Wolzendorf of the Road Book Committee and distributed among our members, and is being furnished to each new member. Members joining us after the 1st prox. only contribute 50 cents to the Division treasury, and I would like to have your opinion relative to furnishing them the book free The total edition was 500 copies, and with our rapid increase in membership, this will soon be exhausted. The book has been praised on all sides for its neat appearance, and I think it is but just to present Chairman Wolzendorf with a vote of thanks for his labor in behalf of the Division. The annual meet and races at Columbia last July were an immense success, and in point of attendance and enthusiasm displayed this meet excelled all others held heretofore under the auspices of this Division. These annual gatherings do much towards developing the brotherly feeling which should exist among our members, and for this reason should be attended by every member who desires a royal good time as well as to take a hand in nominating officers for the ensuing year. To date no applications have been received for next year's meet, and if there are any representatives from any cities desiring the meet, present, I should be pleased to hear from them. As the meets are growing in popularity, greater preparations are necessary to make them as successful as they can be made, and for this reason the location should be decided upon as soon as possible.

Our Rights and Privileges Committee, which was created at Columbia this year have had a number of cases to contend with against road hogs. One of these in which Edw. Cardell figured as defendant, was lost in the Police Court to the great disappointment of us all, as we thought a term in the work house or a heavy fine, was justified by the outrageous assault. A case is now awaiting trial in the Circuit Court, and is the suit of H. C. Canfield against P. W. and B. Donnely, liverymen, whose driver maliciously ran down the defendant via Lucas Place, this city in May last. While this suit for damages does not rightfully come under the province of the League, as the question of the right of the use of roads was not involved, our members decided at the Columbia meeting to push this case to the bitter end, and I trust it will result favorably. The papers in the case have been submitted to the gentlemen composing the committee, and at their unanimous decision the suit was brought by M. Canfield.

The State is being districted, and a certain number of counties are being assigned to each Representative for his personal supervision, and as soon as the work is completed, due notice will be given through the columns of the BULLETIN.

Prof. H. C. Penn, having resigned the chairmanship of the Highway Improvement Committee, I have appointed Mr. W. Rothwell of Moberly to fill the vacancy and have requested him to memorialize Gov. Francis to include the necessity of legislation to improve, and to do away with the old fogy methods in building and reconstructing the peoples highways, our public roads. It was intended to introduce legislation on this subject at the coming session of the Legislature, but after carefully reconsidering the situation, it was deemed advisable to let this matter rest at present. Missouri has abundant laws on her Statute books, which only need to be enforced to make a big improvement possible, and by working quietly in agitating this subject, and in calling attention to the non enforcement of road laws, as well as the great expense of the present system, with no good results, which can be attained by following proper methods, the committee hopes to gradually bring about a change. Respectfully submitted.

ROBT. HOLM, Chief Consul.

It was unanimously decided to furnish the Road Book free to all new members, issuing a new edition if found necessary. Motion made and seconded that a "Display Sheet" be framed and sent to the different agencies to attractively display the advantages of the League. Motion carried.

The resignation of H. D. McCorkle, as chairman of the Rights and Privileges Committee was presented and laid over for further consideration.

Representative Garner then presented an application from Carthage for the sixth annual meet to be held next year July 3rd and 4th, and after some discussion it was unanimously decided to hold the meet there on the dates named.

The report of the Secretary-Treasurer was now received, and was accepted. Following is the list of towns, and number of members in each town as furnished by the Secretary.

FINANCIAL REPORT, MISSOURI DIVISION.

Receipts.

July 1.	To balance	$356.19
July 1.	Cash (Bassett) 102 applications.	151.00
July 1.	Cash (Bassett) 253 renews.....	126.50
July 1.	Cash (Bassett) 1 transfer.....	1.50
July 25.	Cash Columbia Cycle Club...	50.00
Aug. 30.	Cash ads in Road Book.....	50.00
Oct. 1.	Cash (Bassett) 61 applications.	91.50
Oct. 1.	Cash (Bassett) 4 renews	2.00
Oct. 2.	Cash 1 Road Book.....	1.00
		$831.69

Disbursements.

July 17.	By circular letters H. C. Wright.....	2.75
July 21.	300 circulars renew.....	3.00
	1000 envelopes Chief Consul..	2.50
	1000 notices Columbia meet..	1.50
	70 Sub. lists.....	1.50
	200 Postals and Ptg. renew..	3.00
	156 circulars, last call.....	2.00
	500 envelopes and Ptg. C. Con.	1.50
	150 envelopes and Ptg. Bassett.....	1.00
Aug. 1.	500 circular and renew blanks A. B.....	4.15
Aug. 1.	200 renew blks, 150 ap., 50 bot'l.	1.00
Aug. 13.	Express and Postg. C. C.....	3.50
Aug. 13.	Index book Sec.-Treas.....	.75
Aug. 27.	Stamps and Electro road books.....	15.46
	Road books.....	377.00
Oct. 1.	500 circulars, Bassett.....	4.50
	Stamps and envel., voting blks.	4.40
	Voting blanks and circulars...	6.00
Oct. 7.	500 wrappers, Buxton & Skinner.....	2.50
Oct. 15.	Letter hds., envelopes, e c....	14.15
	Envelopes and cards garner..	1.50
	Telegram, Secretary.....	.25
	Stamps, Secretary.....	1.00
Oct. 17.	Stamps and express, Chief Consul.....	3.00
		457.91
Balance on hand		$373.78

Respectfully submitted, JOE. H. KELLY,
Sedalia, Mo., October 20th, 1890. Sec.-Treas.

MISSOURI DIVISION MEMBERSHIP.

October 10, 1890.

Brookfield,	3	Kirkwood,	3
Bonne Terre,	1	Moberly,	10
Carrollton,	1	Maryville,	6
Carthage,	15	Mexico,	3
California,	3	Memphis,	3
Clarksville,	3	Miama,	1
Columbia,	13	Macon,	1
Cameron,	1	Nevada,	5
De Sota,	3	Palmyra,	2
Doe Run,	1	Pierce City,	4
Farmington,	1	Purdy,	1
Golden City,	2	Sedalia,	8
Gallatin,	1	St. Joseph,	3
Hannibal,	17	Stanberry,	2
Holden,	1	Springfield,	7
Joplin,	5	St. Louis,	230
Kansas City,	47	Webb City,	3
Kahoka,	2		
Kirksville,	3	Total,	424

After a spirited discussion as to the best methods to pursue to build up our membership, there being no further business before it the Board adjourned.

ROBT. W. GARNER, Sec. pro tem.

Illinois.

The membership of this Division now entitles us to two additional Representatives at large, and I am pleased to appoint Jno. S. Bagby of Rushville and F. W. Osborne of Quincy Fraternally yours,
W. A. Davis, Chief Consul.

Illinois.

The following local consuls are appointed for the ensuing year:

Abingdon—J. B. Smith.
Assumption—R. W. Meech.
Aledo—O A. David.
Argenta—W. D. Kidder.
Ashley—T. B. Mesler.
Austin—F. X. Mudd.
Beardstown—G. Bley.
Belvidere—S. A. Sabin.
Bement—H. S. Bowers.
Bensenville—F. L. Herrling.
Bloomington—W. J. Matern.
Braidwood—D. S. Barr.
Bridgeport—E. B. Hunter.
Braceville—J. J. Young.
Canton—W. J. Cox, Jr.
Carpentersville—F. E. McEwen.
Chenoa—W. D. Fabs.
Cnillicothe—A. Gray.
Carrollton—A. J. Sharon.
Danville—A. G. Woodbury.
Decatur—J. B. Freeman.
Delevan—S. H Lawton.
Dixon—E L. King.
Dwight—V S. Wright.
El Paso—E. L. Dunn.
Eureka—F. B. Stumpf.
E St. Louis—C. H. Belden.
Elgin—Jos. Vail.
Englewood—H R. Winship.
Fairbury—E. Bangs.
Forrest—J. H. Kingsbury.
Freeport—Henry Nessler.
Fraternally, W. A. Davis, Chief Consul.
Chicago, October 24th, 1890.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 31—Total 10—16,805.

Boston, Oct. 31, 1890.

California Division—2—513.

Unattached.

20004 McEros, A. D., 1111 Sutter st., San Francisco
20005 Lichtenstein, Harry, 1211 Jackson, "

Maine Division—1—213.

Unattached.

20006 Dunning, Chas. J., Box 501, Brunswick

Maryland Division—1—558

Unattached.

20012 Shinnick, Jos. W., 1211 N. Caroline st., Baltimore

New Jersey Division—2—951.

Union Co. Roadsters (unattached).

20007 Morgan, H. F., Box 67, Rahway

Unattached.

20008 Allen, H. C., Box 579, Trenton

New York Division—3—2890.

Unattached.

20013 Follmer, Willis M., 248 Gates ave., Brooklyn
20009 Wyeth, C. M., Lowville
20010 Lasher, S. W., No. Germantown

Pennsylvania Division—1—1078.

Oxford Wheelmen (unattached).

20011 Hunter, Walter, 1719 N. 27th st., Philadelphia

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

California—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasurer, Oswald Granicher, 1580 So. First street, San Jose.

Colorado—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

Connecticut—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

Delaware—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer Chas. S. Wilson, 813 Franklin street, Wilmington.

District of Columbia—Chief Consul, George S. Atwater, 1424 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

Illinois—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

Indiana—Chief Consul, Harry T. Hearsey, 116 No. Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 607 No. Alabama street, Indianapolis.

Iowa—Chief Consul, Ackley Hubbard, Spencer. Secretary-Treasurer, C. H. Curley, Prairie City.

Kansas—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S Lydecker, Junction City.

Kentucky—Chief Consul, Andrew J. Lamb, Box 65, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

Louisiana—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

Maine—Chief Consul, Howard M. Breen, 199 Franklin street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

Maryland—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

Massachusetts—Chief Consul, Dr. W. H. Emery, 109 Warwick street, Roxbury. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

Michigan—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A. Conover, Coldwater.

Minnesota—Chief Consul, T. M. Slosson, Box 280, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

Missouri—Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

New Hampshire—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, Frank O. Moulton, Manchester.

New Jersey—Chief Consul, Dr. G. Carleton Brown, 40 Orchard street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

New York—Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer George M. Nisbett, 50 Wall street, New York City.

Ohio—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

Pennsylvania—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

Rhode Island—Chief Consul, Chas. S. Davol, Warren. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

Tennessee—Chief Consul, Joseph R. Wilson, Jr., Clarksville. Secretary-Treasurer, B. A. Patch, Clarksville.

Texas—Chief Consul, E. W. Hope, Sherman.

Utah—Chief Consul, Harry C. Creary, Box 281, Salt Lake City.

Vermont—Chief Consul, F. A. Hubbard, Brattleboro'.

Virginia—Chief Consul, Ira B. White, 16 Nolls court Norfolk.

West Virginia—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

Wisconsin—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz 537 Milwaukee street, Milwaukee.

Foreign Marshal—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1891. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

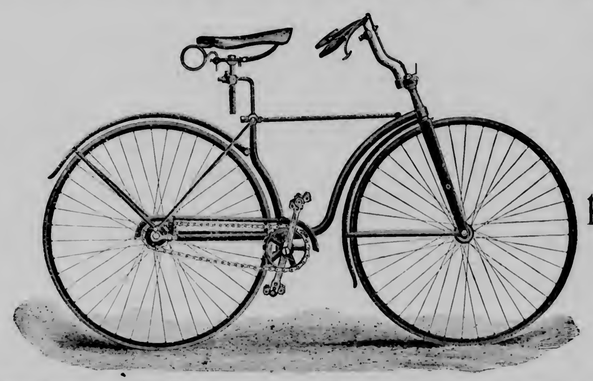
Membership Fee—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $1.50 with this blank on any date between date of paper and April 1, 1891. Write plainly—Printing preferred. Postage stamps will not be received.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margin in using this blank.*

BUILT ON HONOR.

CONSTRUCTED OF WROUGHT STEEL, AND SO GUARANTEED.

PRICE, $135.



WARWICK PERFECTION SAFETY.

FOR LADY OR GENTLEMAN.

Send for Catalogue.

WARWICK CYCLE MFG. CO., - Springfield, Mass.

AGENTS WILL BE SURE TO WANT

The * Ciant * Safety * Bicycles

—FOR 1891.—

They will comprise bicycles for BOYS, GIRLS, LADIES AND GENTLEMEN.

Our organization is already under way.

Write for terms at once.

H. A. LOZIER & CO., - Cleveland, Ohio.

Controlling the entire output of the LOZIER & YOST BICYCLE MFG. CO.

P. H. SERCOMBE, 94 Wisconsin St., Milwaukee, Wis.

NOTICE.—In answer to several inquiries on this subject, will say that in accordance with our contract with Lozier & Yost Bicycle Mfg. Co., we are not allowed to license any one else to place the "Bolte" Fork on machines for their own use. All that work will necessarily have to be done in my shop here in Milwaukee.

P. H. Sercombe.

(Adjustable in a moment by the rider to suit any weight.)

THE "BOLTE" SPRING FORK.

P. H. Sercombe and F. H. Bolte, Sole Owners.

APPLIED TO ANY MAKE OF SAFETY OR TANDEM FOR $15.00.

Express your FRONT FORK and Front Wheel only. No Crating Necessary. Workmanship Guaranteed. NO "Safety Tandem" is a success without it.

Milwaukee, Wis., Oct. 14, '90.
P. H. Sercombe:
Dear Sir—It cost me $15 to have the "Bolte" Spring Fork put on my '90 model Columbia Safety, but it improves the wheel so much that I would not now be without it for $50.
Ed. Geiger, 599 3d street.

This is the only Spring Fork having the proper amount of vertical spring which still in no way interferes with the steadiness of steering,

N. B. The Lozier & Yost Bi. Mfg. Co., of Toledo, Ohio, will equip all safeties manufactured by them next season with the "Bolte" Spring Fork.



"BOLTE" SPRING FORK.

A. W. GUMP & CO., Dayton, Ohio,



Carry 700 Bicycles in stock.
Have Bargains in Job Lots.

Guarantee lowest prices on any make. Take Bicycles, Guns and Typewriters in exchange.

SOME BARGAINS.

24-inch Boy's Safety, with rubber tires, new,	$20.00
28 inch Lady's Safety, balls to rear wheel, new,	$40.00
30-inch Man's Safety, balls to both wheels, new,	$50.00
30-inch Man's Safety, balls all around, new,	$60.00
Ideal Rambler, almost pass for new,	$48.00
1890 American Rambler, good shape,	$95.00
1890 Lady's Rambler, good shape,	$95.00
Columbia Tricycle, cost $160, good,	$35.00
World Typewriters, good as new, cost $10,	$5.00

INDISPENSABLE TO ALL CYCLE RIDERS.

THE KING PATENT BICYCLE SUPPORT AND BRAKE LOCK.



CAN BE ADJUSTED TO ANY MACHINE IN TEN MINUTES.

The best and only reliable way to stand or support a Bicycle, whether on road or at home. It forms part of the machine and you always have it with you. Manufactured and sold by

BENFIELD & MILNE MFG. CO.

Factory, Newark, N. J. Office, 87 Fulton St., New York City.

Or can be obtained from any prominent dealer. PRICE, complete, $2.50.



One of the handsomest pins on the market. Fine gold plate. Garnet or ruby stone setting.

ONLY $1.00 EACH,

or either watch charm or pin, and your initials and League number on back.

Send stamp for new L. A. W. Catalogue.



This size for Scarf Pins,

Only $1.00 Each.

Cuff Buttons,

$1.50 Per Pair.

JOHN HARRIOTT,

3 Winter Street, Boston.

CARDS LATEST STYLES, BEST PREMIUMS, COSTLY OUTFIT. **FREE** $25 CASH CO., NEW HAVEN, CONN.



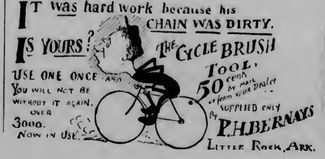
THE IMPROVED ADJUSTABLE

Coat Collar Spring.

Indispensable to Bicycle Riders.

Every Man and Boy should have one. They go under the collar and keep the Collar and Front of Coat in perfect shape without buttoning. Cannot blow open. Applied and removed instantly. Lasts a life-time. 2,000,000 in use. 25 cents each, or one dozen for $1, post-paid.

BULLOCK C. C. S. CO.,
38 Court Square, Boston, Mass.



SCIENTIFIC AMERICAN
ESTABLISHED 1845.

Is the oldest and most popular scientific and mechanical paper published and has the largest circulation of any paper of its class in the world. Fully illustrated. Best class of Wood Engravings. Published weekly. Send for specimen copy. Price $3 a year. Four months' trial, $1. MUNN & CO., PUBLISHERS, 361 Broadway, N.Y.

ARCHITECTS & BUILDERS
Edition of Scientific American.

A great success. Each issue contains colored lithographic plates of country and city residences or public buildings. Numerous engravings and full plans and specifications for the use of such as contemplate building. Price $2.50 a year, 25 cts. a copy. MUNN & CO., PUBLISHERS.

PATENTS may be secured by applying to MUNN & Co., who have had over 40 years' experience and have made over 100,000 applications for American and Foreign patents. Send for Handbook. Correspondence strictly confidential.

TRADE MARKS.

In case your mark is not registered in the Patent Office, apply to MUNN & Co., and procure immediate protection. Send for Handbook.

COPYRIGHTS for books, charts, maps, etc., quickly procured. Address

MUNN & CO., Patent Solicitors,
General Office: 361 Broadway, N. Y.



Ask your Dealer for **LYNCH'S BICYCLE LOCK.**

Chain 20 inches. Every lock warranted. **Price, $1.00.**

LYNCH MFG. CO.,
Madison, - - - Wis

CYCLES CHEAP FOR CASH.

IMPECUNIOUS WHEELMAN, would you have a first-class cycle, good as new, but not as pretty, for much less cash?

Commit the following to memory and write us:—

Lady's "Coventry Rival," with lamp and bell, entirely new,	**$85.00**
"Midland" (No. 6) **Safety,** good condition,	**55.00**
"Gales" Safety, entirely new, with lamp and bell,	**75.00**
Ladies' Amer. Rambler, 1890 pattern, (shop-worn),	**115.00**
"Strong Safety," second-hand, only	**45.00**
"Quadrant Safety," 1890 pattern, nearly new,	**$115.00**
"Pathfinders," balls to both wheels, good condition, each,	**45.00**
"Pathfinders," cone bearings, good condition, each,	**35.00**
Columbia Tandem Safety, equal to new,	**135.00**

Tools and tool-bag included with above. No charge for crating

L. B. GRAVES & CO., - Washington, D. C.

GALE'S * SAFETY

The GALE SAFETY is designed with a view of meeting the demand for an *all ball bearing* Safety at a moderate price. The frame is of weldless steel tubing and steel forging throughout. The rear wheel is 30 inches, with 7-8 inch tire, geared to 54 inches; 30 inch steering wheel, with 3-4 inch tire. Best quality moulded rubber tires, firmly cemented into the rims. The spokes are direct, of No. 12 special drawn steel wire. Straight front fork; corrugated rubber coasters. The handle bar is one piece steel tube 30 inches long, bent back, and is detachable and adjustable.

Both wheels, crank-axle and pedals are fitted with ball bearings. The pedal rubbers are soft and tough, and so made as to prevent the rider's foot from slipping. The saddle rests on an L seat rod, and is adjustable to height, also forward and back. The saddle is the famous *Fish patent Hammock*, model 1890, is adjustable in all directions. The brake is of the Plunger style, and very powerful. Neat Lamp Bracket, Mudguards over both wheels. Finely enamelled, with usual bright parts nickeled on copper. Each machine is supplied with tool bag, wrench and oiler.



PRICE, - - $75.00.

Schoverling, Daly & Gales, 302 Broadway & 84 Duane St., *NEW YORK.*



The Victor Wrench.

A genuine triumph! By actual tests over 80 per cent. STRONGER than the strongest wrench of its class heretofore in the market. Nickel plated. Price $1.00.

—Overman Wheel Co., Makers, Chicopee Falls, Mass.—

The New "39" and "24" Star



NO MACHINE ON THE MARKET ITS EQUAL.

Easiest Running Wheel

—AND—

Best Hill Climbing Machine Ever Produced.

We Challenge Honest Criticism.

In this Machine we have combined ALL the advantages of a low wheel and the speed of a high one.

Send for Catalogue of STAR BICYCLES.

H. B. SMITH MACHINE CO.,
Smithville, N. J

SIDWELL & SABEN,

New England Agents For

RUDGE & QUADRANT

Dealers In

New and Second-Hand Machines for Cash or Installment. Machines Exchanged or Sold on Commission.

Cycle Repairing In All Its Branches.

We carry a full line line of Cycle Parts and sundries,

MAKING A SPECIALTY OF RUDGE PARTS

of every description. Call and inspect stock.

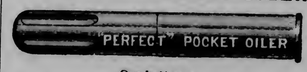
OPEN EVENINGS UNTIL 9 O'CLOCK.

182 Columbus Ave., Boston, Mass.

Write for Catalog and Second-hand List. Full Line of Sundries.

ST. LOUIS WHEEL CO.,
311 N. 14th St., St. Louis, Mo.

"PERFECT" POCKET OILER.



One-half size.

For Bicycles, Guns, etc. No Leakage. Throws only small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50c. each. CUSHMAN & DENISON, 172 Ninth ave., N. Y.



FOR SALE OR EXCHANGE

In this Department, 15 cents a line. ☞Cash must accompany the order.☜

☞Postage Stamps will not be accepted hereafter in paymen for advertisements or subscriptions. *Che ks, Money Orders or Postal Notes only will be taken.*☜

A GOOD CORNER LOT in a County Seat Town in Kansas to trade for an ordinary or safety bicycle, new or second hand. For particulars, apply to PAUL G. WAKENHUT, Salina, Kansas.

EXCHANGE—Printing outfit, Rotary Press, Paper Cutter, type, etc., for a tandem bi. in good condition. Write to E. S. W., 12 Chalmers Pl, Chicago.

BARGAINS—57 1-2 Humber racer, $25; 55 Columbia Light Roadster, with Lakin cyclometer, $45; 1889 Victor safety, $85. All in excellent order. Address Wheelman, 705 Hamilton Building, Pittsburg, Pa.

FOR SALE—High grade R. & P. safety, A1 condition. A. De T., No. 1341 N. 15th st., Phila., Pa.

FOR SALE—'90 Victor L. R., 52-inch, full enamel, new. Will sell for $65; great bargain. A. C. McALPINE, Warren, Penna.

WANTED—To exchange two safeties or high wheel and safety for Tandem safety. FRED E. McKWEN, Elgin, Ill.

WANTED—39 x 24 Star Address P. STONE, 311 N. 14th street St. Louis, Mo.

TAKE YOUR PICK AT A BARGAIN—1 Catford Premier; 1 Spring Frame Swift Light Roadster; 1 American Light Rambler; used as samples only. Write for terms to O. W. SWIFT, Lock Box 164, Danbury, Conn.

$250 HUMBER TANDEM—Used about 100 miles, for best offer over $75.00, or trade for an A1 Ladies' Safety, new. SAMUEL E. SEABER, Lititz, Pa. This offer only once.

FOR SALE—Columbia Light Roadster Safety, 1890 pattern. $110; ridden five months. JOHN WALDRON, New Castle, Ind.

50-INCH Expert; b. b. all round, 1889 wheel; A1 condition; will sacrifice for $45 cash, if taken at once. LEWIS L. LEIGH, Meriden, Conn.

FOR SALE—1890 Victor safety, nearly new; bought Sept. 1; in perfect condition; ridden less than 150 miles; price $118. H. S. WEDMORE, Guilford, Ct.

WANTED—Postage Stamp Collection. Address H. CORBETT, 1413 Washington street, Boston.

LADY'S AND GENT'S Columbia Safety Bicycle. Cost $135.00; will sell for $100.00; as good as new. WILSON BROS., 6 Hanover street, Boston.



ERIE KNITTING MILL,

ERIE, PA.,

Make to order the finest line of goods for the use of wheelmen. Send for samples of fabric and price list.

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. W. E. AUGHINBAUGH, Baltic Building Washington, D. C.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜



L. A. W. BADGES

The official design in SOLID GOLD.

Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the inferior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better for $1.50, $2.00, and $2.50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.

LAMSON'S LUGGAGE CARRIER, for *Ordinary* or *Safety* Bicycle. Convenient, durable, noiseless, cheap. 75c. and $1.00. Sold by all dealers, or mailed by the manufacturer, C. H. LAMSOM, Portland, Me.

GUNS AND BICYCLES

SOLD ON COMMISSION.

Second Hand ones Taken in Exchange

FOR NEW ONES.

F. W. Aymar Arms Co., 17 Portland St., Boston, Mass

Bronco Light Roadster Safety, nearly new	$75.00
Quadrant Safety, good condition	75.00
Crescent Safety, nearly new	55.00
Swift Safety, good condition	85.00
Ivel Tandem Safety, good condition	110.00
Humber Tandem Tricycle, good condition	50.00
Buffalo Tricycle, for Lady or Gent, nearly new.	25.00

Will take other machines in exchange for the above. Catalogue and Second-Hand List free. Address

WHITE CYCLE CO., Trenton, N. J.

CYCLING

FOR

Health and Pleasure.

OPINIONS.

"The best handbook on cycling ever published."—*A Practical Cycle Rider.*

"Gives all sorts of information, for experts as well as beginners."—*New York Sun.*

"It will be found an admirable guide, a reliable handbook, and of service and value to learners and experts alike."—*Boston Saturday Evening Gazette.*

"We heartily advise our wheelmen readers that they can't invest fifty cents to better advantage than in this book."—*Arkansas Democrat.*

"It was to be expected that Mr. Porter would do good work, and he has justified the expectation by crowding between the covers of his book much valuable matter, covering all branches of the sport, producing not only much original matter, but quoting liberally but judiciously from other writers."—*The Wheel.*

230 Pages, Illustrated.

50 Cents, Postpaid.

WHEELMAN COMPANY,

PUBLISHERS,

12 Pearl St, - Boston.

☞Stamps not received.

518 BROAD STREET, NEWARK, N. J.

HOWARD A. SMITH & CO.'S

REMOVAL TO ENLARGED QUARTERS.

To accommodate increased business we have moved into our new Building, 518 Broad Street, few doors from Oraton Hall, fitted with first-class Wholesale and Retail Salesrooms. With greater facilities for handling out-of-town business, and an enlarged repair shop run by electric power for repairing, we are prepared to give our patrons prompt attention and satisfaction.



TOURING CAP.

Exceedingly light and comfortable. All cloth, with flexible visor. Can be carried in the pocket. Made in navy or any color. Price 75 cts.



SAFETY BUNDLE CARRIER.

Neatest, cheapest, and most durable in the market. Applied to handle-bar or mud guard. **Price $1.75**



NEWARK SPOKE GRIP.

Fits any size spoke. Made from drop steel forgings. Nickeled. **Price 50 cents.**



GRAPHITE.

A perfect lubricator. Is ahead of anything of the kind in the market for cycle chains and ball bearings. **Price 25 cts.**

THE NEWARK HORN.



After a season's use and experience in manufacturing we present them as something that will "clear the road" instantly by a sudden pressure of the rubber bulb. Are easily attached to any handle bar.

Price, No. 1, $1.25; No. 2, $1.60; No. 3, $2 25



Z. & S. Bundle Carrier

stands at the head of the list, having met with favor everywhere. Fastened on backbone below saddle. **Price $1.25.**

Z. & S. Stocking Supporters



Stocking Supporters are a most necessary article to the cycler. Made in suspenders, belt and hip, and are undoubtedly the best in the market.

Price 50c. and 35c.



Adhesive Tire Tape

is quickly applied and holds tightly. Thin as paper, strong as leather. **Price 20c.**



Bicycle Handles.

Vulcanite Rubber, tapped and threaded for different makes of machines. **Price per pair $1.50.**

Send for Catalogue.

100 Second-hand Bicycles. Send for List.

Now is the time to have your machine repaired.

ST. GEORGE'S ENGINEERING CO.

The contract we made with the Clark Cycle Co. has now run out, and we are at liberty to negotiate with any firms who would like to handle

NEW RAPID CYCLES

DURING 1891.

THE CLARK CYCLE CO. WILL STILL RETAIN OUR AGENCY FOR MARYLAND.

The New Rapid Safeties fitted with Pneumatic or Cushion Tyres are voted the very best made.

BIRMINGHAM, ENGLAND.

CYCLE AGENTS TAKE NOTICE.

The Ormonde Cycles are now imported by the following firms:

MESSRS. ROUSE, HAZARD & CO., PEORIA, ILL.,

Who will supply the trade West of Chicago.

SEND FOR TERMS.

AND

AQUILLA B. RICH & CO., - - NEW YORK.,

Who are now prepared to give terms to the trade East of Chicago.

The Ormonde Cycle Co., London, England.

DOES THE TARIFF EFFECT US?

Certainly it does. So do many other things, rainy and muddy weather especially, but we're not going to sit down and wait till something else comes along which might *change* the tariff or make the sun shine. We are going to keep right on importing that little English Referee just the same, tariff or no tariff, because we know we've got the best and the public are willing to acknowledge it and pay for what they know is best. Best is always the cheapest, and you know it. Then pay $140, and get the acknowledged world's favorite machine which possesses speed, lightness, durability, reputation and satisfaction,

THE REFEREE SAFETY.

BRETZ, CURTIS & CO., Philadelphia, Pa.

ONE MILE CLUB — JENS F. PEDERSEN, NEW YORK — L. A. W.

JENS F. PEDERSEN,

.... THE ....

MEDAL Manufacturer,

HAS REMOVED from

1½ to 41 & 43 Maiden Lane,

NEW YORK.

Illustrated Catalogue, with new and revised Price List, on application.

Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee.

Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.

406, 408, 410 & 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25

Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00

Stockings. Our celebrated Linen Sole Stocking, League color.....1.00

Belts. No. X Silk, Edge's League color, white centre, Snake Buckle..... .50
No. XX Worsted Solid, League color, Snake Buckle..... .40

Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic.5.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,

241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia, 1032 Market St

ROAD RIDERS,

Our Toe Clips are what you need. They are not made for racing men alone, but for everybody who rides a wheel. Do you know that you can ride hands off better and with more safety. **Price 50 Cents.**



If you don't want our Toe Clips, perhaps we can sell you a Bicycle, as we have a stock of new and second-hand. We have the best enamel on the market, half-pint can, with brush, 50c Dealers should send for discounts. Also our Athlete's Elixir, the greatest stimulant for racing men, price reduced to 50c. per bottle.

RANKIN & BRUCE, Cycle Depot, 23 Custom House St., Providence, R. I. P. O. Box 103. Factory, Abbott Park.

We are looking out for anything new in sundries for the market or to manufacture.

SAVE YOUR PANTS!



IN USE. NOT IN USE.

OSTERGREN'S TROUSER GUARD.

(Patent Applied For.

A neat, simple, and easily adjusted device, will protect your clothes from grease, dirt and teeth. 15cts. per pair To be had of all dealers, or

A. K. & C. E. SCHAAP, - Richmond, Va.

Bicycles and Sundries.

FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. For sale by all Cycle Agents. Liberal discount to the trade

JOHN W. WILSON, Cottage City, Mass.

"BRONCHO,"

Noiseless, Chainless Safety Bicycle.



Although some of our competitors present views anent testimonial letters, diametrically antagonistic to our own, we will take the liberty of inserting IN OUR OWN SPACE, ONE SINGLE, SOLITARY "CORKER," and request any interested parties to send for our Large Book of testimonial letters, now ready for distribution.

M. V. Livingston Cycle Mfg. Co, Boston, Mass.:

Gentlemen—I received the "BRONCHO" Chainless Lt. Roadster Safety on Sept 20th, and desiring to give the wheel a thorough trial as a good all around wheel, started Sept. 28th for a ten days' trip through New Jersey, Eastern Pennsylvania, Delaware and Northern Maryland.

The "BRONCHO" surpassed any wheel I ever rode. On sandy roads there was none of the side sliding and slipping common to all chain safeties. Steep hills were mounted with comparative ease, and riders of chain safeties can never know what a relief it is in hill climbing to be without the necessity of pulling and straining on the handlebars.

During the ten days I covered over 500 miles, and considerable of it was over hard, stony roads. During that time not a spoke or nut loosened, and the wheel to-day is as perfect as when it left the factory. In riding through mud, as I did not have to stop every few miles to clean a chain, I found no trouble. In short, I found that for all round riding "BRONCHO" is by far the most practical machine that I have ever ridden, and I have, during eight years, ridden nearly all. Yours truly,

(Signed) Geo. S. Macdonald.

Port Richmond, Staten Island.

N. B. # REMOVAL. **N. B.**

On and after MONDAY, OCTOBER 13th, 1890, address

M. V. LIVINGSTON CYCLE MFG. CO.,

No. 245 COLUMBUS AVENUE,

BOSTON, MASS.,

On all matters appertaining to AGENCIES, ADVERTISING, PURCHASE OF MACHINES, REPAIRS, CATALOGUES, &c.

Wheels needing repairs must be sent to the FACTORY at WESTBORO, MASS.

Notification of Shipment with Number of Machine Must be Sent to BOSTON OFFICE.

WHAT DID THE FOX SAY?

QUIDPROQUO. XXXII.

My Columbia Calendar slip for 22nd inst. reminded me that four years ago that day "George B. Thayer, of the *Hartford* (Conn.) *Post*, returned from his trip across the Continent and back again on a Columbia Bicycle, 1886." Items like that scattered along through the printed pages of the last dozen years or so, are the "testimonials" which afford testimony not only that Pope Mfg. Co., Boston, Hartford, New York, Chicago, have bicycles to sell, but that they have sold them and the buyers made no mistake in trusting them. Said one rider: "I have a Columbia and am therewith content."

A "ROGERS' GROUP."

An item in the fine print "trade-notes" of this paper last week (which I was able to read very comfortably with the aid of a good hand reading-glass) referred to the pair of Columbia cycles then in a window at 77 Franklin St., Boston, owned by the brothers Rogers, who were back from their 4200 mile journey. The wheels should have made the Pope Mfg. Co. proud, they stood the trip so well. The owners were proud of them, too, and took them off for further use. They said, "May the Columbia prosper as in the past." They left Plymouth Rock 27 April, 1890, and continued their trip to Portland, Oregon,---20 weeks lacking a day. Those two brothers will have something to remember together for a lifetime.

WORE OUT HIS CYCLOMETER.

When in Hartford, a fortnight or so ago, I saw another Columbia, (an 1890 L. R. Safety,) which had been ridden through England, France and Switzerland, and cornering which I was allowed to publish here part of a letter from the rider, on the 22August (Qo. No. XXII.) I give now a few words from another letter of his, dated at Liverpool, 22 Sept., 1890: "The bicycle has come through without a mishap or a moment's trouble. With the exception of oiling and tightening the chain I have given it no attention at all, and the operations of oiling and tightening have not occupied more than a couple of hours for my entire trip.

"Knowing what a box I would have been in had any part broken, and having seen many disabled foreign wheels, you can be sure that I feel very thankful I was mounted on a Columbia during my tour. I will be very happy to return all the spare parts I took along, in the original unbroken package. I cannot give the same report for the cyclometer as for the wheel, as the measuring machine failed me shortly after returning to England." A curious thing about this machine was the amount of wear on the foot rests and brake, from the long Swiss coasts.

"THEY SELL ON SIGHT."

Thus in this and the two preceding numbers I have been giving my Readers some specimen sentences from private letters,---not "testimonials" nor answers to cornering questions. I might say, "Ask Columbia Riders!" according to a formula on which I kept quiet, as long as it seemed to be the especial amen of one concern; but now that it is used by more, let me---not use it as they do, but parody it: Ask any rider what he will buy next. Ask any maker which is the best machine besides his own. Ask any travelling talksman, when he's off duty.---But you don't have to ask Columbia riders; they tell without asking. The way it goes is shown in a little note from a Syracuse young lady to a friend of mine, in which she says: "I have a Columbia, and enjoy it very much. A gentleman after once seeing mine went right down and bought his daughter one. They sell on sight."

"For bleak, unadulterated misery," as Rudyard Kipling phrases it, the small-tired, rigid-framed machines, and the near-sighted, old-fashioned advertisers, are the worst. For illustration: I went to the window just now,---the offices of three express companies are on the opposite corner,---and I see several boys wheeling, on these small iron-wheeled barrows, packages of different sizes from up Arch street to the block across Franklin. Everyone as he comes to a curb or a gutter turns about and draws the barrow over instead of pushing it over. You always do that, and see it done, when the point of push is higher than the axle of the wheel, and you never do it or see it done when the point of push is lower than the axle of the wheel. The point of push in a bicycle is at the axle of the driving wheel,---where that axle holds up and pushes the frame and through it the front wheel,---isn't it? just as in a wheelbarrow the point of push is at the handles. But somehow every time I refer to this everyday illustration of one reason why the Columbia Safety is a superior machine, some advertiser of a puny front wheel in this or other trade papers goes into a full page apology about it. Now I rather make people happy, even the perverse,---and didn't mean to say wheelbarrows again.

"WRITHES IN PAIN."

HICKORY NUT CRACKED.

Yes, in the Arabian tale, all the honest merchant had to say was "Open, sesame," and the door of the robber-cave swung wide; and all that I have to say is, turn wheelbarrow, and ------ Well, what is it writhes in pain? Why just as Bryant sang it:

"Error, wounded, writhes in pain,"

And then you hear a soughing of winds among the Hickory boughs and other antiquities of the primæval wilderness. You even saw a letter to Quidproquo recently on the subject by Mr. Sterling Elliott, that ingenious user of both edged and pointed tools. Then came an illustrated piece of puzzle work by him under "Trade Notes." It all reminds me of a tail,---not an Arabian tale, but one of Æsop's narratives. But isn't the point of push in a bicycle at the axle of the rear wheel, my dear sir, just as in a wheelbarrow it is at the handles? How absurd it would be to say that "the power to push forward a" wheelbarrow "comes upward from a point where" the toe "touches the ground so that the driving power tends to lift the front wheel!" Then if the front wheel of a safety were enough smaller you would have to carry weights to keep it down, wouldn't you?---even without that puzzling pull of the cords.

A PAT TAIL-PIECE.

When you see that "the power to push forward a front wheel is applied to" the frame where it holds the driving axle and does *not* "come upward from the point where driving wheel touches the ground," then you easily see the fallacy with which the puzzle trick of the drawing is operated by Mr. Elliott. But, of course, like the man of the world in the old chorus of Sophocles' "Antigone,"

"He has gotten him speech, and fancy breeze-betost,"

and he amuses us. It is this "fancy breeze-betost" which has beguiled me into a breach of my rule not to "talk back" to others on this page. I don't stop to argue now with my friend, Young Hickory. I point out a fact or two. The best answer is actual trials of the machines and in the leadership of Columbias, with their larger front wheels, year in and out, in every kind of use. To all those who, finding themselves with abbreviated front wheels, try to dissuade others from the Columbias either in this or other trade papers, I merely cite Æsop's fable of the Fox without a Tail: "Resolving to make the best of a bad matter, he * * * proposed that all should follow his example. 'You have no notion, said he, 'of the ease and comfort with which I now move about: * * * I propose, therefore, my worthy brethren, that you all profit by the experience that I am most willing to afford you, and that all Foxes from this day forward cut off their tails? Upon this one of the oldest stepped forward and said: 'I rather think, my friend, that you would not have advised us to part with our tails if there were any chance of recovering your own?'"

FOUNDED 1878

THE BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING

Volume XXII. Number 2.

BOSTON, 7 NOVEMBER, 1890

$1.00 a Year. 5 cents a copy.



ATTENTION CYCLISTS.

Ale that is unsurpassed.

In order to meet the growing demand for our Bottled India Pale Ale and Brown Stout, we have greatly increased the capacity of our bottling establishment, and can now fill all orders promptly.

Arrangements have been made with druggists and other dealers in bottled ales, whereby hotels, clubs and private families can be supplied with ale and stout bottled by us.

These goods are unsurpassed by the finest imported, and are noted for their fine mellow flavor, clearness and creamy head. They gratify the taste and prompt the appetite. They are a splendid tonic and are especially recommended to athletes. Endorsed by prominent physicians and connoisseurs.

For over a century our brewings have been recognized as the standard. Protect American industries by using American ale. If your dealer does not keep it, send to us direct.

All goods bottled by us have our Trade Mark and Signature on the label.

TRY A BOTTLE AFTER A RUN.

C. H. Evans & Sons.

Brewery and bottling works at Hudson, N. Y.

New York Depot, 127 Hudson St.

Gentle Rider—Did you ever ride in an Ice Wagon? Did you ever ride in a Modern Buggy? Did you ever notice any difference between them as regards Springiness? Which would you prefer to ride around in?

When a man is the centre of attraction at a funeral, we take it that he is not particular as to the conveyance used, but the cry which goes up from the living who are ever seeking a revivifying recreation is, Give us Anti-Vibration in our Bicycles.

Until recently this vague term represented an unknown quantity; to riders of Unions No. 12 and No. 13 it will no longer be unknown, but an ever present fact; these bicycles are built of the highest grade of material throughout, by first-class machinists, finished in the best possible manner; have ball bearing socket steering heads, Union Spring Frame, are perfectly interchangeable and we warrant every wheel leaving the factory.

Agents, Attention!! In your own interest handle Union Bicycles. In the interest of the public, who inevitably seek the best, not because the best is sometimes cheapest, but because it is Best,--Handle them.

And now let us pray for the man who sells a poor article, that he may be forgiven hereafter.

We are surely promised electros of No. 12 and No. 13 for display in time for next isssue.

UNION CYCLE MFG. CO.

Western Branch:
Chas. F. Stokes Mfg. Co.,
CHICAGO, ILL.

Office and Factory:
HIGHLANDVILLE,
MASS.

"Finest Quality Produced in the World."

TRADE "CREDENDA." MARK.

THE ✱ CREDENDA ✱ SEAMLESS

STEEL ✱ TUBE ✱ Co., ✱ Ltd.,

W. C. STIFF, Managing Director.

BIRMINGHAM,

TELEGRAMS:—"CREDENDA," BIRMINGHAM. ENGLAND.

PNEUMATIC TIRES IN STOCK.

We are now prepared to deliver at once the celebrated Pneumatic Tire "Special Irwell" Safety. Price, $150.00.

This is the wheel which created such a sensation at the L. A. W. Meet at Niagara, and was pronounced by over 400 of the leading bicyclists of America "the easiest running we ever rode." Ball bearings throughout, including pedals, fitted with the Garford saddle. Send 15 cents in stamps for a photograph.

THE SWEETING CYCLE CO.,

636 Arch St., 1404 Oxford St.,
2127 to 2145 North Broad St.

PHILADELPHIA.



MODEL "A," SPRING FRAME

"SWIFT"

BY NAME

—AND—

"SWIFT"

BY NATURE.

Coventry Machinists' Company,

Boston - - - Mass.

NEW MAIL,



THE

SAFETY OF SAFETIES.

On hand at present 3 of these latest model superb safeties, slightly 2d hand, about the same as new, at $100. Each will be quickly snapped up!

Also 2 of last year's model, in splendid condition, at $65 each.

Surely send for Catalogue and List of 2d Hands.

WILLIAM READ & SONS, 107 Washington St., Boston.

+ + + ESTABLISHED 1826. + + +

BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

For advertising rates address either the WHEELMAN CO., 12 Pearl Street, or NEUMANN BROS., 115 W. 19th Street, New York.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Wheelman Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

The management of this paper refuses to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 7 NOVEMBER, 1890.

THE *Spirit of the Times* rather pitches into the custom of giving valuable and serviceable prizes at bicycle races held under League rules. Citing the case of a well-known Philadelphia wheelman and naming the prizes he won at a late meeting, the *Spirit* says:

"* * * Thus we see that the Philadelphia gentleman amateur sallies forth to the races at high noon, and returns to his wigwam at eventide with a bugle slung over his shoulder, a silver cup under his arm, a silver watch in his fob, a receipted bill for an evening suit in one pocket and an order for a year's washing in the other. A suit of clothes is an odd prize, and must be tolerably near the line which divides amateur from professional trophies. But a wash bill is worse. A gentleman's laundry bill would hardly be less than a dollar per week, and the difference between this prize and $52 in cash is too small to be seen without a microscope. * * *"

While in general the criticism may be a fair one, yet Mr. Curtis in singling out unfairly this particular wheelman shows a little personal spite, which takes off the edge of what otherwise is a condition of things to cause us to ponder.

BUFFALONIANS seem to have been very much worked up over the question as to whether or not it was necessary for League members to become Amateur Athletic Union members before they would be allowed to compete in A. A. U. events. So much discussion has been raised, and so much has been done by those opposed to the L. A. W. in Buffalo to inculcate the idea that L. A. W. members could not compete in the open events of the A. A. U., that Mr. Walter S. Jenkins has taken the matter in hand and written a long letter to the *Courier* of Buffalo, correcting the wrong impression made by the disseminators of the false reports. He makes the following statements, which is the whole matter in a nut shell.

"* * * Now I desire to make the statement, and I desire to make it positively so that there can be no mistake about it, there is nothing in the Constitution or By-Laws of the Amateur Athletic Union requiring a would-be competitor at any event governed by A. A. U. rules to be a member of an A. A. U. club, unless it be an event which is expressly limited to such members. Such an event is called a "closed" event and of course can be limited in any manner which the promoters of the games see fit to do. In championship events, also, under A. A. U. rules, a competitor need not belong to an A. A. U. club, but he can compete if he be a member of a club. So that there is no necessity whatever for a bicycle club to leave the L. A. W., or even to belong to the A. A. U., to entitle its members to compete in any open event governed by A. A. U. rules, and they can only be shut out of such events as the promoters of those games choose to make 'closed events.' * * *."

AGAIN do we hear rumblings of discontent and anger from certain sections of New York because wheelmen have been applied to for support of candidates who are supposed to have rendered wheelmen services in the halls of the Legislature.

Two circulars of this nature have been issued, one signed by a gentleman in no way officially connected with the L. A. W., and one anonymous circular appealing to Gothamites to support and oppose thus and so.

Possibly the editor of this paper is tainted with a strain of mugwumpian blood and could easily bring himself to support the man who supported him, irrespective of his political "Hall Mark." The personal notions of the editor, however, have nothing to do with the matter, as the question to be answered is: "Is it best for the interests of the League to dabble in politics?" This question will become more and more prominent and it is in order for the members to discuss the matter through the columns of the WORLD. There is vast room for argument here, who will start the ball a-rolling?

THE ELLWELL TOURS.

THE programmes for both the Bermuda and European tours of Messrs. Elwell and Higgins are now ready and all who wish a delightful winter or summer outing awheel will do well to send for them at once. Nothing more delightful can be imagined than a trip to the summer isles of Bermuda, where snow and frost never come, where palm trees wave and the loquot bends under its burden of fruit over roads of ideal hardness which wind through scenes of tropical lovliness. This tour is specially designed for ladies as well as gentlemen, as there is no changing of hotels, no baggage to be carried and runs may be of any length desired. This is the third party Mr. Ellwell has conducted to Bermuda. Quite a number of ladies and gentlemen are already booked for the tour, and as the number is limited it would be advisable to give the matter early consideration.

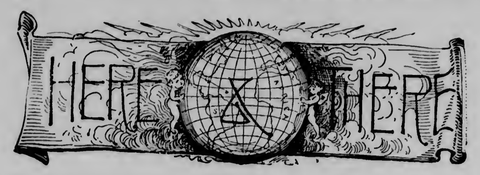
The European tours have become annual fixtures, and that they furnish the acme of enjoyment to be derived from the wheel is a matter of record. This year their route will be across France, taking in the great cathedral towns of Orleans, Bourges, Nevers and Autun, Mt. Blanc and Chamonix, then the entire length of Switzerland, through the Black Forest, down the Rhine, through Holland with its dykes and ditches, and so to London. The circular is a very attractive one and should be carefully read by all having a European trip in view.

CHIEF CONSUL BULL'S RACING CIRCUIT SCHEME.

Editor Bicycling World: Chief Consul Bull's proposed New York State circuit of bicycle race meetings, described in your issue of Oct. 24th, should, in my opinion, command the interest of every member of the Division.

It would seem as if nothing could be suggested that would give cycling such an impetus throughout the State, as this plan. There are so many good features in the scheme that it would take much space to point them out. However, Mr. Bull presents it as open to discussion and amendments, and it is to be hoped that before long the result of our active Chief Consul's work may be accomplished in the organization of a well balanced racing circuit that will be a credit to the Division, as well as a success financially and otherwise.

Fraternally yours, C. EDWARD WOOD.



PENNSYLVANIA.

"ARIEL."

CAPTAIN DALSEN of the Century Wheelmen recently conceived the idea of holding a century run from Harrisburg to this city, and the idea materialized yesterday into a very tangible and successful inter-club trip. On Saturday afternoon members of the Century, Park Avenue, Quaker City, Columbia Cyclers and other clubs trained it to Harrisburg, and starting from that point at an early hour, the first detachment reached Reading between nine and ten o'clock, taking dinner at Pottstown, getting to Philadelphia about eight o'clock in the evening. The second detachment did not get in until ten o'clock, having maintained an easier gait. Thirty-nine started and eighteen finished. The tourists were exceedingly fortunate to have struck a lovely October day.

DEAR "Linneus," I have been waiting patiently for your friends to come along, as I felt that since you had recommended them to "'Ariel's' tender mercies," I could do no less than to sustain my reputation; but so far they have not materialized.

THE *Spirit of the Times* takes occasion last week to vigorously score L. A. W. amateurs in general, and W. W. Taxis of the Athletic Club Schuykill Navy, of this city, in particular, Mr. Curtis kindly (?) sending a copy of his article to Chairman Davol, by whom it was referred to Mr. George D. Gideon. Perhaps I cannot do better than to quote from Mr. Gideon's vigorous reply to Mr. Davol: "It is an infernal outrage that a fellow of the stamp of this Curtis, whom I know of old, should be allowed to deliberately and intentionally lie about wheelmen in this way. In the first place, Taxis is to-day the nearest racing crack in county to my idea of pure amateurism. It is true that his expenses are sometimes paid by the A. C. S. N., of which he is a member, but he frequently pays his own expenses. He is in the University of Pennsylvania and declined to go to Washington principally because going would compel him to miss his lectures there. The prizes were not only nothing of the kind mentioned by the *Spirit*, but were, I believe, medals, the entire lot being purchased for one hundred dollars. Curtis has, as usual, mixed the matter up, and I firmly believe, with the intention of doing all the harm possible to cycling. He has never forgiven us for making the sport so much more interesting than his favorite exhibitions of brute strength—hammer and weight throwing. The Park Avenue and Quaker City Wheelmen's meet was held a week *after* the A. A. U. championship, and it was there that Taxis won the laundry and dress suit, which were all offered in open competition, and were competed for by the New Yorkers a well, and which, moreover, were prizes donated to the clubs to help along the meeting by men who are members of the clubs named. They were queer prizes to be sure, but I could not see anything in the rules that would warrant me in objecting to them. As a matter of fact I believe that all prizes of this sort tend to degenerate the sport; I think we should limit prizes to cups, medals and jewelry, with a value limit of fifty dollars. I think, too, that the wheelmen should be allowed to have their bare travelling expenses only paid, and that only by cycling clubs on permission." All of which goes to make very pretty reading, more especially for Mr. Curtis, who, as one of the Board of Managers of the A. A. U., voted to continue the little "expenses" of their amateurs, very few of whom can show as clean a record as W. W. Taxis.

WE are rapidly getting into the social swing of the winter season. The Park Avenue's dance last week was a great success, and this week the Pennsylvanias have a progressive euchre party.

No less a personage than ex-Captain W. D. Supplee of the Pennsylvania Bicycle Club, is down for matrimony, the ceremony taking place at St. Asaph's Church, Bala, on November 12th.

THE usual crop of new clubs is announced. If I am not mistaken, Philadelphia now numbers somewhere in the neighborhood of twenty-five or thirty cycling organizations. That these could be very successfully condensed into say one dozen powerful clubs, no one would be more thoroughly convinced than the small fry, did they only "try the experiment."

NOTES BY "HAWKSHAW."

WHAT a great amount of benefit is to be secured through membership in a wheel club outside good fellowship and storage of your wheel? Take as an example only one issue of the BICYCLING WORLD, the last one, and see there what the various clubs offer as inducements to recruits. If you are a member of the Illinois Cycling Club of Chicago your billiards, pool or bowling cost you nothing, while membership in the Porkopolis Wheelmen of Cincinnati entitles yon to free vaccination at the hands of Dr. Green. Could there be a wider range than this?

PERHAPS no form of wheel construction has made greater strides towards perfection in the last few years than the manufacture of the cheaper grades of wheels intended for the use of children. To-day sees the youngster mounted upon a machine so modern and so well built that it would have seemed a marvel to any of us ten years ago. The manufacturers are far-seeing enough to know that the children of to-day are the riders of the future, and being believers in training up a child in the way he should go they thus early in life inculcate a love for cycling in young hearts, and when the child has become a man he departs not from the correct teachings of his youth. I am sure that cycling has not a more unselfish or enthusiastic lover than the small boy who rushes past one on a sidewalk at a speed that often causes the sedate pedestrian to wish he was not quite so enthusiastic or that he would work off his enthusiasm in some more secluded spot and manner. The joys of childhood are many, but thanks to the manufacturer, the least of them is not cycling.

"I JUST saw a rider giving one of those pneumatics a regular 'blowing up,'" said the Solid Tire to the Cyclometer. "Well, I am glad of it," replied the Cyclometer, "it is about time something was being done, the 'tire'-any of this new wind-bag has become very 'tire'-some to me of late," and the meeting adjourned. [Shades of Bassett!!—ED.]

WHEELING, the brightest of all of the English wheel papers, quotes freely from this column, which fact more than anything else proves to me that its editor, Mr. McCandlish, knows a good thing when he sees it, and having found it don't let it get away from him.

I WENT through the riding academy of George Bidwell recently, and when I saw that the walls were padded, so that even the most awkward of beginners could not injure themselves, I looked back to the day when I had to learn to ride by taking an old bone-shaker out upon the road and there going through a catch-as-catch-can performance with it, all by my lonesomes. Nowadays the beginner has none of this, and when he concludes to take a fall he finds beneath him a nice clean cushion, which really makes unceremonious dismounts a pleasant variation of the monotony of learning. No longer is it possible for the modern mother to paraphrase the Spartan matron, and when her son sallies forth to take his bicycle lesson, tell him to return home upon his wheel or under it. No indeed the Spartan days of cycling are gone.

I UNDERSTAND that it is proposed to give a series of "music rides" this winter, similar to the ones so popular at the riding academies for equestrians. Theoretically the idea is a good one, but I am afraid that practically it won't be a great success, as the bicycle has a very unfortunate trick of always doing the wrong thing at the right time, with any other than the most expert rider. I am almost certain that the most popular spectator at an affair of this kind would be one of those very careful individuals who always carries with him one of those cunning little books of court-plaster, and offers it as a cure for anything from a tooth-ache to a bunion. It would not be a bad idea for the invitations to such an affair to have in the corner of them the letters P. B. Y. O. C. P.—please bring your own court plaster.

SOUTHERN CALIFORNIA.

"HEXAMETER."

THE Union Relief Corps have been holding a fair during the past week in Armory Hall. Beside the usual features of booths and lunch and voting schemes, there has been an entertainment of some description, differing each night. On Saturday night the wheelmen gave an exhibition. Owing to the small amount of floor space unoccupied and its slipperyness, the exhibition was not such "a blooming success" as it should have been. "Twelve good men and true," led by P. L. Able, grand master of ceremonies, did the grand entrance act. The polo game which followed was the chief attraction of the evening. Chalfant and Herwig against Percival and Shrode, the latter scoring 2 points against the former's one. But the floor was so slippery that collisions and falls were so numerous that the boys quit in disgust. Yet there were several very fine plays made. Chalfant sprung a rim in the first bout and had to change wheels. The polo game was followed with fancy riding by Ned Chalfant and Jake Korn. This in turn succeeded by Stuart, the Chinaman, and Herwig, from Ireland, in a combination act with safeties. Stuart's make-up, jabber and actions are inimitable, and so true to nature (and we have a few Chinese in California) that only when he doffed "John's" habiliments on the floor was it possible to convince many that it was "an act." A race was then run between them, Herwig and Stuart, resulting in Stuart's gaining one lap in 10. Chalfant and Ledru Kinney, "the midget," did the brother act, followed by Kinney. "The midget's" riding is phenomenal, being perfect master of the wheel. So ended the wheelmen's first tournament of the season.

A GRAND smoker is on the tapis, and if all the schemes talked of materialize they will blaze for themselves a path to glory during the coming winter.

THE *Daily Times*, our opened and avowed enemy (with whom we have had several bouts), in its characteristic manner disposed of the tournament last night in two lines. The *Tribune*, with its usual courtesy, favored us with nearly three fourths of the space devoted to the fair.

NEXT week begins the annual Chrysanthemum Fair. Pardon the pun, but you see we have a pretty fair country that can stand four fairs in three weeks, and the season only just begun. If I had not written so much of climate in previous letters, this might be an opportunity, but I forbear.

D. L. BURKE is out of the city for a month on business. Phil. Percival is again at the old stand.

WILL NOBLE, who has always been an earnest upholder of the "G. O O.," took a header a few days since, resulting in a sprained knee and bruised spots, so many that he hadn't hands enough to go round. He says he hit the ground all over at once, and his face, hands and extremities don't belie his statement.

CHAS. E. GALE goes away to the mountains for a few months, starting Tuesday. He stays long enough to vote, but as he will be only from 20 to 50 miles from the city, the "boys" will see him occasionally.

DETROIT.

"JUDGE."

HERE is an extract from one of the many interesting letters I have received from Griff; it was written from Montpelier, Vt.: "This up and down town, built all along the mountain side, one street overlooking the house tops of the one below it, above them all at the highest point the beautiful cemetery with its nicely kept walks and drives, green grass and autumn leaves. Away down in the valley flows the river, winding round the base of the opposite mountain, whose side and top is wreathed with the low hanging clouds of this wet October day. It is only after a long climb that I find myself here, and it is that I may look upon the last resting place of one now unknown, but who in his day was the centre of all eyes (how soon we are forgotten); a little while we strut life's stage, a flash and all is over, and the ever changing throng, who, to-day, wait for his smile and cringe at his frown, to-morrow, forget to do him homage. Poor Jim Fisk, the wonder of New York, one on whom the fickle goddess fortune smiled so grandly, where now are your railways, your steamboats, your Grand Opera Houses, where now your magnificent Seventh Regiment of which you were so proud? A poor boy he went from these hills; everything he touched seemed to turn to gold, until he stood alone, commanding the money kings of Wall street, but with all his grand qualities, his human nature had a weak spot, and he fell entangled in the net that is always about the feet of those who wear their hearts upon their sleeves. One day in midwinter came the end, a tragedy that startled New York and the country; over the wires went flashing the news, "James Fisk shot in the Grand Hotel corridor;" everybody remembered some kind deed he had done; the news came echoing with gloom back to his old home, this little town, and after many days, when the parade and pomp of the city was over, they bore all that was mortal back again, back to the hills of his childhood where possibly the happiest years of his life were spent, and up this same long, hilly street that I came, loving hands brought him, and to-day, in the rain, I read on the magnificent marble tomb, erected by friends, 'Col. James Fisk, Jr., born 1835, died 1872.'"

A STAG party is the starter the Detroit Wheelmen give us. The club orchestra of eighteen pieces will furnish the music; it will occur shortly.

PARTITIONS torn out, floors and wood work painted and walls neatly papered have worked a marvelous change in the upper floor of our club house. We now have one large billiard room containing one billiard table and one pool table and two cosy little card rooms besides.

THIS is another wet fall in this region, and in consequence no riding. Finn's record will doubtless stand till next year.

REMEMBER

L. A. W. National Meet in '91 will be in Detroit.

BUFFALO NOTES.

"SETAGEC."

THE League question is again brought up in connection with the Ramblers. Many of the "Hustlers" are athletes, good ones, too, and they cannot compete in local events unless members of the A. A. U., so some contend that the club drop the League and take up the A. A. U., while others say that the club should be a member of both associations.

THE last cross-country run of the three contests for the championship of the city and the *News* trophy was run last Thursday and was won of course by the "Indians," the Iroquois Athletic Club, but the Ramblers' team, though not sprinters, did splendidly and surprised all; one of the Buffalo A. C. who did finely was Frank Schwinn, the popular captain of the Ramblers.

BUFFALO is well taken care of this winter, as all the wheel papers and all leading sporting papers have regular correspondence from here, while last season and winter only one wheel and one sporting paper were represented.

THE Press Cycling Club will probably become a member of the A. A. U. and add an athletic adjunct.

THE Ramblers had the annual theatre party at the Court Street last Tuesday evening; they will have several others during the winter.

ON Wednesday night the Ramblers reopened their gymnasium by an interesting programme consisting of exhibitions in boxing, wrestling, tumbling, etc. A large crowd was present.

THE Buffalos are not making much noise, but they have as pleasant times in their cosey ideal club house as any wheel club on the continent.

WHEELS are still much used here, though the union of rain and poor pavements in other cities has nearly stopped cycling.

MISSOURI.

"LINNEUS."

CYCLE riders who have strolled through the country recently could not help noticing the large proportion of sand and dirt in the gravel heaps which are soon to be spread on the roads. It is surprising that the gravel is not sifted, as it is well known that sand is the worst obstruction to vehicle wheels.

EVERYTHING is in readiness to make the first entertainment of the Missouris a big success. It takes place Thursday, Nov. 6, and will be a lantern slide illustrating a trip through the Mediterranean region. A hop will wind up the affair. A numerously signed petition is now circulating among the members urging Treasurer Hildebrand to lead the gymnasium class on Thursday nights. On Monday evening Chas. Gibson will have charge and he is also preparing a hand-ball court for the members use.

INASMUCH as the stock of cloth which the official L. A. W. contractors have on hand must have disappeared by this time, I think it is high time to advise the members through the columns of the WORLD just what will be done in this direction, and unless they know beforehand what the color, quality and price of the new cloth is to be many orders for the same will be lost. Won't the Uniform Committee enlighten us on the subject?

AS fine a stretch of scientific road building as I have seen in many a day is the present six-mile stretch of the Manchester road to Benton. A steam roller has been at work on it for over two months and the results achieved have been wonderful. What was formerly a mass of ruts, mud puddles and "congealed perdition" generally is now a smooth road over which the cycle glides with that gentle yielding that is foreign to asphaltum.

TOURS of discovery are very popular at this season of the year in which the clubs vie with each other in their endeavor to visit places hitherto unvisited by wheelmen. A ride of this nature was the Missouris run to Butler Lake on Oct. 19, and it was a big success.

BOTH clubs are making preparations to be well represented at Ballwin on Thanksgiving Day, when the grand complimentary dinner tendered to the cyclists of St. Louis by Landlord Busch of the Ballwin Hotel comes off.

IN my notes in WORLD of Oct. 24, I gave Hugh A. Blakeney as my informant's name regarding cycling in Texas. This is a mistake. The gentleman's name is Geo. C. Arbuckle, who now resides here.

THE Pike County tour has come and gone. A large delegation went from St. Louis and was joined by others from different sections of the State, making a total of 56, who turned up at 8 30 Sunday morning for the run to Bowling Green. On arriving at the latter place the party were shown over the splendid McCormick stock farm. After enjoying a tour over the farm and a trial of the quarter-mile track by the scorchers the party started back to Louisiana. The roads were poor and the wind blew a gale in the faces of the riders, making it very hard going. After dinner the party split up, 25 starting for Dover, but most all returned after a few miles' ride, as the roads were found to be covered with loose gravel. Most of the party enjoyed themselves riding round town and trying the grades of the Binnacle. The evening was spent in smoking, singing and an impromptu dance. An innocent (?) member of the party almost caused bloodshed because he insisted on calling out "Hello, 40," the occupant being a lady, the husband of whom on hearing of the fresh actions of the occupant of No. 39, proceeded to wipe the floor with the carcass of the offending cyclist. Cooler counsels prevailed however. The St. Louis party returned home on the night express. Notwithstanding the poor roads and high wind a good time was enjoyed and will be repeated next spring.

PORKOPOLIS NOTES.

"STAR."

THE corner stone of the Young Men's Christian Association's new building, on 7th and Walnut streets, was laid on last Wednesday, Oct. 29. In seeking information as to the uses to which the new building is to be put, I was told by the young man who presides over the desk in the office, that the building would be completed within a year. That among other appointments there would be a well appointed gymnasium, and a wheel room with a rack for fifty wheels, and that it was intended to organize a bicycle club. To my inquiry as to whether the members of the club would be permitted to use the rooms on the first day of the week commonly called Sunday, he emphatically replied, "No sir-ee,!!! and if I had my way there would be a law passed prohibiting bicycle riding for recreation on the Sabbath!" On pressing him for his reasons for opposition to Sunday cycling, I learned that it was all owing to some wheelmen riding up and down Race street and using swear words and indulging in language that it wouldn't do to print. From the way he looked at me I am certain that he thought I was tarred with the same stick, so I slunk out of the office mentally declaring that I would never again go out riding on Sunday—unless it quits raining on that day.

ONCE more it is said that the out door grounds of the Young Men's Gymnastic Association are an assured fact, and that a quarter-mile track will be one of the features. It is said that grounds have been secured on the river bank east of the Water Works; how far east is not stated, but they are probably this side of Pittsburg. Grounds in this locality will have one draw-back for wheelmen, and that is the the several miles of slippery and treacherous granite over which they will be obliged to ride in order to reach them.

THE Hanauer mileage contest closed last Friday night, and the medal has found a resting place on the manly "buzzum" of our famous Teddy. During October he rode 2671.7 miles, a daily average of 86.2 miles! His total for the six months was 9808.7 miles, the daily average being 53.3 miles. Petty, who was in the lead during September, moved to Cleveland, and on account of press of business, was obliged to drop out of the contest. His record was 7500 miles for the six months.

THE Ladies' Club of which I spoke was organized yesterday afternoon (Saturday, November 1) under the name of the Queen Cycle Club. It is composed exclusively of lady riders. They are to join the L. A. W., and the club will, in all probability, be made a League club. They have elected a full complement officers. Their meetings are held on Saturday afternoons at the residences of the members. The new club has a large field, and can do a great deal to make the lady's cycle popular. The lady's cycle would have been much more in use ere this had it not been for the conduct of a lot of actresses who rode tricycles about the city some three years ago, and by their actions, disgusted a great many and created a prejudice against the wheel that it has been difficult to overcome. The social standing of the members of the Queen Cycle Club is a sufficient guarantee that their influence will be for good.

ON Sunday, November 2, the Porkopolis Wheelmen took their final run of the season to Miamitown. The rain in the morning frightened off several of the timid ones, and only eight started from the club rooms. This number, however, was augumented by the late comers, and by the Cumminsville delegation to 16. The roads were not at all dusty, and the low temperature made the ride a delightful one." It is on just such occasions as this that one really enjoys riding, and those who are seized with a panic when they see a few clouds, lose the very best riding of the season. The camera was there, and the usual pictures were taken as souvenirs. Although this is the last official run of 1890, the club will continue to ride whenever the conditions are favorable.

INDIANAPOLIS.

"SAFETY."

THE annual "smoker" given by Mr. H. T. Hearsey "came off" according to an unusually neat programme from the electric pen of Mr. Zimmerlink. I refer to the printed programme and inclose one which I have no doubt the editors of the WORLD will frame and "hang in some conspicuous place." Mr. Hearsey's back parlor was filled with a hundred or two wheelmen and friends, and no one complained that there were not cigars enough, or tobacco enough, or cob pipes enough (though the corn crop was short), or smoke enough. Judging from the serene joy which animated every countenance there was just enough of everything, and who wants more? The music was enjoyed by every one, and several dialect and character impersonations filled out the evening's pleasure together with the smoke I need not mention the details of the performances of the boys since they are a part of all well regulated "smokers."

FRANK DEVORE's trick riding (safety) and his slack-wire walking were the chief events of the evening—next to the smoke—for many smoked who never smoked before; and smokers, well, they did but smoke the more. When the boys couldn't see one another they went home smoking, and I think some of them are smoking yet.

THE aged father of United States Commissioner Van Buren was run down last night on the Penn. street asphalt by a bicycle rider, "a high-wheeler" at a high speed. The gentleman was severely hurt, it is reported, and we have another occasion to regret the extreme foolishness of the smart jays who want to show everywhere that they can "go" a little, except on the track where "going" is expected and encouraged. There they are not in it. I must say, however, that these remarks are in general, since I do not know the particulars of this affair. I am told that the rider waited to see the extent of injuries inflicted and did what he could, which was creditable. The injured man was taken home in an ambulance.

AS a rule our riders are very careful. We have the use of the sidewalks and there is no good reason why we cannot maintain the privilege, taking into consideration the large numbers who ride for business, the long distances to factories, offices and suburban homes, our scarred and bedeviled streaks of the earth's surface called streets and roads, and that no one is hit or greatly troubled by the practice. It has grown with the growth of wheeling here, and rightly used in outer districts away from the asphalt helps the army of wheelmen to no one's discomfort or injury.

CHICAGO NOTES.

"WAYNE SCOTT."

THIS last week has been not all quiet. On Friday evening the Illinois Cycling Club formally opened their elegant club house on Washington boulevard. The larger part of the members were present with ladies and a number from out of town, among whom were W. M. Brewster and wife of Quincy, Ill. After a thorough inspection of the club house the ball-room doors were opened and the rest of the evening was spent as only wheelmen and their wives and ladies know how. The party broke up at a late hour.

ON the same evening the Æolus club made merry at Central Turner Hall on the northwest side of the city. Charlie Wittenberg, the winner of the club's time medal, and Miss Gussie Gross led the grand march and were followed by fully 200 couples. Dahlbach's Orchestra played good music and the carriages were called at 1 30. They do say Vice-President Roth forgot the way home. This was the first of a series of five to be given this winter. The club realized nearly $200 as their profit.

THE Douglas Cycling Club gave a ladies' night on Friday evening. The Lincoln indoor team played ball or tried to Tuesday eve, taking a defeat from the Harvards. Capt. Stamm, official scorer of the team, was so overcome when some of the spectators cheered rather lustily that he tendered his resignation to Frank McDonald and thus he wrote: "I must positively refuse to identify myself with a management which allows such rowdyism as was witnessed at the Lincoln-Marquette game of Monday eve." The gentleman's resignation goes.

VERNON WILSON, formerly captain of the Austin Cycling Club, is now in Sydney, New South Wales.

THE Chicago Cycling Club indoor base ball team won five straight games, defeating some of the crack clubs of the Social Club (mid-winter) league.

AGAIN

The Eagle Takes the First 5 Places.

—THIS TIME AT—

WILMINGTON, DEL., OCT. 25, 1890.

25-MILE HANDICAP ROAD RACE. 24 STARTERS.

FIRST, SECOND, THIRD, FOURTH AND FIFTH PLACES

WON ON EAGLES.

—ALSO AT—

BIRMINGHAM, ALA., OCT. 23D, 1890.

THE EAGLE TAKES

THREE FIRSTS AND THREE SECONDS IN FOUR RACES.

STILL LATER.

AT VINELAND, N. J., OCT. 27,

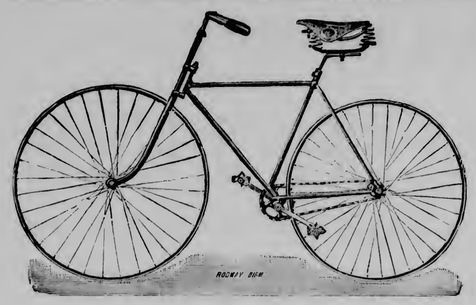
The Eagles win every race that they start in,

FIVE FIRSTS out of Five Events.

THE EAGLE IS "THE STUFF."

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.



RIDERS OF ROVERS

GET TEN PRIZES

AT THE CHICAGO TOURNAMENT,

19TH AND 20TH,

IN TEN SAFETY EVENTS.

Our Diamond Frame Semi-Racers are suitable for medium weight riders on the road. Weight, all on, 35 pounds. Strips for speeding to 29 pounds. Geared to 60-inch. Hollow rims and tangent spokes. Fully guaranteed, and all parts inter-changeable. The grandest Safety in any market. Price, $135. Get our catalogue covering five styles of Rovers.

THE JOHN WILKINSON CO., Sole Importers,

269-271 State Street, - - - CHICAGO, ILL.

They're not built for racing, so have not cut very much of a figure at the big tournaments, but in the every-day races, race meets and road races, where it's a case of road wheel meet road wheel, they have been "getting there" quite as regularly as any of them--and "they," of course, stands for the AMERICAN CYCLES. Their latest achievement was in the

LOUISIANA CYCLING CLUB'S 100 MILES ROAD RACE

At New Orleans, October 19th,

in which R. G. Betts, mounted on an

American ◎ Light ◎ Champion

not only finished first, over half an hour ahead of his nearest competitor, but

ESTABLISHED NEW AMERICAN RECORDS FOR 50, 75, AND 100 MILES, AS FOLLOWS:

50 Miles,	- - - -	*3h. 20m. 35s.*
75 "	- - - - -	*5h. 14m. 43s.*
100 "	- - - - -	*7h. 8m. 37 2-5s.*

AND RECORDS, THEY SAY, GO FOR SOMETHING.

GORMULLY & JEFFERY MFG. CO.,

New England Branch House, 178 Columbus Avenue, Boston, Mass. Factory and Principal Office, 222-228 N. Franklin Street, Chicago, Ill.

CHICAGO RETAIL STORE, No. 85 MADISON STREET.

R. G. BETTS, while visiting in New Orleans, made good use of his time. Betts is a member of the Lincoln Cycling Club, who now hold four of the long-distance records.

AT the last monthly meeting of the Chicagos Burley B. Ayers read a paper in which he proposed that the Lincolns of the North side, Chicagos of the South side, and Washingtons of the West side of our city form a three party agreement by which a membership ticket in either of the three would entitle the holder to all the privileges of the others except voting. This aroused a hue and cry from a prominent cycling paper that discrimination was meant against the Illinois Cycling Club, and it would raise a third annual quarrel, and injure the cause of the Cycling Association. The Board of the Washingtons has officially declared that the agreement proposed by them was not for the purpose of injuring any other club, and rather than have it so understood, withdraw it altogether.

NEWS AND COMMENT.

THE Royal Psycho Cycling Club of Coventry, England, gave Mr. H. S. Owen of Washington, D. C., a complimentary dinner at the King's Head Hotel, Coventry, on Saturday evening, Oct. 18. Mr. J. M. Starley occupied the chair and Mr. W. Starley officiated as vice-chairman; after dinner three toasts were proposed and responded to "Our Guest," "The Firm" and "The Club." Mr. Owen responded to the first toast and proposed the second. At 8.30 a smoking concert was given and a most excellent programme was presented by the members of the club.

MR. H. G. PRIEST of the Quadrant Bicycle Co. has gone West to Topeka, Kansas, in the interests of his firm.

A PROTEST has been received from New York because certain parties have seen fit to issue circulars to wheelmen, urging their support for certain candidates to office who have shown a friendly spirit towards wheelmen.

THE Framingham, Mass., *Tribune* runs a column weekly of cycle news and notes. Two of its reporters, its bookkeeper, and three of its printers are constant bicycle riders.

THE Washington Cycle Club of Washington, D. C., inaugurated their amusement season, Saturday evening the 25th inst., by an oyster roast, smoker, musical and general good time. Mr. Dan Canary contributed largely to the success of the event by giving an exhibition of fancy and trick riding on both the vertical and safety. Messrs. Howser, Babcock and Kubel rendered selections on the piano, violin, cornet and occarina. Several of the members made short and witty speeches during the evening. The event altogher was one of the best the club has ever had, and no doubt the club will "repeat the same dose" before the lapse of many days. Among those present were, President Seebold, Treasurer DeMeritt, Secretary Babcock, Captain Burbridge, First Lieutenant Coburn, Second Lieutenant Gettinger, and the following members: Messrs. Pelouze, Ide, Muehleisen, Curry, Knox, Miller, Olcott, Albert, Long, Libby, Overman, Howser, Yates, Croxall and Seilbert, and among the guests were: Messrs. Klakering, Howell, Kubel, Canary, Harvey, Harkness, Wilson, Manning, Graham, Mix, Fiske and Billingsley.

THE Rev. Dr. Dowling, of Albany, N. Y., has just returned from a bicycle trip through England and France, and he speaks in the highest praise of the bicycle as a means of seeing a country. The spot that most impressed him in England was Oxford. He intends to preach a series of seven sermons suggested by his tour.

ONE hundred and three members of the Maryland Division, headed by Chief Consul Mott, participated in the first general run of the Division to Sparrows Point. An inspection of the steel works at that place was enjoyed, and a good dinner was eaten by the ever hungry cyclists. The run over the shell road on the return was made at a clipping pace, but in regular parade line.

By the way, have you sent Mr. Isaac B. Potter any photographs representing phases incident to good or bad roads? Don't forget his request, and remember that it is for the good of the cause.

THE sale of "Cycling for Health and Pleasure" continue brisk, but now as the snow and frost producing season approaches the sales will no doubt double, as when cyclists are not riding the next best thing is to read cycling literature.

OUT of pure philanthropy we supprsss the name of the paper the following item was cut from: "A bicyclist, whose identity concerns no one, was riding his wheel through a portion of France when up came a storm of rain. The storm struck him just as he started to coast down a nicely graded hill some five miles long. He proceeded on his journey and all the way down that hill it rained in torrents on his hind wheel while his front ran along in the dry dust."

ROBERT J. BURDETTE, the humorist, is in receipt of a letter from his son, Robert J. Burdette, Jr., aged thirteen, to this effect: "Dear papa: I dreamed last night that I had a safety bicycle. Do you believe that dreams come true?' "I greatly fear," said Mr. Burdette, after reading the letter, "that this young man is going to be a humorist."

THE Syracuse Cycle Club last week Tuesday wound up the riding season by a run and supper at Cicero. About 60 men, 20 on wheels and the rest in Cronin's tally-ho, started in a blaze of red light and a blare of bugles. A fine banquet was served at the Parker House, and songs and stories made merry the evening. The event was called the "McChesney Memorial," or "The Annual Roast," in honor of President McChesney.

MR. JOHN DERR of Philadelphia, aged sixty years, was knocked down last week Thursday by a bicycle ridden by George Crow of the same city. Mr. Derr died on the following Saturday from the injuries received. It is painful to have to record such accidents as these, but the recording of the same is necessary as a warning to all that the utmost care is called for and necessary at the hands of all who ride a wheel. LATER—Subsequent investigations before the coroner's jury absolve Mr. Crow from any criminal carelessness, and he was released. We are glad to be able to record the fact.

THE "good old" Hartford Wheel Club will hold its fifth annual dinner at Habenstein's restaurant Wednesday evening, Nov. 12.

MR. E. J. WILLIS, of the Ormonde Cycle Co., will return to England on Saturday, Nov. 8th, or on Wednesday, Nov. 12th.

THE Meriden (Ct.) Wheel Club gave a lantern parade Tuesday night There was a good attendance, and each member carried a Chinese lantern.

THE Minneapolis *Tribune* notes the fact that the bicycle has emerged from its embryotic state as "a toy for boys," and has become a practical vehicle, used by all men in every walk and profession in life. The *Tribune* reads the signs of the times aright, and when the Post Office Department places a contract for wheels (as it has done) for the use of the carriers in places where the streets admit of cycle riding, it is further evidence that the cycle is recognized as a vehicle of utility. The Warwick Cycle Co. is to be congratulated on the acceptance of their bid by the department.

ALMOST every one of the big tournaments this season proved a financial success for the promoters. The Rochester clubs divided a good fat surplus out of their net proceeds of the August meet. We believe that the only meeting which did not prove a financial success was that held at Buffalo immediately after the Niagara meet.

A NEW YORK scribe whose powers of hyperbole seem fully developed, as he describes a certain man to "look like a spider on hair pins" when riding a bicycle.

BICYCLE race meets seem to pay in Australia even better than in the United States. The spring meeting lately held netted the club the nice little sum of $2000.

WHEELMEN in Connecticut are getting fidgetty over the fact that the Norwich Assessors have concluded that bicycles are subject to taxation. It is estimated that if all other Connecticut towns follow the example of Norwich, the cyclists of Connecticut will have to pay about $10,000 a year tax on their wheels.

CONNECTICUT takes fourth place in point of membership this week. It has been a very lively race between Illinois and Connecticut for more than a year.

ONE hundred members and guests of the Trojan Wheelmen of Troy, N. Y., assembled at the club rooms, corner of Fourth and Grand streets, last week Thursday evening, and spent several hours of solid enjoyment. Prof. M. Moran presided at the piano, and Charles B. Alexander exhibited the phonograph to the pleasure of all. A collation, elaborate in every particular, was discussed and heartily enjoyed. The merry party dispersed at a seasonable hour.

MR. W. C. OVERMAN, of the Overman Wheel Co., has taken up his residence permanently in Boston as the representative of that company for Eastern Massachusetts. Mr. Overman's old friends welcome him back to Boston.

MR. J. R. HAZLETON of Philadelphia is charged with having received money for the payment of racing and other expenses in excess of those allowed by the L. A. W. The case is before the Racing Board, and the charge has been denied by Mr. Hazleton, and Messrs. Strong and Green, the parties named as paying same.

THE Ramblers of Bridgeport, Ct., are mourning over the loss of a handsome silver cup that is used as the principal trophy in the yearly road races. Suspicion rests in certain quarters, and sensational developments are expected.

THE next run of the Maryland Division will be on Thanksgiving Day, and from Philadelphia to Baltimore via the Lancaster pike. The party will train it to Philadelphia and return via wheel.

THE racing interest in Denver, Col., is at fever heat, and with characteristic Western enterprise the Denver men have branched out and built a fine race track (not talked about it.) This is what the Denver *Times* says about the track: "* * * The track at Sportsman's Park has cost a good fat sum, and the members have opened their purses liberally to pay for the same. The union holds its head aloft, for it has no obligation it cannot meet and its future is bright. It is composed of young Denver men who can be depended on to fulfill every promise they make."

THE Utica (N. Y.) Cycling Club will attend a theatre party on Thanksgiving evening, the play selected being "Faust" by Louis Morrison. The Utica Cycling Club was organized last April and now has a membership of nearly 80. Through the kindness of the Y. M. C. A., the club has had the use of the association building for meetings, etc. The club will probably have quarters of its own soon. An entertainment committee has been appointed.

BICYCLIST BARR has been heard from. He arrived in San Francisco Nov. 2. As to how it happened that Rowe got in ten days ahead of Barr, when they were together at Ogden, Utah, the report saith not, hence we await further particulars.

LIEUTENANT MARTOS of the Russian army, who recently made such a good ride from St. Petersburg to Paris, much to his disgust has been offered a position in dime museums to travel and exhibit in America.

MR. ELLIOTT'S "EXPERIMENT" ON DIAMETER OF WHEELS.

Editor Bicycling World: In your issue of Oct. 17 you published an article headed "Concerning Diameter of Wheels," by Sterling Elliott. This article contains two serious errors, and as a person having no interest in the question discussed except as a rider desirous of seeing all matters connected with the noble "steed" thoroughly understood, especially by the manufacturers, I wish to call his attention to these errors.

I do not claim authority to speak on this matter as an experimenter or a practical machinist, but as one who has taken a full university course in mechanics and has always made a close study of its principles.

First—Mr. Elliott starts with the statement (on which he bases his whole argument) that "the power to push forward a front wheel * * * comes upward from the point where driving wheel touches the ground." *This is an error.* This point (which he calls C. in his diagram) is merely the *fulcrum*, as it is called in mechanics, but not the point at which the power is applied. The power is applied to the bicycle by the driving wheel *at the centre of the axle*, and *that* is the point that Mr. Elliott should use in his calculations and not the point C. I think that if Mr. Elliott will give this a moment's thought he will see that I am right. The point C. is the stationary, fixed point (the fulcrum), while the point at which power is applied must always be a yielding, movable point, which B. is. At each instant of time B. moves forward, while C. stands still. If Mr. Elliott's statement is correct the power applied to *every* part of the bicycle (as well as to the front wheel) from the point C., and consequently is applied to the back of the bicycle *directly upwards*. Therefore, it tends to lift it right off the ground, and all a rider has to do is to apply sufficient force to the pedals and he will rise with his mount like a bird and go sailing off into space. A 150-pound man riding a 50-pound wheel could by pushing down with 200 pounds of force (a very easy matter) lift himself and wheel from the ground. Either the problem of aerial navigation is solved or else this is the *reductio ad absurdum*.

The fact that Mr. Elliott found a lifting force of 2 1-4 pounds when the front wheel was 25 inches, and only 2 ounces more (2 pounds 6 ounces) when it was 31 inches, shows that his theory is wrong. If the power *is* applied as he says, and if the lifting force in case of a 25 inch wheel is 2 1-4 pounds, in case of a wheel 31 inches high it should be 2 pounds 9 ounces instead of 2 pounds 6 ounces. Any person understanding the problem of the "resolution of forces" can work this out for himself, and I therefore do not occupy your space by giving the figures.

Second—Mr. Elliott's experiment which he describes is worthless, for the reason that he overlooked one very material point. By exerting 25 pounds of force at the crank he pressed the front wheel against a wall with 5 1-2 pounds of pressure, and then found that the scales showed 2 1-4 pounds less of weight. He forgot, however, that when the wheel was pressed against the wall *the latter was supporting part of the weight*, and that is why the scales showed 2 1-4 pounds less. It is will easily be understood by any one who will take an object, say a book, weighing a pound, and place it on a scale so that at the same time it will rest against the wall. By then pressing the book against the wall with the hand it will be found that the greater the pressure the less the scale will indicate as the weight of the book. When the pressure becomes great enough to support the book, the scale will mark nothing as the weight. If Mr. Elliott wishes to perform this experiment properly he must have the wall against which the front wheel presses *a part of the platform of the scale* and attached to it and rising and falling with it. Then any weight supported by the wall *will also be supported by the scale* and indicated by it. In his experiment the portion of the weight supported by the wall was not shown at all, and might have equalled or even exceeded the 2 1-4 pounds supposed to be saved.

In conclusion I wish to say that as the power is applied from the axle of the hind wheel to the axle of the front wheel, it seems to me that when the two wheels are the same size and the axles consequently on a horizontal line, the power pushes the front wheel *directly ahead*, and there is no upward or downward pressure. When the front wheel is *larger* than the hind one, there is a lifting tendency on the former; and when the front wheel is *smaller* than the hind, there is a downward pressure on the former, as in a wheelbarrow when pushed ahead.

If I am right in this, it follows that front wheels should be larger than hind one, *if it is advisable to take the weight off of the former.* I am not, however, sure that this would be an advantage, as any weight taken off the front wheel must necessarily be thrown upon the driving wheel.

I hope Mr. Elliott will try his experiment over again, arranging his "wall" as I have suggested, and using three front wheels, one equal in size to the hind one, one larger and one smaller, and give us the results. Very truly yours, A. D. D'ANCONA.

League No. 16,223.

RACING AND RECORDS AT PHILADELPHIA.

ON Monday afternoon, November 3, W. W. Taxis broke the record for the University of Pennsylvania track, by doing a mile from scratch in 2.52. This time is remarkable, the track being a four lap cinder, without any banking, and in addition, there was a high wind blowing. Young Cootes really is responsible for the time, as he lit out from the 175 yard mark at a terrific gait, obliging Taxis to ride all out. So fast did Cootes ride that Taxis did not draw up until the home stretch was reached, and he led Cootes across the tape by but two feet. Summary: First, W. W. Taxis, '94, scratch; second, G. M. Cootes, '94, 175 yards; third, E. S. Kellner, '93, 100 yards. Time, 2.52.

Wilhelm, October 2, broke Van Wagoner's recent record of one hour seven minutes, made in the 21 mile road race from Myerstown to Reading on September 20th, which figures were record for the distance. All the conditions were favorable for the attempt, the road being at its best, while a strong west wind blew down the pike. Wilhelm covered the distance in one hour three minutes and thirty seconds, creating a new record. Wilhelm was greatly distressed, fainting at the finish, and he was carried through by sheer pluck.

The first annual fall sports of the Columbia Cyclers were given on Saturday afternoon at Brotherhood Park before an audience of a couple of hundred spectators, the raw, blustery weather preventing a larger attendance. The track was unusually soft, and the balloon tires had a tremendous advantage. Following are the cycling events in the order in which they were decided:

Novice, one mile, safety—Harry P. Birchall, C. C., won easily in 3m. 48s.; Bert Galbraith, C. C., was second.

One mile safety bicycle race, handicap—F. H. Garrigues, C. W., 110 yards, won easily; J. H. Draper, A. C. S. N., 70 yards, second, and B. F. McDaniel, W. W. C. 140 yards, third. Time, 3m. 8 3-4s.

One mile bicycle race, ordinary, handicap—V. J. Kelly, P. A. W., 80 yards, won; W. C. Seeds, W. A. C., 45 yards, second, and J. W. Taxis, A. C. S. N., scratch, third. Time, 3m. 13s.

One mile safety, Columbia Cyclers' championship—J. E. Fitzgerald won, with H. Bilyeu, second. Time, 4m. 4 1 5s.

One mile safety race, for boys under 16 years—W. W. Owens won. Time, 4m. 1-5s. No second.

Half-mile bicycle race, safety, handicap—F. H. Garrigues, C. W., 40 yards, won. J. Van Deusen, P. A. W., 40 yards, second, and W. C. Seeds, 20 yards, third. Time, 1m. 26 4-5s.

Five mile bicycle race, safety—W. W. Taxis, A. C. S. N., won by 2 yards. W. C. Seeds, W. A. C., second. Time, 18.36 1-5. Seeds rode a pneumatic, while Taxis was on a narrow-tired racing safety, and the latter letting Seeds do the pacing until two hundred yards from home, rushed to the front and won by two lengths, never headed. "ARIEL."

Philadelphia, November 3, 1890.

RACING AND MEET NEWS AND GOSSIP.

AT YORK, PA.—On Thursday, Oct. 30th, the York Cycle Club held a 21 mile road race for the club championship. The course selected was from York to Wrightsville and return. This is over the Philadelphia and Gettysburg Pike. Eight miles of this course, that lying between Hellam and Wrightsville, is a succession of hills of a good grade and made rough by recent macadamizing. Ordinarily these hills are easy to ride, but unfortunately are not in the best of condition at present. A hard wind faced the riders on the return. There were five entries, who made the following times: York to Wrightsville, H. C. Drenning, (1), 35 mins.; L. D. Levingood, (2), 36 mins.; H. L. Wilt, (3), 37 mins.; Chas. Beck, (4), 37 mins. 30 sec.; W. P. Swartz, (5), 38 mins. 15 sec.

The round trip was made by H. C. Drenning. (1), 1.22.30; L. D. Levington, (2), 1.24; H. L. Wilt, (3), 1.31; Chas. Beck, (4), 1.32; W. P. Swartz, (5), 1.41.30.

AT ORANGE, N. J.—The challenge team road race between the Orange Wheelmen and East Orange Cyclers came off last Saturday, on the East Orange course. The Orange team consisted of J. D. Racey, Paul Grosch, George H. Coffin and C. T. Coggeshall. The East Orange team was Frank Brock, Fred Spring, H. C. Wheeler and C. W. Heydecker. The course was a five mile one from Grove street, through Central avenue, Harrison street to Centre to Highland avenue to Lincoln avenue to Central avenue and down to the starting line. The men finished in the following order and time: Grosch, 17m. 29s.; Coggeshall, 17m. 32s.; Wheeler, 17m. 37s.; Coffin, 17m. 42s.; Spring, 17m. 44s.; Heydecker, 17m. 50s.; Racey, 18m. 20s., and Brock, 20m. 10s. Orange won by 22 points to East Orange's 14.—*Sun.*

AT NEW YORK, Nov. 4.—The races between members of the Harlem, Riverside, Gotham Wheelmen and Manhattan bicycle clubs took place over the Kingsbridge course Election Day. The results were as follows: Manhattan Club—

Ten-mile club championship—E. J Keane, first; F. H. Howland, second; J. D. Connor, third. Time, 40m. 34s.

Five-mile handicap—J. D. Connor (2m. 15s.), first; W. J. Monahan (same mark), second; Harry Howland (1m. 45s.), third. Time, 21m. 50s.

The Harlem Wheelmen's races resulted as follows:

Two mile novice—T. M. Macy, first; G. W. Burt, second; M. A. Smith, third. Time, 8m. 39 3-5s.

Ten-mile handicap—Macy (4m.), first; C. W. Osborn (4m.), second; R. B. Morrison (scratch), third. Time, 45m. 10s.

The races of the Riverside Wheelmen were five in number, as follows:

One-mile novice—W. Cook, first; H. V. Warner, second; F. M. Benner, third. Time, 3 minutes 50 seconds.

One-mile open—A. E. Stilger, first; J. W. Judge, second; E. A. Powers, third. Time, 3 minutes 35 seconds.

Two-mile handicap—J. W. Judge, scratch, first; A. E. Stilger, scratch, second. Time, 7 minutes 21 seconds.

Five-mile club championship—A. E. Stilger, first; J. W. Judge, second; E. A. Powers, third. Time, 19 minutes, 38 seconds; 19 minutes, 39 seconds.

One-mile consolation—Won by J. O. Miller.

The Gotham Wheelmen postponed their five-mile race owing to the bad condition of the road and the lateness of the hour.

One-mile novice race—Won by George C. Smith; Oscar Tschirky, second; Dan Levy, third. Time, 3 minutes 30 seconds.

Two-mile open—George C. Smith, first; Oscar Tschirky, second; Dan Levy, third. Time, 8 minutes, 10 seconds.

AT RAHWAY, N. J., Nov. 4—The fall meeting of the Union County Roadsters' games was a success. They passed off very pleasantly before an audience of 1000 people. The results of cycle events follow:

One-mile novice, ordinary, club members—William Ball, first, in 3.45, with R. F. Calhoun a good second.

One-mile novice, safety, club members only—George Chumar, first, in 3.45, with W. C. Artz second

One-mile open, ordinary—C. L. Lersner, first, 3.43 3-4; W. C. Heydecker, second.

One-mile safety, open—H. C. Wheeler, first, 3 28; C. L. Lersner, second.

Two-mile Union county championship, ordinary—S. B. Bowman, first, 7m. 10s.; A. F. Calkins, second, 7m. 15 1-4s.; H. J. Bauer, third, 7m. 21 1-4s.

AT ELIZABETH, N. J. The Kings County Wheelmen held their 25-mile handicap road race over the Elizabeth-Springfield course on Election Day. The day was cold and blustering and very poor for fast riding. It was an hour and a half after scheduled time for starting that the men were sent away.

T. J. Hall, Jr., and W. F. Murphy entered to try for the 25 mile record of 1.26.40, but the wind proved too much for them, and after five miles hard riding they gave it up. In fact Murphy at 15 miles cried quits and dropped out of the race. The real work of the race did not commence until after the twentieth mile had been traversed, when with Wells in the lead and Hall second, the latter being closely pushed by McLaran, a pretty race ensued, the latter passing his men at the twenty-third mile, and romping home an easy winner. The men finished as follows:

Twenty-five mile handicap—Won by D. McLaran, five minutes handicap; time, 1.37.33 1-4. W. H. Wells, second, two minutes handicap; time, 1.36.01 1-2. T. J. Hall, third, forty-five seconds handicap; time, 1.35.08 1-2. N. H. Phillipps, fourth, five minutes handicap; time, 1.40.13 1-4. R. S. Jones, fifth, four minutes and thirty seconds handicaps; time, 1.40 42. J. Bensinger, sixth, thirty seconds handicap; time, 1.42 50 F. G. McDonald, seventh, 4 minutes handicap; time, 1.51.17. The winner, McLaren, rode a splendid race.

The Brooklyn Ramblers ran off their ten-mile handicap club race on the Springfield course the same day. R. Miller, 2 minutes handicap, first; time, 39 minutes 55 seconds; S. R. Peddler, second, handicap 4 minutes; time, 40 minutes 50 seconds.

AT HARRISBURGH, Pa., Nov. 1.—The 5-mile road race under the auspices of the Harrisburg Wheel Club took place last Saturday. There were eight entries and the contestants finished in the following order: M. P. Poffenberger, Ed. L. Fry, A. L. Nelson, A. J. Trippstein, T. A. Nelson, H. B. Olewine, J. S. Leyder and Ed Dubbs. It was a race against a strong headwind, which prevented better time, but wheelmen generally regard Poffenberger's 21m. 18s., as exceedingly creditable under the prevailing conditions.

MESSRS. FINDLY and Nesbitt of the New York Bicycle Club started out Election Day on a tandem, and with H. Bird as pacemaker, broke the road record from Tarrytown to Fifty-ninth street. The time made was 1 hour 59 minutes 54 seconds. The previous record was held by Clemens and Sheehan of the Manhattan Bicycle Club. The New York men, under more favorable circumstances, will attempt to bring the time down still lower.

A CHANCE TO MAKE MONEY.

I bought one of Griffith's machines for plating with gold, silver or nickel, and it works to perfection. No sooner did people hear of it than I had more spoons, knives, forks and jewelry than I could plate in a month. The first week I cleared $31.30, the first month $167.85, and I think by July first I will have $1,000 cash, and give my farm considerable attention, too. My daughter made $27.40 in four days. Any person can get one of these machines by sending $3 to W. H. Griffith & Co., Zanesville, Ohio, or can obtain circulars by addressing them. You can learn to use the machine in one hour. As this is my first lucky streak, I give my experience, hoping others may be benefited as much as I have been.

Yours truly, M. O. MOREHEAD.

BRETZ AND CURTIS MANUFACTURING COMPANY.

WE take pleasure in announcing that arrangements have been consummated by which our business has been incorporated under the name of "Bretz & Curtis Mfg. Co." Our business will, in the future, be conducted in the same manner as in the past by the new Company under the direct control of ourselves. It is still our object to import the Referee Cycles which have met with so much success this past season, as well as to manufacture them in connection with the original makers, G. L. Morris, Wilson & Co., of London, whom we shall continue to represent. All future correspondence of any kind you will please direct to the new Company at the same address. Thanking our friends and agents for their cordial support during the past year, and soliciting their esteemed patronage for the future, we are,

Very truly yours, J. SYLVESTER BRETZ, GEO. E. CURTIS,
Late trading as Bretz, Curtis & Co.

The officers of the new company are J. Sylvester Bretz, President; Geo. E. Curtis, Vice President and Treasurer; H. C. Cooley, Secretary.

THE Warwick Cycle Co. of Springfield, Mass., are to be congratulated, as the following letter recived from them will show: "It is with some degree of satisfaction that we inform you that the United States Post Office has placed a contract with us for the supply of wheels demanded by the requirements of the Service. We feel that this action on the part of the Post Master General marks an epoch in the speedy adoption of the Cycle as an adjunct to commerce, and will doubtless extend the range of the Cycling trade, opening, as it will, the eyes of many to the practical uses of the wheel. Whilst feeling some degree of pride at the selection of our wheel, we think the trade generally, is to be congratulated upon this evidence of official recognition." We take the following from the Springfield *Republican* on the same subject. "* * * An order of 25 was shipped to Washington yesterday. The department has decided to use the wheels whenever the streets will warrant it. Washington has fine asphalt pavements which are just suited to wheelmen. Buffalo streets are similarly equipped, and it is likely that bicycles will be used by the carriers there next. Meantime two of the Springfield carriers save walking by the use of bicycles, and find them very convenient."

THE Rochester (N. Y.) Cycle Mfg. Co. has been incorporated with a capital of $20,000. The purpose of the company is to manufacture bicycles, parts, supplies and accessories. The plant will be located in the newly built Wagner building on South St. Paul street, Rochester, N. Y. The directors of the company have elected officers as follows: Wm. W. Kenfield, President; Henry K. White, Secretary; Frank F. Wells, Treasurer.



THE ECLIPSE SAFETY BICYCLE.

THE above represents the Eclipse Safety Bicycle, the output of the Steel Pulley and Machine Werks of Indianapolis, Ind. There are several novelties claimed for this machine, and in order to present the same to our readers' notice we take the statements from the catalogue of the company. In the place of drop steel forgings this company uses "aluminum bronze," and they say in regard to this metal: "* * The grade of aluminum bronze used in our bicycles has been tested by the United States Government in one of its testing machines, and stood a strain of over 90,000 lbs. to the square inch. * *"

In construction several novelties will be noticed. One is the spring fork, which is made without any joint, and in combination with the adjustable coasters can be changed to any degree of stiffness or looseness to suit the weight and taste of the rider. It also has a new adjustable saddle, the tension of which can be readily changed. Both wheels are 30 inches, with tangent spokes. Tires solid 7/8 inch best Para rubber.

Ball bearing head and also ball bearings to driving crank, wheels and pedals. Handles vulcanite. Material used best steel tubing and aluminum bronze. The gear is 54-inch. Finish enamel and nickel.

WHO does not like to have nice stationery? It is not often that any one can get the best goods marked with a steel engraved die at a reasonable price, and were it not for the high standing and reputation of Mr. M. R. Warren, whose advertisement appears on page 47, we should almost doubt the validity of such an offer as made in said advertisement. "Warren's" is synonomous, in Boston and vicinity, of excellence and high character of work, hence, to get stationery from "Warrens" means that you are getting the highest quality of work in this case at a nominal price. By all means send in your order and *mention this paper*. Having your paper and envelopes, you cannot do better than to send to the same place also your order for a $4.00 fountain pen, which, by referring to advertisement on page 48, you will see he sells for $2.00, and *mention this paper*.

ON the inside page of front cover will be found the advertisement of C. H. Evans & Sons of Hudson, N. Y. Of the products of this firm we can speak after actual test, in the highest terms as containing all the excellent qualities claimed for them. This bottled pale ale and stout are unsurpassed by any of the finest imported ales. As the claim is made, so it is that the 'fine mellow flavor, clearness, and creamy head," cannot be surpassed. To those of our readers who use ales or stout, we most heartily commend the goods made by Messrs. C. H Evans & Son of Hudson, N. Y., where the brewery and bottling works are. Their New York City Depot is at 127 Hudson street.

THE Coventry Machinists' Company are justly proud of the record of their Swift Model A light safety. It has no superior among the light roadsters for standing rough usage and rough roads, and as to its running qualities its reputation in that line is the most gratifying.

THROUGH the kindness of Mr. Ross, the manager of Singer's American Branch, we were in possession for a few days of a pneumatic Tired Safety. We were surprised how quickly the public noticed the difference in the construction of the wheel. Many and varied were the comments which greeted us. Only one little chit of a child was impressed with the beauty of the Pneumatic, she gave utterance to an emphatic, "Oh, what lovely wheels." Most people, we fear, are not favorably impressed with the appearance of a wheel fitted with the balloons, but one only needs a few miles of riding to appreciate how they minimize the inequalities of the road. The effect of the tires is especially noticeable on hard "hubbly" surfaces and they ride over soft places instead of ploughing into them. It is as much superior to the Cushion as the latter is to the ordinary small solid tire. On a wavy or billowy surface the grear spring or elarticity of the tire is not so advantageous and the machine jumps about a bit. In riding home from the Reservoir we encountered several places in the road on which new metal had been laid, and to test the tire we rode straight through it, and were much pleased at the way the tire carried us over the loose stones in a way that the solid narrow tire could not have done. The great question is, will they last? will they endure the wear and tear of constant use? On this we are not able to express an opinion, except that we believe all the alleged weaknesses will be overcome in time. In a recent issue of *Wheeling* mention is made of a Pneumatic Tired Safety being ridden a whole season, about 2000 miles, with no accidents. We regard both the Cushion and the Pneumatic Tires very favorably and hope for their success as adding very materially to the comfort and value of safeties. We await with interest the development of the tire problem, which now occupies the mind of almost every maker. We may add that Singer & Co. are furnishing wheels with both styles tires at advanced prices of $37.50 extra per Safety for the Pneumatic Tire and $18.75 extra per Safety for Cushion Tire. Messrs. Singer & Co. will use next year a special Cushion Tire of their own patent.

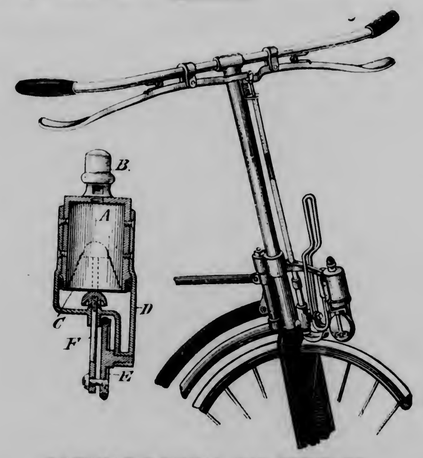
WE are always preaching winter riding, advocating it to be beneficial and agreeable, even in the coldest of weather, and now are pleased to learn that one of the dealers in the city has opened a winter riding school, where purchasers and others will be taught. For further particulars call at the store of the Pope Mfg. Co., 77 Franklin street.

THE many friends of J. R. Whitehouse of St. Louis, who was for many years connected with the St. Louis Wheel Co., will be glad to hear that the old man has fallen heir to quite a fortune, and he has now established his own agency, the novelty of which is a regular fixed schedule of prices so that every rider will know beforehand just what his repairs will cost him.

"HEXAMETER" of Los Angeles, Cal., writes us: "H. B. Varney of San Francisco was with us Tuesday. His house carries the Victor, Warwick and Rambler up north. His mission here was to secure a local agent for the Warwick, one of the few wheels which has had no rider or representative here. I had the pleasure of trying it."

IT may be interesting to know, as showing the great care taken by the manufacturer, that at one of the largest bicycle factories no less than three thorough inspections are made in addition to other minor ones, with a view to embodying only the very best materials and workmanship in the finished machine and bringing it as near as possible to perfection. The first inspection is made of the material brought into the factory. Anything found here that is faulty or defective in the least, or that is not rigidly up to the standard set purposely high, is thrown aside not to be used in any way. The second inspection is carefully made by a skilled inspector and a number of assistants, when each part, large or small, that goes into the finished machine is carefully overlooked to see that it conforms in every respect to the standard before it is allowed to be used. The slightest defect in workmanship or finish insures its being thrown out. The last inspection is made of the finished machine. Every part must be properly placed and adjusted and every bit of nickel or enamel must be right. The manufacturer this item refers to is the Pope Mfg. Co. and the product the famous "Columbias."

THE Chicago *Post* reports the organization of the C. H. Dunham Mascotte Cycle Company, to manufacture, sell and deal in bicycles and other machines and appurtenances; capital stock, $1,000,000; incorporators, Charles H. Dunham, Charles Faxwell and George R. Bidwell.



PNEUMATIC SIGNAL FOR BICYCLES

THE device is illustrated by the above drawings; wherein A represents an air chamber, or cylinder. B a whistle or other wind instrument. C an elastic diaphragm. D a dependent bracket. E a friction wheel and F a plunger rod reciprocated by an eccentric pin on said wheel.

The signal is automatic in its operation, and may be attached to the bicycle. Preference however, is given to the means of attaching shown, consisting of a lamp-bracket having upturned ends upon which the device is adapted to slide vertically under influence of a lever on the handle-bar, and a connecting sleeve or tube that encases the brake rod. In this construction a slight movement of said lever will throw the friction wheel in contact with the front wheel of the bicycle, when it will immediately revolve—more or less rapidly according to its size—reciprocating the plunger-rod and vibrating the diaphragm (as shown in dotted lines) thus expelling air in a rapid succession of blasts through the only source of outlet, which is a whistle or other wind instrument, rendering a prompt and vigorous signal thereon, and at the same time rather pleasing to the ear than otherwise.

The elastic diaphragm may be readily and cheaply replaced in event of breakage, which, however, it is claimed, is not likely to occur, owing to the thickness of the stock used.

This is a brief description of the invention, which is secured by letters patent in the United States and abroad; the former under date of Oct. 28th, 1890, embodying claims that would be very desirable for any manufacturer to control.

Correspondence with all persons interested in the subject will receive attention by Mr. Wm. C. Dyre, patentee, corner 7th and G streets, N. W., Washington, D. C

WHO would be without a fountain pen after having tried one? To such unfortunates as have not known the delights of being able to write for hours without dipping a pen in the ink bottle every 30 seconds, we commend the attention of our readers to the advertisement of the Dunlap Pen Co., which appears on page 46. They are makers of established reputation, and their goods are of the finest quality.

CRAWFORD & Co. of Hagerstown, Md. (formerly of Washington, D. C.), have a fine brick factory at the former place finely equipped with bicycle machinery of the finest and most approved kind. The company is getting in good shape to furnish the market with the growing demand for their Gazelle safeties.

ONE of the most interesting exhibits at the Mechanics' Fair is Sterling Elliott's exhibit. Mounted on a "Hickory" is one of the most beautifully articulated skeletons we have ever seen. Mr. Skeleton is riding along and turning the cranks at about an eight mile an hour clip. The ankle motion is perfect, and riders will do well to study the scientic manner in which the man of bone manipulates his feet. It is a study and a sight well worth a trip to Mechanics' Fair alone to see. A good many excellent jokes have been perpetrated on this skeleton cycler, which we will unload on the confiding public in an early issue. By all means go and see Elliott's skeleton.

HARTFORD $100.00 HARTFORD

A Popular American Made Wheel



At a Popular Price.

HARTFORD $100.00 HARTFORD

THE HARTFORD CYCLE CO., Manufacturers, Hartford, Conn.

Another Record Broken.

A. P. Benson climbed Eagle Rock Hill, Orange, N. J., Oct. 26th, on a Singer Safety, geared to 57 inches, regular 1890 stock wheel. Time, 8m. 43 sec.

Previous Record for Crank Wheel, 9m. 30 sec.

(*On a safety geared down to 48 inches.*)



Mr. Benson climbed Corey Hill, Oct. 5th, 1890, on a Singer Safety, geared to 57 inches, regular 1890 stock wheel. Time, 3 minutes.

Previous Record, 3m. 16 2-5 sec.

Oct. 20th, 1889, Mr. Benson climbed Corey Hill six times in succession without a dismount, on a Singer Safety, geared to 57 inches, regular 1889 stock wheel. This is also record for geared up bicycle.

NEXT ! ! !

SINGER & CO., - - 6 & 8 Berkeley St., Boston, Mass.

REDUCED PRICES

on second-hand wheels. From now on during the winter we offer special net reduced prices on our second hand stock; same is large and complete and you can buy almost any wheel wanted, at prices that will surprise you. Also special bargains in brand new, high-grade, job lot machines. Special bargain list free.

ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.

NEW KODAK CAMERAS---FOR WHEELMEN.



"YOU PRESS THE BUTTON, WE DO THE REST."

(OR YOU CAN DO IT YOURSELF.)

SEVEN NEW STYLES and SIZES

ALL LOADED WITH

TRANSPARENT FILM.

☞For sale by all Photo. Stock Dealers. *Send for Catalogue.*

THE EASTMAN COMPANY, Rochester, N. Y.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street, BROOKLYN, N. Y.



LEAGUE HEADQUARTERS:

13 Pearl Street, - - - - Room 27.

ABBOT BASSETT, Secretary.

OFFICERS FOR 1890—91.

PRESIDENT,

JAMES R. DUNN,

40 Wall st., Room 69, New York.

FIRST VICE PRESIDENT,

DR. W. H. EMERY,

109 Warwick street, Roxbury, Mass

SECOND VICE PRESIDENT,

GEO. R. BIDWELL,

308 W. 59th street, New York City

TREASURER,

W. M. BREWSTER.

117 No. 4th Street, Quincy, Ill.

SECRETARY,

ABBOT BASSETT,

12 Pearl Street, Boston, Mass.

Standing Committee.

Membership Committee.

Sanford Lawton.....Springfied, Mass.
George C. Pennell.....Elizabeth, N. J.
Geo. C. Arbuckle.....1062 Euclid ave., St. Louis, Mo.

Committee on Improvement of Highways.

Isaac B. Potter, Esq.....Potter Bldg., New York
Albert Mott.....203 Lenox St., Baltimore, Md.
Maj. Chas. L. Burdett.....Hartford, Conn.

Committee on Rights and Privileges.

Samuel A. Boyle, Esq.....Philadelphia, Pa.
Chas. F. Cossum, Esq.....Poughkeepsie, N. Y.
J. S. Dean, Esq. .....28 State St., Boston, Mass.

Committee on Rules and Regulations.

W. A. Davis.....340 S. Leavitt St., Chicago, Ill.
Michael Furst, Esq.....16 Court St., Brooklyn, N. Y.
A. B. Richmond.....Grand Rapids, Mich

Transportation Committee.

W. M. Brewster.....117 No. 4th St., Quincy, Ill.
Amzi T. Dodd.....70 Park Place, Newark, N. J.
Burley B. Ayers, "Rookery,".....Chicago, Ill.

Racing Board.

Chas. S. Davol.....Warren, R. I.
George Collister.....147 Ontario St., Cleveland, Ohio
Robert D. Garden.....Chicago, Ill.
W. H. DeGraaf.....47 W. 14th St., New York.
Geo. D. Gideon.....17 No. 7th St., Philadelphia Pa.

Hotel Committee.

George S. Atwater, 1424 Penn. Ave., Washington, D.C
H. H. Hodgson.....13 Carondelet St., New Orleans, La
W. C. Marion.....1255 Bedford Ave., Brooklyn, N. Y.

New York.

To the League clubs of the New York State Division:

Gentlemen—As outlined in my letter to the Division, see BICYCLING WORLD AND L. A. W. BULLETIN, Oct. 24, 1890, it is proposed to organize a circuit of bicycle race meetings in New York State to begin in May, 1891, and continue through the season, such meetings to be under the direction of the State Division Racing Board and to be conducted by a League club or an association of League clubs, in such places and at such dates as the Racing Board may determine. That all League clubs contemplating holding race meetings next season may be assigned a place on the schedule to be prepared by the Division Racing Board, I submit the plan to you thus early that appropriate action may be taken, of which action you will please notify the chairman of the Racing Board, Mr. W. H. De Graff, 47 West 14th street, New York, N. Y. To render this plan a success the Racing Board should know at an early day the clubs desiring to enter the circuit. Dates will be arranged afterwards. Clubs desiring particular dates are requested to notify the chairman. The schedule will be submitted to the State Division Board of Officers at the semi-annual meeting next February. In this connection Mr. Abbot Bassett, Secretary L. A. W., informs me that many of the League clubs of this Division have not filed at his office the certificates of election of their club representatives. These should be signed by the President and Secretary of the club and filed at once. Each League club that had twenty members on its roll July 1, 1890, is entitled to a Representative to the Division Board and one additional Representative for every fifty additional members then on its roll. It is suggested that your club take proper action in order to be fully representated at the next meeting of the Board. It is the opinion of many that the League has not taken as much interest in racing as it should, hence the proposal of this plan, which is designed to develop more and better racing. It is thought that by this action both clubs and the League will be gainers. Yours fraternally, W. S. BULL,

Buffalo, N. Y., Nov. 1, 1890. Chief Consul.

New York.

The amendments to League Constitution, adopted at Niagara, having necessitated a change in the detail of elections in the New York State Division, the Rules and Regulations Committee of the Division, at the next Board of Officers meeting, will move to amend the Division By-laws as follows:

In Article II, section 1, change "September" to "December" and "February" to "June." Same Article, section 3, make first clause read, "There shall be an annual meeting of the Division at such time and place as may be selected by the Executive Committee."

Article V, in section 2, change "July" to "October;" in section 3, "June" to "August;" in section 4, "first day of June" to "first day of August, "tenth day of June" to "first day of September;" in section 5, "July" to "October," and also in section 6; in section 7, "30th day of June" to "1st day of September," and at end of first sentence, "July" to "October;" in section 8, "August" to "November" in both places where used.

E. J. SHRIVER,
J. M. WARWICK,
A. B. GARDNER,
Committee on Rules and Regulations.

New York, November 1st, 1890.

New Jersey.

This is to certify that James F. Edge has been elected as club Representative from the Asbury Park Wheelmen of Asbury Park, N. J., to the Division Board of Officers.

A. C. ATKINS, Pres.
MARTIN O. DOYLE, Sec.

Connecticut Representative.

This certifies that Capt. W. F. Perkins has been elected the L. A. W. Representative from the New Haven Bicycle Club. Fraternally,

FRANK THOMPSON, Pres.
E. J. PERKINS, Sec.

New Haven, Conn , Oct. 30, 1890.

Suspensions.

For violating Racing Rule 19, at Birmingham, Alabama, Messrs. Wm. T and T. E. Robertson of Washington, D. C., and Frank M. Bell of Columbus, Ga., are suspended from all race tracks until Dec. 1st, 1890.

For violating Racing Rule 13, at Birmingham, Alabama, Messrs. Loui Hart and J. R. Berger of Birmingham, are suspended from all race traks until December 1st, 1890. Amateurs are warned not to compete with either during suspension. CHAS. S DAVOL,

Chairman L. A. W. National Racing Board.

Louisiana.

At the meeting of this Division held on the 9th inst., the following proceedings were unanimously adopted: The election of Mr. H. H. Hodgson as Vice Consul, and Mr. C. B. Guillotte as Representative. Chief Consul Born nominated Mr. L. Jeff Frederic as local consul for New Orleans, and Mr. J. B. Walters for Shreveport. Before adjournment the following resolution was unanimously adopted:

Resolved, That the Louisiana Division L. A. W. most heartily endorse the action of the recent Constitutional Convention held at Niagara Falls, and we hereby pledge ourselves to amend our By-Laws and Constitution to conform with the same.

That we also endorse the administration of President J. R. Dunn, and promise him our hearty co-operation in all affairs pertaining to the League of American Wheelmen. Fraternally yours,

CHAS. P. CHAPMAN, Sec.-Treas. La. Div.

New Orleans, Oct. 29, 1890.

New League Clubs.

The following clubs have qualified as League clubs and filed the certificate required in the office of the Secretary:

302—Erie Wanderers Cycling Club, Erie, Pa., H. J. Atkinson, Secretary.

301—Geneva Ramblers Bicycle Club, Geneva, N. Y. A. H. Dudley, Secretary.

Illinois.

Local consuls are appointed for the ensuing year:

Aurora—J. W. Meyer.
Cairo—H. H. Halliday.
Cheltenham—Leroy P. Brown.
Chatham—Fred H Smith.
DuQuoin—J. A. Brown.
DeKalb—Chas. W. Garner.
Elmwood—Carrol S. Bristol.
Gardner—E. J. Peck.
Geneseo—E. A. Beck.
Girard—J. C. Roach.
Greenville—R. C Morris.

Fraternally, W. A. DAVIS, C. C.

Missouri's Five Hundred.

To consuls and members:

There is no time like the present for inducing wheelmen to join our ranks. Call on your cycling friends at once and urge them to become members. Only $1.50 to April 30th. Cheap enough—Don't you think so?

Fraternally yours, ROBT. HOLM, C. C.

Missouri Appointments.

Mr. H. D. McCorkle's resignation as chairman of the Rights and Privileges Committee is hereby accepted, and I have appointed Mr. Horton Pope to fill the vacancy. He can be addressed at No. 417 Olive street, St. Louis. Fraternally yours, ROBT. HOLM, C. C.

Missouri Local Consuls.

A. C. RoBards, care First National Bank is hereby appointed local consul for Hannibal, vice H. C. Woodruff resigned.

E. M. Knapp is hereby appointed local consul for West St. Louis. He can be addressed care Addington, Grand avenue and Olive street. Fraternally yours,

ROBT. HOLM, C. C.

Iowa League Hotels.

The following additional appointments of League hotels in Iowa have been made, viz:

Algona—Rutherford House, Aaron Rutherford proprietor, State street, rates $1 50 per day. Free 'bus to and from all trains.

Clinton—Windsor Hotel, Fourth avenue and First street, J. W. Crow proprietor, rates $1.50 per day.

Davenport—Kimball House, corner Fourth and Perry streets, Frank Hall manager, rates $2 per day.

Mount Pleasant—Brazelton House, E. B. Stockdale proprietor, rates $1.50 per day.

Sioux City—Hotel Oxford, Sixth and Douglass streets, L. W. Broadbent proprietor, rates $1.50 per day.

Smithland—Central House C. W. Edgar proprietor, rates $1.50 per day.

The rates given above are for members of the League of American Wheelmen only, and are from 25 to 30 per cent. lower than the regular rates. To secure these rates wheelmen must show their League membership tickets. The houses are all first-class and as good as there are in the respective cities, and I would earnestly recommend League men to patronize them whenever stopping in these cities. ACKLEY HUBBARD,

Spencer, Ia., Oct. 25, 1890. Chief Consul for Iowa.

Pennsylvania.

The following instructions have been issued by the Pennsylvania Railroad Company:

PHILADELPHIA, Oct. 1, 1890.

Notice to Baggage Agents and Baggag Masters.

Circular instructions of May 31, 1889, are hereby amended as follows:

One bicycle for each ticket presented will be carried free of charge, and checked, when desired, to any point on the above-named lines, provided the passenger has no baggage for which checks are issued. In the event of the passenger having bicycle and baggage, which he desires checked, whether a trunk or valise, bicycles will be estimated at 100 pounds weight each, and regular charges collected, the same as for 100 pounds of extra baggage.

Checks must not be given for points on foreign lines, except upon special instructions to that effect.

The above rule will also apply to tandem bicycles and tricycles. In accepting free transportation as ordered, wheelmen will be required to assume all responsibility for loss or damage, and you will, therefore, be particular to inform them of this condition and obtain assent thereto.

Instructions of circular of Oct. 2, 1889, with regard to bicycles, when a part of theatrical paraphernalia, will remain in force.

Baggage agents at junction and terminal points will post this notice, and call the attention of baggage masters to it.

By order of the general passenger agent.

GEO. W. BOYD, F. J. MCWADE,
Ass't Gen'l Pass. Agent. General Baggage Agent.
SAMUEL A. BOYLE, Chairman Com. on R and P.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 32.—Total 210—17,015.

BOSTON, Nov. 7, 1890.

CALIFORNIA DIVISION—8—521.

Alameda Bi. Club (unattached).

20014 Foster, Wm. H., 2217 San Antonio ave., Alameda
20138 Foster, Walter F., 2217 San Antonio ave., "
Vineyard Valley Wheelmen.
20015 Crosby, F. L., 529 No. 6th st., San Jose
G. C. W. (unattached.)
20016 Barker, A., 16 Clay st., E. San Jose
Unattached.
20139 Gwillo C., 231 West 1st, Los Angeles
20017 Simpson, Theodore A., Pasadena
20140 Davis D., 13 Battery st., San Francisco
20141 Morris, Julius S., 730 Golden Gate ave., "

CONNECTICUT DIVISION—59—1311.

Columbia C. C.

20018 Garrie, William S., Weed S. M. Co., Hartford
20019 Maurer, D., 32 Flower st., "
20144 Price, George F., 20 Trumbull st., "
Hartford Wheel Club.
20142 Loyden, F. R., 18 Belden st., "
20143 Parker, Charles E., 7 Grand st., "
Connecticut Bi. Club (unattached).
20145 Peck, Rial S., Box 869, "
Elm City Bi. Club (unattached).
20146 Cooper, Geo. B., 29 Wash. st., New Haven
20147 Shiner, Geo. N., 87 Green st., "
Rover Wheel Club (unattached).
20148 Gebelein, W. H., 168 Thompson st, "
20149 Glouskin, E. L., 162 Elm st., "
20150 Schadee, August W., 36 Henry st., "
Norwich Wheel Club (unattached).
20151 Burrett, W. Hamilton, 161 Main st., Norwich
20152 Chase, Albert H., 305 Broadway, "
20153 Cobb, Chas G., 3 Peck st., "
20154 Gardner, P. O., 28 Prospect st., "
20155 Hagberg, Chas. A., Box 1179, "
20156 Hathaway, Geo. H., 101 Broadway, "
20157 Kies, Geo. A., 10 Laurel Hill ave., "
20158 Lee, Frank H. (P. O., 391 Pacific st., Brooklyn, N. Y.), "
20159 Moshier, George S., 164 Main st., "
20160 Pendleton, Howard, 316 E. Main, "
20161 Thompson, E. J., 194 Laurel Hill ave., "
20162 Wightman, Elijah S., 274 Wash. st., "
Torrington Wheel Club (unattached).
20020 Sonnesen, Christian, Torrington
Unattached.
20021 Cairns, Harry G., 227 Capen st., Hartford
20022 Signor, O. J., Box 247, East Hartford
20163 Bull, Joseph W., Hartford
20164 *Barnard, Grace Miller*, 58 Church st., "
20165 Bowles, F. L., 784 Main st., "
20166 Burr, E. B., 830 Asylum ave., "
20167 Day, Albert P., 356 Putnam, "
20168 Dennis, Jas. W., 61 Huntington st., "
20169 Dickinson, H. H., 342 Asylum st., "
20170 Gellert, Hans, 16 Winter st., "
20171 Girard, W. F., Jr., 532 Garden st., "
20172 Heyer, Chas. E., 246 Lawrence st., "
20173 Knox, Frank J., 316 Pearl, "
20174 Leinbach, John E., 102 Hopkins, "
20175 Lundy, E., 214 Sheldon st., "
20176 Parker, Fred J., 2 Bellevue st., "
20177 Parker, Sam'l J., 2 Bellevue st., "
20178 Petsch, F. J., 46 Market, "
20179 Morrell, Daniel S., 14 Myrtle st., "
20180 Morrell, Jno. W., Box 26, "
20181 *Rice, Mrs. Anna*, 78 Seymour st., "
20182 Rockwell, J. Warren, Box 888, "
20183 Sexton, Edward, 108 Allyn st., "
20184 Shipman, Frank R., 33 C. O. place, "
20185 Soby, Geo. H., 71 Main st., "
20186 Stevens, Paul E., Box 957, "
20187 Tucker, W. W., Box 980, "
20188 Young, Chas. H., Trinity College, "
20189 Young, Wm. F., 149 Collins st., "
20190 Read Clifford, 15 Foster st., New Haven
20191 Mitchell, T. L., Parkville
20192 Benjamin A. Bedell, Stratford
20193 *De Blois, Miss H. G.*, Wethersfield
20194 Warner, Geo. S., "
20195 Hoffman, John, care J. O. Blanchard, Willimantic

DISTRICT OF COLUMBIA DIVISION—4—220.

Unattached.

20023 Franc, Henry, Jr., 401 7th, N. W. Washington
20024 Prindle, E. J., 505 Maple ave., N. W., "
20025 Torbert, John B., U. S. Geological Survey, "
20196 Larcombe, B. F., 218 17th st., "

ILLINOIS DIVISION—15—1335.

Lake View Cycling Club (unattached).

20199 McConnell, Edw. D. (P. O. Ithaca, N. Y.) Chicago
Ill. Coll. C. C. (unattached).
20197 Keplinger, Maurice B., W. North st., Jacksonville
20198 Putnam, Edward K., 3 Duncan pl., "
Bloomington Bi. Club (unattached).
20032 Hileman, John P., Bloomington
Princeton Bi. Club (unattached).
20029 Crossley, Chas., Princeton
20030 Swengle, Geo., "
20031 Trimble, Robert C., "
Unattached.
20033 Skinner, V. B., Augusta
20034 Harrison, C. B., 520 E. Mulberry, Bloomington
20035 Lynch, Jno., 358 37th st, Chicago
20200 *Askew, Miss M. C.*, 851 W. Grove st., Jacksonville
20201 Hitt, H. W., 714 West State st., "
20202 Hockenhill, R. M., 1033 W. State, "
20214 Furner, Edward, 232 Park ave., Austin
20215 Noa, Albert, 136 Locust st., Chicago

INDIANA DIVISION—8—266.

Unattached.

20036 Hartman, O. H., Columbus
20037 Nienaber, George, 134 Second, "
20038 Ryan, W. H., "
20039 Sears, Albert M., "
20040 Stader, Nathaniel G., "
20041 Yoder, Henry D., 1027 Pearl st., "
20042 Odell, T. G., 937 No. 7th st., Terre Haute
20043 Wetherbee, H. L., 626 No. 6th, "

IOWA DIVISION—3—189.

Le Mars Bi. Club (unattached).

20026 Miller, Jno. A. (P. O. address, Kingsley) Le Mars
Unattached.
20027 Garfield, Leonard K., Algona
20028 Hays, Jos. W., "

KANSAS DIVISION—1—143.

Unattached.

20044 Peterson, E. W., Salina

MAINE DIVISION—1—214.

Unattached.

20133 Corson, E. H., 398 Congress st., Portland

MARYLAND DIVISION—2—569.

Chesapeake Wheelmen (unattached).

20045 Becker, Chas. W., 15 N. Howard, Baltimore
Unattached.
20203 Herring, W. S., Box 70, "

MASSACHUSETTS DIVISION—9—2243.

Unattached.

20046 Blasdale, L. M., Box 22, Ashfield
20047 Hinckley, Freeman, 1st Nat'l Bank, Chelsea
20213 Holway, Wm. H., 32 Hancock st., "
20048 Claflin, Clarence E., Box 371, Hopkinton
20049 Powers, D. Merritt, 5 Myrtle pl., Roxbury
20050 Miller, Frank E., So. Framingham
20051 Castle, Wm. P., Box 113, Wellesley Hills
20052 Valentine, H. E., 1098 Broadway, West Somerville
20053 Higgins, John W., 228 West st., Worcester

MICHIGAN DIVISION—28—549.

Bay City Cyclers.

20054 Foss, Walter I., Bay City
20055 Westover, C. L., 2d Nat'l Bank, "
Detroit Wheelmen.
20056 Burrell, E. J., 133 Jefferson avn., Detroit
20057 Doane, J. E., 976 Jefferson ave., "
20058 Griffith, F. W., "
20059 Haas, C. J., 11 Wilcox, "
20060 Hellwig, W. J., 158 Jefferson ave., "
20134 Parry, Henry Z., care Jas. E. Davis, "
20061 Hammond, C. M., 13 Whitney C. H. Building, Detroit
20062 Hemingway, A. F., Detroit Motor Co., "
20063 Keenan, J. M., 41 Pitcher st., "
20064 Lafferty, L. A., 582 Fort st., West Detroit
20065 Leuschner, Paul, 148 Randolph, Detroit
20066 Noack, W. C., 214 Randolph, "
20067 Purington, Harry, care T. B. Rayl & Co., "
20068 Paquetta, J. A., 474 Congress, East "
20069 Sutphin, A. E., care Alger Smith & Co., "
20070 Thompson, J. W., 850 Cass ave., "
20071 Ward, W. J., 308 13th st., "
20072 Warrick, A. C., 1st Nat'l Bank Bldg, "
20073 Williams, F. M., 16 Elizabeth, West "
20074 Wolverton, Chas., T. B. Rayl & Co., "
20075 Ward, T. W., 255 Baker st., "
20076 Vance, W. H., Boulevard, "
20067 Clark, C. L., 292 Gratiot ave., "
Grand Rapids Bi. Club.
20068 Crozier, E. A., 18 Carroll st., Grand Rapids
Valley City Wheelmen.
20069 Sherwood, A. Harry, 160 Broadway, "

Unattached.

20080 Curtiss, Edward C., 83 Joy st., Detroit

MISSOURI DIVISION—9—434.

Kansas City Riding Club (unattached),

20082 Rossington, R. C., Bank of Commerce, Kansas City

Mo. Bi. Club (unattached).

20081 Berry, Walter C., 3031 Olive st., St. Louis
20205 Pope, Horton, 417 Olive st., "

Unattached.

20083 Steger, Louis, 3210 So. 9th st., "
20084 Penfield, E. J., 517 Del. st., Kansas City
20085 Dickson, William B., Deardorff Bld'g, "
20086 *Dickson, Clara M.*, 1014 East 15th st., "
20087 *Gooding, Miss Minnie*, 966 N. Y. Life Bld'g, Kansas City
20204 Bowman, Jno. W., 261 No. 9th st., St. Louis

NEW HAMPSHIRE DIVISION—1—108.

State Capital Wheelmen (unattached).

20132 Randlett, Clarence B., Perkins st, Concord

NEBRASKA DIVISION—4—97.

Omaha Wheel Club (unattached).

20088 Mears, C. I., 25 Board of Trade Bld'g, Omaha

Unattached.

20089 Griswold, Henry L., 128 Jackson ave, Jersey City
20090 Carnes, J. Stephen, 220 No. 6th st., Newark
20091 Chambers, Adam, Roselle

NEW YORK DIVISION—26—2916.

Geneva Ramblers.

20018 Barnes, L. E., Geneva
20019 Catchpole, L. G., 64 Genesee st., "
20020 Dorchester, E. G., Seneca st., "
20021 Dudley, A. H., 260 Main, "
20022 Kennedy, F. G., "
20023 Markham, M. S., "
20024 Mills, T. W., 13 Tillman st., "
20025 Nares, F. G., 34 William st., "
20026 Potter, C. B., Geneva st., "
20027 Reed, C. C., 65 Putney st., "
20028 Siegler, E. S., 9 High st., "
20029 Slocum, C. A., 35 Washington, "
20030 Vreeland, W. C., 84 Genesee st., "
20031 Wilson, F. J., Williams st, "

New York Bi. Club.

20092 Smith, H. T., 113 Broadway, New York

Unattached.

20093 Abbott, Charles L., 341 West 19th, "
20094 Blakeman, H. S., 1492 10th ave., "
20095 Browne, F. Lyman, 245 Broadway, "
20096 Hirshkind, David, 131 East 62d, "
20097 Leonard, W. F., 38 W. 19, "
20098 Tobias, Florian, 12 East 48th, "
20099 Wilke, Edwin, 11 East 59, "
20100 Graef, Paul H., 399 Dean st., Brooklyn
20101 Simpson, Thera A., Box 284, Fultonville
20102 Christie, Walter D., 28 Cayadutta, Johnstown
20206 Brown, O. P., Box 69, Silver Creek

OHIO DIVISION—14—1142.

Columbia Safety C. C.

20207 Goldstein, Arthur I., office B. & D. R.R., Columbus
20208 Sweeley, E. H., 34 No. 5th, "
20209 Thacker, Orrin, 156 N. High st., "

Dayton Bi. Club.

20103 Tanner, Wilson G., 26 West Main, Dayton

Defiance Bi. Club (unattached).

20104 Bronson, E. S., Box 132, Defiance
20105 Hay, F. L., "
20106 Lewis, Mart, Box 122, "

Springfield Wheelmen (unattached).

20107 Niuffer, Chas. M., Springfield

Unattached.

20108 Eldridge, Wilbur T, 903 East Town st., Columbus
20109 Wolfley, John Willard, 204 No. Union, Delaware
20110 Weaver, D. D., Fostoria
20111 Foster, W. L., 78 E. Main, Springfield
20210 Steen, J. M., 531 E. Main Cross., Findlay
20135 Wood, E. H., Lewisburg

PENNSYLVANIA DIVISION—17—1095.

Clover Wheelmen (unattached).

20112 Ives, Fred A., 6 Dock st., Philadelphia

Duquesne Bi. Club (unattached).

20113 Perchment, A. B., 130 Collins ave., Pittsburg

Juniata Wheelmen.

20216 Newell, E. M., Huntingdon
20217 Woods, J. S., "
20218 Ressler, A. H., "
20219 Shaffer, Henry, "
20220 Calvert, Will K., 1104 20th ave., Altoona
20221 Johnston, H. E., 1314 10th ave., "
20222 Sellers, S. M., "
20223 Sellers, Will F., "

Oxford Wheelmen (unattached).

20136 Price W. Sherman, 2424 Master, Philadelphia

Unattached.

20114 Reiff, Geo. H., New Cumberland
20117 Howard, David C., 115 Queen st., Germantown
20115 Anderson, Harry, 400 Susquehanna ave, Pittston
20116 Funk, Harry C., Box 37, Waynesboro
20137 Reichardt, Fred, 2415 Columbus ave., Philadelphia
20211 Hassenplug, G. H., Mifflinburg

ENGLAND—1—3.

Unattached.

20212 Pierson Leopold, 7 Gallia Road, Highbury, London

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasurer, Oswald Granicher, 1580 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1424 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No. Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 607 No. Alabama street, Indianapolis.

IOWA—Chief Consul, Ackley Hubbard, Spencer. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 65, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

MAINE—Chief Consul, Howard M. Breen, 199 Franklin street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, Dr. W. H. Emery, 109 Warwick street, Roxbury. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 280, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI—Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, Frank O. Moulton, Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 40 Orchard street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK—Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Chas. S. Davol, Warren. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Joseph R. Wilson, Jr., Clarksville. Secretary-Treasurer, B. A. Patch, Clarksville.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box 281, Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro'.

VIRGINIA—Chief Consul, Ira B. White, 16 Nolls court Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1891. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

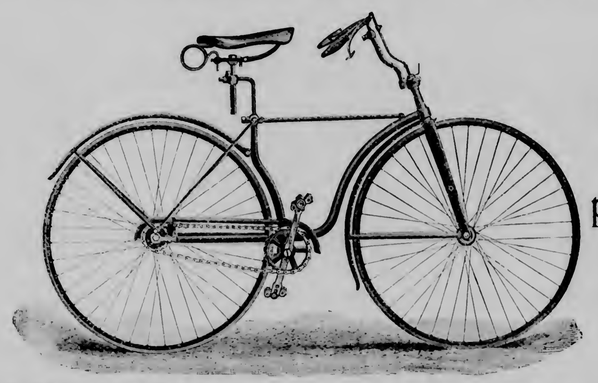
MEMBERSHIP FEE—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 April 30. Enclose $1.50 with this blank on any date between date of paper and April 1, 1891. Write plainly—Printing preferred. Postage stamps will not be received.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margin in using this blank.*

BUILT ON HONOR.

CONSTRUCTED OF WROUGHT STEEL, AND SO GUARANTEED.

PRICE, $135.



WARWICK PERFECTION SAFETY.

FOR LADY OR GENTLEMAN.

Send for Catalogue.

WARWICK CYCLE MFG. CO., - Springfield, Mass.

AGENTS WILL BE SURE TO WANT

The * Ciant * Safety * Bicycles

—FOR 1891.—

They will comprise bicycles for BOYS, GIRLS, LADIES AND GENTLEMEN.

Our organization is already under way.

Write for terms at once.

H. A. LOZIER & CO., - Cleveland, Ohio.

Controlling the entire output of the LOZIER & YOST BICYCLE MFG. CO.

P. H. SERCOMBE, 94 Wisconsin St., Milwaukee, Wis.

(Adjustable in a moment by the rider to suit any weight.)

THE "BOLTE" SPRING FORK.

P. H. Sercombe and F. H. Bolte, Sole Owners.

APPLIED TO ANY MAKE OF SAFETY OR TANDEM FOR $15.00.

Express your FRONT FORK and Front Wheel only. No Crating Necessary. Workmanship Guaranteed. NO "Safety Tandem" is a success without it.



"BOLTE" SPRING FORK.

MENASHA, WIS., Oct. 15, 1890.
The Bolte Springs have added 50 per cent. to the value of my Light Rambler in the increased comfort obtained. Every time I ride I am more willing to think this not too high an estimate.
H. J. EVANS, Principal Schools.

This is the only Spring Fork having the proper amount of vertical spring which still in no way interferes with the steadiness of steering.

NOTICE.—In answer to several inquiries on this subject, will say that in accordance with our contract with Lozier & Yost Bicycle Mfg. Co., we are not allowed to license any one else to place the "Bolte" Fork on machines for their own use. All that work will necessarily have to be done in my shop here in Milwaukee.
P. H. SERCOMBE.

A. W. GUMP & CO., Dayton, Ohio,



Carry 700 Bicycles in stock.
Have Bargains in Job Lots.

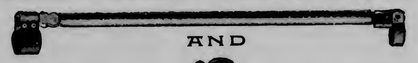
Guarantee lowest prices on any make. Take Bicycles, Guns and Typewriters in exchange.

SOME BARGAINS.

24-inch Boy's Safety, with rubber tires, new,	$20.00
28-inch Lady's Safety, balls to rear wheel, new,	$40.00
30-inch Man's Safety, balls to both wheels, new,	$50.00
30-inch Man's Safety, balls all around, new,	$60.00
Ideal Rambler, almost pass for new,	$48.00
1890 American Rambler, good shape,	$95.00
1890 Lady's Rambler, good shape,	$95.00
Columbia Tricycle, cost $160, good,	$35.00
World Typewriters, good as new, cost $10,	$5.00

INDISPENSABLE TO ALL CYCLE RIDERS.

THE KING PATENT BICYCLE SUPPORT



AND

BRAKE  LOCK.

CAN BE ADJUSTED TO ANY MACHINE IN TEN MINUTES.

The best and only reliable way to stand or support a Bicycle, whether on road or at home. It forms part of the machine and you always have it with you. Manufactured and sold by

BENFIELD & MILNE MFG. CO.

Factory, Newark, N. J. Office, 87 Fulton St., New York City.

Or can be obtained from any prominent dealer. **PRICE**, complete, **$2.50.**



A Sample

OF THE BEST

FOUNTAIN AND

GOLD PEN IN THE WORLD,

(Warranted for 10 Years.)

Will be sent you by return mail at ONE HALF THE REGULAR PRICE. Send for circular.

DUNLAP PEN CO., 280 Washington St. Boston, Mass.
Mention this paper.



THE IMPROVED ADJUSTABLE

Coat Collar Spring.

Indispensable to Bicycle Riders.

Every Man and Boy should have one. They go under the collar and keep the Collar and Front of Coat in perfect shape without buttoning. Cannot blow open. Applied and removed instantly. Lasts a life-time. 2,000,000 in use. 25 cents each, or one dozen for $1, post-paid.

BULLOCK C. C. S. CO.,
38 Court Square, Boston, Mass.



Ask your Dealer for

LYNCH'S BICYCLE LOCK.

Chain 20 inches. Every lock warranted. **Price, $1.00.**

LYNCH MFG. CO.,
Madison, - - - Wis

GAZELLE SAFETIES.



Having moved from Washington, D. C., to our commodious new factory, we are now prepared to fill all orders promptly. Ladies' and Gent's drop frame Gazelle, 28-inch wheels, $50. Boy's and Girl's drop frame Gazelle, 24 and 26-inch wheels, $35. Boy's straight frame Gazelle, 24-inch wheels, $32. All light, tubular steel frame machines with adjustable cone bearings. Liberal discounts to agents.

CRAWFORD & CO.,

HAGERSTOWN, - MD.

CARDS LATEST STYLES, BEST PREMIUMS, 25c COSTLY OUTFIT. **FREE** EAGLE CARD CO., NEW HAVEN, CONN.

GALE'S * SAFETY

The GALE SAFETY is designed with a view of meeting the demand for an *all ball bearing* Safety at a moderate price. The frame is of weldless steel tubing and steel forging throughout. The rear wheel is 30 inches, with 7-8 inch tire, geared to 54 inches; 30 inch steering wheel, with 3-4 inch tire. Best quality moulded rubber tires, firmly cemented into the rims. The spokes are direct, of No. 12 special drawn steel wire. Straight front fork; corrugated rubber coasters. The handle bar is one piece steel tube 30 inches long, bent back, and is detachable and adjustable.

Both wheels, crank-axle and pedals are fitted with ball bearings. The pedal rubbers are soft and tough, and so made as to prevent the rider's foot from slipping. The saddle rests on an L seat rod, and is adjustable to height, also forward and back. The saddle is the famous *Fish patent Hammock*, model 1890, is adjustable in all directions. The brake is of the Plunger style, and very powerful. Neat Lamp Bracket, Mudguards over both wheels. Finely enamelled, with usual bright parts nickeled on copper. Each machine is supplied with tool bag, wrench and oiler.



PRICE, - - $75.00.

Schoverling, Daly & Gales, 302 Broadway & 84 Duane St., NEW YORK.



The Victor Wrench. A genuine triumph! By actual tests over 80 per cent. STRONGER than the strongest wrench of its class heretofore in the market. Nickel plated. Price $1.00

—Overman Wheel Co., Makers, Chicopee Falls, Mass.—

The New "39" and "24" Star



NO MACHINE ON THE MARKET ITS EQUAL

Easiest Running Wheel

—AND—

Best Hill Climbing Machine Ever Produced.

We Challenge Honest Criticism.

In this Machine we have combined ALL the advantages of a low wheel and the speed of a high one.

Send for Catalogue of STAR BICYCLES.

H. B. SMITH MACHINE CO.,
Smithville, N. J



One of the handsomest pins on the market. Fine gold plate. Garnet or ruby stone setting.

ONLY $1.00 EACH,

For either watch charm or pin, and your initials and League number on back.

Send stamp for new L. A. W. Catalogue.



This size for Scarf Pins,

Only $1.00 Each.

Cuff Buttons,

$1.50 Per Pair.

JOHN HARRIOTT,
3 Winter Street, Boston.

SIDWELL & SABEN,

NEW ENGLAND AGENTS FOR

RUDGE & QUADRANT

DEALERS IN

New and Second-Hand Machines for Cash or Installment. Machines Exchanged or Sold on Commission.

Cycle Repairing In All Its Branches.

We carry a full line line of Cycle Parts and sundries.

MAKING A SPECIALTY OF RUDGE PARTS

of every description. Call and inspect stock.

OPEN EVENINGS UNTIL 9 O'CLOCK.

182 Columbus Ave., Boston, Mass.

$2.75.

I will cut a single line, steel street die, monogram or cipher, with 5 quires fine writing paper and envelopes, paper stamped in colors for $2.75; all duplicate orders filled at $1 00 less, the die to remain in my possession; will mail samples on application.

M. R. WARREN,
Stationer and Engraver,
336 WASHINGTON ST., BOSTON.
Mention this paper.

Write for Catalog and Second-hand List. Full Line of Sundries.

ST. LOUIS WHEEL CO.,
311 N. 14th St., St. Louis, Mo.

"PERFECT" POCKET OILER.



One-half size.

For Bicycles, Guns, etc. No Leakage. Throws only small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50c. each. CUSHMAN & DENISON, 172 Ninth ave., N. Y.

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. **W. E. AUGHINBAUGH,** Baltic Building Washington, D. C.



JOHN HARRIOTT.

PRIZE MEDALS CUPS,

BADGES AND PINS.

3 WINTER ST. BOSTON.

FOR SALE OR EXCHANGE

In this Department, 15 cents a line. Cash must accompany the order.

Postage Stamps will not be accepted hereafter in paymen for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*

FOR SALE—48 in. b. b. Expert Columbia; good condition. $40. W. A. HOSBACH, 442 East Girard avenue, Philadelphia.

FOR SALE—Broncho Light Roadster; nearly new; in perfect condition; ridden less than 25 miles. Price $100 Address Lock Box 203, Gallatin, Mo.

FOR SALE CHEAP—55 inch New Mail Bicycle. Address J. R. GAWTHROP, Kennett Square, Pa.

BIG SACRIFICES—Humber Safety, 30 in. wheels, $65. Ladies' Express, 30 in. wheels, new, $57. King of Road, 27 in. wheels, new, $35. 52-in Light Champion, $50. 50-in. Springfield Roadster, $23. 48-in. Special Star, $48. Address Box 18, Denver, Pa.

FOR SALE—50-inch 1890 Eagle. $70. Bargain. F. L. GRANT, Springfield, Ill.

WANTED—Tandem Safety for $100. L. A. W. 6885, Corning, N. Y., 252 Third street.

$110 WILL BUY 1890 New Rapid Diamond Frame Light Roadster; only ridden 150 miles; and Buffalo Home Trainer; all in perfect order. Will sell separately. Box 24, Ellicott City, Ind.

BARGAINS—57 1-2 Humber racer, $45; 55 Columbia Light Roadster, with Lakin cyclometer, $45; 1889 Victor safety, $55. All in excellent order. Address Wheelman, 705 Hamilton Building, Pittsburg, Pa.

WANTED—To exchange two safeties or high wheel and safety for Tandem safety. FRED E. McKEWEN, Elgin, Ill.

TAKE YOUR PICK AT A BARGAIN—1 Catford Premier; 1 Spring Frame Swift Light Roadster; 1 American Light Rambler; used as samples only. Write for terms to O. W. SWIFT, Lock Box 164. Danbury, Conn.

WANTED—Postage Stamp Collection. Address H. CORBETT, 1413 Washington street, Boston.

LADY'S AND GENT'S Columbia Safety Bicycle. Cost $135.00; will sell for $100.00; as good as new. WILSON BROS., 6 Hanover street, Boston.

WANTED 100 ORDINARY BICYCLES.

Pay cash or trade you a safety. Sell you the Gales, Crescent, Strong, League or Rival for $70, all steel balls to moving parts; guaranteed. Speedwells, while they last, for $90. Easy payments if you wish.

KNIGHT CYCLE CO.,
207 N. Tenth Street, St Louis, Mo.



ERIE KNITTING MILL,

ERIE, PA.

Make to order the finest line of goods for the use of wheelmen. Send for samples of fabric and price list.

SPECIAL.

All Advertisements in this Department 20 cents a line.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*



L. A. W. BADGES

The official design in
SOLID GOLD.

Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the inferior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better for $1.50, $2.00, and $2.50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.

LAMSON'S LUGGAGE CARRIER, for *Ordinary* or *Safety* Bicycle Convenient, durable, noiseless, cheap. 75c. and $1.00. Sold by all dealers, or mailed by the manufacturer, C. H. LAMSON, Portland, Me.

GUNS AND BICYCLES

SOLD ON COMMISSION.

Second Hand ones Taken in Exchange

FOR NEW ONES.

F. W. Aymar Arms Co., 17 Portland St., Boston, Mass

Broncho Light Roadster Safety, nearly new	$75.00
Quadrant Safety, good condition	75.00
Crescent Safety, nearly new	55.00
Swift Safety, good condition	85.00
Ivel Tandem Safety, good condition	110.00
Humber Tandem Tricycle, good condition	50.00
Buffalo Tricycle, for Lady or Gent, nearly new.	25.00

Will take other machines in exchange for the above. Catalogue and Second-Hand List free. Address

WHITE CYCLE CO., Trenton, N. J.

A $4 FOUNTAIN PEN For $2.

M. R. WARREN,
336 Washington Street, BOSTON.
Mention this paper.

ELWELL BICYCLE TOURS.

BERMUDA—Jan. 29—Feb. 14.
EUROPE—June, July, August.
Circulars now ready.
F. A. ELWELL, 152 Pearl Sreet, Portland, Me.



518 BROAD STREET, NEWARK, N. J.

HOWARD A. SMITH & CO.'S

REMOVAL TO ENLARGED QUARTERS.

To accommodate increased business we have moved into our new Building, 518 BROAD STREET, few doors from Oraton Hall, fitted with first-class Wholesale and Retail Salesrooms. With greater facilities for handling out-of-town business, and an enlarged repair shop run by electric power for repairing, we are prepared to give our patrons prompt attention and satisfaction.



TOURING CAP.

Exceedingly light and comfortable. All cloth, with flexible visor. Can be carried in the pocket. Made in navy or any color. Price 75 cts.



SAFETY BUNDLE CARRIER.

Neatest, cheapest, and most durable in the market. Applied to handle-bar or mud guard. **Price $1.25**



NEWARK SPOKE GRIP

Fits any size spoke. Made from drop steel forgings. Nickeled.
Price 50 cents.



GRAPHITE.

A perfect lubricator. Is ahead of anything of the kind in the market for cycle chains and ball bearings. **Price 25 cts.**

THE NEWARK HORN.



After a season's use and experience in manufacturing we present them as something that will "clear the road" instantly by a sudden pressure of the rubber bulb. Are easily attached to any handle bar.

Price, No. 1, $1.25; No. 2, $1.60; No. 3, $2.25



Z. & S. Bundle Carrier

stands at the head of the list, having met with favor everywhere. Fastened on backbone below saddle. **Price $1.25.**

Z. & S. Stocking Supporters

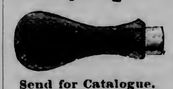


Stocking Supporters are a most necessary article to the cycler. Made in suspenders, belt and hip, and are undoubtedly the best in the market.
Price 50c. and 35c.



Adhesive Tire Tape

is quickly applied and holds tightly. Thin as paper, strong as leather. **Price 20c.**



Bicycle Handles.

Vulcanite Rubber, tapped and threaded for different makes of machines.
Price per pair $1.50.

Send for Catalogue.

100 Second-hand Bicycles. Send for List.

Now is the time to have your machine repaired.

ST. GEORGE'S ENGINEERING CO.

The contract we made with the Clark Cycle Co. has now run out, and we are at liberty to negotiate with any firms who would like to handle

NEW RAPID CYCLES

DURING 1891.

THE CLARK CYCLE CO. WILL STILL RETAIN OUR AGENCY FOR MARYLAND.

The New Rapid Safeties fitted with Pneumatic or Cushion Tyres are voted the very best made.

BIRMINGHAM, ENGLAND.

"400 MILES AND NOT A LOOSE SPOKE."

The above startling line was found in a testimonial sent by an enthusiastic rider to a prominent maker from whom he had purchased his safety. This is certainly evidence of a remarkably well made machine and ought to be considered as a great inducement to prospective buyers. The writer of such a letter and the maker who printed it should "get together" and organize a mutual admiration society.

If that sort of testimony should become chronic, we may look for its adoption in other lines, as for instance:

MR. KERSO KID.

Dear Sir.—The shoes I purchased from you yesterday have given me the most perfect satisfaction. I walked nearly all the way home from your store and not a sole came off, not even a seam ripped. I believe the —— shoe to be far and away the best shoe on the market.

A GREEN HORNE.

If you get a Hickory Bicycle and it don't run four hundred or even four thousand miles, without loose spoke, you had better send it to the factory and let us see what is the matter with it. It is very rare that one of our wheels breaks "while going right along on a smooth road," and whenever such a thing is said to happen, it is apt to turn out that some one was mistaken. We would add, however, that wheels of whatever kind *may* break while the rider is not conscious of causing other than an ordinary strain. In such cases it is frequently found that the *actual* damage had been done by some previously occuring accident, and the broken part had not quite "let go" at the time, though requiring but a small additional pull to separate it.

To illustrate: A well-known dealer tells the following: "A man recently came to us with a broken front fork which had given out, he said, while he 'was riding slowly along a smooth road.' In fact, he added, 'I was riding as one of the mourners in a funeral procession.' On inquiry we learned that it was the funeral of a young lady who had been in the habit of coasting on the same machine with both feet on one foot-rest." There is a moral in the above, two of 'em in fact.

STERLING ELLIOTT, Newton, Mass.

P. S. Good morals and Hickory Wheels are promoters of each other.



PARAGON.

"Shall I Lay Perjury on my Soul?
Nay, not for Venice."—*Merchant of Venice.*

The PARAGON is an all steel bicycle. We guarantee it.

SEND FOR CATALOGUE.

STOVER BICYCLE MFG. CO., Freeport, Ill.

DOES THE TARIFF EFFECT US?

Certainly it does. So do many other things, rainy and muddy weather especially, but we're not going to sit down and wait till something else comes along which might *change* the tariff or make the sun shine. We are going to keep right on importing that little English Referee just the same, tariff or no tariff, because we know we've got the best and the public are willing to acknowledge it and pay for what they know is best. Best is always the cheapest, and you know it. Then pay $140, and get the acknowledged world's favorite machine which possesses speed, lightness, durability, reputation and satisfaction,

THE REFEREE SAFETY.

BRETZ, CURTIS & CO., Philadelphia, Pa.

ONE MILE CLUB — JENS F. PEDERSEN, NEW YORK — L. A. W.

JENS F. PEDERSEN,

.... THE ....

MEDAL Manufacturer,

HAS REMOVED from

1½ to 41 & 43 Maiden Lane,

NEW YORK.

Illustrated Catalogue, with new and revised Price List, on application.

Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee.

Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.

406, 408, 410 & 412 Broome Street, NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.
Cloth, $2.25 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk, Edge's League color, white centre, Snake Buckle..... .50
No. XX Worsted Solid, League color, Snake Buckle..... .40
Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, str ng, elastic.5.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price.
Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,
241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia, 1032 Market St

ROAD RIDERS,

Our Toe Clips are what you need. They are not made for racing men alone, but for everybody who rides a wheel. Do you know that you can ride hands off better and with more safety. **Price 50 Cents.**



If you don't want our Toe Clips, perhaps we can sell you a Bicycle, as we have a stock of new and second-hand. We have the best enamel on the market, half-pint can, with brush, 50c Dealers should send for discounts. Also our Athlete's Elixir, the greatest stimulant for racing men, price reduced to 50c. per bottle.

RANKIN & BRUCE, Cycle Depot, 23 Custom House St., Providence, R. I. P. O. Box 103. Factory, Abbott Park.

We are looking out for anything new in sundries for the market or to manufacture.

SAVE YOUR PANTS!



IN USE. NOT IN USE.

OSTERGREN'S TROUSER GUARD.

(Patent Applied For.

A neat, simple, and easily adjusted device, will protect your clothes from grease, dirt and teeth. 15cts. per pair To be had of all dealers, or

A. K. & C. E. SCHAAP, - Richmond. Va.

Bicycles and Sundries.

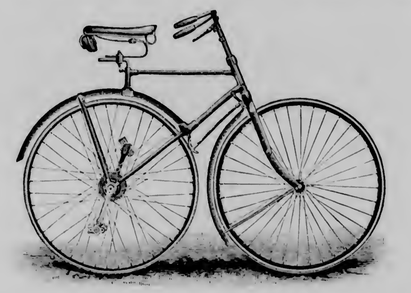
FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. For sale by all Cycle Agents. Liberal discount to the trade

JOHN W. WILSON, Cottage City, Mass.

"BRONCHO,"

Noiseless, Chainless Safety Bicycle.



Although some of our competitors present views anent testimonial letters, diametrically antagonistic to our own, we will take the liberty of inserting IN OUR OWN SPACE, ONE SINGLE, SOLITARY "CORKER," and request any interested parties to send for our Large Book of testimonial letters, now ready for distribution.

M. V. LIVINGSTON CYCLE MFG. CO., Boston, Mass.:

Gentlemen—I received the "BRONCHO" Chainless Lt. Roadster Safety on Sept. 20th, and desiring to give the wheel a thorough trial as a good all around wheel, started Sept. 28th for a ten days' trip through New Jersey, Eastern Pennsylvania, Delaware and Northern Maryland.

The "BRONCHO" surpassed any wheel I ever rode. On sandy roads there was none of the side sliding and slipping common to all chain safeties. Steep hills were mounted with comparative ease, and riders of chain safeties can never know what a relief it is in hill climbing to be without the necessity of pulling and straining on the handlebars.

During the ten days I covered over 500 miles, and considerable of it was over hard, stony roads. During that time not a spoke or nut loosened, and the wheel to-day is as perfect as when it left the factory. In riding through mud, as I did not have to stop every few miles to clean a chain, I found no trouble. In short, I found that for all round riding "BRONCHO" is by far the most practical machine that I have ever ridden, and I have, during eight years, ridden nearly all. Yours truly,

(Signed) GEO. S. MACDONALD.
Port Richmond, Staten Island.

N. B. **REMOVAL.** N. B.

On and after MONDAY, OCTOBER 13th, 1890, address

M. V. LIVINGSTON CYCLE MFG. CO.,

No. 245 COLUMBUS AVENUE,

BOSTON, MASS.,

On all matters appertaining to AGENCIES, ADVERTISING, PURCHASE OF MACHINES, REPAIRS, CATALOGUES, &c.

Wheels needing repairs must be sent to the FACTORY at WESTBORO, MASS.

Notification of Shipment with Number of Machine Must be Sent to BOSTON OFFICE.

QUIDPROQUO.

XXXIII.

ACCORDING to the New York newspaper correspondents, Mr. Edwin Checkley is one of the three best known "trainers" in physical exercises in that city. In an opinion which he has given on the various athletic sports, he is reported to have said: "As to bicycling, I think that if people who are physically weak, be they male or female, wish to take up some form of muscular exercise that is mild, one in which the amount of muscular force expended compared to the work accomplished is very small, I do not know anything that can be used to better advantage than the bicycle." His trip from New York to Chicago this season on a Columbia safety cycle purchased at 12 Warren St., New York City, qualified him to speak from experience as well as with reason.

NOTE ON THE TARIFF.

BY invitation of counsel for the New York Free Trade Club, Col. Albert A. Pope, President of the Pope Manufacturing Company, appeared before the Tariff Commission, then holding sessions at Long Branch, in August, **1882,** and made a "Plea for Fair Trade," which, not only before that commission, but through the press of the country, made quite an impression. That was before the Republican party had adopted its present high-tariff policy, and before the Democratic party had adopted its present tariff-reform policy. It was a period of discussion and opinion forming, and Col. Pope and his company had an opinion,---and have an unbroken record in the same position. It was expected by many that, being in a young manufacture, they would favor a higher tariff on bicycles. *The Nation*, commenting afterwards, said: "If there is any infant industry in the United States, it must be the bicycle industry. If there is any which needs protection it must be that. Yet it appears that the only thing it asks of the Government is to be let alone and permitted to make its own way, being neither helped nor hindered by the tariff." Col. Pope recommended to the Commission that the tariff be reduced on bicycles and tricycles, as well as the materials of which they are made. This has an interest now, in view of the fact that the general upward movement in duties has resulted in putting up the tariff practically from 35 per cent. to 45 per cent. The Pope Mfg. Co. said eight years ago that it would take care of the home market anyhow, but it wanted fair trade so that it might send its products to foreign countries on a less unequal footing with the English.

A TRIO OF SUCCESSES.

"ONE swallow does not make a summer," and one success does not make a great manufacturer. To go no farther back than **1882,** the EXPERT Columbia then began to be a success and has continued ever since to be the easiest riding, most reliable and enduring bicycle for road use. The recently referred to transcontinental trip of the Rogers Brothers shows it. That was followed by the VOLUNTEER Columbia, a little lighter, a little simpler, and a machine that has come to redairs least, for the number in use, of any machine ever made. You never heard of any need of "cushion" tires, or "pneumatics," on these bicycles.

THE MATTER WITH TIRES.

SOME people always go to extremes. That's the way with the English makers. They used to make, twelve years ago, full inch tires, even an inch and an eighth; and for Irish trade they made 1 1-4 and even 1 1-2 inch tires. Then they kept cutting down and down for "looks" or "lightness" until they had simply rubber wires. And Americans followed the lead, because 'twas English, you know. A prominent American maker, even this season and on safety wheels, put out three-quarter inch tires on the driving wheels, and five-eighths front tires. In England, last year, you could hardly find anything larger. Now they find you must have larger tires or else larger wheels. The Pope Mfg. Co. stuck to inch tires until every one else had abandoned them, and the riders wanted some reduction for sake of saving weight in tire and felloe; but they did not go below seven-eighths inch on the main wheels at any time. ———— But the Company wants some of its advertising space this time, and I must defer this discussion. The boy who buys an Expert or Volunteer will have the best mount and the least vibration.

COLUMBIA CYCLES



EXPERT.

VOLUNTEER.

SAFETY.

CLIMB
COAST
CARRY
COURSE
CONTINUE
THE BEST.



POPE MFG. CO.,

BOSTON. HARTFORD. NEW YORK. CHICAGO.

THE BICYCLING WORLD & L. A. W. BULLETIN.

FOUNDED 1878

DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXII. Number 3. BOSTON, 14 NOVEMBER, 1890 $1.00 a Year. 5 cents a copy.

DOUBLE. DOUBLE. DOUBLE.

That's what we've been doing with our product each year of late, and yet we can't make Victors fast enough.

Where do they go, all these thousands of Victors? Why they go into hard, active service, over all sorts of roads and under all sorts of riders, all over this broad land, from the rock-bound coasts of Maine to the sunny slopes of California, from the tropic sands of Florida to the limpid, sparkiing waters of Puget Sound. (We've just taken out a poetic license, hence the effusion just effused.)

Notice in your own locality the class of riders who use Victors. Ask the next Victor rider you see how his machine serves his purpose and see what he says. Buy a Victor, ride it a season or two and sell it for more money than you could any other machine in like condition. You can do it. Catalogue free.

OVERMAN WHEEL CO.,

MAKERS OF VICTOR BICYCLES

BOSTON. WASHINGTON.

OFFICE AND FACTORY - - CHICOPEE FALLS, MASS.

WANTED Agents for the Victor line throughout the following counties of Massachusetts:

Essex, Middlesex, Norfolk, Plymouth, Bristol, Barnstable, Dukes and Nantucket.

The best line in the world must have the best agents.

Apply now, but don't apply unless you are in position to **do business,** and are willing to **work.**

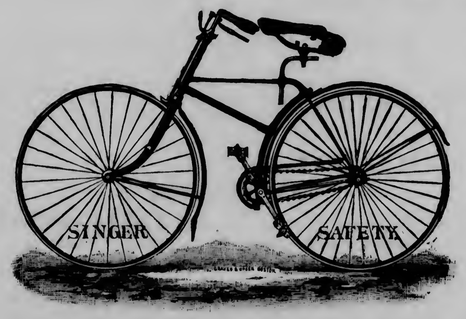
Correspondence Solicited. Address

W. C. OVERMAN, Manager,

188 Columbus Avenue, - - - - Boston.

SINGER CYCLES.

15 Years in America.



WASHINGTON, D. C., Sept. 30, 1890.

MESSRS. SINGER & Co., Boston, Mass.:

Gentlemen—It gives me much pleasure to add our testimony to the superiority of the "Singer." It has given better satisfaction to our customers than any other machine we ever sold. They are all enthusiastic in its praise. Our sales are gradually increasing, because almost every purchaser brings us another. We have never yet sold a "Singer" safety that has failed to give perfect satisfaction. We are especially pleased at the promptness with which parts are furnished, never having to wait more than two or three days after ordering, whereas we are seldom able to procure parts of an American made machine in less than a week, and generally have to wait at least two. We consider the "Singer" safety superior to all others in ease of running and the durability of its tires, and equal to any other in strength, lightness and beauty of finish. Very respectfully,

F. S. CAHILL & Co.

SINGER & CO., 6 & 8 Berkeley St., Boston, Mass.

"THEY DON'T DIE IN THE HOUSE."



I mean the fellows who disagree as to the direction in which a front wheel is pushed. This cut is not intended to represent my opponents as they will appear when that question is settled, but it is a picture of an object lesson which we have erected in the Boston Mechanics' Fair, to illustrate various points, particularly ankle motion.

This frame formerly belonged to a supposed suicide whose body was found floating in the Seine. Numerous and ghastly have been the jokes perpetrated. One man asks, "is that what he came to by riding a Hickory Bicycle?" and another, "well, that machine must go easy when a dead man can run it." Slangy, but pointed is this: "The Hickory Bicycle is a good one and there is one fellow 'dead onto it.'" A more elaborate punster says, "first he was insane or he wouldn't have jumped in Seine, and now he is certainly insane or he wouldn't ride a Hickory Bicycle." They address him as "Bony part," and ask if it is a bonyfied skeleton, etc. They say "he looks grave." Is "over trained," and ask where he boarded. If he took anti-fat. And one fiend even went so far as to ask if it was "Rider Haggard." Meanwhile this evidence of things not seen, sits calmly astride his "antique oak" safety, steadily working his ankles (which the average cyclist doesn't) gazing toward the old lady's home in the gallery, with a sad, far away expression where his eyes used to be. The wind whistles through his vacuum with a low despairing wail, as it softly waves the "Hickory Club" badge which is pinned to his wish bone. Day and night he sits and works, all unmindful of the jibes and puns of the thoughtless throng. An occasional drop of Oleum (50 cents a pint) in his goutless joints is all he asks. Four miles an hour is his gait. Seventeen hundred miles he has already traveled, and yet has not advanced an inch. Oh what a moral there is in this for the makers of wire wheels.

The superstitious night watchmen in the Fair building often have unearthly thoughts as they emerge into the grand hall and get an unexpected glimpse of "his bones," sitting with haughty uprightness there in the still twilight. But when the dazzling glare of the "electrics" is turned on and "the light is separated from the darkness," one unconsciously looks expecting to see that he has scampered away with the shadows, though he hasn't and isn't likely to until the Fair is over, and then a prominent Boston clothier wants us to loan him to be erected in a Washington street window.

STERLING ELLIOTT, Newton, Mass

P. S. By mentioning my name at the ticket office, you can get into the Fair for 25 cents.

Another P. S. We got crowded off the second page last week, but it's all right, as Mr. Evans is agent for the Hickory, though we don't happen to have an interest in the Brewery.



IT WILL PAY YOU TO SEND TO

A. W. CUMP & CO., Dayton, Ohio,

FOR PRICES ON

Typewriters and Bicycles. Typewriters Rented. Bicycles, Typewriters and Guns Taken in Exchange.



★ UNION CYCLES for 1891 ★



Price, $135.00.

Descriptive Circulars on Application.

Correspondence Solicited.

In addition to the No. 12 and 13 we shall still continue to manufacture the

No. 9 and 10.

Anti-Vibration at Last.

The Acme of Perfection.

The Apex of Mechanical Skill

Spring Frame.

Ball Bearings.

Interchangeable.

Highest Grade.

Every Machine Warranted.

Agents cannot do Better than handle the UNION CYCLES, and so secure the Best Trade.

WESTERN HOUSE:

CHAS. F. STOKES MFG. CO.,

293 and 295 Wabash Avenue,

CHICAGO, ILL.



Price, $135.00.

Union Cycle Mfg. Co., Highlandville, Mass.



MODEL "A," SPRING FRAME

"SWIFT"

BY NAME

—AND—

"SWIFT"

BY NATURE.

Coventry Machinists' Company,

Boston - - - Mass.

NEW MAIL,



THE

SAFETY OF SAFETIES.

On hand at present 3 of these latest model superb safeties, slightly 2d hand, about the same as new, at $100. Each will be quickly snapped up!

Also 2 of last year's model, in splendid condition, at $65 each.

Surely send for Catalogue and List of 2d Hands.

WILLIAM READ & SONS, 107 Washington St., Boston.

+ + + ESTABLISHED 1826. + + +

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

—BY—

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

For advertising rates address either the WHEELMAN CO., 12 Pearl Street, or NEUMANN BROS., 118 W. 19th Street, New York.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Wheelman Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

The management of this paper refuses to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 14 NOVEMBER, 1890.

WE have started the ball a-rolling as to whether it is proper for the League to show itself in politics. As a starter, we present this week the letter of Chief Consul Mott of Maryland, who expresses himself in his usual lucid, logical manner as to what he thinks of the matter.

Our correspondent "Ariel" of Philadelphia also puts in a word on the subject, and is in line with the views expressed by Mr. Mott.

WHEN an English cyclist returns to England after a visit to "the States" he usually is interviewed by one of our worthy trans-Atlantic contemporaries, and his "impressions" are given to a waiting world. Mr. Laurie has not escaped the general fate, and he proceeds to tell what he knows about American racing methods, men and record timing. He classes Windle as being away and ahead of all American ordinary riders, and he ranks Berlo as being the best safety rider, and next to him he fancies Murphy.

American tracks he puts down as being rough and heavy, and not to be compared with the best English tracks.

While he places Windle second, and perhaps first, among the ordinary riders of the world (Osmond first), he seems to think that our safety riders are not in it on solid tired machines with Jones, Leitch or Parsons. In speaking of the record breaking, and in answer to the question: "What about the timing? Are the arrangements good?" Mr. Laurie answered: "No, they don't seem to to have any official timers, and as a rule three watches (which may be the manufacturers, trainers and anothers) are good enough to claim record on. * * *."

While Mr. Laurie was on safe ground as long as he theorized and expressed an opinion on the relative speed of men and excellence of tracks, he makes a bad balk when he makes the above statement in regard to the methods of record timing, as the following facts will show: At Hartford when Mr. Laurie and others made records against time, he was timed by three *expert* timers: C. T. Stuart, J. H. Parker and H. S. Goff. Which of these men, we would ask Mr. Laurie, was a "trainer" or a "manufacturer?"

Now to turn to the records made at Peoria, we find that the timers on those occasions were S. A. Miles, F. P. Prial, J. H. Gift and S. B. Hayward, all of whom are capable and expert. Again we ask Mr. Laurie to point out the "manufacturers" and the "trainers?"

We are sorry that Mr. Laurie should have seen fit to belittle himself by making a statement such as is quoted above, and which he knows will not stand the cold test of facts.

"Official timers" in the eyes of our English friends seem to be necessary to establish records. Well the timers used at all the large American race meets are "official;" they are selected by the management under L. A. W. rules as being specially fitted for their duties, and with all due respect to our English cousins we doubt if they can produce a more skillful and reliable set of timers than those who officiated at Hartford and Peoria on the occasion of the late record breaking events, and there was not a "manufacturer" or a "trainer" among them, Mr. Laurie to the contrary notwithstanding.

THE Providence, R. I., *Journal* does not approve of in-door base ball as played and enjoyed by the Chicago cyclists:

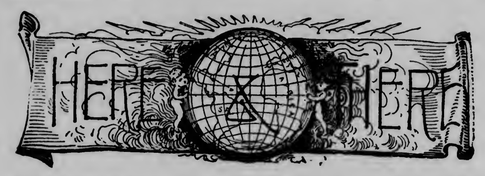
"* * * The enthusiasts of this sport predict for it a rapid growth in popular favor. It is to be hoped, however, that their predictions will prove incorrect. Any sport that will keep a man in a close, warm room when he might be enjoying exercise on his wheel, and inhaling draughts of pure frost nipped air, should be deprecated. Besides, equally as much pleasure and physical exercise can be obtained from a game of bean bags, at much less cost."

We do not quite agree with the *Journal*. In-door exercise is better than none at all, and as to comparing the active game of base ball with the game (?) of "bean bags," it won't wash. Even in Chicago, where everything is perfect, the climate of winter does not admit of wheeling all the time, hence this in-door compromise should be gladly hailed as a means of keeping up the physical condition of cyclists during the non-riding season, and not belittled by comparing it with a game of "bean bags."

CHIEF CONSUL BULL'S scheme to establish a Division racing circuit seems to find favor in the eyes of many. We cannot imagine any reason why there should be any negative voices, but if any one has, or thinks he has, good reasons for opposing the scheme, now is the time for him to speak his piece. Our columns are freely open to the discussion. In the meantime, we hope to see Mr. Bull succeed in his most laudable plan.

"PENDRAGON" of the Buffalo *News* still insists that membership in the A. A. U. is necessary to qualify for entrance to competition in the Union events. "* * * The situation in the Athletic world of Buffalo is somewhat peculiar in this respect. It is a strong Union city and, as I said last week, most of the sports given here are events open only to Union clubs. Having this, and if nothing but this, in view the Ramblers unquestionably did right in joining with the Union. So has the Press Cycling Club. * * *." "Good old Pendragon," he cannot see any good to be derived from L. A. W. membership other than the right to wear a specially designed button, and get an occasional reduction at League hotels. Well, it would be a monotonous old world if we all saw through the same spectacles.

"CYCLING FOR HEALTH AND PLEASURE" is a book that every rider should have. Send 50c. to the Wheelman Co., 12 Pearl St., Boston, and procure one.



NOTES BY "HAWKSHAW."

SHAKESPEARE, it is claimed, wrote for all time and not for just the age in which he lived, and to anyone who reads his works this fact is at once patent. Take for example where he puts the following words in the mouth of The Fool in "King Lear.' "Let go thy hold when a great wheel runs down a hill, lest it break thy neck." Now old Shakes evidently foresaw that in the days to come there was to be an age of wheels, represented by cycling, and he wanted to go on record concerning it, so notice his cleverness; he takes a character and labels it "the fool" and then causes him to advise letting go of a wheel when it is running down a hill. Wise, indeed, was William Shakespeare, that hundreds of years ago he could foresee that nobody but a fool would ever let go of his wheel under such circumstances.

"No, indeed, there is no danger of women ever becoming prominent as racers," said a man to me recently who had had considerable experience in training and managing female riders. I need not say that such an assurance, coming from the source it did, was extremely gratifying to me, as no one who admires cycling and the ladies who have adopted it can view with anything but disgust the attempt of women to become professional racers and the consequent lowering of the sport to a dime museum or side show attraction. Questioning my informant yet more closely as to the cause of his positiveness in the above assertion, he soon convinced me that he was in earnest in the matter and had looked deeper into the subject than I was at first prepared to give him credit for doing, he based his belief not only upon an actual experience in the matter, but upon the following ideas. No one can ever become a racer of even minor note who is not prepared, for a time at least, to make racing the paramount object of their ambition and who cannot in the parlance of the prize ring "stand punishment." Women are from either of these points of view out of the running altogether. From her early life and her associations woman is taught to avoid anything calling upon her for intense exertion through fear of being known as a "tom-boy." When injured or punished she is encouraged in crying and submitting to defeat, so when later on she is induced to enter the arena as a professional these qualities are too much a part of herself for her to overcome them entirely and she is doomed to failure before she has even started. With a boy the reverse is the case, rivalry and boyish love for supremacy over his comrades ever urges him on, defeat to him means disgrace, tears win him only the disgust of his fellows, and as he grows these qualities are ever increased, until when he calls upon them in a race he finds that their support yield him a needed stimulus and make him what his admireres call "dead game." Looking at the subject from these points of view it can easily be seen that any extensive crop of female racers need not be expected, a fact that every true lover of cycling is I am sure extremely thankful for.

IT don't do for politicians to blackguard bicyclers if they ever expect to run for any office where they may have need for every vote they can command. We have just had an example of this fact here in New York. Some years ago, when the fate of the Liberty Bill depended upon it obtaining the signature of Governor Hill, there appeared before the Governor, in oppo ition to it, a gentleman who was at that time the Corporation Counsel of this city. No fault would have been found with him had he spoken against the bill from any other than a personal point of view, but this would not do for him, he must make a wholesale onslaught upon the wheelmen personally, calling them "a lot of butterfly dudes, who only wanted permission to go through the Park so as to captivate the nurse maids, etc." Now, I am sure that this gentleman is sorry that he ever said or did anything against these "butterfly dudes," because when he tried to become Mayor here, they just got right out and worked for all they were worth to defeat him, and for fear that he might not learn of the fact, kindly sent him a copy of their resolutions containing extracts from his celebrated tirade against them. It won't take many lessons like this to convince politicians that it is a wise thing to leave wheelmen alone, and a wiser one still to aid them in their legislative acts aiming at better roads. Wheelmen have a faculty of never forgetting their political friends or enemies, that makes them a thorn in the side of the politician who tries to "carry water on both shoulders," and politicians are so awfully tender hearted in regards to anything which might take a few votes away from them, that I think the good effect of this lesson will linger with them for some time to come.

BOSTON NOTES. "TONEY."

LAST week Friday evening was fraught with importance to the members of the Somerville Cycle Club, for on that evening they locked the doors of their old club rooms for the last time, and hastened away to take possession of their new quarters in the Gilman Block, opposite the Winter Hill railroad station. The question of securing larger quarters had been agitated some time before the committee stumbled across this building, which was then in course of construction, and, being somewhat anxious to capture new quarters, immediately made arrangements with the owner of the building whereby the club should have possession of the entire second floor. The floor was divided off into three rooms, one large enough to contain billiard and pool tables, another of medium size, which now it is fitted up in excellent style and taste, makes one of the cosiest parlors imaginable, and the third was built just large enough to make a first-class dressing-room. In addition to this, the club has a small wheel-room on the first floor, opening on the street. The entire suite of rooms is well adapted to the housing of a bicycle club, and the members are perfectly delighted with what they term their prize and pride. Now that they are at last comfortably housed the members propose to be heard from a little more than they have been of late, and are already diligently at work laying plans for the enjoyment of themselves and friends. In fact the winter season promises to be one of unusual activity for the club members, who have perfected plans for the production of a minstrel show in December, a series of three assemblies and a grand ball, to be given at convenient intervals during November, December and January, in addition to the usual number of ladies' nights, checkers, cribbage, whist, billiard and pool tournaments and card parties, and the formal opening of their new club rooms by a grand reception.

THE news of Francis Wilson's appearance in the Merry Monarch at the Globe Theatre in Boston during Thanksgiving week, had no sooner reached the ears of the Charlestown Rovers than Capt. Robinson set to work forming a theatre party. He met with such great success that he now finds it incumbent upon him to engage about thirty seats for the performance of Thanksgiving eve, when the Rovers will turn out in full force and show Wilson that he occupies a warm place in the heart of Boston wheelmen.

THE Somerville Cycle Club has issued a neat invitation to the wheelmen of Boston and vicinity to be present at the dedication of its new quarters in the Citizens Building in Somerville on Thursday evening, November 13. There is no doubt but what those who accept the invitation will have a right royal good time.

THE members of the Wakefield Bicycle Club are to inaugurate a new feature in connection with their minstrel show on the evening of December 5, which, by the way, is something never yet done by a bicycle organization. It is nothing more or less than the holding of a dancing party at the conclusion of the minstrel entertainment.

DISTRICT OF COLUMBIA. "X-BONES."

AT a recent meeting of the Arlington Wheelmen of Washington, D. C., a resolution was passed establishing a correspondent to the WORLD from this neighborhood. Hence these tear drops, beg pardon, ink blots. So far as I know the editors of the WORLD have not been consulted in the matter, but then neither has the correspondent. If he and the readers of the WORLD can stand it I guess the editors can. It becomes the correspondent's duty to make the first break and here it is. It is easy for him for he is always broke—more's the pity. Your correspondent was instructed to trim his lamp by those of "Hawkshaw," "Toney" and other luminaries of the first magnitude, gleaming so brightly in the galaxy of the WORLD, but he fears the effulgence of his farthing dip—in the printer's ink—will never equal that of those illustrious stars; while it rests entirely with the omnipotent authority of the editors to leave him, like the scriptural Moses upon the extinguishment of his traditional rush-light—"in the dark."

BUT, eschewing the vagrant fancies, with his fragile bark—"the noise made by a dog" (see Webster's unabridged)—pushed out on the broad sea of literature by the stalwart members of L. A. W. who constitute the Arlington Wheelmen, "X-Bones" "feathers—I mean fingers—his skull" and waves a salute to his brothers of the League and a cordial greeting from the "Arlingtons."

WHO are the Arlingtons? They are a wheel club of 25 L. A. W. members organized in February, 1890, originally under the name of the "Ramblers." This name was changed because it was the sentiment of the club that the associations suggested by their location at the national capital ought not to be lost sight of in selecting a name. Although so young a club, the Arlingtons already have a record to be proud of. When hardly six months born, and immediately after a series of road races given by the Columbia Cycle Club—several years senior to the Arlingtons—they challenged that club to a 20-mile club team race over the same course, and entered in their team three men out of four who had never ridden a race of any sort and who had had no regular or systematic training. The trophy, a handsome silver cup given by Colonel T. P. Marshall of this city, was won by the Columbias in a close contest with a score of 19 points against 16 made by the Arlingtons, who, however, had the honor of claiming as a member the first rider in. A banquet was held in the evening, where the Columbia boys manfully acknowledged that they had had to work for their prize. Last month the Arlingtons challenged the Columbias to a similar race, but the challenge was not accepted on the score that other matters and expenses demanded the attention and loose cash of the club. As the previous race was without cost to either club, and Col. Marshall volunteered to repeat his munificence on the next occasion, the Arlingtons infer that considerations other than those named influenced the Columbias. For since the road race was had the Arlingtons visited Frederick, Md., and with seven riders entered in every race to which they were eligible, captured 13 out of 14 prizes contested for, as against a far larger field gathered from three other clubs, principally from Baltimore. In fact, at Frederick, the boys took several more places than there were prizes offered, coming in first, second, third, fourth and fifth in some races. In fact in every race the bunch of riders wearing red and black jockey caps, embodying the Arlington colors, swept in leading the field, which in one case numbered over 20 riders, and in every event but one out-numbered the Arlingtons entered. As if these laurels were not sufficient two of the Arlingtons attended bicycle races given at Birmingham, and in three days' races captured 26 prizes out of 31 competed for, and this without rest after two nights' and a day's travel on the cars.

THE feature upon which the Arlingtons pride themselves is, however, not the prizes they have won, but their enthusiam for the sport and the truly fraternal spirit existing among the members, their perfect confidence in each other and the pervading faith in and devotion to their club. If thought desirable, I may in future notes give personal sketches—dramatic, in burlesque or otherwise, of the individual members of the Arlington Wheelmen. Woe unto that day for some!

BUT the serious attention of the Arlingtons is now being directed to a considerable matter. Nothing less, in short, than the building of a bicycle track and general athletic resort within the city and conveniently accessible to all. This with a special view to shortly inviting the L. A. W. to hold its meeting there in the near future.

IN order to enlist popular sympathy in the movement it is not proposed to do this by club action alone, but all athletic associations and business men and citizens in general are to be invited to assist. While they fully realize the magnitude of their undertaking, the Arlingtons being thoroughly in earnest feel confident of success.

PENNSYLVANIA. "ARIEL."

NOT satisfied with the last hundred-and-odd-mile inter-club run from Harrisburg to this city last week the Park Avenue Wheelmen have called another over the same route for this coming Sunday, 15th inst. It is to be a Park Avenue Club run, with President Bunnell in charge, and the party will take the Pennsylvania Railroad to Harrisburg on Saturday afternoon, retiring early, as the start is called for 1 o'clock. The first 25 miles are scheduled to be run in four hours, but just imagine a club run at 1 o'clock in the morning of a cold winter's night! And yet there are some 20 names booked for the trip. Eight o'clock in the morning will see the party at Reading, where a substantial breakfast is proposed (Lord help the hotel-keper!), and continuing down the Philadelphia Pike the tourists will be met at Norristown by another delegation from the club, headed by Captain Lancaster, who will ride up in the morning from the city, dining at Norristown and awaiting their friehds at that place.

VAN WAGONER has been spending several days in Wilmington and this city, returning to Newport to-day He expects to be back again and will capture the record from Myerstown to Reading, broken by Wilhem last week. He says he can put it under the hour with ease, and his friends here feel confident that he could give Wilhelm from 4 to 6 minutes and beat him. By the way, I notice that in my account of Wilhelm's record you have me saying "a strong west wind blew down the pike." Such was my first information, but, as I was afterwards advised differently, you will recollect that I notified you to expunge that sentence. Kindly acknowledge the corn and set me straight with my Reading friends. [Right you are—ED.]

VAN tells me he has a bet with Windle to cover a mile on a safety, hands off, in 2.40 or better before the close of the season. I told him I thought he had a large contract on his hands, but he was willing to back up his confidence of winning by another bet that owing to the present condition of the exchequer I took water. (What Van and McDaniel took I will not undertake to say.)

AN indoor race meet is being projected by the Park Avenue Wheelmen (it takes young blood to hustle) for some time during the Christmas holidays. It ought to be a go.

YOUR question, "Is it best for the interests of the League to dabble in politics?" in last issue came quite apropos. President Bunnell of the Park Avenues, one of the Division representatives, proposed only last week that city wheelmen, irrespective of party, should unite for action at the coming municipal elections—which come off in February, I believe—in order to throw their solid influence for or against the local candidates for councils, according to the latter's views and attitude on the street improvements question. Now here is a chance for wheelmen to make themselves felt. The general class of citizens are heartily in favor of some definite action being adopted that will give Philadelphia decent streets in place of the present wallows that have made our so-called highways a by-word and reproach among our neighbors, and with something like eight to ten thousand wheelmen to crystalize the movement it would seem as though all we need is concerted action. The League has been the leader so far on the highway question; shall it continue to be in the front or through timidity or lack of interest drop to the rear and see some one else reap the benefit? The conservatism that would stand aside and counsel a waiting policy should be rebuked in no uncertain tones. We have a golden opportunity. Will we improve it?

NIAGARA FALLS. "KISMET."

IF the various reports concerning the Niagara Falls Bicycle Club are true they have become enormously rich off the proceeds of the League meet lately held at Niagara, and that they intend using this supposed large amount of money for the purpose of erecting a large and commodious club house in the very near future. 'Tis true we made a slight gain in our undertaking, but not enough to even furnish our present quarters, to say nothing at all of rebuilding. We thank you one and all for thinking so, but we made no such money.

MESSRS. Geo. G. Shepard and B. F. Vandenberg, who were prominently identified with the management of the meet in August, being the chairmen of the parade and reception committees respectively, have each during the past month succumbed to the club's bitterest enemy, Capt. Cupid, but inasmuch as he has conquered on this occasion, as he has many times before, we happily extend our congratulations and wish them much joy. They were each tendered a reception by the club and presented each with a splendid sideboard of the latest design. Speculation is rife as to who will be next to receive a like present. Indications strongly point to Bedford as the coming man

THE much talked of 50-mile road race between Gassler and a certain other "racing man" (who by the way is more than a match for Mr. G. on the road) has failed to materialize owing to the former gentleman declining to ride, giving as his reason that "the prize was not suitable." A poor excuse is better than none, and in consequence thereof the race has fell through and our German champion is getting the laugh from all his club mates.

THE Forty-second Separate Company, N. G. S. N. Y., will give their fourth annual series of dancing parties the coming season at their armory. The captain very wisely selected a committee almost entirely of prominent bicyclists and members of our clubs. Our boys are well known as good managers, and whatever they undertake is sure to meet with excellent success. These parties draw largely from the surrounding cities and especially from Buffalo, where the majority are mostly cyclists. The boys hope to see a good representation from there and will do all in their power to entertain them in royal style.

OUR club is as are all others at this time of the year in the midst of a great social season. We have such awfully poor roads about

here that it is an utter impossibility for anyone to make an attempt at riding, and it is but natural under the circumstances everybody takes to the club house. A series of entertainments have been arranged consisting of the usual smokers, tournaments, etc. We are conducting a very successful whist tournament, which will continue until April 1. The attendance is always very large. Moore, Shepard, Davis and Taylor are in the lead and are all likely to stay here.

As the next regular meeting will be the annual election of officers great interest is already manifested in the outcoming result. It is understood that President King will not be a candidate for re-election, notwithstanding the persistency of the members for him to do so. This leaves the field practically to Capt. George Shepard and Secretary Hector McBean. They are both good men and would fill the office creditably.

DETROIT.

"JUDGE."

The stag concert at the rooms of the Detroit Wheelmen Thursday evening was largely attended and a very enjoyable affair. The following programme was rendered: March, in E flat, orchestra; recitation, Prof. Andrews; violin solo, Albert Kern; Flower song, orchestra; cornet duet, Messrs. Warner and Carlisle; guitar solo, Edw. Merritt; piano solo, S. Gorton; recitation, Prof. Andrews; selection from "Il Trovatore," orchestra.

The asphalt pavement on Jefferson avenue is now completed. The contract was divided in two parts; the Warren Scharf Co. doing about one mile and Robinson & Co. (a local firm) the balance, a little over a mile The Warren Scharf Co.'s work is excellent and everybody is much pleased with it, but Robinson has made an awful botch of his job. It is full of holes and honeycombed and will not last the winter out. The council ordered the first instalment due him paid and the mayor promptly vetoed it on account of the condition of the pavement and recommended all other contracts with this firm declared void. Robinson is being backed by Claflin of Cleveland, who is a stone-paver and is known everywhere as the arch enemy of asphalt.

In last week's *Wheel* some fresh young man from Grand Rapids hauls the Detroit correspondent over the coals for eulogizing certain Detroit wheelmen. Sour grapes, Eddie, sour grapes; don't you wish you had a "Griff" and a "Metz" in your one-horse town. Be careful how you speak of this city, little country boy, and don't forget to come to Detroit in 1891 to the L. A. W. national meet.

CHICAGO NOTES.

"WAYNE SCOTT."

The Washington Cycling Club are nothing if not original, their latest move is the issuing of visitors' cards good for one month that a man may have one month's trial of life with the club and if he does not feel pleased may withdraw without cost. This looks strangely like a Burley Ayer's scheme, and is not so bad as it might be after all.

The Chicago Cycling Club gave an exceedingly swell party at Rosalie Hall, Wednesday evening, Nov. 5. A new scheme was adopted here also, only members of the club being admitted, no guest tickets being issued, so that those on the outside might see the error of their ways and become members. There are a great many men with whom I have conversed who say, "Why should I join a cycling club, I stand in and am always invited to any of the parties." Such smallness should be sat on, and I for one always take the bull by the horns and generally succeed in doing it full justice.

The Oak Park Cycling Club are booming their membership, 20 going in last meeting. They are actively engaged with a large-sized club house scheme, and have been offered by Mr. Ingalls the "League Hotel" at a very small rental for such an institution, 44 rooms, bowling alley, dining rooms, reception rooms and large parlors. All rooms are elegantly furnished and the ceilings are splendidly frescoed and decorated. Bachelor apartments could be rented and the rent cleared this way. The club should not hesitate, but snap up this chance. Such plums cannot be plucked at all times.

To the members of the Lincoln and Lake View cycling clubs and all North Side wheelmen the Lincoln Park Congregational Church sent neat little invitation cards to a reception tendered to the wheelmen and ladies, Tuesday evening, Nov. 11. This church is one of the largest on the North Side and takes quite an interest in the athletic welfare of its congregation, the Young Men's Alliance of the church owning a fine gymnasum.

The Lake View Cycling Club at their last meeting elected officers or the next year.

Cycling circles here in Chicago seem if anything more lively in the winter season than in the summer.

Indoor base ball booms, as it should. It attracts fashionable audiences and makes a pleasant evening. The Lincolns won their first game Thursday evening, Nov. 6, from the Ravenswoods by a score of 6 to 5.

The Lincoln Cycling Club will probably amend its charter so that a member having paid for 20 years' consecutively shall become a life member exempt from further dues, or, a member of two years' good standing on payment of $200 shall become a life member exempt from from dues, or on payment of $250 and proper election a non-member can become a life member exempt from further dues, etc.

LOUISVILLE, KY.

"EYESEE."

The boys flock to the club rooms these cool nights, and the stories told would raise even Joe Mulhattan's envy. Here is one of Woody's: At a certain meet in a city noted for its large brewing interests a hundred or more accepted an invitation to go through one of the largest breweries. The cool atmosphere of the cellars allowed the boys to quaff liberally of the amber liquid without harm, but on return to the outside sweltering heat the effect was magical, and as the story runs, they became very gay, and I leave it to the imagination of the reader, as pen cannot describe a hundred cyclers trying to mount their wheels after a visit to a brewery.

The L. C. C. have set one night each week for "Ladies' night." It is quite a drawing card and attracts a good many where other attractions might fail.

It is rumored that Tommy Lane is devoting himself to fancy trick riding.

A certain wheelman of Louisville not long since undertook a night ride to a party sixteen miles from Louisville. The darkness prevented him from seeing the pole at the toll gate, and he smashed into it. The shock loosened the rope holding it down, and as the heavy weight raised the pole the cyclist grabbed, and up he went clinging to the pole. Everything was lovely, and the goose hung high, although it seemed as though his goose was "Cook"-ed. He was released from his predicament, and went on, you may be sure, in no pleasant state of mind.

Now gentlemen adapt your pneumatic tire for road riding, and give us an electric motor practicable on wheels and we will be fixed.

The ten mile road race between Jefferis and Bauer takes place Thanksgiving Day.

DAYTON, O.

"EAGLE."

I notice in your October 31st issue in Porkopolis Notes by "Star" that the Dayton Bicycle Club intended giving a road race, in which there were to be a cash prize of $100 offered, and if such were given, the probabilities are that all who entered would be expelled from the League, etc."

If "Star" had kindly communicated with us before using the clipping, said to be taken from the *Commercial Gazette*, and learned the true facts of the case, we would only too gladly have put him on the right path.

Now kindly let me inform him, also the readers of your paper, the true state of affairs, and correct the great injustice thrown upon our club. A few months ago it was thought that a road race would be just the thing to establish our popularity among the racing men of the country, and create that great feeling of *esprit du corps* that cyclists always feel proud of. Well, after some talk about the prizes for such a race, Messrs. A. W. Gump & Co. kindly aided the cause by donating two or three high grade wheels and an elegant time medal. So the race was advertised to be run the latter part of October.

As the weeks rolled around and the weather continued so miserable, the question arose whether it would be proper to have it in October, or wait till next spring. After a great deal of controversy, it was suggested that the club hold a meeting and decide what to do. Such was done, the race being put off until next spring.

Now some blundering correspondent, learning there was to be a race of some kind, and anxious to see his writing in print, I suppose, got the prizes mixed with a little affair, in which one of the members of our club was chancing off a wheel, the winner either to take the bicycle or $100 in cash, and in place of stating there were to be two or three wheels and a time medal as prizes, he wrongly got the prize for the road race as $100 in cash.

Let me kindly remind "Star" that we are quite fully posted in regard to League rules on racing, and never intended having a race in

ACROSS THE CONTINENT.

THE EAGLE

is the wheel for Touring as well as for Racing.

WHAT MR. F. E. WEAVER SAYS OF THE WHEEL THAT CARRIED HIM FROM SEA TO SEA.

New Bedford, Mass., Oct. 17, 1890.

The Eagle Bicycle Mfg. Co., Stamford, Conn.:

Sirs—Having lately finished my transcontinental tour, New Haven to San Francisco, I write, in justice to the wheel, and also to give you some idea as to what my 48 inch Eagle has been through and how well it stood the tremendous strain. My total mileage on the trip was 3995. New Haven to San Francisco, and the wheel's season's mileage will aggregate to 5500. This was made over probably the roughest roads ever traversed by a wheel in this country. The rough mountain roads of the Alleghanies, Rockies and Sierre being crossed in succession. As a wheel for hilly and mountainous work, I believe the Eagle has no equal; while on any road it is the equal, if not the superior, of any.

Its safety, combined with perfect simplicity and strength, make it the only wheel for long distance touring.

The position of a good rider is, contrary to some wheelmens' opinions, comfortable and easy, and then, being directly over the pedals, one can exert great power and the wheel will not slip in climbing wet or sandy grades.

Its strength was a source of constant surprise to me, it making the exceedingly rough trip without the loss of a spoke. One slight break, easily repaired at a neighboring blacksmith shop, was the sum total of repairs.

The mount by the pedal I found to be the simplest and best, scarcely any room at all required in which to accomplish it.

One thing which speaks for itself is, that after this test my future mount will be an Eagle, and should advise this and no other wheel for a like tour.

Yours respectfully,

F. E. Weaver, New Haven B. C.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.



RIDERS OF ROVERS

GET TEN PRIZES

AT THE CHICAGO TOURNAMENT,

19TH AND 20TH.

IN TEN SAFETY EVENTS.

Our Diamond Frame Semi-Racers are suitable for medium weight riders on the road. Weight, all on, 35 pounds. Strips for speeding to 29 pounds. Geared to 60-inch. Hollow rims and tangent spokes. Fully guaranteed, and all parts inter-changeable. The grandest Safety in any market. Price, $135. Get our catalogue covering five styles of Rovers.

THE JOHN WILKINSON CO., Sole Importers,

269-271 State Street, - - - CHICAGO, ILL.



AN AMERICAN—RAMBLER RECORD.

A Record is frequently as much, if not more, a case of a man than wheel, but, say, if a man, without previous training, borrows a safety, and with but two days' practice on that type of wheel, goes out and, under unfavorable conditions, establishes an American safety record for 50 miles of 3hrs. 12m. 46 1-5 seconds, is it not, in these days of erratic and sensitive steering safeties, more than reasonable that the wheel of necessity played no second part in the attaining of the result? And yet in New Orleans, La., on Oct. 26th, that is exactly what was done by R. G. Betts mounted on an AMERICAN LIGHT RAMBLER. Surprising! Possibly—and yet not so when one considers that RAMBLERS are not only the most comfortable and easy riding of safeties, by virtue of a practical and thoroughly tested spring frame, but by a due regard in their design and construction for the mechanical and scientific principles involved, they are likewise unequalled as ***easy runners*** and ***steady steerers,*** a fact attested not only by this performance, but by hundreds of beginners and more than one riding school instructor.

GORMULLY & JEFFERY MFG. CO.,

New England Branch House, 178 Columbus Avenue, Boston, Mass. Factory and Principal Office, 222-228 N. Franklin Street, Chicago, Ill.

CHICAGO RETAIL STORE, No. 85 MADISON STREET.

which there was to be a prize of $100 in cold cash as he states. It is very evident that he would not do for an Associated Press correspondent, or the probabilities are that he would give circulation to such wild rumors it would bring on a very serious panic in this country.

However, I do not care to go into any further details, as time is too valuable, only I hope that before he again jumps on to a new and enterprising club, he recall one of those little maxims, namely, "Look before you leap."

BROOKLYN, N. Y.

"TREB."

The plan for the Schwalbach Cycle Co. building has been completed. It will be five story and basement with a front of brick, iron and Portage stone. The first floor will be used as a show room, the second as a storage room, the third for ladies' and gentlemen's lockers and bath, the fourth as a riding room, and the fifth for repairing machines.

The special match games between the Brooklyn Bicycle Club and Kings County Wheelmen's bowling teams have been arranged; the first match will be played at the Kings County Wheelmen's house on December 3, the second on the B. B. C. alleys, and the third on some neutral alley, if a third game is necessary.

The Long Island Wheelmen are holding a series of most enjoyable entertainments; a progressive euchre tournament is under way, while Saturday nights are of especial interest, some slight programme is provided and light refreshments served.

The Brooklyns held a most successful picture run on Sunday last, forty-five men turning out; the pictures were taken at the new entrance at the boulevard end, the proofs have been submitted and give universal satisfaction.

A. H Miles will captain the Kings County's bowling team this season.

I. B. Potter, the Brooklyn's President, has just returned from a shooting trip, and secured a number of fine partridges.

President Luscomb has been using his endeavors to again make his club a League member, but it is doubtful if he will succeed.

The Long Islands will hold banquet the 22d of November, at the Clarendon Hotel. The club, which has been unusually quiet, have mapped a series of events which cannot fail to provide amusement for their members.

BUFFALO NOTES.

"SETAGEC."

There was considerable said last year about the League's being too exclusive, and yet one well-known sporting authority not a thousand miles from Buffalo, who was of that opinion then, now holds that no amateur should be allowed to compete in local events without being a member of the A. A. U. Consistency, thou art a jewel.

The Buffalo Press Cycling Club is the first bicycle club in the country to join the A. A. U.

The Ramblers and the Zigzags have come out for the A. A. U. also.

The Buffalos have had some needed repairs made on their club house, which will make it more cosy than ever.

The Press Cycling Club are to have that athletic branch, and the club will probably take the name of the Press Cycling and Athletic Club, the first of the kind in the world.

Leading editorials in the daily press here have been asking the bicycle clubs to join the A. A. U., so as to make this the strongest A. A. U. town in the country.

The Press Cycling Club have fitted out rooms at 1 1-2 Brown Building, on Main street.

All the city's voting booths have been stored on the East side ball grounds. Why didn't the city rent them out to the wheelmen for sheds for their bicycles during the winter? They are just big enough to hold a Safety bicycle.

The *Express* says: "The Buffalo Bicycle Club is likely to resign from the L. A. W. at the annual meeting in April."

The Zigzags have placed pool and billiard tables in their cosy rooms, and think of putting in a piano next. They are arranging a series of club entertainments for the winter.

The Ramblers had their first Smoker last Friday night. Over a hundred attended. Tobac, music and "sassiges" were prime.

The Women's Wheel and Athletic Club had their annual meeting last Monday night, and elected officers.

The Ramblers will hold a public ball at Concert Hall, December 4.

Several of the bicycle clubs will be represented at the boxing tournament at the Buffalo Athletic Club, November 25th.

There is little probability of the Buffalo Club joining the A. A. U., though considerable influence is being brought to bear on them for that purpose.

By the way, "Mr. Potter of New York" writes me that the Highway Committee are reaching three million readers through the co-operative papers and plate matter. He also says those "mud pictures" don't come in very fast. It don't need a detective camera to photograph muddy roads. You can do it with a gas pipe and an eyeglass if you haven't got a three-legged camera or a kodak.

William Penseyres, who has so far been an unattached wheelman, has joined the Press Cycling Club. Billy was the "dark horse" of the season, and is the fastest rider in the city. The Ramblers tried hard to have him join them. Some of the other clubs were after him also. I venture to say that next season he will be found to be one of the fastest riders in America.

There will be 5-mile and 10-mile bicycle races at the athletic meeting of the 65th Regt. Athletic Association and the Oroquois Atletic Club. Several Ramblers will contest.

The Buffalos, Ramblers, Press Cyclers, Zig Zigs, and several other cycling clubs have arranged their winter entertainments, including pool, billiard and card tournaments, balls, smokers and hare and hound chases.

There will be a close contest between Joe Kane and Art. Georges for the captaincy of the Ramblers. Both are good riders, though Kane is fastest, but Georges makes up in his ability to command. Both deserve the office.

Local cycling politics have commenced, as most of the clubs elect officers in December.

PORKOPOLIS NOTES.

"STAR."

I was very much surprised on reading the World of Oct. 31 to learn that I had offended the dignity of my friend "Social." My information as to his club was derived from a letter in which he said that the initiation fee would be $10 (double that of any other local club) and that one black ball would be sufficient to reject an applicant. I supposed from that that it was intended to make the club very select and so stated. As I seem to have been mistaken I will make all possible amends by declaring that the club is not at all select.

I have frequently heard visiting wheelmen speak of the excellency of Cincinnati beer, but I have never heard any of them refer to our Art School, with its 500 students, our College of Music, with its 600 pupils, or our Art Museum that is so crowded with works of art that it must soon be enlarged. And yet it is said that cycling is such an elevated and refined sport!

It is said that one reason that the election returns from some counties in Ohio come in so slowly was owing to the impassable condition of the roads. Another argument in favor of the improvement of highways.

The Porkopolis Wheelmen now have a piano in their rooms and propose during the coming winter to ascertain whether music hath charms to soothe a savage, rend a rock or split a cabbage.

The Socialists have succeeded in getting one lady to accompany them on their runs.

Rumor says that Arnot is to turn the Kenton Club into a theatrical troupe and that the first piece they will put on the boards will be a blood-curdling border drama.

The coat of feathers that "Social" says that some of the wheelmen wear may account for their fondness of chicken.

NEWS AND COMMENT.

We have before us two sample route cards as issued by Mr. Geo. M. Nisbett, 146 West End avenue, giving routes of the New York city riding district. In form of detail, as to distance, points, material, grade, condition, etc., they are similar to the usual form used in the ordinary Division road books. They are printed on extra tough cardboard so that folding does not crack them. In size they are 7x4 1-2, so that by folding they can be readily and easily carried in the pocket. The cards can be procured of Mr. Nisbett at ten cents per copy.

A postal card from Mr. E. C. Rowe of New Haven, dated Wichita, Kan., Nov. 7, says: "I am now touring awheel (alone) through Indian Territory. Good roads and fine weather. Started from Newton, Kan.; left California on Nov. 3; will spend two weeks in the Territory."

Mr. H. A. Lozier and Mr. J. L. Yost sailed from England for home last Saturday.

The Mechanics' Fair now being held in Boston is by far and away the best exhibition of the kind ever held in Boston. Its attractions if given in detail would more than fill the pages of one issue of this paper, hence we can but urge all those in Boston and vicinity who have not been to go and judge for themselves. Every department is replete with interest. To cyclists the much-talked of skeleton (which for a time was not allowed to be exhibited by the management) will be a source of much wonder and real instruction. The ankle motion of that man of bone is one to be imitated and studied. The art gallery is filled with a most excellent collection of modern American artists' work. Every inch of space on both floors and basement is occupied and a visit will only excite a desire to repeat it. The management is to be commended for producing the best exhibition of the kind ever shown in Boston.

"Cycling for Health and Pleasure" is a book that every rider should have. Send 50c. to the Wheelman Co., 12 Pearl St., Boston, and procure one at once.

Mr. William Iliffe, the founder of the great English cycling literature publication company of Iliffe & Son, lately died at the ripe age of 78 years.

We are receiving complaints from our New England readers that the paper fails to come to them on time. We have been requested to get names and addresses for use in our complaint to the post-office department here. Will our readers please drop in a postal if they have cause for complaint?

We take an extract from a sermon delivered by the Rev. James Coot, pastor of the Grove M. E. Church of New Haven, Ct :

"There is an excellent organization to which several of us belong called 'The League of American Wheelmen.' In Connecticut and other States of the Union this organization has published a 'Road-book' containing carefully prepared maps on which the best roads are traced in red lines and numbered according to their quality for the guidance of travellers. And every one who has much to do with that very uncertain quantity, the American road, would do well to provide himself with one of those books.

Now, the Bible is the only correct and infallible road-book in God's spiritual domain. The roads are all carefully marked here—the pleasant paths and the rough, rocky places; the miry sloughs, the sandy deserts, 'the green pastures' and 'the still waters;' the frowning mountains and the peaceful valleys; the bleak moorlands and the shady groves. Here you can trace the straight, rough road up the mountain of duty, on whose summit you find the scenery so enchanting, the air so exhilarating, and with such glorious 'coasting' down the other side towards the river of light shimmering in the glowing sunset. This book, too, shows you the tempting by-paths which look so pleasant in the beginning, but soon loom up with frightful crags and boulders and treacherous pitfalls. All these are carefully indicated so that 'he who runs may read;' 'the way-faring men, though fools, shall not err therein.' And through all runs the broad red line marking the King's highway of holiness, the way of duty bravely and faithfully done—the good old way of self-denying toil for the betterment of others, in which God's pilgrims have safely and joyously travelled, all through the ages, to the glorious city of light."

"Cycling for Hevlth and Pleasure" is a book that every rider should have. Send 50c. to the Wheelman Co., 12 Pearl St., Boston, and procure one at once.

A certain grave and reverend clergyman of Springfield, O., having been presented with a fine safety essayed to ride same with very poor results. He was practicing the other day in the presence of an interested crowd of small boys. After many vain efforts to stay on the jigger, one of the small youngsters quietly, confidentially remarked :

"Say, mister! I kin tell you why you don't ride that wheel!"

The good man stopped, and turning around, said :

"Well, sonny, why can't I ride the wheel?"

"'Cause you don't stay on it!" replied the young Solon, and though the clergymen said nothing, as he walked home, it may be supposed he thought a heap.

Dr. L. K. Garfield of Algona, Ia., is 70 years of age and yet he has just learned to ride a bicycle. Here is still another proof of the good old saying that "it is never to late to mend."

We want all the best mileage records for 1890 up to date. Will the mileage-rolling enthusiasts please send in their figures and proofs for publication?

The Ladies' Bicycle Club of Hartford, Ct., gave a reception at the Hartford Wheel Club rooms last week. Over 100 lady bicyclists were present. The programme consisted of music, recitations and dancing.

Joseph Goodman, "Good old Joe," editor of that best of all monthly cycling journals, the *Cyclist*, celebrated his 28th birthday on the 2d of November.

The coons were not out: "The Sedalia (Mo.) Bicycle Club went coon hunting on their wheels. They got many headers, but no coons."—*Exchange.*

The cycling polo players of Connecticut are making arrangements for the forming of a League to play games during the winter months. Last year there was more or less acrimony shown between members of the polo teams of Connecticut. Now, gentlemen, can't you run the games this winter without fighting them over again in the public press?

The Onondaga Cycling Club of Syracuse, N. Y., was organized October 9th, and they now have a charter membership of 27. They have secured temporary rooms for the winter in the new Grand Opera House block and propose to furnish them handsomely, adding among other accessories, a pool and billiard and card tables. Next season they will have a large club house of their own fitted up with all modern improvements. Commencing in a few weeks they will hold a handicap continuous pool tournament for club members, only first prize will be a gold medal, second prize, silver medal; third prize, smaller silver medal, all suitably engraved. The Onondagas are organized for business and professional men more particularly. This city is amply large enough to support two clubs, and there will be a sort of friendly rivalry between them, which, with the increased interest in cycling which the State meet held in this city has created, and with the new asphalt roads which are now being laid here, has put a new impetus into cycling, and it is predicted that there will be hundreds of new riders here next season. The Onondagas are striving hard to increase their membership to 100 before next season opens, and with the large number of unattached wheelmen in this city, it is safe to predict that their hopes will be realized. They extend a cordial invitation to all wheelmen to inspect their rooms when on a visit to Syracuse.

The Bergen County (N. J.) Wheelmen of Fairview gave a musical and dramatic entertainment on Wednesday evening, Nov. 12.

"Hello 40" The above remark, made in the presence of a certain St. Louis wheelman, always causes him to immediately ask the youth making the remark, "What will you take?" Those two words will cost the originator many drinks and cigars before they receive a decent burial and are relegated to oblivion.

The Harlem (N. Y.) Wheelmen held a stag reception at the clubhouse last Saturday evening. The programme was as follows: Sleight of hand performance, Prof. Gunsburg; bugle selections, Sergt. Wilcox, N. G. S. N. Y.; humorous selections, Mr. Wm. J. Daly; banjo selections, Suburban Banjo Club; dramatic selections, Mr. Burt Andrews; performance in juggling, Prof. Osthoff; sleight of hand, Prof. G nsburg.

"Cycling for Health and Pleasure" is a book that every rider should have. Send 50c. to the Wheelman Co., 12 Pearl St., Boston, and procure one at once.

Our erstwhile friend, H. E. Laurie, discourses eloquently, if not wisely, in the columns of *Wheeling* on his impressions of America and American racing matters. The *Scottish Cyclist* informs us that Mr. Laurie had to protect his machine from harm by the use of a display of revolvers and bowie knives, otherwise the wild, untamed, revolver armed American would have done vital damage to his pneumatic! Mr. Laurie is amusing at least, if he does romance a bit you know.

The first reception of the Troy, N. Y., Bicycle Club was held at Bicycle Hall last evening. About 50 couples were present. Seventeen dances were on the programme, which occupied the time from 8 until 12 o'clock.

The Ansonia, Ct., wheelmen waltzed, schottisched and quadrilled themselves into the social season last week Wednesday evening. The floor was comfortably filled, and the dancing which commenced at nine P. M. lasted until midnight.

BICYCLES STOLEN AND LOST.

No. 10 Union safety with Garford saddles stolen from Johnson & Hutchinson, Sioux City, Iowa. No. of wheel is 727. They will give $10 for information and detention of this machine.

Stolen from in front of G. H. Fuller's jewelry shop, Pawtucket, R. I., October 29, a Swift Safety, Model A, No. 94,244, owned by E. A. Phinney. A suitable reward will be paid for return of bicycle or any valuable information at Dawson & Co., Pawtucket, R. I.

Lost 1889 Victor safety, No. 3990, Garford saddle and small bell on handle bar, $15 reward. A. G. Smith, Brockton, Mass.

IN FAVOR OF CHIEF CONSUL BULL'S RACING SCHEME.

Editor Bicycling World: I have read with no small amount of interest the proposition of Chief Consul W. S. Bull to organize a "State Racing Circuit" and think the idea a splendid one.

I have given the article some attention, and suggest that with a few additions it would result in bringing out more men, produce faster and better racing, and the excitement thus created would act as an incentive to increase the number of both riders and racing men and induce all riders to join the "L. A. W."

Leaving the matter of distributing the "district championships" as it now stands comes the "prize" question.

Instead of placing a time limit on races (when if the time limit is not reached the riders lose prizes and race) I would suggest the time limit to be placed, but that each and every rider who rides inside of the specified time receive a special time medal. Having seen this tried and knowing its advantages, I do not hesitate in suggesting it to Mr. Bull.

I have seen the above tried in a 5-mile race, with 20 men to start, time being (I believe) 14.40. Shortly after starting it commenced raining, but not a man dropped out, and even after at least a dozen of them were actually out of the race (as far as first, second or third prize was concerned) they did not stop, and as a result the race was fought from start to finish by all the men and no less than 10 finished inside of the time limit and secured prizes.

Should the "circuit" be formed I would suggest the employing of a good and competent track-maker or inspector for the season and having the charge for his services paid by the club whose track he put in proper condition during the week or weeks previous to the races. In this way every club would have the advantage or knowledge of a man who could fix up the track in the least time and in the best possible condition at a moderate cost, for who does not know that over half the work done on tracks is without system and if so to what end?

In the matter of advertising the entire "circuit" could be advertised at once and when once started each one would advertise the following tournaments. Trusting you will find room in your columns for this, believe me, yours very truly, A. C. Banker.

"DABBLING" IN POLITICS.

Editor Bicycling World: "Is it best for the interests of the League to dabble in politics?" Now, do see here. Please don't put it in that hard, severe, uncompromising, angular way. The first thing you know you will frighten the eyelids off the timid wobbler, and, besides, that way of asking the question is already discounting the argument of those who do favor the policy of the *League*, not individuals, taking advantage of every proper situation in politics or anything else to advance its own interests. In the first place, if there is contamination in politics the League might just as well give up its efforts in the line of highway improvements, for all such matters are intimately connected with the true definition of politics, the science of government. Do let us be practical about the matter. The mere theorists, who can talk and write ninety-nine pounds to the square inch in pure grammar, crystal syntax and finely rounded periods, makes reading just too lovely for anything, and the sentiments are so lofty and angelic that we quite get a glimpse, between the gates ajar, of the jasper streets of Paradise. But, my dear boy, the heavenly biped with those charming sentiments is about as well adapted to guide the League in *practical* matters as a tombstone is for a toothpick. If in the glimpse up there you actually saw that the streets were paved with jasper, you may just as well set it down as a fact that there were politicians and appropriations and contractors connected with the job. And they had to get on the good side of the politicians to get the appropriation, and about the only way they could have the necessary influence with the politicians was to demonstrate to them that there was a whole lot of votes for their personal election involved. Now, *partisanship* is another thing entirely, and that is the line the League should never cross. The League of American Wheelmen should never be Democrat or Republican in politics. Do you grasp the difference between the League's interfering in politics and becoming partisan? Certainly you do. Suppose it was absolutely necessary for the health of the Bicycling World employes that an alley in the rear of the establishment should be radically cleaned, and that one candidate for municipal legislative halls should promise to vote to have it done if the Bicycling World employes, who should hold the balance of power in that ward, would vote for him. The other fellow wouldn't. Well you can just stake all your small change that the World employes would interfere with politics simply once at any rate, and they wouldn't be partisan either. If the League wants pavements, roads, emphasis of rights or any practical thing, it must go about it in a practical manner, and show the people it wants these things from candidates for office, that it can give an *equivalent*—votes. Of course this is only effective where the wheelmen hold a balance of power, as in a ward of a city, a small town, and occasionally a large city where parties are pretty evenly divided. Then, too, there should be no abuse of such power by the League officials if the wheelmen swung into line. Neither should every Tom, Dick or Harry of an individual wheelman attempt to wield this power by directing the wheel vote. It should all be done in accordance with some outlined policy, and by the proper League official, and in such a clear, open, comprehensive manner that all could understand, and leave no premises for impeaching motives. Perhaps the 16,000 or 17,000 in the national body could not accomplish anything in national affairs, and where failure is certain the attempt should not be made, but there are Congaessional districts where the wheel vote might be a large factor, and, besides, it has been found, in places where wheelmen *have* "interfered" with politics, that most of the cyclers who will not even join the League as members will join it in voting a crusade for better pavements and roads. Would New York have had its Liberty Bill if the New York division had not "interfered" in politics? No, and it will only get a road bill through the Legislature by "interfering" in politics. That is, the members of the New York Division will have to write and telegraph and urge their assemblymen and senators to vote for the bill, and the members will have to get every one else they can to urge them. The assemblymen and senators will have to be made to feel that they are meeting the wishes of their constituents in voting for the road bill. Now, *you* know that as well as every sensible League member does. Then, what in azure blazes is the use of asking if the League should "dabble" in politics? Well, now, if it don't, when the pie goes around it will get the crust every time. If you call it hard names, like "dabble," and "interference," and "politics," it does not seem altogether lovely to the unthinking and unobservant member, but if you give it the practical nomenclature of "pavements" and "roads" and "rights," you strike him right where he is not cushioned tired

You said a nom de plume could be used, but, oh, well, what's the use, they would all know anyway that it was Albert Mott.

STILL ANOTHER REASON WHY PNEUMATICS ARE FASTER.

Editor Bicycling World: I notice reasons and reasons in your recent issues as to the speed of the pneumatic tire, and most of them good ones, especially those which lay stress on the tire keeping to the ground in spite of the inequalities of the track, and the steady steering resulting from the absence of vibration. But one great reason has been overlooked, the increased friction between tire and track, and consequent diminution of slippage; this tire has more friction, not only on account of greater diameter, but on account of its elasticity, which gives it a bearing surface on the track several times that of a solid tired racer. We have seen numerous statements as to the why and wherefore of the speed of the pneumatic, but nothing conclusive, and your readers would all like to read a full page editorial on the subject.

Pittsburg, Oct. 27, 1890. L. A. W. 1814.

WASHINGTON (D. C.) FOR THE 1891 MEET.

Editor Bicycling World: Since the Niagara meet is a thing of the past the question agitating the minds of wheelmen is, "Where will we meet in '91?" Detroit apparently will extend a very cordial invitation to the League, and no doubt Detroit wheelmen are fully capable of making it pleasant for all.

I have had interviews with several wheelmen on the subject, and all seem to think that Washington, D. C., would be the city for the 1891 meet, and I am sure it would be one of the most successful meets ever held. What wheelman does not desire to see the national capital? Where is there more delightful riding than over the 100 miles of asphalt pavements, up and down hills, on streets finely shaded, with a background of fine brownstone buildings and handsome dwellings and well kept lawns? As for hotel facilities they are ample to accommodate all.

The B. and O. R.R., which has connections to all points, North, East, South and West, carries bicycles free of charge, and reduced rates can be secured without trouble. As to races—there are several tracks which can be secured within a short distance of the city, and car lines extend in every direction.

As to the parade it could be made a success rain or shine, as our streets seem to be built for such affairs. No one will have cause to complain of being lonely on account of lack of entertainment. We have six active clubs and most of them have well furnished club houses. Then there are the magnificent government buildings, the White House, the monument, beautiful parks and four theatres.

The greatest point to be considered in holding the meet in Washington is the amount of new members that will be added to the list. Wheelmen just think of it, there are between 11,000 and 12,000 riders in this city and only a paltry 217 who are members of the League (the life and sustenance of the sport). There is no Division in the League which requires enthusiasm as bad as the District of Columbia. In closing this very mild appeal it will be sincerely hoped by all well wishers of the League, that the honored officials of the L. A. W. when deciding on the point of the meet for 1891 will give us a little due consideration. L. A. W., No. 4394

THE "GOOD OLD ORDINARY."

Editor Bicycling World: I should like to say a few words in reply to the gentleman (?) who so brazenly calls ordinary riders both "chumps" and "d—— f—s" in the *Referee* a week or two ago. Of course when we read any such thing we appreciate the shallowness of mind of the one who writes it and that he is simply applying to others the names that so aptly fit himself.

Riding either machine is simply a matter of choice, and may we humbly beg to know who this high mogul, this great unknown is, who would appoint himself a judge, a criterion of what we ought or ought not to ride.

It seems to me he is a person who does not know his mind and hence his writing is not worth noticing. For he contradicts himself in the same breath. He says, "At last they persuaded me," then below, "Although only partially persuaded," etc.

I should judge from his writing that he was some callow youth seeking newspaper notoriety. My idea is that he did not have the requisite nerve to ride the "good old ordinary" fearing to break his worthless neck.

I am not saying a word against the safety, as it is just as good in its place (and that place is for those who like it best) as the ordinary is for those who like it best.

In his closing remarks I think it is very appropriate for him to "pray God to preserve him from the d—— f—s," as he seems to be very near if not entirely in that class

I have only six words to say in closing: The ordinary riders "consider the source" Yours truly, ORDINARY.

"BABY SEATS 'ONTO' BICYCLES"

Editor Bicycling World: Invariably, on stripping the wrapper from the WORLD, I turn to the divertisement in the middle of the inside page of the cover. In your issue of Oct. 10 I found the following paragraph, in front of the usual signature of "Old Hickory":

"* * * There is another man who ought to be argued with, and that is the inventor of various attachments for fastening baby seats onto bicycles. We protest in behalf of the little ones. There is no rider so expert that he may not find it necessary to dismount suddenly, and while he may in nearly every case escape injury himself, it is hardly possible that a small child, especially when seated behind the handle bar, would not be badly hurt if the machine went over. * * *"

It has transpired that I am the other man. I find myself generally in accord with the "arguments" advanced in the space above mentioned, but I quietly disagree with the little wheel in front plan, and the above extract is so far "off," and keeps recurring to me with such increasing force, that I am stirred to offer myself as a victim to be "argued with." I have rigged a child's seat "onto" my safety, and, with the assistance of my four-years-old boy, I am getting more than double the satisfaction on the wheel that I can get alone. The boy takes some, too, and for one he won't thank "Old Hickory" for his protest "in behalf of the little ones."

Neither of us have suspected that we have been in danger. I use some caution, and what judgment I have, about where and how to ride with him on. If there is a cyclist who will do that, and who cannot become sufficiently expert to dismount from a safety, suddenly or otherwise, without the remotest danger of letting the machine go over, the clumsy cuss has no business riding a bicycle. I have a daughter about four months old now, and next season I expect to strap her into my safety attachment, which, by the way, is a comfortable canvas seat with side arms, somewhat resembling, in the latter respect, the Elliott Quadricycle baby's seat. When I get her there, behind the handle bar, with my arms outstretched on either side, I shall feel fully as safe with her as I should if she were down in front on a quadricycle, within easy reach of every dog who might choose to poke his nose into her face. I used to leave my ordinary at home, and go out with the boy and a quadricycle with a canopy top. My present arrangement discounts that a hundred to one, at least. Four wheels, handicapped by having two little wheels in front, will never "go" until the society for the prevention and care of present American roads has covered the country with asphalt. Why, then, "argue" to rob the babies, their fathers or their mothers of one of the keenest pleasures of BI-cycling?

Worcester, Mass. WM. L. CHASE.

ARE YOU IN IT?

PREMIERS are, every one of them, from the serviceable $85 Universal to the Fastest Wheel in the World, the 1891 Cushioned Catford.

Scene, Cycle Depot.—Enter Shrewd Buyer.

S. B.—"Have you the PREMIER SAFETIES?"

Dealer.—"No, but we have much better machines."

S. B.—"As light as the PREMIER?"

D.—"N—no, but ——"

S. B.—"Any stronger? I see that PREMIERS never broke a spoke last year."

D—"You can't get parts for English wheels."

S B.—"That chestnut has burst, but even if it were so, give me the machine that does not need parts."

D.—"But the excessive vibration ——"

S. B.—"Is not found, nor the defects of a jointed frame in the Cushioned Catford, which is the wheel for my riding next season."

D.—"Call again in a few days and I will have one to show you."

Exit Shrewd Buyer.—Dealer orders a Cushioned Catford.

We have just received an invoice of CUSHIONED CATFORDS. Many were sold to arrive. First come, first served on the balance. Correspondence from Riders and Dealers Solicited.

LLEWELLYN H. JOHNSON, Manufacturing Importer,

ORANGE, NEW JERSEY.

LANTERN PARADE in Trenton, N. J.—On Thanksgiving eve, Nov. 26th, all surrounding clubs are cordially invited to participate, to be held under the auspices of the Mercer County, N. J., Wheelmen. There will be races in the afternoon on Thanksgiving day, Nov. 27th, at the inter-State Fair Track. Clubs desiring to participate please notify the Secretary, J. C. Tattersall, Trenton, N. J.

"CYCLING FOR HEALTH AND PLEASURE" is a book that every rider should have. Send 50c. to the Wheelman Co., 12 Pearl St., Boston, and procure one at once.

COREY HILL—BERLO'S 2.28 WILL NOT HOLD WATER—BENSON MAKES A RECORD.

Last Saturday E. C. Anthony, J. C. Kerrison, W. L. Sanborn, R. F. Claflin, P. J. Berlo and a representative of the WORLD assembled at the foot of Corey Hill to witness the attempt of Arthur P. Benson to lower his own record of 3.02 made two weeks ago. A careful comparing and setting together of five watches, Messrs. Anthony and the WORLD representative took up their station at the top of the hill. At precisely 9.46, Mr. Benson on his safety geared to 57 inches, was started from the cross walk at the foot of the hill, and when he reached the men at the top the watches showed exactly 9.49.05. Time, 3.05. Down he went again and up, and he never stopped until he had made the round trip nine times. His time for the round trips is as follows:

	Start.	Finish at top.	Elapsed time each ascent.
First trip	9 46 00	9 49.05	3.05
Second trip	*	9.55.30	——
Third trip	9 58.10	10.02.30	4.20
Fourth trip	10.04.20	10.09.00	4 40
Fifth trip	10.14 50	10.15.35	3 45
Sixth trip	† 10.18.37	10.21.40	(?) 3 03
Seventh trip	10.24.12	10.29.01	4.49
Eighth trip	10 31.13	10 35 50	4.37
Ninth trip	10.38.20	10.42.10	3.50

* Time not taken. † This is trip Berlo rode.

The finish at bottom was made at 10.45.04. Total elapsed time, 58m. 05s.

Berlo's time: start, 10.18.37; finish, 10.21.05; elapsed time, 2.28.

On starting up for the fifth ascent P. J. Berlo, on a safety geared to 57 inches, started with him. The time of start was given 10.18 37, Berlo rushing to the front, and at Prospect street had a good lead, and by the time Benson had reached the second gutter bridge beyond Prospect street, Berlo had gained the crest of the steep grade, and was sprinting for the line on a comparative level grade at a racing gait. The watches at the top showed 10.21.05, elapsed time 2.28! (?) About 20 seconds after Berlo had finished, Benson's form was seen rising over the crest of the hill, and at exactly 10.21 40, he crossed the line. The elapsed time for Benson being 3.03 (?) within one second of his record time.

Though Benson did not better his own single ascent record, he made a record for a crank safety wheel geared to 57 inches, making nine round trips without a dismount.

We, however, cannot allow Berlo's claim to record for the following reason: That we do not believe that the elapsed time (3.02) is correct, as shown between the time he reached the top on the fifth ascent (10.15.35) and the time he reached the bottom on the sixth trip (10.18.37). We think a mistake was made in taking the time of the commencement of the sixth ascent, and instead of being 10.18.37 it should have been 10.17.37. We hope, however, that Mr. Berlo will be able to come near enough to the 2.28 claim to prove that our position is wrong. In the meantime Mr. Benson's record of 3.02 stands for one ascent.

NINE times up Corey without a dismount: thus the record again goes to the Singer, Benson "up" as being the best ever made on a chain crank safety geared to 57 inches. In our reporting Mr. Benson's former wonderful climbs of Corey Hill and Eagle Rock, we fear we did not emphasize the claim made by Mr. Benson and the Singer people that it was record for a *crank chain safety geared to 57 inches*. This we do now.

THE much talked of team race between the New York Bicycle Club and the Riverside Wheelmen came off last Saturday on the Ranway course, which is a two and a half mile stretch from Elizabeth and return. A large number of wheelmen were in attendance. The race started at 4.20, Messrs. Judge and Stilger, R. W., leading, Heydecker and Findley, N. Y. B. C., starting with them. The race was one for blood from the start, but the New Yorks were no match for their opponents, as the Riversides won easily with 32 points. W. C. Heydecker was fouled by F. M. Cossitt, which caused him a bad fall, smashing his wheel, but with Cossitt out they won easily by 27 to 23 points. The trophy was a handsome silk banner and will adorn the walls of the Riverside's cosy home. The detailed result follows: Stilger, R. W., first, time 17m. 15s.; Horton, N. Y. B. C., second, 17.16; Judge, R. W., third, 17.24; Bird, N. Y. B. C., fourth, 18.16 Powers, R. W., fifth, 18.43; Cossitt, R. W., sixth, 18.43; Nisbett, N. Y. B. C., seventh, 19.07; Ward, R. W., eighth, 19.10; Findley, N. Y. B. C., ninth, 19.11; Heydecker, N. Y. B. C., tenth and last. The officials were: Referee, Waldo E. Fuller, B. B. C.; timers, F. Fiegee, E. O. C., W. McFadden, N. Y. B. C., and F. Cleveland, N. Y. B. C.; judges, E. J. Shriver, N. Y. B. C., and W. J. Masterson.

RACING AND MEET NEWS AND GOSSIP.

AT CAMBRIDGE, MASS., Nov. 8.—The fall meeting of the Harvard U. C. A. took place on Holmes' Fields last Saturday. The summary is as follows:

Quarter-mile safety—H. F. Howe, Yale A. A., first; T. Barrow, H. U. C. A., second; K Brown, H. U. C. A., third. Time, 38 2-5s.

Half mile safety handicap—F. L. Olmstead, Jr., H. U. C. A., 80 yards, first; C. T. R. Bates, Harvard, 150 yards, second; R. H. Davis, Harvard, scratch, third. Time, 1m. 19 1-5s.

Two mile ordinary—C. F. Taylor, Harvard, first; Philip Davis, Harvard, second; Time, 6m. 46 3-5s.

One mile safety, for members of Interscholastic Cycling Association—C. S. Perce, Roxbury Latin school, first; T. R. Kimball, Roxbury Latin, second; J. S. Adams, Roxbury Latin, third. Time, 3m. 25 3-5s.

Half-mile safety, for Harvard novices—C. T. Keller, '94, first; R. MacAllister, '94, second; G. W. Tower, '94, third. Time, 1m. 34 3-5s.

One mile ordinary, handicap, open—O. B. Hawes, 50 yards, first; T. Barron, 75 yards, second; Philip Davis, scratch, third. Time, 2m. 56 2-5s.

AT ROCHESTER, N. Y., Nov. 4.—The handicap road race from Phelps avenue, Rochester, N. Y., to Charlotte and return resulted in a victory for Mr. C. J. Iven who started from scratch. Iven crossed the line first in 1h. 3m. 30s., the distance being 14 miles. The others up to the sixth finished as follows: W. Connolly, 4m., second; W. C. Le Messererer, 5m., third; F. Smith, 4m., fourth; F. A. Mabbett, 2m., fifth; J. Graham, 3m., sixth.

AT COLUMBIA, PA., Nov. 4.—The Columbia Wheelmen held a handicap road race on Election Day resulting as follows: Wm. Witmer, 2m., first; Jno. Lintner, 2m., second; H. Witmer, 2m., third. D. Fornwalt from scratch won the prize for the best time made, which was 27 34.—S. [Our correspondent fails to include the very important information as to the distance run.—ED.]

A NEW CUSHION TIRE.

MESSRS. BANKER & CAMPBELL CO (Limited) of No. 1786 Broadway, New York city, have applied for a patent on a "Webb" or "Cushion" tire, cuts and descriptions of which appear below:

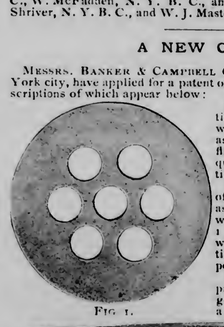


FIG 1.

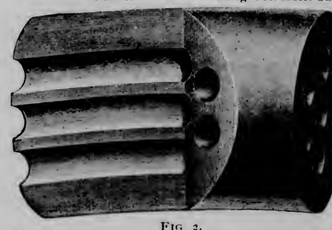


FIG 2.

Figure No. 1 represents a cross-section of the tire showing the webbing or spokes of rubber which support the outer walls of the tire, and as the holes formed by the webbing are not inflated with air it will be a matter of no consequence whatever how often or how deep the tire becomes cut.

Figure No. 2 represents a transverse section of the tire, showing the webbing and holes as they run through the tire. The tires will be made endless and in two sizes, 1 1-4 and 1 1-2 inches in diameter and will weigh about the same as 7-8 and 1 inch tires respectively and add but a very few pounds to the weight of the machine.

Ever since the "McKinley Bill" was first proposed the above firm have been busily engaged in perfecting arrangements for building a Light Roadster Safety, weighing 36 lbs., and now promise American riders American Light Safeties. They have leased a large commodious factory at Rockaway, N. J., and are now finishing up parts of machines for next season's trade, using nothing but the best weldless steel tubing and drop steel forgings throughout the entire machine and to use their words "will present the first really 'Light Roadster Safety Bicycles' built in America, which will be American in all respects and interchangeable throughout."

THE GENDRON IRON WHEEL CO.

WHILE strolling through the Mechanics Fair building at Boston, we came across an exhibit of bicycles which were entirely new to us. We refer to the exhibit of the Gendron Iron Wheel Co. of Toledo, Ohio. The exhibit embraces a line of wheels from the $40 cone bearing safety wheel up to $140 nineteen pound racing safety. They also show an excellent racing ordinary, nineteen pounds in weight, and an automatic steering ball bearing high grade wheel at $130. They also show a good ladies ball bearing wheel at $75 and $100, according to finish. The exhibit is an excellent one, and especially interesting, as we had no idea that the Gendron Co. made cycles of the grade and quality shown. We almost forgot to mention a very strong, likely looking high grade tandem that was also on exhibition. They were a mighty good looking lot of wheels, and will well repay a visit to inspect by those attending the fair.

MESSRS. H. A. LOZIER & CO. write us: "We are making extensive alterations in our Cleveland office. We have one of the largest stores in the City Hall Block. It has now been turned entirely into offices, besides we have built on a large bookkeeping and stenographic office in the rear. We have also secured adjoining basements where we will assemble sewing machines, ship bicycles and store them both. We expect both Mr. Lozier and Mr. Yost sailed on the Britannic from Liverpool yesterday. Business looks bright."

OUR old friend, A. Kennedy Child worked like a beaver to secure for the Warwick Co. the government contract for bicycles for use by the P. O. Department, and to him much credit can be given for the active part he took in the transaction.

WE call attention this week to the announcement of the St. Georges' Engineering Co. on page 75, in which they announce a large consignment of cushion tired New Rapids to Messrs. Clark Cycle Co. of Baltimore. In regard to these tires and the use of them on the New Rapid machines, the Clark Cycle Co. writes: "For any additional information you may desire, write to us. We have the machines in stock, and can fill orders promptly. We fixed the above price before the McKinley Bill was passed, and shall maintain it for the balance of this season at any rate, although there will probably be a general advance in the prices of all high grade, cushion tired machines next season."

Continued on Page 72.

NEW KODAK CAMERAS---FOR WHEELMEN.



"YOU PRESS THE BUTTON, WE DO THE REST."

(OR YOU CAN DO IT YOURSELF.)

SEVEN NEW STYLES and SIZES

ALL LOADED WITH

TRANSPARENT FILM.

☞For sale by all Photo. Stock Dealers. *Send for Catalogue.*

THE EASTMAN COMPANY, Rochester, N. Y.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street, BROOKLYN, N. Y.

HARTFORD

A Popular American Made Wheel

HARTFORD

$100.00



$100.00

HARTFORD

At a Popular Price.

HARTFORD

THE HARTFORD CYCLE CO., Manufacturers, Hartford, Conn.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - Room 27.

ABBOT BASSETT, Secretary.

OFFICERS FOR 1890—91.

PRESIDENT,

JAMES R. DUNN,

40 Wall st., Room 69, New York.

FIRST VICE PRESIDENT,

DR. W. H. EMERY,

109 Warwick street, Roxbury, Mass

SECOND VICE PRESIDENT,

GEO. R. BIDWELL,

308 W. 59th street, New York City

TREASURER,

W. M. BREWSTER.

117 No. 4th Street, Quincy, Ill.

SECRETARY,

ABBOT BASSETT,

12 Pearl Street, Boston, Mass.

Standing Committees.

Membership Committee.

Sanford Lawton.....Springfied, Mass.
George C. Pennell.....Elizabeth, N. J.
Geo. C. Arbuckle.....1062 Euclid ave., St. Louis, Mo.

Committee on Improvement of Highways.

Isaac B. Potter, Esq.....Potter Bldg., New York
Albert Mott.....203 Lenox St., Baltimore, Md.
Maj. Chas. L. Burdett.....Hartford, Conn.

Committee on Rights and Privileges.

Samuel A. Boyle, Esq.....Philadelphia, Pa.
Chas. F. Cossum, Esq.....Poughkeepsie, N. Y.
J. S. Dean, Esq.....28 State St., Boston, Mass.

Committee on Rules and Regulations.

W. A. Davis.....340 S. Leavitt St., Chicago, Ill.
Michael Furst, Esq.....16 Court St., Brooklyn, N. Y.
A. B. Richmond.....Grand Rapids, Mich

Transportation Committee.

W. M. Brewster.....117 No. 4th St., Quincy, Ill.
Amzi T. Dodd.....70 Park Place, Newark, N. J.
Burley B. Ayers, "Rookery,".....Chicago, Ill.

Racing Board.

Chas. S. Davol.....Warren, R. I.
George Collister.....147 Ontario St., Cleveland, Ohio
Robert D. Garden.....Chicago, Ill.
W. H. DeGraaf.....47 W. 14th St., New York
Geo. D. Gideon.....17 No. 7th St., Philadelphia Pa.

Hotel Committee.

George S. Atwater, 1424 Penn. Ave., Washington, D.C
H. H. Hodgson...13 Carondelet St., New Orleans, La
W. C. Marion....1255 Bedford Ave., Brooklyn, N. Y.

Ohio Division.

I have this day appointed Mr. Elmer H. Houck of Dayton, Ohio, as club Representative of the Dayton Bicycle Club in place of Dr. J. D. Brandon resigned.

Fraternally, M. A. HIGH, Chief Consul.

Cincinnati, Nov. 7, 1890.

Illinois Local Consuls for 1890 91

Downs—Jno. W. Staten.
So. Evanston—Chas. H. Hathaway.
Grayville—G. V. Charles.
Hudson—H. W. Cox.
Harrisburg—Will S. Mitchell.
Hersman—E. H. Montgomery.
Jacksonville—Irving Woods.
Jerseyville—A. W. Newton.
La Place—S. J. Cripe.
Lanark—Chas. Boyd.
Lebanon—J. F. Webb.
Lincoln—J. W. Barrett.
Lockport—G. M. Finch.
Lake View—A. M. Luce.
Lostant—Joe Hannan.
Loda—J. S. Morgan.

Fraternally, W. A. DAVIS, Chief Consul.

500—Missouri—500.

To Consuls and Members:

Our membership, thanks to the efforts of our wide-awake officers, is booming, and never before were the applications from Missouri during the bleak month of November so numerous as now. By way of comparison let us look at our membership last November. It then stood at 278; to-day it is over 430, or a gain of 55 per cent. over last years' figures. This is good work, but we can do even better if the present ratio of growth continues, and the figures 500 should be reached by January 1st, 1891. Fraternally yours,

ROBT. HOLM, C. C.

New York.

Mr. Charles B. Lockwood was on August 1 last, duly elected club Representative to the L. A. W. by the Yonkers Bicycle Club. Fraternally yours,

ALEX. R. TAYLOR, Sec.-Treas. Y. Bi. C.

Yonkers, N. Y., November 4th, 1890.

Ohio Consuls.

Chief Consul High has appointed the following local consuls for 1890-91:

Ada—Chas. S. Ashbrook.
Akron—H. D. Tolley.
Atwater—E. H. Hinman.
Auburndale—S. W. Skinner, Jr.
Aurora—L. H. Norton.
Batavia—Elmer Duckwall.
Bedford—W. C. Whitaker.
Bellaire—Dr. D. W. Boone.
Bloom Centre—J. Williard Smith.
Brooklyn Village—C. D. Andrews.
Bryan—F. W. Ingalls.
Bucyrus—J. C. Gormly.
Canton—Will G. Saxton.
Calumet—E. E. Gibson.
Cary—Harry P. Fetter.
Celina—Wm. F. Schunck.
Chagrin Falls—J. E. Shefelton.
Chillicothe—Parker G. Reed.
Cincinnati—H. Otto Barth.
College Hill—Sam M. Goodman.
Columbus—Chas. O. Woods.
Defiance—Chas. E. Slocum, M. D.
Delphos—Harry E. Cowdin.
Delta—J. H. Teeple.
Dupont—E. L. Marriott.
Eaton—F. E. Overholser.
Findlay—Chas. Van Tine.
Fostoria—D. F. Berrenger.
Franklin—Dr. H. J. Death.
Fremont—J. W. Pero.
Galion—F. A. Bowlby.
Garretsville—J. H. Norton.
Gilboa—Dr. A. C. Matthias.
Greenville—W. J. Klinger.
Hamilton—Ben. E. Geyer.
Harrison—Harry O. Campbell.
Hicksville—W. F. Horton.
Hudson—John A. Osborn.
Ivanhoe—Louis C. Cordes.
Laura—Dr. J. P. Brandon.
Lima—M. L. Johnston.
Linton—A. W. Strong.
Linwood—Arthur C. Vieth.
Lockland—J. O. Burdsall.
Louisville—Fred W. Schilling.
Lowell—A. D. Stanley.
Madisonville—Chas. P. Aston.
Marietta—F. E. Wittlig.
Mason—Pete W. Ross.
Mechanicsburg—J. P. Taylor.
Middletown—Murray Schenck.
Morristown—Charles Taggart.
New Knoxville—James Slack.
New Philadelphia—D. A. Raiff.
North Bend—O. W. Stone.
North Fairfield—D. M. Keith.
Norwalk—F. Colson
Oberlin—Charles K. Whitney.
Ottawa—Ed. Beardsley.
Oxford—Dr. C. O. Munns.
Preston—J. L. Wakefield.
Ravenna—John F. Byers.
Ripley—W. Leavitt Campbell.
Sandusky—Fred. M. Woolsey.
Scott—O. D. Goodwin.
Sidney—D. R. Orbison.
Smithfield—Dr. J. G. Parr.
Springborough—Dr. Ralph S. Michel.
Springfield—A. S. Miller.
St. Mary's—Willis Kishler.
Tiffin—Charles L. Wenner.
Tippecanoe City—L. T. Sheets.
Toledo—M. J. Merrell.
Troy—J. H. Julian.
Upper Sandusky—Sherman A. Cuneo.
Van Wert—C. E. Ferguson.
Wauseon—Fred Bollmyer.
West Middlebury—Levi M. Seaman.
Wyoming—Alph Oskamp.
Youngstown—L. H. Bannister.
Zanesville—B. V. H. Schultz.

Cut this out and paste it in your hat.

Appointments will be made for other localities as soon as the representatives in charge send in the names of candidates.

Frequent inquiries by mail have failed to elicit any response from F. L. Casselberry, Representative-at-large, of Mansfield, who has charge of District 4, or from F. D. Gadsby, Representative Richmond Ramblers, Mansfield, in charge of District 10, and it is therefore not known whether they are dead or out of the State. Any information concerning their whereabouts will be thankfully received.

Please examine this list carefully and report any errors in spelling, initials, etc., to the undersigned

WILLIAM D. KEMPTON,
Sec.-Treas. Ohio Division L. A. W.

November 8, 1890.

New League Clubs.

The following clubs have qualified as League clubs and filed the certificate required in the office of the Secretary:

302—Onondaga Cycling Club, Syracuse, N. Y. R. E. Rose, Secretary.

303—Zig Zag Bicycle Club, Buffalo, N. Y. H. D. Gates, Secretary.

Connecticut.

F. S. R. Douglass is appointed Local Consul at Oakville.

ARTHUR ALLEN DEAN,
Danielsonville, Nov. 6, 1890. Chief Consul.

Connecticut.

At a meeting of the Colt Bicycle Club, October 6th, the following were elected as club Representatives to the State Board: Aven L. Allen, A. L. Ulrich.

Respectfully yours, A. L. ULRICH, Sec.

Connecticut.

Homer L. Lee is appointed local consul at Jewett City.

ARTHUR ALLEN DEAN, Chief Consul.
Danielsonville, November 4th, 1890.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 33—Total 159—17,174.

BOSTON, Nov. 14, 1890.

CALIFORNIA DIVISION—1—522.

Unattached.

20236 Munn, F. S., 15 S. Second st., San Jose

COLORADO DIVISION—3—50.

Unattached.

20300 Manley, R. C., 1640 Curtis st., Denver
20301 Meek, David G., 1631 Larimer st., "
20302 Wood, W. S., 1640 Curtis st., "

CONNECTICUT DIVISION—29—1370.

Colt Bi. Club.

20303 Ahern, D. J., 48 Van Block st., Hartford
20304 Alger, L. J., 79 Seymour, "
20305 *Allen, Mrs. Fannie F.*, 76 Seymour, "
20306 Hanna, V. O., 48 Cedar st., "
20307 Hudson, F. G., 51 Jefferson st., "
20308 Johnson, Daniel S., 62 Jefferson st., "
20309 Johnstone, Robert, 45 Pratt st., "

Unattached.

20224 Beardsley, E. L., Gem ave., Bridgeport
20310 Fox, Jacob L., care G. Fox & Co., Hartford
20311 Fox, Moses, Box 580, "
20312 Lang, A. W., 66 State, "
20313 Pomeroy, A. H., 220 Asylum st., "
20314 Stearns, Chas. C., 126 Garden st., "
20315 Toothaker, H. G., U. S. Hotel, "
20316 Warner, W. H., Drawer 37, "
20343 Perkins, Thomas C., Box 841, "
20327 Burnham, Edmond P., East "
20318 Case, G. Burton, Canton
20319 Peck, Geo. W., Box 1393, New Haven
20268 Sherwood, Oliver T., Box 218, Southport
20320 Leavitt, J. E. C., Stratford
20321 Cranston, Allen L., Box 28, Willimantic
20322 Fernald, Hersey E., Box 507, "
20323 Palmer, Clarence C., Box 304, "
20324 Parrett, Geo. H., Box 499, "
20325 Townsend, Fred C., Box 261, "
20342 Allearn, L. L., Greenwich
20375 Bolles, George J., Box 63, Cos Cob
20376 Case, R. Sherwood, Box 64, "

DISTRICT OF COLUMBIA DIVISION—1—221.

Unattached.

20226 Fox, Edw. W., 943 Pa. ave., Washington

ILLINOIS DIVISION—8—1343.

Bloomington Bi. Club (unattached).

20237 Kays, Henry B., 414 E. Emerson st., Bloomington
20238 Ropp, Rufus R., Box 615, "

Carrollton C. C. (unattached).

20225 Eldred, Charles H., Jr., Carrollton

O. P. C. C. (unattached).

20327 Rosser, W. A., Oak Park

Unattached.

20271 Patterson, Fred E., Elmwood
20270 Bartholomew, C. A., "
20230 Weary, Arthur, Freeport
20344 Ziegler, S., care Silverman & Opper, Chicago

INDIANA DIVISION—2—268.

Unattached.

20328 Tomlinson, Lisdis, Brazil
20329 Detch, George C., Box 263, Richmond

KENTUCKY DIVISION—5—138.

Kenton Wheel Club (unattached).

20276 *Croninger, Mrs. Ed. H.*, 1611 Scott st., Covington
20277 *Hanauer, Margaret*, "

Unattached.

20330 Blauton, H. G., Walton
20345 Longden, T. E., 1236 Third st., Louisville
20346 Berry, W. T., 318 W. Breckenridge, "

MASSACHUSETTS DIVISION—8—2251.

Unattached.

20226 Rich, Willis D., 34 Hancock st., Chelsea
20240 White, Justin F., Box 178, Georgetown
20278 Claflin, Orrin W., Box 128, Hopkinton
20241 Wood, Theron T., Box 54, "
20247 Hanscom, A. J., Lower Pacific Mill, Lawrence
20377 *Emery, Ellen Rosalind*, 1 Arcadia st., Roxbury
20381 Neumerkel, Richard, Newton st., Malden
20382 Wettergreen, John C., 107 Avon, "

MINNESOTA DIVISION—2—141.

Unattached.

20331 Adley, Chas. B., 124 7th ave., So. St. Cloud
20242 Merrill, G. E., Verndale

MISSOURI DIVISION—10—444.

Mo. Bi. Club (unattached).

20347 Pratte, Sylvester A., 1540 Pine st., St. Louis

Kansas City Riding Club (unattached),

20228 Martin, P. E., 3318 Roberts st., Kansas City

Unattached.

20272 Bettis, Jas. R., 205 No. 4th, St. Louis
20243 Peters F. W., 704 Wash. ave., "
20279 Richards, John S., Clifton Heights, "
20332 Smith, Holmes, 1410 So. Ewing. ave., "
20333 Wheeler, H. G., Wash. University, "
20348 Bringhorst, Robert P., 1820 Lucas pl., "
20349 Cornwall, Richmond, 1209 Broadway, "
20350 Fry, J. H., Wash. University, "

NEW HAMPSHIRE DIVISION—1—109.

20380 Stickney, G. F., 25 W. Olive, Nashua

NEW JERSEY DIVISION—7—961.

Elizabeth Wheelmen.

20334 Williams, Herbert C., Box 218, Elizabeth
20335 Townley, D. H., 6 W. Grand, "
20336 Smith, Frank McD., 525 N. Broad, "
20337 Robinson, W. F., Cherry St. Grammar School, Elizabeth

Orange Wheelmen (unattached).

20273 Clough, F. E., 564 Main st., E. Orange

Vineland Wheelmen (unattached).

20229 Harvey, H. C., Vineland

Unattached.

20330 Myers, W. E., 127 Kearney ave., Jersey City

NEW YORK DIVISION—54—2970.

Albany Wheelmen.

0282 Bullock, C. C., Jr., 285 Lark st., Alban

20283 Patterson, Franklin, 131 Second st., Albany
20284 Utman, J., 74 State st., "
20285 Watson, Howard, 360 Broadway, "

Englewood Wheelmen.

20231 Tarleton, Louis, Box 214, New York

Onondaga C. C.

20244 Bex, Wm., care Spaulding & Co., Syracuse
20245 Bremen, F. J., 1302 Park st., "
20246 Curry, Wm. P., 802 Almond st., "
20247 Dunne, A. S., 407 Gifford st., "
20248 Emmons, E. Robert, Hendricks & Co., "
20249 Ford, L. E., 710 Montgomery, "
20250 Genzel, Wm., 91 McBride st., "
20251 Johnson, E. O., 15 Granger Block, "
20252 Miller, Andrew, 510 Prospect ave., "
20253 Phillips, C. W., 15 Granger Block, "
20254 Rose, R. E., 551 So. Clinton st., "
20255 Ruhle, Joseph F., 206 So. Salina st., "
20256 Scharoun, J. W., 1311 Park st., "
20257 Smith, Adelbert C., 335 Gifford st., "
20258 Smith, H. Perry, 405 So. Clinton, "
20259 Wilson, G. R., 325 So. Salina st., "

Q. C. W.

20260 Choate, J., Ozone Park
20261 Kay, W., "
20262 Cowlishaw, Ernest, 1268 Fulton, Brooklyn
20263 Salt, H. S., 65 Irving pl., "
20264 Spice, Henry W., Jamaica
20265 Hoyt, Mott, "
20266 Reis, Chas. L., Morris Park

Suffolk Co. Wheelmen (unattached).

20280 Smith, A. Perry, Main st., Bay Shore
20281 Wilson, Charles, "

Zig Zag Bi. Club.

20351 Baker, Al. M., 165 Tenth st., Buffalo
20352 Cannon, Frank T., 408 Connecticut st., "
20353 Dames, Frank C., 470 Niagara, "
20354 Gates, Harry D., 269 W. Ferry, "
20355 Judd, R. Edward, 503 Utica, "
20356 McConnell, Walter S., 729 W. Ferry st., "
20357 Patten, Wm. A., 116 Mariner, "
20358 Sherk, Warren G., 135 Rhode Island st., "
20359 Siegesmund, Ernest C., 99 Delaware pl., "
20360 Snyder, Geo. H., 327 Hickory st, "
20361 Souter, Ely R., 198 Spring st., "
20362 Valentine, Frank J., 363 Plymouth st., "
20363 Walther, John H., 371 Plymouth ave., "
20364 Waterbury, Samuel H., 364 14th st., "
20365 White, Wm. G., 209 Walnut st., "

Unattached.

20339 Alexander, Cecil C., 111 Pacific st., Brooklyn
20378 Schenck, Albert W., 1075 Bedford av., "
20338 Farnsworth, James M., 119 Nassau st., New York
20366 Becker, F. C. J., Jr., 220 East 81st, "
20286 Johnson, Elias M., Spuyten Duyvil
20287 Johnson, Gilbert H., "
20288 Johnson, Isaac B., "
20289 Wolfrom, Charles C., "
20290 Wolfrom, W. H., "

OHIO DIVISION—9—1151.

Athletic C. C.

20292 Senisheimer, Frank, 25 W. 3d, Cincinnati

Kenton Wheel Club (unattached).

20195 *Hunt, Miss C. Winifred*, 16 Water st., "
20296 *Hunt, Miss F. Marcia*, Art Academy, Eden Park, Cincinnati
20297 *Hunt, Miss Stella, M. D.*, Hatch and Fuller st., Cincinnati

Steubenville Cyclers.

20291 McElroy, J. O., 214 Wash. st., Steubenville

Unattached.

20294 Anderson, W. P., Jr., 75 Pike st., Cincinnati
20267 Blasi, Louis, 369 Vine st., "
20293 Tay or, R. E., 820 Broad ave., Findlay
20379 Brown, Jesse J., Box 34, Pleasant Corners

PENNSYLVANIA DIVISION—14—2069.

Keystone Bi. Club.

20367 Barr, J. P., care The Post, Pittsburg
20378 Gibson, Chas. K., 114 Wood st., "
20389 Liggett, Frank R., 71 Diamond st, "

Unattached.

20370 Bowden, Chas., 802 No. 21st st., Philadelphia
20232 Boswell, Russell Thomas, 614 No. 32d, "
20371 Christ, Edmund H., 1502 N. 52d st., "
20298 Damon, Wm. P., 319 So. 17th, "
20372 Ettinger, Jno. M., 4316 Pine st, "
20373 Finger, Carl, 1330 Buttonwood st., "
20233 Morton, Jno. F., 655 No. 44th st., "
20274 Wagner, M. W., cor. 5th and Susquehanna ave., "
20340 Rudy, C. Day, Box 424, Harrisburg
20234 Snyder, Robert J., Nazareth
20235 Wunderly, Frank, "

RHODE ISLAND DIVISION—1—562.

Unattached.

20299 Hopkins, Frederick H., S. S. B. & D. Co., Providence

TEXAS DIVISION—2—45.

Unattached.

20341 Morrison, J. M., Jr., Plainview
20374 Miller, J. W., care Alliance Mills, Sherman

WISCONSIN DIVISION—1--203

Unattached.

20275 Chamberlin, H. B., Box 19, Shullsburg

FLORIDA—1—9.

Unattached.

20269 Fitz, Hugh N. R., Jr., Picolata

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasurer, Oswald Granicher, 1580 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1424 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No. Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 607 No. Alabama street, Indianapolis.

IOWA—Chief Consul, Ackley Hubbard, Spencer. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 65, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

MAINE—Chief Consul, Howard M. Breen, 199 Franklin street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, Dr. W. H. Emery, 169 Warwick street, Roxbury. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 280, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI—Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, Frank O. Moulton, Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 40 Orchard street, Elizabeth. Secretary-Treasurer, Geo. C. Fennell, 414 South Broad street, Elizabeth.

NEW YORK—Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Chas. S. Davol, Warren. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Joseph R. Wilson, Jr., Clarksville. Secretary-Treasurer, B. A. Patch, Clarksville.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box 251, Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro'.

VIRGINIA—Chief Consul, Ira B. White, 16 Nolls court Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1891. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

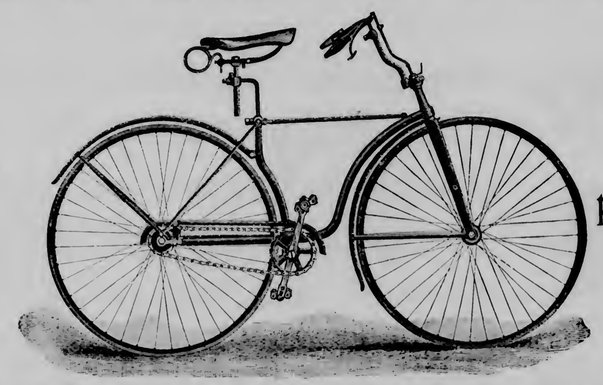
MEMBERSHIP FEE—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 April 30. Enclose $1.50 with this blank on any date between date of paper and April 1, 1891. Write plainly—Printing preferred.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margin in using this blank.*

BUILT ON HONOR.

CONSTRUCTED OF WROUGHT STEEL, AND SO GUARANTEED.

PRICE, $135.



WARWICK

PERFECTION

SAFETY.

FOR LADY OR GENTLEMAN.

Send for Catalogue.

WARWICK CYCLE MFG. CO., - Springfield, Mass.

The Celebrated Bolte Spring Fork,

Generally regarded as the most practical device of its kind, will be used on all the

Giant * Safety * Bicycles

FOR 1891,

and is but one of the many novel features which will make them, as during the past season,

THE SLICKEST SELLERS IN THE MARKET.

Dealers will do well to correspond with us at an early date. Our organization is fast assuming completion.

CATALOGUE ON APPLICATION.

H. A. LOZIER & CO., - Cleveland, Ohio.

Controlling the entire output of the LOZIER & YOST BICYCLE MFG. CO.

Continued from Page 67.

At last we present on page 55 cuts of the new No. 12 and 13 Union Spring Frame Safeties. The principle of the construction will be readily grasped by an examination of cuts. The demand for these new spring frame safeties is already being felt by the company, and large orders for the '91 season have already been booked. Take a look at page 55, and see for yourself as to how No. 12 and 13 appear.

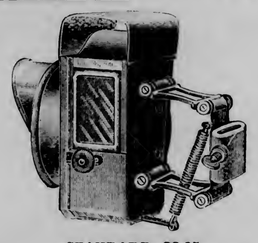
Messrs. Howard A. Smith & Co. of Newark, N. J., the foremost cycle and supply dealers in New Jersey, are now very pleasantly settled in their new building at 518 Broad street. Their large and commodious repair shop annexed has been newly fitted with the latest and most improved machinery for brazing and fitting, thus enabling them to do all classes of repairing in a most satisfactory manner. Their salesroom is a perfect gem of systematic beauty, and brings delight to the eye of every cycler. Their catalogue of supplies is among the best published, which is sent free on application, and contains the many sundries that Messrs. Howard A. Smith & Co. are fully prepared to furnish at short notice.

A correspondent from Highlandville, Mass., sends us the following items: "We have a curiosity in this district in the shape of a real live Celestial bicyclist who, contrary to the usual Chinese custom, pedals just like a white man. They all catch the infection from the boys at the Union Factory who, with scarce an exception, appreciate the wheel as a means of locomotion. There is to be a terrible massacre of steel and weldless tubing at the Union Works this winter, and the merry plunk of the drop hammers, the whiz of polishing wheels and steady hum of the machine room are certain forerunners of the large and high class business which the Co. are bent on doing in '91."

TO THE TRADE—DISCOUNTS ON APPLICATION.



MANHATTAN, $2.25.



STANDARD, $3.25.



DIAMOND, $4 50

Schoverling, Daly & Gales, 302 Broadway & 84 Duane St., *NEW YORK.*

SPECIAL ROUTE SLIPS

For New York City and Vicinity,

Compiled and issued by the Officers of the

NEW YORK BICYCLE CLUB.

Containing full and clear directions, turns, distances, hotels, neighboring points of interest, &c., for all practicable jaunts about the Metropolis. Printed on neat and durable cards, each containing a separate and complete route.

Price, 10 cents each, or three cards for 25c.

NOW READY:

Route **A**, to Kingsbridge direct and via Washington Bridge.
Route **B**, to Fordham, Morris Park, Pelham, &c.
Route **C**, to Orange, via Fort Lee.

IN PRESS:

Route to Tarrytown and 25 mile circuit from Kingsbridge.
Route to Kingsbridge via McComb's Dam, Woodlawn, &c.
Yonkers, Alpine and Englewood Circuit.
Hackensack and Englewood Circuit.
Mt. Vernon Circuit and to White Plains.
Distances in Central Park and on Riverside Drive.
☞Others to follow. Address

GEO. M. NISBETT, Capt.,
50 Wall Street, - - New York.

YOU LAP! SHE SMELLS!

Do not try to kiss your best girl after lapping nasty envelopes and stamps. *(This advice is suggested by a girl who has been there.)* Send **50 cts.** for a

PRATT CAPILLARY MOISTENER.

One filling seals and stamps 5000 letters.

C. A. PRATT, - - 97 Oliver St., Boston.

FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. For sale by all Cycle Agents. Liberal discount to the trade

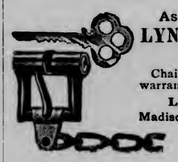
JOHN W. WILSON, Cottage City, Mass.



THE IMPROVED ADJUSTABLE
Coat Collar Spring.
Indispensable to Bicycle Riders.

Every Man and Boy should have one. They go under the collar and keep the Collar and Front of Coat in perfect shape without buttoning. Cannot blow open. Applied and removed instantly. Lasts a life-time. 2,000,000 in use. 25 cents each, or one dozen for $1, post-paid.

BULLOCK C. C. S. CO.,
rt Square, Boston, Mass.



Ask your Dealer for
LYNCH'S BICYCLE LOCK.
Chain 20 inches. Every lock warranted. **Price, $1.00.**
LYNCH MFG. CO.,
Madison, - - - Wis

C. H. EVANS & SONS.
INDIA PALE ALE
—AND—
BROWN STOUT



HUDSON, N. Y.
127 Hudson Street, New York City.

GAZELLE SAFETIES.



Having moved from Washington, D. C., to our commodious new factory, we are now prepared to fill all orders promptly. Ladies' and Gent's drop frame Gazelle, 28-inch wheels, $50. Boy's and Girl's drop frame Gazelle, 24 and 26 inch wheels, $35. Boy's straight frame Gazelle, 24-inch wheels, $32. All light, tubular steel frame machines with adjustable cone bearings. Liberal discounts to agents.

CRAWFORD & CO.,
HAGERSTOWN, - MD.





PARAGON.

Economy is Wealth.—*"Poor Richard."*

And the highest type of economy is to buy that which will do the most and last the longest, irrespective of price. The Paragon is the *cheapest* bicycle ever made, though it costs $135.

SEND FOR CATALOGUE.

STOVER BICYCLE MFG. CO., Freeport, Ill.



The Victor Wrench. A genuine triumph! By actual tests over 80 per cent. STRONGER than the strongest wrench of its class heretofore in the market. Nickel plated. Price $1.00.

Overman Wheel Co., Makers, Chicopee Falls, Mass.

The New "39" and "24" Star



NO MACHINE ON THE MARKET ITS EQUAL
Easiest Running Wheel
—AND—
Best Hill Climbing Machine Ever Produced.
We Challenge Honest Criticism.

In this Machine we have combined ALL the advantages of a low wheel and the speed of a high one.

Send for Catalogue of STAR BICYCLES.

H. B. SMITH MACHINE CO.,
Smithville, N. J



One of the handsomest pins on the market. Fine gold plate. Garnet or ruby stone setting.

ONLY $1.00 EACH,

for either watch charm or pin, and your initials and League number on back.

Send stamp for new L. A. W. Catalogue.



This size for Scarf Pins,
Only $1.00 Each.
Cuff Buttons,
$1.50 Per Pair.

JOHN HARRIOTT,
3 Winter Street, Boston.

SIDWELL & SABEN,
New England Agents For
RUDGE & QUADRANT.
Dealers In
New and Second-Hand Machines for Cash or Installment. Machines Exchanged or Sold on Commission.
Cycle Repairing In All Its Branches.

We carry a full line line of Cycle Parts and sundries,
MAKING A SPECIALTY OF RUDGE PARTS
of every description. Call and inspect stock.
OPEN EVENINGS UNTIL 9 O'CLOCK.
182 Columbus Ave., Boston, Mass.

$2.75.

I will cut a single line, steel street die, monogram or cipher, with 5 quires fine writing paper and envelopes, paper stamped in colors for $2.75; all duplicate orders filled at $1.00 less, the die to remain in my possession; will mail samples on application.

M. R. WARREN,
Stationer and Engraver,
336 WASHINGTON ST., BOSTON.
Mention this paper.

Write for Catalog and Second-hand List. Full Line of Sundries.
ST. LOUIS WHEEL CO.,
311 N. 14th St., St. Louis, Mo.



A Sample OF THE BEST **FOUNTAIN** AND **GOLD PEN IN THE WORLD,**
(Warranted for 10 Years,)
Will be sent you by return mail at One Half the Regular Price. Send for circular.
DUNLAP PEN CO., 280 Washington St. Boston, Mass.
Mention this paper.

"PERFECT" POCKET OILER.



One-half size.

For Bicycles, Guns, etc. No Leakage. Throws only small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50c. each. CUSHMAN & DENISON, 172 Ninth ave., N. Y.

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. **W. E. AUGHINBAUGH,** Baltic Building Washington, D. C.

FOR SALE OR EXCHANGE

In this Department, 15 cents a line. ☞ Cash must accompany the order. ☜

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

$20 BUYS a brand new 5-inch Gurley Compass, with Vernier. Cost $40. M. L. SMITH, Clover, S. C.

TO EXCHANGE OR SELL—1 Express Safety, full ball bearings; brand new; cost $90. And 1 56 inch Columbia; cost $100; has not been much used, and in perfect order. Will exchange both for any good Tandem Safety, or sell cheap. CHAS. E. SIMANTON, Washington, N. J.

FOR SALE—To close out—1 No. 4 Giant, Garford saddle; full ball; list $80, for $60. 1 League, English make; full ball; list $75, for $60. 1 Dandy, 24-inch; list $35, for $25. 1 National; full ball; list $90, for $63. All new. F. COLSON, Norwalk, Ohio.

WANTED—A Special Star or Springfield Roadster, with tangent spokes, and Victor loop frame trike. 31 Lyon street, New Haven, Ct.

FOR SALE CHEAP—Columbia 1890 Light Roadster Safety Bicycle; first-class condition. Address P. O. Box 2023, Ottawa, Ill.

FOR SALE—VICTOR SAFETY, 1890; in first-class condition, as good as new, $110. Address 108, care of Bicycling World, Boston, Mass.

CANOE FOR SALE—A fine cedar canoe, with mahogany deck and top streak, drop rudder, plate centre-board, 16 feet by 36 inches, air-tight tanks; a splendid boat; cost $175; no reasonable offer refused; used but little. Address J. S. DEAN, 28 State st., Boston, Mass.

FOR SALE—50-inch 1890 Eagle. $70. Bargain. F. L. GRANT, Springfield, Ill.

TAKE YOUR PICK AT A BARGAIN—1 Catford Premier; 1 Spring Frame Swift Light Roadster; 1 American Light Rambler; used as samples only. Write for terms to O. W. SWIFT, Lock Box 164, Danbury, Conn.

LADY'S AND GENT'S Columbia Safety Bicycle. Cost $135.00; will sell for $100.00; as good as new. WILSON BROS., 6 Hanover street, Boston.

WANTED 100 ORDINARY BICYCLES.

Pay cash or trade you a safety. Sell you the Gales, Crescent, Strong, League or Rival for $70, all steel balls to moving parts; guaranteed. Speedwells, while they last, for $90. Easy payments if you wish.

KNIGHT CYCLE CO.,
207 N. Tenth Street, St. Louis, Mo.



ERIE KNITTING MILL,

ERIE, PA.,

Make to order the finest line of goods for the use of wheelmen. Send for samples of fabric and price list.

SPECIAL.

All Advertisements in this Department, 30 cents a line.

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜



L. A. W. BADGES

The official design in SOLID GOLD.

Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the inferior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better for $1.50, $2.00, and $2.50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.

LAMSON'S LUGGAGE CARRIER, for *Ordinary* or *Safety* Bicycle. Convenient, durable, noiseless, cheap. 75c. and $1.00. Sold by all dealers, or mailed by the manufacturer, C. H. LAMSOM, Portland, Me.

GUNS AND BICYCLES

SOLD ON COMMISSION.

Second Hand ones Taken in Exchange FOR NEW ONES.

F. W. Aymar Arms Co., 17 Portland St., Boston, Mass

Bronco Light Roadster Safety, nearly new	$75.00
Quadrant Safety, good condition	75.00
Crescent Safety, nearly new	55.00
Swift Safety, good condition	85.00
Ivel Tandem Safety, good condition	110.00
Humber Tandem Tricycle, good condition	50.00
Buffalo Tricycle, for Lady or Gent, nearly new.	25.00

Will take other machines in exchange for the above. Catalogue and Second-Hand List free. Address

WHITE CYCLE CO., Trenton, N. J.

A $4 FOUNTAIN PEN For $2.

M. R. WARREN,
336 Washington Street, BOSTON.
Mention this paper.

ELWELL BICYCLE TOURS.

BERMUDA—Jan. 29—Feb. 14.
EUROPE—June, July, August.
Circulars now ready.
F. A. ELWELL, 152 Pearl Sreet, Portland, Me.



518 BROAD STREET, NEWARK, N. J.

HOWARD A. SMITH & CO.'S

REMOVAL TO ENLARGED QUARTERS.

With greater facilities for handling out-of-town business, and an enlarged repair shop run by electric power for repairing, we are prepared to give our patrons prompt attention and satisfaction.

TO AGENTS.

PEDAL RUBBERS,

Square or round, assorted sizes and lengths, or furnished by the pound. Prices quoted on application.

SAFETY BUNDLE CARRIER.

Neatest, cheapest, and most durable in the market. Applied to handle-bar or mud guard. **Price $1.25**



NEWARK SPOKE GRIP

Fits any size spoke. Made from drop steel forgings. Nickeled.
Price 50 cents.



GRAPHITE.

A perfect lubricator. Is ahead of anything of the kind in the market for cycle chains and ball bearings. **Price 25 cts.**

THE NEWARK HORN.



After a season's use and experience in manufacturing we present them as something that will "clear the road" instantly by a sudden pressure of the rubber bulb. Are easily attached to any handle bar.

Price, No. 1, $1.25; No. 2, $1.60; No. 3, $2.25

Adhesive Tire Tape

is quickly applied and holds tightly. Thin as paper, strong as leather. **Price 20c.**

LAMPS.

Large stock of K. of R. No. 250.

EUREKA HUB.

The Diamond, with diamond cut glass front, throwing an immense light.

Mikado or Standard, a little beauty. Referee or Manhattan, a general favorite, and Youth's Pilot.

Full Line Rear Forks and Backbones for repairs.

Extraordinary facilities for repairing in all its branches. Whe ls refitted and made equal to new.

HOWARD A. SMITH & CO.,
NEWARK, N. J.

CUSHION TYRES.

THE CLARK CYCLE CO.,

BALTIMORE, MD.,

Have now a large consignment of

NEW RAPID SAFETIES,

Both No. 3 and Ladies', fitted with our Cushion Tyres, and can deliver from stock.

ST. GEORGE'S ENGINEERING CO.,

Inventors and Sole Manufacturers of the New Rapid Cycles,

BIRMINGHAM, - ENGLAND.

"Finest Quality Produced in the World."

TRADE **"CREDENDA."** MARK.

THE ✱ CREDENDA ✱ SEAMLESS

W. C. STIFF, Managing Director.

STEEL ✱ TUBE ✱ Co., ✱ Ltd.,

BIRMINGHAM,

TELEGRAMS:—"CREDENDA," BIRMINGHAM. ENGLAND.

PNEUMATIC TIRES IN STOCK.

We are now prepared to deliver at once the celebrated Pneumatic Tire "Special Irwell" Safety. Price, $150.00.

This is the wheel which created such a sensation at the L. A. W. Meet at Niagara, and was pronounced by over 400 of the leading bicyclists of America "the easiest running we ever rode." Ball bearings throughout, including pedals, fitted with the Garford saddle. Send 15 cents in stamps for a photograph.

THE SWEETING CYCLE CO.,
636 Arch St., 1404 Oxford St.,
2127 to 2145 North Broad St. PHILADELPHIA.

DOES THE TARIFF EFFECT US?

Certainly it does. So do many other things, rainy and muddy weather especially, but we're not going to sit down and wait till something else comes along which might *change* the tariff or make the sun shine. We are going to keep right on importing that little English Referee just the same, tariff or no tariff, because we know we've got the best and the public are willing to acknowledge it and pay for what they know is best. Best is always the cheapest, and you know it. Then pay $140, and get the acknowledged world's favorite machine which possesses speed, lightness, durability, reputation and satisfaction,

THE REFEREE SAFETY.

BRETZ, CURTIS & CO., Philadelphia, Pa.

ONE MILE CLUB — L. A. W. — JENS F. PEDERSEN, NEW YORK

JENS F. PEDERSEN,

.... THE ....

MEDAL Manufacturer,

HAS REMOVED from

1½ to 41 & 43 Maiden Lane,

NEW YORK.

Illustrated Catalogue, with new and revised Price List, on application.

SAVE YOUR PANTS!



OSTERGREN'S TROUSER GUARD.

(Patent Applied For.

A neat, simple, and easily adjusted device, will protect your clothes from grease, dirt and teeth. 15cts. per pair To be had of all dealers, or

A. K. & C. E. SCHAAP, - Richmond, Va.

Bicycles and Sundries.

Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee.

Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.

406, 408, 410 & 412 **Broome Street,**

NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25

Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00

Stockings. Our celebrated Linen Sole Stocking, League color.....1.00

Belts. No. X Silk, Edge's League color, white centre, Snake Buckle..... .50
No. XX Worsted Solid, League color, Snake Buckle..... .40

Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic. 5.00
No. 1, Canvas, leather trimmings. 3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,

241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia, 1032 Market St

CYCLING

FOR

Health and Pleasure.

OPINIONS.

"The best handbook on cycling ever published."—*A Practical Cycle Rider.*

"Gives all sorts of information, for experts as well as beginners."—*New York Sun.*

"It will be found an admirable guide, a reliable handbook, and of service and value to learners and experts alike."—*Boston Saturday Evening Gazette.*

"We heartily advise our wheelmen readers that they can't invest fifty cents to better advantage than in this book."—*Arkansas Democrat.*

"It was to be expected that Mr. Porter would do good work, and he has justified the expectation by crowding between the covers of his book much valuable matter, covering all branches of the sport, producing not only much original matter, but quoting liberally but judiciously from other writers."—*The Wheel.*

230 Pages, Illustrated.

50 Cents, Postpaid.

WHEELMAN COMPANY,

PUBLISHERS.

12 Pearl St., - Boston.

☞Stamps not received.

"BRONCHO,"

NOISELESS, CHAINLESS, LIGHT ROADSTER, SAFETY BICYCLE



TELEGRAM:

Dated, ATLANTA, Ga., Oct. 31.

To M. V. LIVINGSTON CYCLE MFG. CO.,
Columbus Ave., Boston, Mass.:

"BRONCHO" first prize over all competitors, Piedmont Exposition to-day. Medal. CHAS. H. FREYER.

BIRMINGHAM, Ala., Oct. 25, 1890.

M. V. LIVINGSTON CYCLE MFG. CO., Boston, Mass.:

Gentlemen—The "BRONCHO" ridden by my brother, T. E. Robertson, took second place in two track races here to-day. Would have done better, but he has never ridden the "BRONCHO" before he started in these races. The machine he rode was the one brought here by Chas. Alex. Persons. He will also ride the same machine in the races here to-morrow and next day.

Yours truly, WM. T. ROBERTSON, Washington, D. C.

BIRMINGHAM, Ala., Oct. 24, 1890.

M. V. LIVINGSTON CYCLE MFG. CO., Boston, Mass.:

Gentlemen—T. E. Robertson won the Two Mile Safety Scratch Race to-day, at the Alabama State Fair, riding a "BRONCHO" Light Roadster Safety. Yours truly,

WM. T. ROBERTSON, Washington, D. C.

N. B. **REMOVAL.** **N. B.**

On and after MONDAY, OCTOBER 13th, 1890, address

M. V. LIVINGSTON CYCLE MFG. CO.,

No. 245 COLUMBUS AVENUE,

BOSTON, MASS.,

On all matters appertaining to AGENCIES, ADVERTISING, PURCHASE OF MACHINES, REPAIRS, CATALOGUES, &c.

Wheels needing repairs must be sent to the FACTORY at WESTBORO, MASS.

Notification of Shipment with Number of Machine Must be Sent to BOSTON OFFICE.

SEND TO 245 COLUMBUS AVE., BOSTON, MASS., FOR BOOK OF TESTIMONIAL LETTERS, NOW READY FOR DISTRIBUTION.

QUIDPROQUO.

XXXIV.

One of the brightest young wheelmen who visited the rooms of *Outing*, when Quidproquo was on the staff, was Frank Dempster Sherman, the author, since become famous, of many a graceful poem. In his latest dainty volume, "Lyrics for a Lute," who that reads "Contentment," beginning "A girl to love, a pipe to smoke,"---will not wish he had inserted one stanza more, to this effect, but so much better:

A wheel to ride, a road that leads
Where field and farm are fair,
Beyond the city's loaded steeds,
Beyond all carking care;
I'll ride by woods where squirrels sit,
By ponds with pebbly chimb,—
No matter then how Time may flit,
I take no heed of Time.

One wheelman expressed the substance of the matter more tersely, however, when he wrote, "I have a Columbia and am therewith content." Every Colnmbia rider may be contented in two ways,—in one way because he can therewith experience all the reliefs and delights of cycling. and in another way because he has therewith the best combination of the best improvements in cycle construction up to date.

CUSHIONS AND TIRES.

Every rubber tire is a cushion; and in a certain way the term "cushion tires," lately used so much, is a misnomer. There is no charm in the name, except to catch the ear of the unthinking. But the thing, a round rubber tire with a concentric hole through it, or a rubber tire of any other shape, partly hollow for freer compressibility or less weight, is no novelty. except in the sense of a fad or a fashion. One season hat rims are broader, and another season they are narrower; and the dude wears the latest extreme, while the commonsense man wears a moderate mean. The Pope Mfg. Co. began to handle "cushion' tires at its factory in 1878. One of its patents on cushion tire was taken out in **1883,** another in 1888,---on special forms; but generically they are much older. They are indeed nearly as old as the practical using of India rubber. The questions of their use are complex; of what outer and inner diameters, of what kind and proportion of gum, on what kind and shape of rim, how to be held to the rim, how best to average and compensate one thing with another to conserve the effectiveness of the machine as an instrument of locomotion. In the matter of hats, when fashion says narrow rims, or wide rims, it's a matter of money and taste; but there's something more than money and taste involved in a change in cycle rims and tires.

HOLD FAST THE GOOD.

Older riders will remember how the makers used to make display ads. about "Best Siam Buffalo Horn Handles." What real difference did it make whether they were "Siam" or not, or "Buffalo" or not? At another time they advertised "Pure Para Rubber Tires." Well, that read well in some one's ad. and the rest followed; but a "Pure" rubber tire wasn't made and couldn't be used, "Para" or not. The Columbia tires had, and have still, the greatest proportion of pure rubber and the best rubber of any tires in the market. I have a piece of a rubber tire sold in the market for other and cheaper grades of machines that has so little rubber in it that it breaks when bent and scratched. The Columbia tires have been the best in quality and the best in method of construction and attachment, for all the uses of cycles, that there were in the market; and it is safe to infer that their makers will be in the front of the procession, whether it moves in a straight line or not, whether it be with solid tires, or "cushion" tires, or "pneumatic" tires. There has been more studying, experimenting, improving and constructing per square acre on and about their premises, particularly since last March, than there has been anywhere else in this country.

COLUMBIA CYCLES

WITH OR WITHOUT CUSHION TIRES

ARE THE BEST



1890.

$135.

1890 Columbia Safeties, with Cushion Tires, $135.00.

This price is no precedent by which we will be bound for 1891.

POPE MFG. CO., Boston, Hartford, New York, Chicago, Makers.

The Bicycling World & L. A. W. Bulletin.

Devoted To The Interests Of Cycling.

Volume XXII. Number 4. BOSTON, 21 NOVEMBER, 1890 $1.00 a Year. 5 cents a copy.

WHY NOT? BECAUSE—OH!

The other day a man said to us: "Why don't you reduce the price of your machines in the fall and winter when there is but little inducement to buy?" Well, the principal reason is that we don't have to.

Owing to the character of the goods we make, and the appreciation of them which has been manifested by the "dear public," we have been able to dispose of our product promptly without resorting to "mark-down sales."

Perhaps you have noticed that the goods on which "sweeping reductions" are made, and on which prices are reduced "within the reach of all," are the goods that, for one reason or another, are not promptly "appreciated" by buyers and so need a little "sweetening" in some such way as that indicated. Goods of the highest character, in whatever line, are not handled in that way. If your product is "dead right" you can find market for it at proper prices. So with VICTORS.

OVERMAN WHEEL CO.,

BOSTON. WASHINGTON.

Office and Factory, CHICOPEE FALLS, MASS.

N. B. More Agents Wanted in Eastern Massachusetts (east of Worcester County.) Must be workers. Address

OVERMAN WHEEL CO., 188 Columbus Ave., Boston.

ATTENTION CYCLISTS.

Ale that is unsurpassed.

In order to meet the growing demand for our Bottled India Pale Ale and Brown Stout, we have greatly increased the capacity of our bottling establishment, and can now fill all orders promptly.

Arrangements have been made with druggists and other dealers in bottled ales, whereby hotels, clubs and private families can be supplied with ale and stout bottled by us.

These goods are unsurpassed by the finest imported, and are noted for their fine mellow flavor, clearness and creamy head. They gratify the taste and prompt the appetite. They are a splendid tonic and are especially recommended to athletes. Endorsed by prominent physicians and connoisseurs.

For over a century our brewings have been recognized as the standard. Protect American industries by using American ale. If your dealer does not keep it, send to us direct.

All goods bottled by us have our Trade Mark and Signature on the label.

TRY A BOTTLE AFTER A RUN.

C. H. Evans & Sons.

Brewery and bottling works at Hudson, N. Y.

New York Depot, 127 Hudson St.

U·N·I·O·N

The Anti-Vibratory features of the Union No. 12 and No. 13 wheels are bound to make them leaders for the '91 season.

PRICE, $135.00.



WEIGHT, 45 lbs.

Just what all riders have been asking for, a Practical Spring Frame.

The Union No. 12 and No. 13 Bicycles have the most selling points.

Agents will do well to secure Territory. Correspondence Solicited.

UNION CYCLE MFG. CO., - - Highlandville, Mass.

Western House, CHAS. F. STOKES MFG. CO., 293 & 295 Wabash Ave., Chicago, Ill.

"Finest Quality Produced in the World."

TRADE "CREDENDA." MARK.

THE CREDENDA SEAMLESS STEEL TUBE Co., Ltd.,

W. C. STIFF, Managing Director.

BIRMINGHAM, ENGLAND.

TELEGRAMS:—"CREDENDA," BIRMINGHAM.

PNEUMATIC TIRES IN STOCK.

We are now prepared to deliver at once the celebrated Pneumatic Tire "Special Irwell" Safety. Price, $150.00.

This is the wheel which created such a sensation at the L. A. W. Meet at Niagara, and was pronounced by over 400 of the leading bicyclists of America "the easiest running we ever rode." Ball bearings throughout, including pedals, fitted with the Garford saddle. Send 15 cents in stamps for a photograph.

THE SWEETING CYCLE CO.,

636 Arch St., 1404 Oxford St.,
2127 to 2145 North Broad St. PHILADELPHIA.

"Swift" by Name and "Swift" by Nature.



"SWIFT," Model A, 40 lbs. complete, guaranteed to carry 200 lbs

★ ★ ★

Swift Safeties will be fitted with a special patented Cushion Tyre for 1891. Simplicity and strength will be our main endeavor as heretofore. *Be wise in time,* and be sure not to select your new mount until you have seen our patent Cushion Tyre "SWIFTS" are Swift, and the outlook is that the new tyre will make them even Swifter.

★ ★ ★

COVENTRY MACHINISTS' COMPANY,

BOSTON, - - MASS.

NEW MAIL,

THE

SAFETY OF SAFETIES.



On hand at present *3* of these latest model superb safeties, slightly 2d hand, about the same as new, at $100. Each will be quickly snapped up!

Also 2 of last year's model, in splendid condition, at $65 each.

Surely send for Catalogue and List of 2d Hands.

WILLIAM READ & SONS, 107 Washington St., Boston.

+ + + ESTABLISHED 1826. + + +

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

For advertising rates address either the WHEELMAN CO., 12 Pearl Street, or NEUMANN BROS., 115 W. 19th Street, New York.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Wheelman Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

The management of this paper refuses to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 21 NOVEMBER, 1890.

THINGS are getting warmer and warmer in Buffalo, "Pendragon" wielding the pen on behalf of the A. A. U. and Mr. W. S. Jenkins on the other hand waging warfare on behalf of the L. A. W. "Pendragon" states that the open events in the A. A. U. will "end after November 20," and that while the A. A. U. will have a few open events for outsiders, "the plums will be open to Union clubs" only.

Mr. Jenkins being anxious to find out to what extent the statement of "Pendragon" was true, and by whom the "open events' were to be ended, investigated, and states that he found out from "Pendragon" himself that the city League of the A. A. U. was simply an organization in embryo, and that the authority for the statement that "open events" in the A. A. U. would be ended after November 20 emanated from "Pendragon's" own fertile brain, and all it amounted to was that after the organization of the city League of the A. A. U. was perfected, he ("Pendragon") intended to use all his influence to have it so! and yet the same "Pendragon" in answering the editorial of the *Referee* uses these words in reference to the closing of the open events: "There is not the slightest doubt of that." "Pendragon" is an oracle, a Cæsar in his way, and yet we modestly venture to prophesy that the Buffalo City League of the A. A. U. when formed will *not* take the action he asserts so positively they will. "Pendragon" is really a good fellow, a little bit off, a trifle rabid on the League question. He means well, even if he does call us pet names. He and Hillier can be put in the same glass case in the Dime Museum of the future as being examples of morbid and rabid antagonism to certain imaginary cycling ills and shortcomings. Taking an extreme view; suppose that "Pendragon's" wildest dreams are realized, and Buffalo L. A. W. members turn their backs on the League. Will the L. A. W. vanish into the air in consequence? We wot not!

WHAT arrant nonsense one does come across in the non-cycling press. Here is an example taken from an exchange, and which has been extensively copied:

"A well known Michigan man has invented a bicycle to run upon a railroad track, and claims to have a record of three miles in two minutes on a slight down grade. The bicycle is an ordinary one, except as regards the metal rim of the wheel. This, instead of being concave, is square, so that the wheels run upon the track exactly similar to the way in which a sliding door runs upon a raised metal track. Inside this square rim is placed a heavy tire of rubber to lessen concussion. The machine is lifted on the track upon which both wheels fit, with flanges overhanging either side; and, starting it in the usual way, the rider springs into place and away he goes over a road that may be said to be well nigh perfect. The wheels cannot well leave the track if ordinary care be taken by the rider, and the only danger lies in meeting a switch or frog. These are calculated to change the railroad bicycle into a flying machine."

Imagine any sane man writing such excruciating trash. "Three miles in two minutes!" but qualified by the fact that it was a bit "down grade!!"

Then what wheelman or what boy with any common sense or the slightest knowledge of the laws governing the motion of a bicycle, can be found who does not know that to run a bicycle on a single track as suggested in the article, is simply a mechanical impossibility.

We constantly run across the most amusingly outrageous and improbable statements, but for ridiculous absurdity we think this item "takes the cake," and as a curiosity we reproduce it.

THE adoption of the safety cycle by the postoffice authorities at Washington is likely to be followed by other city postoffices in sections where surfaces will admit of it. Of course in Washington, where the streets are all asphaltum, the use of the safeties is only limited by other considerations. The Washington *Star* gives as the experience at the Washington postoffice that two men on cycles can easily do the work of three men and do it much quicker. We expect and hope to see the examples of the Washington authorities extensively followed in other sections where surfaces and conditions are favorable.

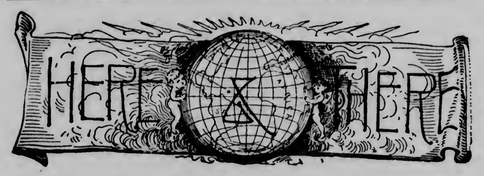
THE Racing Board is on the war path after certain suspected parties whose future tenure to amateurism depends largely on what the Board discover in its investigations. Whether these investigations will reveal merely mares' nests time will determine.

In the meantime our amateur friends will trim their sails and set their houses in order preparatory to the impending overhauling. For our part we hope every one of the "suspects" will be able to show a clean bill of health so that summary action of the Racing Board will not be necessary. On the other hand we do not wish any guilty man to escape.

THE Chicago *Herald* in speaking of the activity of the League in roads improvement matters:

"* * The wheelmen undoubtedly wish that every country road was a smooth and level boulevard, but their yearnings will have but little effect on the practical, horny-handed farmer. The latter never rides even a safety, he is not interested in the advancement of bicycling and would rather get stuck in the mud once in a while than have his team run away when scared at a bicycle."

Alas, we fear that the *Herald* has "averaged up" the majority of grangers about right. That is about as far as the average farmer looks. It is enough for him that a man who rides a cycle is active in the roads improvement question; he cannot see the vast advantage to accrue to him and to the value of his land by building and maintaining roads. He spurns the scheme because of its despised and disliked authors and supporters. Circumstances naturally narrow the mind and perceptions of our agricultural friends, but it is our mission to educate them up to a sense of the past and purblind policy and through the medium of the rural press that very thing is being done.



BOSTON NOTES.

"TONEY."

PICTURE in your mind's eye if you can one of the cosiest parlors imaginable, filled to overflowing with brawny, muscular, and youthful wheelmen of Boston and vicinity, together with a large billiard room in which the clashing of the ivories is heard ever and anon, and you can form a fair idea of the scene presented in the new quarters of the ever popular Somerville Cycle Club on the occasion of its housewarming last Thursday evening. Not only did the interior of the new and commodious building present a most bewildering scene with its fittings and decorations, but the exterior was also decorated in a manner befitting the occasion. The invitations sent out to the different clubs in the State were in most cases eagerly accepted, and the guests were entertained in that characteristic hospitable manner of this, one of the most prominent cycling organizations in Massachusetts, and in fact in New England. From the sitting room the wheelmen entered the billiard room wherin a pool and billiard tables were reserved for their uninterrupted pleasure, and a bountiful and appetizing display of edibles. In the concourse that moved from room to room were seen Capt. Keltie, Secretary Fecitt and several members of the Roxbury Club; Capt. Kehew, Mr. Spring and others of the Cambridgeport Club, who could not resist the temptation of smoking the "pipe of peace" with their opponents for the first place in Massachusetts cycledom; Capt. H. W. Robinson and Mr. Norris of the Rovers Cycle Club of Charlestown, having in tow Capt. and Prof. Carle Cubberly whom they captured at their dancing school, and many other cyclists of more or less prominence. The Roxbury men were accompanied by their mascot "George," who for being original, funny, and a musical wonder equals, if not surpasses, many humorists in some ways.

VICE CONSUL Arthur W. Robinson has secured the Republican nomination for Councilman in his ward, and although Charlestown is known to be a Democratic stronghold, his friends and supporters think they can place him in the council chamber.

THE last State election was probably a most disastrous one to wheelmen, as it resulted in the defeat of Senator Cook, known throughout the Commonwealth as the champion of the wheelman's road improvement bill.

CAPT. ROBINSON will marshal his "merry Rovers" into a dining hall in Young's Hotel on the evening of December 16 and bid them "eat, drink and be merry." As usual I am left out in the cold.

ON Thanksgiving Day the Cambridgeport Cycle Club will revive the old, yet none the less enjoyable, hare and hound chase on bicycles, which, if my memory serves me well, was introduced to Bostonians by Capt. A. D. Peck, Jr., in the earlier days of cycling. Mr. Shedd on an ordinary and Mr. Crocker on a safety will act as hares. They have been instructed to leave the club house at nine o'clock Thanksgiving Day morning and ride two hours before dropping the final scent and starting for home. They will have six minutes start on the hounds and if overtaken before throwing the final scent, will head straight for home.

THE first of the series of assemblies under the auspices of the Cambridgeport Club was held yesterday evening (Thursday) in Armory Hall, and the weekly dancing school of the Medford Club will be held in Medford this Friday evening.

NOTES BY

"HAWKSHAW."

BUFFALO, under the harping criticisms of its daily press, seems to have completely lost its head and gone A. A. U. crazy. The leaders of this stampede seem to be a few "pen pushers" on the papers there, who are seeking some extra dollars by the few more columns of rot they are thus enabled to write up, and who expect by the tempest in a tea-pot that they are engineering to be cast up to a higher public position than they could ever otherwise expect to reach. Let us look at the matter in a dispassionate manner and see what is being done there with the wheeling clubs. These advocates of the A. A. U. idea claim that the wheelmen will gain more chances for local racing, a statement difficult to understand when one reads the papers and sees that wheel clubs and their associations promote fifty races for wheelmen to every one given by the athletic associations comprising the A. A. U. Even if this was not true, what does it profit a wheel club to join the A. A. U. when any wheelmen who is an amateur can enter any event given under A. A. U. rules? Again, what is the A. A. U. going to do for wheelmen that the L. A. W. has not, what has it done for them in the past and what can it do for them in the future? Nothing, that's all. Even the A. A. U. admits that in its own constitution and by-laws when it agrees to accept all of the rulings of the L. A. W. in regard to wheelmen and to inforce them among its own members. Because a dozen members of a wheel club want to indulge in some A. A. U. cross country runs is that any reason why all of their club members must join that confederation of athletic clubs? Certainly not. I am astonished to see what I had always considered to be an intelligent lot of men led astray by a penny-a-liner on a daily paper. Who has made wheeling what it is and wheelmen the power that they are themselves, the A.A U. or the L.A.W.? Surely this can't be a difficult question to an wer. It was the L. A. W. It has defended their rights, protected their interest, gained them their concessions and made the roads and racing paths of the land open to them. It has made them respected by the public, feared by the ignorant and caused cycling to be the first and foremost sport in the land, and how do these Buffalo wheelmen propose to pay it for all of these benefits? Why by deserting it like cowards, by profiting by its labors and expenses and yet declining to share in either of them by joining another confederation of athletic clubs because it is cheaper, because it gives cross country runs and jumping matches, because some 10 cent writer in a newspaper has told them to. Stop, gentlemen of Buffalo, before it is too late. Do you want to make yourself the laughing stock of both the cycling and the athletic world, do you want to be looked upon as hybrids and renegades? If so, then go on in the way you are going, follow your new Moses into the promised land of the A. A. U. and you will most surely accomplish these ends in a very satisfactory manner, but until you have actually done so I shall not believe that there exists in any place in this country so benighted and so misled a lot of wheelmen as you would have to be to do this. My language may be deemed a trifle strong in the foregoing, if so I am glad of it, but unfortunately for the cause I am trying to champion I am unable to find any that is sufficiently strong enough to express my disgust at wh elmen such as these, and yet I really don't know but what the L. A. W. would be benefited, rather than injured, by the absence of the entire lot of them from its membership rolls.

NOT long since a gentleman, accompanied by his son, entered the New York city agency of a certain make of wheels and asked to be shown a safety for the young man's use. After looking over several, he purchased one of the latest pattern and turned to the agent to give him his name and address so that the wheel might be sent to him. Imagine his surprise when the agent said, before he had a chance to give him the information, "Shall I send it up to your address, Mr. Crimmins?" The gentleman looked somewhat surprised at finding his name and address so familliar to a stranger and asked how the knowledge had been gained and the agent replied, "How do I know you? Oh, I am not likely to forget a man I paid my share of $10 000 to become acquainted with. You were formerly a park commissioner, and as such was the strongest opponent of wheelmen being admitted there to ride, and the sum I mentioned is just about the figure we spent trying to convince you we were not so bad as you thought we were." Mr. Crimmins smiled, blushed a little and replied, "Well, young man, I guess you succeeded in convincing me, as you see by the purchase I am making now for my son. To convince me, you say, cost the wheelmen $10,000; well, you are now having your revenge, as it will cost me about $200 for this wheel and furnishings through being convinced, so we will call it quits." When you come to think it all over it was rather a strange thing that the bitterest enemy wheelmen ever had in their fight for entry into Central Park should afterwards turn out as an active encourager of cycling himself.

A FRIEND of mine relates as a fact the following story: Several years ago he was learning to ride an ordinary and was practicing on a country road. In some way or another the wheel passed out of his control and ran plump into a horse attached to a farm wagon driven by an old countryman. The frightened wheelmen went clear over the horse and landed in the road. The driver of the horse eyed him for some seconds, then with supreme contempt said, "Well, is that all you can do?" and drove on.

LOUISVILLE, KY.

"EYESEE."

THE number of wheels sold in Louisville this season exceeds by three times the number sold in any one season before. A certain dealer will shortly place on the market wheels on the instalment plan. This will no doubt increase the number of cyclers here very materially, and the clubs ought to boom.

THE Independents have five applications on file for membership to be balloted for at the next meeting. This will bring their number up to nearly forty. It is a fine body of wheelmen, and they are an honor to Louisville.

THE Louisville Cycle Club is to be congratulated on their choice of Ed Hergot for Captain. Not only a good rider (holding as he does the Championship of Louisville), he is also a clever gentlemen and very popular, and he will make the runs of the L. C. C. as successful as ever.

A CYCLERS UNION is proposed here. It will be made up irrespective of clubs, to push wheel meets, and the interest of cycling generally.

NINE of the Independents have placed on file their applications to the L. A. W. An effort is being made to send in the club as an L. A. W. club.

THE ten mile race is looked forward to with a great deal of interest. Bauer and Jefferis had a brush on last run to Middletown, and Bauer stock has advanced several points.

DETROIT.

"JUDGE."

AT last we have a ladies' bicycle club in Detroit. The ladies organized last week with Mrs. Will Hadger as President. They number eight at present. They have my best wishes for their future growth and prosperity. Much will depend on appearance. It is very painful to the eyes of a lover of the sport to see the majority of women on a wheel. She should not ride with long cranks, her knees rise till you think they will touch her chin, draw the skirt often over the shoe top, then old Mother Grundy raises her hands in holy horror and cries, "Oh! the immodest creature." All this can be alleviated by using short cranks. Dress modestly, yet attractively. Don't reach out for the handle bar like a man behind a race horse at a 2.20 clip (this applies to a good many men safety riders also). An expert like Mrs. Hadger, whose riding and appearance is graceful and pleasing, should see that the ladies in the club of which she is the head, ride well, *look well*, and the club will grow and prosper. The advice given above is gratis and believe me, ladies of the wheel club, your friend, "Judge."

WE are having the most perfect weather that could be desired, and under the warm rays of this beautiful Indian Summer, the roads are fast drying up. Sunday will see many of us on the road, we have been cooped up for weeks and weeks, and will now have a chance to work off a little superfluous steam.

CAPTAIN ZACHELMYER of the Bay City Club was in town Monday night. He wore the same jolly face, a fac-simile of which you can see in the Belle Isle group on the mantel in the club rooms.

In '91 there will be a meet;
Oh where, Oh where shall it be?
It will be in a city that none can beat;
Detroit I say unto thee.

SYRACUSE.

"SALINA."

THE WORLD is the popular paper of the Syracuse Cycling Club house and the members have wondered at the long absence of notes from here. These questions have been asked, who is the correspondent? why don't he send something? etc. These I will not try to answer, but only hope that these few notes will appear in the WORLD and satisfy the club.

LOTS of fun down for Thanksgiving Day. We all know who the best riders are, but who are the best runners? The hare and hound game will tell. The captain and his committee have a novel idea to spring on the boys in this event. Dinner in the club house, foot ball in the afternoon and theatre party in the evening.

THE Syracuse correspondent for the *Wheel* said: "We would like to see our captain on the safety next year." Also said something about the ordinary riders being "d—— f——s." Now there are more than two safeties to one ordinary in our club. But who are the ordinary riders, why the best riders of course, the old riders, the ones who always lead in the long road rides and scorches, the men who ride the most miles, the men who turn out on most club runs.

I RIDE the ordinary myself and I do not in any way run down the safety, but to hear a member of our club say that our captain ought to ride a safety makes me shiver. Captain Judd at the present time rides a 58-inch ordinary, and I for one would have much more confidence in a captain on such a wheel than on a safety, and besides imagine a captain riding a safety leading all the ordinaries! Why I would feel like running over him.

LET me make a suggestion. If next election a captain is elected who rides a safety let him also ride an ordinary when he leads the club.

CHICAGO.

"TWINKLE."

IN this Western city of Chicago there is an unmistakable disposition among the inhabitants to be "on the make." Chicagoans have a reputation for rising early and in a hurry, bolting a steak and potato, hurrying to business, hurrying through the day and hurrying back home again. They seem to do more and do it faster than in many older and wiser cities. They walk faster, talk faster, make money faster and drop it faster than in some other towns. Boys grow faster, ride bicycles ——ah me, I was going to say, faster, but the memory of the season just passed comes upon me like a pang. But, to the point; this spirit of "getting on in the world" invades every precinct until occasionally we hear of a swell club giving a bright red reception where dress suits and railroad passes were necessary in order to be passed up the steps under the canopy.

BRILLIANT equipages with rattling silver chains dash up to the steps of a marble front, and lovely girls arrayed in silk, tulle and dainty laces glide noiselessly up the carpeted stairs—of course the men are there too, but they don't count; they are only to pay bills and arrange details. Besides, they don't glide up the stairs; they only walk.

THE grand march is led by Mr. G. Pedes Proudfoot and the airy fairy Lilian. Then comes the waltz, the mazy, bewildering, intoxicating waltz, all the more bewildering if your partner can't waltz; then the Prairie Queen, the lanciers, the militaire, the polkas and other evolutions and revolutions until everybody's brain and body is in a whirl; hour's gallop wildly with the minutes, and ere they know it 'twas yesterday when they came; then the orchestra sweeps suddenly into the tune that Patti sings, and in a few moments the gay scene is left behind.

A LOUD voice calls out the numbers, carriage doors are slammed shut with a bang, awakening the drowsy and ill natured neighbors, and the dancers are whirled to their homes. Gracious, but it was gay, and the morning papers gave it space and deserving comment, but alas, for this closing statement, "The affair was a brilliant success and the Auroraborealis Cycling Club are richer to the extent of $200." Dear reader, do you smell a fault? It seems to me like dropping a sausage on a page of poems.

MAX LOESCHER of the Lincolns will spend six months of the coming year wheeling it through England and the Continent. Max is very handsome and will crush his way through the hearts of the Dutch maidens.

LOUIS DE "BIRDIE" MUNGER, official announcer of race meets, professional cyclist; the same "Birdie" who has been alternately abused and praised, the "Birdie" whose overwhelmingly familiar face greets you when you turn the first leaf of President Dunn's official hand book; yea, the "Birdie" with heart of ever kind compassion and nerve of adamantine rock, is now an indoor base ball umpire.

IT was during the visit of Laurie and others at Chicago that the news came of Jones' wonderful safety record. Laurie was telling Garden about it:

"2.20 4-5 by Jawns, quoth Laurie."
"Who?"
"Jawns!"
"Who?"
"Jawns!!"
"Spell it."
"J-o-n-e-s."

SINCE Thursday, November 13th, the family of F. E. Spooner consists of three persons. The new member is a boy, and the mother and 'appy, 'appy father are both doing well.

COLUMBUS, O.

"COLUMBUS."

THE Columbus Safety Cycling Club is preparing for a winter campaign, a committee having been appointed to devise plans for winter entertainments. Now we may be prepared for papers on cycling and cycles, and a great amount of wisdom (?) will be unloaded upon the heads of the poor devils who are having their first experience with cycling and cycling clubs.

FRANK LIND, the club photographer, will be called upon to reproduce, by magic lantern, some of the striking features of last season's runs. Heavens! what a cavity will appear in that pumpkin pie Nunnemacher foraged from farmer Brown's kitchen, and what a spectacle Goldstein will make as, with feet in air, he does the somersault act into that mud hole? Many other attractions are promised, and some right good fun is expected.

THE C. S. C. C. is prospecting for a racing track, and the suggestions from the Louisville Club in the BICYCLING WORLD met with much favor at the last meeting of the club, when the subject was discussed. A committee has the matter in charge, and is looking for an enterprising real estate man who will donate the land, rent free. Any suggestions on track building will be gladly received.

A MEETING of the resident members of the L. A. W. was held at the rooms of the C. S. C. C. last Tuesday evening for the purpose of organizing for the State meet, which will be held here next year. Lack of numbers was made up in enthusiasm, and the boys are determined to make it a "go." A guarantee fund sufficient to meet all expenses was raised, and the following officers and committees elected: President, F. B. Everett; Secretary, G. B. Topping. Chairmen of committees: Executive, F. B. Everett; Finance, K. D. Wood; Programme, C. O. Probst; Race, Geo. W. Smith; Entertainment, Wilbur T. Eldrich; Reception, T. S. Casner. This will constitute the Executive Committee, and each chairman will select committee-men to serve with him. A special committee was appointed to solicit members for the L. A. W., among the wheelmen of the city.

MISSOURI.

"LINNEUS."

THE good works that men do live after them is a trite but true saying. How about the bad? Take for instance our municipal sprinkling. The agitation on this subject was started by my good friend Hicks, and he is mainly responsible for the present condition of things, which has nearly ruined cycling in St. Louis. At no time are the streets dry enough to permit riding over them without constant danger of a fall, and as a natural consequence riders have altogether ceased in using the cycle in riding to and from their places of business. The asphaltum streets are kept so wet and slippery from the excess of water and accumulation of filth that they are almost entirely deserted by cyclists. A meeting of the club and Division officers is suggested, at which a committee shall be appointed to call on the sprinkling superintendent with a request for the abatement of the nuisance. An effort will be made to interest horsemen in the cause. This has been an off year for cycling here, and the excessive sprinkling has been the main cause of it all.

ON Thursday, Nov. 6, the lantern slide entertainment came off at the Missouri's club house, and it was a success in every way. Some really magnificent views of Gibraltar, Nice, Naples and other Mediterranean cities were shown, while Dr. Keith read a descriptive article on each, thus making the entertainment all the more enjoyable. Dancing followed, and was kept up until an early hour.

A SMOKER was given by the Cycling Club on November 8, at which the club's talented members succeeded admirably in entertaining those present with music and athletics. I am told that the membership of this club has outgrown its present quarters, and a committee will soon be appointed to look for a more commodious house.

IT was a joyous crowd of wheelmen that gathered at the Missouri's club house last Monday night to take part in the initial gymnasium class of the season. The new instructor, Chas. Gibson, put the boys through a course of calisthenics in great shape. Treasurer Hildebrand leads the class on Thursday night, and they will be continued throughout the season.

THE case of H. A. Canfield vs. P. S. & B. Donnelly comes up for trial at the December term of the Circuit Court, and Horton Pope, the newly appointed attorney of the Division, will look after his interests; $500 damages are asked for, and the outcome of the case will be watched with interest.

THE claim of O. L. Rule that he made the Manchester-to-the-Pump record in 59m. 18s. is doubted by A. M. Lewis, the former holder of the record, and Lewis stands ready, so 'tis said, to wager any reasonable amount that Rule cannot cover the time claimed (59.18). It remains to be seen what comes of Mr. Lewis' "defi"

SOME years ago a light headed cyclist, or a number of them, attempted to do some fancy riding on the big bridge that spans the river. This frightened a span of horses, and a serious accident was only averted by the prompt action of a guard. Since then a prohibitive tariff has been put on wheelmen, and as a consequence all riders who wish to run to Belleville must ride down the steep levee to the ferry. A request to reduce the tariff to the old figure was met with a stern refusal.

E. C. KLIPSTEIN, good old "Klip," is again able to be about, and was warmly greeted by his many friends during the past week.

A POOL tournament is being arranged to take place at the Missouri's club house the latter part of November. Suitable handicaps will be framed and the prizes will be costly and useful.

THE new track seems to be a certainty. It will be built in Brotherhood Park, and will be three laps to the mile. A long lease has been secured by the St. Louis Athletic Club, which will turn the property over to the St. Louis Driving Club. Chief Consul Holm has been requested to call on Manager Spink for the purpose of securing the co-operation of wheelmen in the new venture A fine grand stand is on the grounds, and it begins to look very much like a big tournament will be held next year.

A NUMBER of inquiries have reached me the past week regarding the League uniform question, and the prevailing opinion seems to be that this matter should be settled at an early date. Regarding the price of the new garments an old rider stated that he saw no reason why the uniform consisting of coat and breeches could not be laid nown anywhere in the United States for $10 or $11. G. A. R. uniforms, consisting of trousers, coat and vest, with two sets of buttons, are sold for this price, and it must be admitted that the cost to manufacture is more than it would cost to make the League garments. All members are largely in favor of advertising for bids to furnish the uniforms and to give the contract to the lowest bidder.

CHICAGO.

"WAYNE SCOTT."

THE Chicago Cycling and Lincoln Cycling Clubs of the Chcago Indoor League played the best game of indoor ball last Tuesday night that has been played in this city this season. The Chicagos won by a lucky stroke of Becker's and some very rank umpiring on the part of Announcer Munger. A triple play by Crouse, Healy and Robinson of the Lincolns and several very pretty double plays kept the crowd in a constant uproar.

SHORB of the Lincolns made a record as shortstop which would style him a champion in that position. Seven putouts, four assists and a total of seven bases to his credit. The Lincolns have as good a nine as any and will be the champions yet, the Chicagos to the contrary. A very fashionable audience witnessed the game.

TWO members of the Chicago Cycling Club indoor team have gotten themselves into a pretty mess with the midwinter league. Tobey and Anderson umpired the Farragut-Marquette game, and either because they were prejudiced or because they wanted to see just how rank umpiring could be done they stood like a pair of wooden men and declared anything and everything in favor of the Kenwoods. Several of the Farragut boys would surely have shed blood had the aforesaid wooden men stood their ground after the game instead of "fading away" as they did.

THE Oak Park Cycling Club are up and doing. Last week Friday, Nov. 7, the members gave a dance, and on Saturday evening the club gave a stag party at which fully 60 smoked at the expense of the club. Amateur and professional talent helped to entertain the boys and a supper ended a well spent evening. This club has organized a stock company of $20 000 capital and $6000 of this was subscribed at the stag party. The club has a membership of 100 and 40 lady auxiliary members.

THE Lincolns have established their life membership and preparations to build an elegant club house are moving rapidly forward.

THE grounds of the Chicago Cricket and Athletic Club at Parkside will be flooded for skating this winter, and when I think of those moonlight skating parties I wish that I had joined the club.

THE Illinois Cycling Club have provided a way for their mem-

ACROSS THE CONTINENT.

⋈ THE EAGLE ⋈

is the wheel for Touring as well as for Racing.

WHAT MR. F. E. WEAVER SAYS OF THE WHEEL THAT CARRIED HIM FROM SEA TO SEA.

NEW BEDFORD, MASS., Oct. 17, 1890.

THE EAGLE BICYCLE MFG. Co., Stamford, Conn.:

Sirs—Having lately finished my transcontinental tour, New Haven to San Francisco, I write, in justice to the wheel, and also to give you some idea as to what my 48 inch Eagle has been through and how well it stood the tremendous strain. My total mileage on the trip was 3995, New Haven to San Francisco, and the wheel's season's mileage will aggregate to 5500. This was made over probably the roughest roads ever traversed by a wheel in this country. The rough mountain roads of the Alleghanies, Rockies and Sierre being crossed in succession. As a wheel for hilly and mountainous work, I believe the Eagle has no equal; while on any road it is the equal, if not the superior, of any.

Its safety, combined with perfect simplicity and strength, make it the only wheel for long distance touring.

The position of a good rider is, contrary to some wheelmens' opinions, comfortable and easy, and then, being directly over the pedals, one can exert great power and the wheel will not slip in climbing wet or sandy grades.

Its strength was a source of constant surprise to me, it making the exceedingly rough trip without the loss of a spoke. One slight break, easily repaired at a neighboring blacksmith shop, was the sum total of repairs.

The mount by the pedal I found to be the simplest and best, scarcely any room at all required in which to accomplish it.

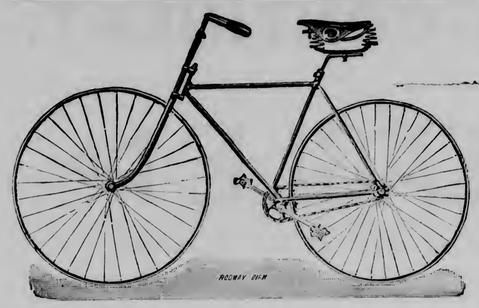
One thing which speaks for itself is, that after this test my future mount will be an Eagle, and should advise this and no other wheel for a like tour.

Yours respectfully,

F. E. WEAVER, New Haven B. C.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.



RIDERS OF ROVERS

GET TEN PRIZES

AT THE CHICAGO TOURNAMENT,

19TH AND 20TH.

IN TEN SAFETY EVENTS.

Our Diamond Frame Semi-Racers are suitable for medium weight riders on the road. Weight, all on, 35 pounds. Strips for speeding to 29 pounds. Geared to 60-inch. Hollow rims and tangent spokes. Fully guaranteed, and all parts inter-changeable. The grandest Safety in any market. Price, $135. Get our catalogue covering five styles of Rovers.

THE JOHN WILKINSON CO., Sole Importers,

269-271 State Street, - - - CHICAGO, ILL.

Sanford, Maine, Nov. 3, 1890.

GORMULLY & JEFFERY MFG. CO., Chicago:

Gentlemen—I take the liberty to address to you this unsolicited testimonial, hoping to convey, in a measure, my appreciation of the sterling features of your Standard RAMBLER. I have been a cycler for nine years, and in that time have tested many different wheels. My touring experience has been confined to New England,—eastern Maine and northern New Hampshire claiming the greater part of my attention. Two seasons in succession I have made extended tours in the White Mountains on a Standard RAMBLER, and I desire to state positively that I have yet to see the wheel that can give so complete satisfaction in that cycle-trying country. It is a steady steerer, easy runner, excellent hill-climber, splendid coaster, and the spring frame makes riding a luxury,—as much ahead of a rigid frame or a spring fork machine as a fine buggy is ahead of a lumber wagon. I never experienced solid comfort on the road until I got a RAMBLER.

Very respectfully,

CYRUS BATCHELDER,
Vice Consul Maine Division, L. A. W.

COMMENT UNNECESSARY.

bers to grow strong. Prof. C. O. Du Plessis has been engaged to give them instructions in general athletics free of charge. The members have also formed a sparring class and will take private instructions from Prof. Du Plessis.

From one of our daily papers I notice that the members of the Lincoln Cycling Club are requested to gather at Lincoln Monument Thanksgiving morning at 9.30. This has always been Spooner's pet fad to have the club (of which he was the originator) have a picture of its members, the Lincoln Cycling Club on Lincoln Monument in Lincoln park.

The Douglass Club's intentions were good, but the weather was bad and Mr. Potter will receive no "stuck in the mud" pictures from them. Last Sunday they planned a "camera run" and looked forward to securing a fine line of pictures of country roads in their present condition, but a little wet weather has delayed them. Would it not be a good idea for all clubs to set aside some Sunday when the roads are poor and have the members snap a few views of our "beautiful" Western roads while in their almost impassable condition?

The North Side wheelmen, members of the Lincoln and Lake View Cycling Clubs, have been anxiously waiting for some news of the track which some philanthropic Ravenswood people were planning in connection with athletic grounds. The facts in the case, as I have them from one who knows, are that a certain Mr. Conway, a man of fierce and pugnacious tendencies, and a member of the committee for incorporation, has for some reason got his "dander riz," and has blocked the wheels of progress by failing to attend meetings. After several futile attempts to obtain his presence at the committee meetings, the other members went ahead and signed the necessary papers for incorporation, and these papers were presented to Mr. Conway for signature, but he refused on the ground that he had not been present at the meetings. He, however, promised to attend the next meeting, and he himself set the time and place. He did not turn up however, and though several other meetings were called at times and places suggested by this prince of obstructionists, he has failed to show up. In the meantime progress is stopped, and Conway and his filthy lucre are on top.

BUFFALO NOTES.

"SETAGEC."

The joint athletic meeting of Dec. 6 at the armory will be largely attended by wheelmen and most of the events will be contested by wheelmen. Penseyres of the Press Cycling Club is counted as a sure winner of the five and ten-mile bicycle races, though Joe Kane of the Ramblers is going in for blood. Charley Griffiths of the Press Cycling Club will be referee.

The Buffalo Bicycle Club have organized two foot ball teams and will have a match game Thanksgiving Day.

Dai Lewis, who left the Buffalos last summer to join the Ramblers, is one of the candidates for captain of the latter club; with Kane, Lewis and Georger the Ramblers are sure of a good captain.

The Crescents have consolidated with the Press Cycling Club and at the next meeting over a score of applications will be acted upon. The Press Cycling Club is the only city club who are entitled to the name of "Hustlers."

The Buffalos seem to think the League good enough for them and so have not paid the $5 required to make the club an A. A. U. club. Somehow the papers may say what they will, but the Buffalo Bicycle Club is loyal still, and it looks very much as though the Buffalos, like Tennyson's brook, intends to keep on in the right way forever, unaffected by the sudden flood of a popular fad or craze.

The Wanderers and the Columbias are not making much noise, but they are just as alive as ever and have as good times as any of the clubs.

The Zig-Zags don't say much, but they are sawing wood just the same, and with the other wheelmen are putting in lots of riding this Indian summer weather and fill the evenings as full of pleasure as the Lockport scientist did the barrel with water a few days ago. Apropos. The barrel, though scheduled by science to, did not bust; neither has the Zs, although many have been so preaching ever since they proposed reorganization, which they carried out successfully with a big S.

What has become of the Physician's Bicycle Club? Have they hibernated or has some of the athletic clubs hyptonized them?

I have been following out the advice of Mr. Potter of New York and so have kept "an eye peeled" for a photo shot at a farmer's wagon stuck in the mud. It's now two months or more since I have had my cycle out for a ride, so I have had to use my winter bicycle, as I style my pony, a cross between the Scotch Highland pony and the Morgan stock. One afternoon last week I had to drive to an adjoining village—being out in the country at the time—and then return and drive to the city; the first trip was only a little over four miles and return, while the trip to the city was twice that distance, a total of sixteen miles for the whole afternoon's driving. The roads were muddy, but not as muddy as they had been; nevertheless, I substituted for my carriage a "Crackey" wagon, a vehicle variously known as a "Democrat," "Republican" "Three-spring," "Platform," "Carryall," etc., etc. The first trip was completed without anything serious besides a shortening of the spine by the continual jar and a baptism of mud, but twice the usual time was required and darkness came on before I had hardly got under way on the trip to the city. After passing the first little village I found deep mud, caused by heavy teaming, and so turned off and crossed the river a mile higher up stream, but the logging teamsters had been imbued with the same idea, and so I had an awful time over a strange road and through deep holes, including a narrow escape at the river in passing a team I met on the narrow bridge. When I reached the timber and up grade I found clay mud half way up to the hubs, and all I could see was a whitish streak ahead, being the stream of mud; here my pony could hardly get through, having to make frequent stops to rest, and here I met a party of drunken farmers driving like Jehu and yelling like Comanches. But the climax was reached with the top of the hill, where there was a chain of sink holes—a kind of mudhole said to be bottomless and containing quicksand, which gives an elasticity to the surrounding surface like that of jelly. I got over about half of the chain, when having got through the largest pair with front wheels, my rear wheels dropped into the double sink hole up to the hub and axle and then the machinery stopped. Several futile attempts were made to pull the carryall through, but every time the rear wheels dropped back in more solid. And there I was anchored, in the dark, in the rain, on a strange road far from a house, stuck in the mud. Front wheels on medium terra firma and rear wheels in la consomme. If I could only had a flash light and camera there I could have produced a picture that would have gladdened the heart of many a Mr. Potter of New York. But, alas!

"The saddest words of tongue or pen,
It might have been."

With the help of two drunken Swedes, a farmer, his wife, three small boys, a lantern and some jute rope I got started again, but the experience of the rest of the trip is too harrowing and blood-curdling to bear repetition.

Spitzmiller, champion of the Ramblers, Kane, champion of the city, Kiffel, Crooks and Clendenning, all of the Ramblers, are entered in the Armory races of Dec. 6.

Nachtrib and Vogt of the Ramblers are going West.

PENNSYLVANIA.

"ARIEL."

Mr Curtis takes up the cudgels vigorously in his own defence in the last issue of the *Spirit of the Times* and scores a point by his denial of my statement that he, as one of the board of managers of the A. A. U., had voted to continue the expenses of their amateurs. Mr. Curtis' denial is of course sufficient, but so far as the question of expenses goes my information was derived from newspaper reports of the meeting all of which, so far as I recollect, stated that the amateur expense question had not received the quietus it was expected and hoped it would. Mr. Gideon's reply, which follows, while not so long drawn out as Mr. Curtis' letter, goes straight to the point, which was that the original article in the *Spirit of the Times* certainly conveyed the impression that Taxis gave up the Washington meeting for the sake of the prizes referred to further on. I do not defend the prizes and shall have something further to say on the subject later on, but I do say that never did condemnation come with poorer grace than from one of the managers of a body whose abuse of the expense question by its amateurs has smelled to high heaven. It is as pretty an exemplification of straining at a gnat and swallowing a camel as I have ever known.

Mr Gideon's letter follows:

"Curtis' article is really very, very clever and amusing. He is a good writer and makes out the best possible case for himself, but he can not alter the fact that his article of November 1st was so written that no one could read it and get any impression from it except that Taxis staid home from the A. A. U. championship in order to "take in washing." Every paper so far commenting on it has so understood him and it is practically impossible for any one unacquainted with the facts to understand anything else; so, as in the article of November 15th, he admits that 'the dates of these two meetings were thoroughly understood at this office' the cap of

deliberate and intelligent lying seems to fit with a surprising degree of accuracy. The intention of my letter to Mr. Davol was not to excuse the style of the prizes, but to object to the unjust and unfair singling out of one rider for special condemnation. C. M. Murphy was entered for the slow race in which the "laundry bill" was awarded as prize, and he carried off to his home a lamp, a gold watch and helped carry a silver mug, while his brother carried a gun. But the guileless public is left by the first *Spirit of the Times*' article to suppose that these gentlemen were really-and-truly amateurs at Washington while Taxis was staying home pot hunting. Taxis is no more my friend, I hope, than any other racing man in my district, but any one is entitled to a defence from such attacks. Curtis makes the mistake of supposing that I claimed the overpowering honor of a personal acquaintance with him; I meant nothing of the kind. I 'know him of old' in that for the past ten years I have from time to time read articles on cycling from his pen and I cannot now recall one in which he has not made some sneer or fling at wheelmen. As to his personal attacks I can very well, I think, afford to ignore them, and if he really means 'to turn on the light' on the expense question I shall certainly do what I can to help. A very good way to begin would be for him to obtain an itemized statement from the N. Y. A. C. of the expenses of that club's bicycling team during the circuit week of August and September last.

One thing let Mr. Curtis ask himself—if, as he says, he has no antipathy to things bicycular in general and Philadelphian in particular, why it is that all wheelmen who read his paper get that impression? Why is it that with no collusion whatever between Mr. Watson of the *Press*, Mr. MacOwen of the *Athlete*, Mr. Crowther of the *Sporting Life* and the BICYCLING WORLD, they should all feel and note his injustice if there were no fire where he makes so much smoke? And the only reason that he has not more opponents among the wheelmen here is that so comparatively few riders ever see or hear of his paper. (Signed) GEO. D. GIDEON."

THE century run undertaken by the Park Avenue Wheelmen last Sunday from Harrisburg to Reading was a great and glorious success so far as wind and rain could contribute toward it. The day itself was perfect—a genuine Indian summer day, but it rained heavily all Saturday night up to the time of starting, which was set at the pleasant hour of 1 A. M., putting the roads in such horrible condition that the party were three hours in coming the nine miles from Harrisburg to Hummelstown, and instead of their being at Reading at 8 o'clock it was noon when they reached that city. Seven started from Harrisburg, but at Reading two men took the train, leaving Bunnell, Silver, Van Deusen, Simmons and Silvers to continue the trip. At Conshohocken the last-named (who by the way is a member of the Quaker City Wheelmen) broke his pedal and had to take the train, leaving the other four to finish at the club house at 10.30. Total distance, 112 miles. Century runs may have their uses, but I doubt it.

ON Saturday night the games of the First Regiment at the armory, Broad and Callowhill streets, were largely attended. There were two bicycle events, the first a mile safety handicap being won by J. C. Donnelly, C. W., 36 yards, in 3 35 2-5; F. H. Garrigues, C. W., 30 yards, second. Garrigues would in all probability have beaten Donnelly (although they both rode fine races), but he was run wide on the last lap. The two-mile ordinary handicap was won by F. Sternberg Pastime Athletic Club, who has evidently been living on a rink floor. He had 10 yards and passed all his men in 6.51 2-5; V. J. Kelly, A. C. S. N., 30 yards, being second. Seeds took a tumble, but fortunately without injury.

BROOKLYN, N. Y.

"TREB."

THE social whirl has started in and we hear nothing but that one club or another is holding a reception. How times have changed, the social side is now of an equal importance with the wheeling; in fact one could not live without the other in club life so close have they become allied. On Wednesday evening the Brooklyns held their opening stag entertainment and it was the occasion of the throwing open the newly decorated parlors, which elicited much praise from the visitors. The house was packed and a right good programme was provided, but why say more; the Brooklyns' hospitality is well known and an enjoyable time at their club house is always assured. At the Kings County's Club house the following night, Thursday, the fair sex held sway and keeping time to the lively music danced the hours away; the first portion of the evening however, was given up to a display of home talent who pleasantly entertained for some time. The neighboring trees and hot houses had been robbed of flowers and foliage to appropriately decorate the parlors. The committee beamed complacently upon all who came their way in a most satisfied manner.

THE Saturday night open-house entertainments of the Long Islands are attracting many visitors, and they will be continued throughout the winter months.

COMPANY D, of the Twenty-third Regiment, will give a set of games on Nov. 29, including a safety bicycle race. Several of our board floor men will compete. The Murphy brothers, who are entered, will make a strong bid for first and second place.

SUNDAY was a perfect day for riding and the park and boulevard was alive with the wheelmen. Several of the cushion-tired wheels have made their appearance.

NEWS AND COMMENT.

CHARLES H. SPENCER stole a Singer safety from Elmer Busbee of Taunton, Mass. He rode the machine to Boston and offered it for sale at the store of Singer & Co. in that city. He was arrested and now will have a chance to ponder over the little escapade in the Masssachusetts reformatory for a few months.

THE Belmont Wheelmen of Taunton, Mass., have lately refitted and enlarged their quarters by adding a large room for use as a pool and smoking room. The club is flourishing and visiting wheelmen are cordially invited to call and make headquarters at the Belmont Wheelmen's club rooms.

THE New Bedford (Mass.) Cycle Club will probably move into larger quarters in the Odd Fellows' building soon, provided they can secure suitable rooms for storing wheels.

WE enjoyed a short but pleasant call from Chief Consul Arthur Allen Dean of Connecticut last week.

THE members of the Wakefield (Mass.) Bicycle Club are making great preparations for their minstrel entertainment to be given at the Town Hall Friday evening, Dec. 5. Mr. H. J. Ballou of the Longwoods will assist and it is promised that the Wakefields will give the best show of the kind ever seen in that pretty suburb.

"CYCLING FOR HEALTH AND PLEASURE" is a book that every rider should have. Send 50c. to the Wheelman Co., 12 Pearl St., Boston, and procure one at once.

To our New England subscribers: The WORLD was mailed for all New England readers by Friday. The papers should have reached you on Saturday sure. Did it?

BOYS don't scorch with President McCune or you will get left every time. For a hill-climber or a coaster for that matter Mr. McCune bears the palm, but his greatest pull is on the home stretch. To see him trying to get ahead of a storm on his way home from the Reservoir is a sight.

THE following wild statement appears in the Columbus (Ga.) *Sun:* "F. M. Bell of Montgomery, Ala., is the only rider in the South, East or West who ever broke a world's record. * * " To which we would say bosh! Really when these penny-a-liners do lay themselves out to write about something they know nothing about they out-Herod Herod" with a vengeance.

"How to Get Strong" will be the subject of a lecture on Monday evening, Nov. 24, by William Blaikie, Esq., of New York, before the Boston Y. M. C. A., corner Berkeley and Boylston streets. Mr. Blaikie is one of the best authorities on the subject and is author of the well-known book entitled "How to Get Strong and How to Stay So." On this occasion Mr. Robert J. Roberts, author of the "Roberts System," will give a short address.

THE Bay State Bicycle Club of Worcester, Mass., gave an informal reception at its new headquarters on Pearl street in that city last week Wednesday. From 8 P. M. until midnight the rooms were thronged with guests. Refreshments were served. W. Windle was present and made his mark as an expert player of the harmonica. The club was the recipient of several handsome pictures, 'On the Beach" and "A Peacemaker," from the Columbia Cycle Club. Chief Consul Emery presented the club with a fine photo of the meet at a Niagara.

WE are pleased to say Charlie Measure of Highlandville, Mass., who met with an accident a short time ago, is progressing favorably.

DANIEL SHATTUCK seems to be a confirmed cycle thief. Last August he stole a cycle from Connolly of Rochester, N. Y., pawned it and skipped the town. He then went to Buffalo, appropriated a machine there and sold it to a man in Batavia, N. Y. In a rash moment he decided to visit Rochester and the police being informed of his presence pounced on him and now Shattuck is safe in the cold unsympathizing clutches of the law, and he will be provided with a nice comfortable place to board at the State's expense.

THE Albany (N. Y.) Wheelmen held high carnival at their headquarters on Lark street and Hudson avenue last week Wednesday. First the club held a business meeting and arrangements were made to form a tug of-war team and compete in the tournament of the Tibbets Corps at Troy next month. The club indorse the racing circuit scheme of Chief Consul Bull and are "in for it." Theatre parties are a feature of the social club life and card and pool tournaments help to keep up the interest in the club. After the business meeting last "the talent" turned to and furnished an excellent musical programme.

CHARLES MOSSER, son of the Rev. Henry Mosser of Reading, Pa., met with a painful accident the other day. While passing a team on his cycle his wheeel struck a rolling stone, throwing him down right under the wheels of a dray loaded with a ton and a half of bran. The wheels of the dray passed over the leg of young Mosser, smashing it most horribly.

THE Philadelphia papers are all raising a voice of warning to the hoodlum element of that city and state that they must be made to appreciate that wheelmen cannot be molested and injured by "frolicsome" (?) boys who take a delight in putting sticks in the spokes of passing wheels just to see the "dudes" take a tumble. The Philadelphia police are after those chaps sharp.

A. W. BARR of Westboro, Mass., states that illness compelled him to train it from Ogden, Utah, to San Francisco.

THE Kingston City (N. Y.) Wheelmen propose to produce a comic opera some time during the coming January. Most of the talent will be local and amateurs, while a few of the principals will be secured from the professional ranks. The proceeds of the entertainment will go towards strengthening the finances of the club.

A MR. THOS. J. WHITE of Vicksburg, Miss., writes us: "What's the matter with our L. A. W. boys that the much talked of "Mississippi Division" hasn't materialized yet. I am sure if the League members would just try a "little bit" we could muster up the necessary 25 members to form same. Here in my town we will organize a bicycle club very soon and no doubt it will be a "League one." Let every member devote some of his spare time in talking this up to the non-Leaguers and by spring we should be able to have our Division in good working order. Boys, let us hear from you."

THE Poughkeepsie (N. Y.) Bicycle Club is reputed to have as fine club quarters as can be found in the State. The club recently put in a new suit of magnificent furniture "fit for a palace of a king."

THE Elizabeth (N. J.) Wheelmen last Tuesday gave the first of their winter's entertainments. Waring, the magician, and Appel's Orchestra were the features of the first social. After the magic dancing was indulged in. The club has got a good tug-of-war team and it has been practicing hard to get in trim for the games to be given to day by the Atalanta Wheelmen of Newark.

THE Providence *Journal* thinks we are not "accurate in our facts" regarding the winter climate of Chicago being such as to prohibit out-door cycling with comfort. The writer evidently is not varied in his personal experience, or he would know that the winter climate of the great Western metropolis is quite severe enough to put a stop to cycling. The latitude of Boston and Chicago are almost indentical.

WE are told that the asphaltum deposits of Utah are coming up famously and samples of the pavement have now been laid at Denver and Kansas City which have given complete satisfaction. It is only a question of time when the pavement will be generally adopted in the West on account of its cheapness and durability. Its price is about 25 cents per square less than the imported article, and it is claimed that it stands the wear better.

AS a mark of appreciation the Union Cycle Mfg. Co.'s employes presented their genial Superintendent, George A. Burwell, with an elegant plush rocker, a beauty. Needless to say a happy time was had at the presentation.

MR. GEORGE R. BIDWELL and W. L. Savage issue invitations to be present at the opening of their new cycling and athletic building, 308 and 310 West 59th street, Thursday evening, Nov. 20, at 8.30. Would that we could have been there.

MACHINES STOLEN.

TWENTY-FIVE dollars reward will be paid and no questions asked for the return to A. G. Spalding & Bro., 108 Madison street, Chicago, or Jefferis Bros., 310 W. Main street, Louisville, Ky., of one Victor safety, No. 1,000, with Butcher cyclometer and Butler lock attached. Stolen from Union depot, Chicago, Nov. 9, 8 A. M. When lost the clip that holds hind mudguard to frame was broken and wrapped with wire.

New Rapid safety, No. 2693, Quadrant saddle spring, Brook cyclometer on front wheel, front mud guard off, "Edward S. Walton, Chicago," on a plate on backbone, brake spoon badly worn. Taken from Chalmers place Nov. 11, between 7.30 and 8 P. M. A reward will be given for information leading to the arrest of thief or recovery of wheel. Edward S. Walton, 12 Chalmer place (N. Side), Chicago, or 410 Opera House.

Lost or stolen a No. 1 Swift, No. 15,459, from H. W. Higham, bicycle dealer, 476 Pennsylvania avenue, N. W., Washington, D. C.

THE HARTFORD WHEEL CLUB'S ANNUAL.

THE annual dinner of the Hartford Wheel Club is one of the important events of the cycling year, and the dinner held last week Wednesday was a fitting one in the sequence. Truly could the diners say when cigars were reached:

"Serenely full the epicure would say,
Fate cannot harm me, I have dined to-day."

When the cigars were reached and the speeches made the frame of mind of every one of the diners was such as to enjoy what was said by Major C. L. Burcett in answer to the toast of the Connecticut Division," "Wheelmen as Men," by Rev. J. H. Watson, "The Ladies," feelingly and eloquently responded to by ex-Chief Consul Post; "Racing," by L. A. Tracy. Mr. L. F. Middlebrook gave his usual excellent contribution towards the enjoyment of the club, this time entitled "Club Melodies." The tables were set for seventy five, and the menu was fully up to the reputation of "Holenstiens."

IN CALIFORNIA.

IT is a peculiarity of cycling that the wheelman hurries over his ideal road as if it were something to be spurned with contempt, while he loiters along the sandy or rutty highway like one in the enjoyment of pleasant company and seems loath to part from its wrinkled surface.

The roads of California, as a rule, are not suited to rapid riding, but usually the beauty or grandeur of the scenery atones for the poor condition of the highway.

There are estimated to be from 600 to 800 bicyclers in San Francisco. Probably half of these never ride a wheel outside of the Golden Gate park and Presidio military reservation.

The park, with its 400 acres of rare shubbery, trees and beautiful flowers, its winding, gently undulating roads, with their smooth, hard surface of red rock, is a delightful place for a wheelman who loves to take his airing amid the crowd of pleasure seekers who perpetually throng such places. And wheelmen there are, in unlimited numbers, there being no restrictions upon bicycles, except on Saturdays and Sundays, when there are band concerts, from which bicyclers are excused.

The conservatory, the life-saving station on the beach, the seal rocks, Adolph Sutro's residence and grounds, and the ocean are the attractions in and near Golden Gate park, which wheelmen never tire of visiting, while the dozen miles of road are such as are often dreamed about but seldom realized.

The Presidio (containing about 2000 acres) presents attractions rivalling those of the park. The roads are hard and smooth, although the grades are very steep. The scenery is magnificient; the bay of San Francisco presenting an ever changing scene, and from the top of old Fort Point at the extreme end of the peninsula one gets a strikingly beautiful view of the Golden Gate, not obtainable elsewhere.

If the cycler should chance to be riding along the broad, smooth avenue surmounting the ridge lying between the garrison and the sea, at about half past nine, upon a quiet sunshiny Sunday morning, the notes of the band as it plays at guard mounting, floating softly to his ear, the panoramic view at his feet of the garrison, the sparkling water of the bay beyond, the islands, the farther shore rising in hill and peak and lost in the dim haze far away, will arouse strange fancies in his mind, and if he be a dreamer with poetry in his soul, his morning's experience will form one of the pleasant memories of life.

But the true lover of cycling, the ambitious wheelman who desires to know something of the environment of his city, is not content to view the same scenes upon every ride. There are two ways for such a wheelman to get out of San Francisco. One leads southerly through San Mateo County, a locality which abounds in interesting rides. The other is by ferry across the bay. Either route requires a ride of one or two miles over basalt pavement.

Taking one of the most frequented ferry lines, a half hour by boat and rail brings one to Oakland, a city of 50,000 inhabitants, with broad streets of smooth Macadam lined with eucalyptus, pepper or locust trees and leading past many beautiful homes with smoothly shaven green lawns dotted, perhaps, with palm or orange trees, tropical plants and bright flowers. *(To be continued.)*

FROM MR. HOPKINS OF DENVER, COL.

Editor Bicycling World: The chairman of the L. A. W Racing Board has an explanation of my conduct as to why I raced as a professional on Oct. 12. and as the case has no parallel in League history, I am informed that it will be brought before the National Assembly.

On October 12 I raced as a professional. On October 13 I received notification that I had been reinstated. On October 19 I raced as an amateur, and a few days later received notice that I had lost my amateur standing by competing in professional race on October 12, as my reinstatement occurred October 8.

I do not want the impression to prevail that I have been careless in this matter, as many of your readers might imagine by simply reading the official announcements

I raced on October 12 because I was entered in the races and had promised my friends that I would participate. I did not see fit to break my word. I did not make application for reinstatement because I thought my days of usefulness were over. While I was never a racing professional, for four years, at odd times, I gave fancy exhibitions, having resigned from the L. A. W. on December 25, 1885, as records will show. I fail to see how a professional can become an amateur until he is notified of the fact. If the board sees it in another light, let it be so.

I have done nothing that I am ashamed of, and am willing that "kind friends" should ventilate my record thoroughly. I have been a willing worker for the furtherance of cycling in this section, and expect to continue as such. Yours truly, C. C. HOPKINS.

Denver, Col., November 10, 1890.

FRATERNITY AMONG WHEELMEN.

Editor Bicycling World: It is a happy omen and certainly indicative of the highest and best results, view it as we will, when wheelmen of all grades, those who are highest and those who are lowest, meet together in social companionship and in fraternal good will. Such was the spirit manifested, and in a large degree, at the dedication of the new rooms of the Bay State Bicycle Club of Worcester last Wednesday evening, November 12. A cordial invitation was extended to the Millbury Bicycle Club, and a goodly number was present. We shall not soon forget the royal manner in which the Bay States entertained us, nor the feeling of good fellowship that was manifest. It seems to me that these "red letter" occasions are of the highest and best in our club life. Does it not produce an influence akin to "Peace on earth, good will, etc." Now that the riding season is drawing to a close, and the winter evenings are nigh at hand, brother cyclers let us all make our influence in our clubs and out of it felt for good in the communities where we dwell. We can, if we will let the people know that bicycle riders play an important part in the affairs of men. Let us dignify our noble sport and bring to it our best energies and our highest motives. WM. B. STOCKWELL,

L. A. W. 5069. Millbury, Mass.

USING THE LEAGUE FOR PERSONAL POLITICAL PURPOSES.

Editor Bicycling World: Again the L. A. W. has been made the medium of a particular political party, and this time in a most cowardly way. That it is the work of the same person who sent the last political circular to each L. A. W. member residing in this State, or one in sympathy with him, goes without saying, for their public letter was unsigned, and this above all shows that they feared worse results for their underhand action, than the mere censure they received not long ago. No person having the spirit of a man would send an anonymous circular, and I am loth to believe that such a person should be within the ranks of the L. A. W. That such a person is, however, is shown by the manner in which they endeavor to avoid punishment, and also by the fact that they must have secured the list of League members, which list must have been secured for a purpose different than that for which it was used. Of this latter assertion, I will say I speak advisedly and therefore the man or men who secured the mailing list must have secured it under false pretences, and their action was as knavish as their anonymous communication was contemptible I have been informed by the best authority that the mailing list of League members was never given for the purpose for which it was used. [We would like to know by whom?—ED]. Every League member, whether Democrat or Republican, must confess that the circular was not sent in the interest of our organization, but to advance private and personal ends. Statements were made which every old member knows were false, and you are therefore compelled to denounce the senders of that which tends to hurt us, as men (?) who interest themselves in the League for what they can make out of it. Now the question arises: "Is the L. A. W. to be made the tool for politicians? I for one joined it for its benefits and for the encouragement of wheeling, and not to be annoyed by any politician or political organization. This matter of political interference has gone far enough, and it behooves those who are in authority to at once ascertain who the guilty ones are and to take steps for their expulsion from the League; for just so sure as this affront is allowed to pass unnoticed, and those guilty not summarily dealt with, just so sure will members individually resent it. This last act is adding injury to insult, and I am but one of the many who will refuse to remain in the League if it continues to allow politicians to ply their trade and remain within its ranks.

Very respectfully, JAMES E. TAYLOR.

L. A. W. 3815.

"CYCLING FOR HEALTH AND PLEASURE" is a book that every rider should have. Send 50c. to the Wheelman Co., 12 Pearl St., Boston, and procure one.

AT HOLYOKE, MASS.—The Holyoke Bicycle Club's road race was held Friday, Nov. 14. The course was laid on the Springfield road, five miles from the South Holyoke Ferry, and return, being a handicap time race of ten miles; W. F. Kennedy time keeper and W. J Thayer referee; Dr. Taylor at the half distance. Outterson, Sackett, Marks, Gordon and Blakely were the starters. Blakely was given 2 minutes, Gordon and Marks 5 minutes, but Marks refused the handicap, and started with the scratch men. Outterson first, time 40m. 22s ; Blakely second, 42m. 29s.; Sackett third, 40m. 32s.; Mark fourth, 40m. 33s., which is considered excellent time for the latter, who never rode a wheel until this season. First prize $50 time medal, to be contested for each year, and a silver cup; second prize silk umbrella; third, bicycle pants.

LAST week Friday P. J. Berlo attempted to lower Benson's record on Corey Hill of 3 02 but he did not come nearer than 3.12. It should, however, be said that the hill was in very poor condition and a strong head wind was blowing.

A GIRL WORTH HAVING.

A FEW weeks ago I read in your paper Mr. Morehead's experience in the Plating Business, in which he cleared $167.85 in a month; but I beat that if I am a girl. I sent as he directed and got a Plater, and cleared $208 17 in one month. Can any of your readers beat this? You can get spoons, forks or jewelry to plate at every house. Send $3 to W. H. Griffith & Co., Zanesville, Ohio, and they will send you a Plater, and you can make money enough in three hours to pay for it, or address them for circulars. There is plenty of work to do in both city and country; then why should any person be poor or out of employment with such an opportunity at hand. I hope my experience will help others as much as Mr. Morehead's did me. LAURA B ——

TRADE NOTES.

H H BROWN'S Cycle grip and handles are patented affairs, and judging from the samples in whole and in section which we have before us, they are a most excellent article.



These handles are made of the purest Para rubber vulcanized over a wooden core, having either a smooth or raised ornamented surface, and both these points are covered by patents. By using the wooden cores Mr Brown is able to produce as strong a handle as if made of solid rubber, and yet much cheaper. The object of the raised surface is to prevent the hands from blistering, and afford the rider a firmer grip. We would refer our readers to page 99.

CONSTRUCTION OF THE UNION NO. 12 SAFETY.

(*For cut see page 81.*)

Thirty-inch front and rear wheels; rubber tires of the best Para gum, 3-4 inch to front, 7-8 inch to rear; hollow rims; tangent spokes 36 to front, 40 to rear, tied at crossing and attached to rim by adjustable nipple; dust proof and oil retaining ball bearings all around, adjustable for wear; diamond shaped main frame, and front fork of weldless steel tubing fitted with semi-tubular steel, non-vibratory auxiliary forks and spring to both front and rear; 10-inch ball bearing and ball retaining steering head; adjustable saddle; 28-inch tubular tapered handle bars, brought well back and adjustable for height; humber chain; adjustable cranks, keyed to axle; 5 to 6 inch throw; rear wheel adjustable plunger brake; adjustable foot rests; lantern holder; guards to both wheels and chain; tool bag, wrench, oiler, screwdriver; weight, 45 pounds; gear 54 6-11; finish, enamel with nickel tips. Can be fitted with Cushion tires when when desired.

CONSTRUCTION OF THE UNION NO. 13 SAFETY.



Twenty-eight inch front and rear wheels; rubber tires of best Para gum, 5 8 inch to front, 3 4 inch to rear; hollow rims; tangent spokes, 32 to front, 36 to rear, tied at crossing and attached to rim by adjustable nipple; dust proof and oil retaining; ball bearing all around, adjustable for wear; double loop main frame and front fork of weldless steel tubing fitted with semi-tubular steel non-vibratory auxiliary forks and springs to both front and rear; 9 inch ball bearing and ball retaining steering head; adjustable saddle; 27 inch tubular tapered handle brought well back and adjustable for height; ladies' pedals, adjustable cranks keyed to axle; 5 inch to 6 inch throw; rear wheel adjustable plunger brake; adjustable foot rests; lantern holder; guards to both wheels and chain; dress guard of ample size to rear wheel and chain; tool bag, wrench, oiler, screw driver; weight 40 pounds; gear 52 $\frac{11}{11}$; finish, enamel with nickel tips. Can be fitted with Cush on tires when desired.

EVERY dealer and manufacturer contemplating the publication of a catalogue for the coming season, should at once address P. H. Bernays of Little Rock, Ark., for an electrotype cut of the Cycle Brush Tool for use in their books This little article, since the popularity of the Safety type machine has become so great, has met with a very extensive sale, and no line of sundries is complete without it.

ANY one looking for a high grade wheel less than list price will do well to write the Coventry Machinists' Co. for their new list of shopworn and second-hand wheels. They have some "snap shots." The Coventry Machinists' Co. sell a bicycle trainer that is useful this time of the year, and will suit any safety. Write them.

THE McDaniel, Merrihew & Van Wagoner Cycle Co. is the name of a new concern which Philadelphia is to be honored with. Van is closing up his Newport business now, and they open in two or three weeks, handling Eagles, Swifts and Hickories.

THE Velocity Manufacturing Company, Chicago, has been organized to manufacture and deal in bicycles, tricycles and other motive and mechanical devices; capital stock $25,000; incorporators, Harry C. Goodrich, Charles R. Webster and Timothy F. Mullen.

THE White Cycle Company of Westboro, Mass., has just shipped a specially made full nickeled Broncho Safety to N. E. Kaufman of London, Eng., the famous trick rider. He will hereafter perform his tricks on this machine.

ONCE again we call attention of our readers to Messrs. Evans' advertisement on the inside page of front cover of this issue. The ales and porters brewed by Evans of Hudson, N. Y., are synonymous of purity and excellence. Send for their price list, or better still send for a sample case. The goods are unexcelled.

"To lick or not to lick," that is *the* question, as our friend Shakespeare would have said had he lived during the present age, and been shown one of "Pratts Capillery Moustener." And William would have promptly decided that he would *not* "lick." For further particulars see page 98. We use one in this office and find it a most excellent little device.

WE are pleased to note that the Scotch judges of the machine section at the Edinburgh International Exhibition awarded the "Diploma of Honor"—the highest award at their disposal—to the "Swift" safety of the Coventry Machinists' Co., who are generally somewhere near the front in affairs of this kind.

THE *Capital Outing* a short time ago published some severe criticisms on the clumsiness in awarding the contract for the safeties to use by the Post Office Department without advertising for bids. The *Star* publishes the following on this matter: "* * * In speaking of this to day Superintendent Bell said to a *Star* reporter: That is a mistake. The law does not require that bids shall be called for. However, we acted on the recommendation of Col. Bates, superintendent of the free delivery division in the Post Office Department, and I sent to the local agencies of all the leading wheel firms calling for bids. The lowest bid was not the one accepted, because it was on a machine that was not of the best quality and was decidedly unreliable. There were four bids that I remember, and possibly more, and the lowest bid on a high grade machine was the one accepted. The machine itself and the methods adopted in selecting it were approved by Assistant Postmaster General Whitfield."

EVERY one likes to be "toney," and there is nothing that indicates a man's or a woman's refinement more than the kind of stationery they use for correspondence. Then why use common, cheap writing paper and envelopes when you can get the "latest thing" in that line for a mere song? It's sheer nonsense!! Then please refer to page 99, and note for what a small sum "Warren" will send you the finest kind of paper stamped with a *steel die*. It is said that "a thing of beauty is a joy forever." True, but a pen that will write well is *more* joyous. Hence, a word to the wise, and also refer to another of "Warren's" advertisement on page 100. A word to the wise, etc.

THE Knight Cycle Co. of St. Louis advise us that their business this year has been very satisfactory, and that wheelmen who are looking for bargains either in new or second hand wheels can get accommodated by applying to them at 207 W. 10th street, St. Louis, Mo.

SINGER CYCLES.

15 Years in America.



WASHINGTON, D. C., Sept. 30, 1890.

MESSRS. SINGER & Co., Boston, Mass.:

Gentlemen—It gives us much pleasure to add our testimony to the superiority of the "Singer." It has given better satisfaction to our customers than any other machine we ever sold. They are all enthusiastic in its praise. Our sales are gradually increasing, because almost every purchaser brings us another. We have never yet sold a "Singer" safety that has failed to give perfect satisfaction. We are especially pleased at the promptness with which parts are furnished, never having to wait more than two or three days after ordering, whereas we are seldom able to procure parts of an American made machine in less than a week, and generally have to wait at least two. We consider the "Singer" safety superior to all others in ease of running and the durability of its tires, and equal to any other in strength, lightness and beauty of finish. Very respectfully,

F. S. CAHILL & Co.

SINGER & CO., 6 & 8 Berkeley St., Boston, Mass.

NEW KODAK CAMERAS---FOR WHEELMEN.



"YOU PRESS THE BUTTON, WE DO THE REST."

(OR YOU CAN DO IT YOURSELF.)

SEVEN NEW STYLES and SIZES

ALL LOADED WITH

TRANSPARENT FILM.

☞For sale by all Photo. Stock Dealers. *Send for Catalogue.*

THE EASTMAN COMPANY, Rochester, N. Y.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street, BROOKLYN, N. Y.

HARTFORD

A Popular American Made Wheel

$100.00



$100.00

HARTFORD

At a Popular Price.

HARTFORD

HARTFORD

THE HARTFORD CYCLE CO., Manufacturers, Hartford, Conn.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - , - Room 27

ABBOT BASSETT, Secretary.

OFFICERS FOR 1890—91.

PRESIDENT,
JAMES R. DUNN,
40 Wall st., Room 69, New York.

FIRST VICE PRESIDENT,
DR. W. H. EMERY,
109 Warwick street, Roxbury, Mass

SECOND VICE PRESIDENT,
GEO. R. BIDWELL,
308 W. 59th street, New York City

TREASURER,
W. M. BREWSTER.
117 No. 4th Street, Quincy, Ill.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committee.

Membership Committee.

Sanford Lawton.....Springfied, Mass.
George C. Pennell.....Elisabeth, N. J.
Geo. C. Arbuckle..... 1962 Euclid ave., St. Louis, Mo.

Committee on Improvement of Highways.

Isaac B. Potter, Esq.....Potter Bldg., New York
Albert Mott.....203 Lenox St., Baltimore, Md.
Maj. Chas. L. Burdett..... Hartford, Conn.

Committee on Rights and Privileges.

Clarence Hodson.....Crisfield, Md.
Chas. F. Cossum, Esq.....Poughkeepsie, N. Y.
L. S. Dean, Esq. .....28 State St., Boston, Mass.

Committee on Rules and Regulations.

W. A. Davis.....340 S. Leavitt St., Chicago, Ill.
Michael Furst, Esq.....16 Court St., Brooklyn, N. Y.
A. B. Richmond.....Grand Rapids, Mich

Transportation Committee.

W. M. Brewster.....117 No. 4th St., Quincy, Ill.
Amzi T. Dodd.....70 Park Place, Newark, N. J.
Burley B. Ayers, "Rookery,".....Chicago, Ill.

Racing Board.

Chas. S. Davol.....Warren, R. I.
George Collister.....147 Ontario St., Cleveland, Ohio
Robert D. Garden.....Chicago, Ill.
W. H. DeGraaf.....47 W. 14th St., New York.
Geo. D. Gideon.....17 No 7th St., Phiadelphia Pa

Hotel Committee.

George S. Atwater, 1424 Penn. Ave., Washington, D.C
H. H. Hodgson. .13 Carondelet St., New Orleans, La
W. C. Marion.... 1255 Bedford Ave., Brooklyn, N. Y.

Rights and Privileges.

I have this day accepted, with great regret, the resignation of Samuel A. Boyle, Esq., as Chairman of the Rights and Privileges Committee, and have appointed as his successor, Clarence Hodson, Esq., of Crisfield, Maryland. JAMES R. DUNN, President.

November 10, 1890.

Reinstatement.

By unanimous vote of the Racing Board George S. Hart of Philadelphia is reinstated as an amateur.

CHAS. S. DAVOL,
Chairman L. A. W. National Racing Board.

Warren, R. I., November 17, 1891.

California.

In my report of the meeting of Division Officers published in issue of October 24 it was stated that H. G. Stuart add R. M. Welch were elected delegates to the National Assembly. I should have sent the name of R. M. Thompson, instead of R. M. Welch. Please correct.

OSWALD GRANICHER, Sec.-Treas.

Illinois Local Consuls.

Kankakee—A. B. Holt.
Macomb—E. J. Norton.
Marseilles—Jno Lord.
Marshall—I. A. Morton.
Mason City—R. H. Abbott.
Mattoon—J. C. Mohr.
Maywood—H. F. Akin.
Mendota—M Ruggles.
Minonk—D. A. McDaniels.
Monmouth—H. C. Davies.
Morris—S. C. J. Peterson.
Morton Park—W W. Weare.
Moline—Paul A. Kellar.
Mt. Sterling—J. C. Johnson.
Middle Grove—Chas. Hoxworth.

Yours, etc., W. A. DAVIS, C. C.

November 13, 1890.

Pennsylvania.

To the Members of the Pennsylvania Division L. A. W.:

At a meeting of the Keystone Bicycle Club of Pittsburg, it was decided to send to you a circular placing the club on record as seeking the defeat of one of its oldest members, C. F. Siedell, for the office of State Representative. We, the undersigned members of the Keystone Bicycle Club, believing that this action was a breach of fraternal honor, do emphatically repudiate it and sign this for publication in the L. A. W. BULLETIN.

To the Members Pennsylvania Division L. A. W.:

The resolution as given above, we believe to be a simple act of justice to Mr. Siedell, who is an old and valued member of the club. The Protest, as published against him, was the result of misrepresentations; notably the statement that he was at the time of its promulgation a State Representative, whereas he never held that office until the election of this year, and as a member of the Nominating Committee, suggested one of the gentlemen who was an opponent in the last election, Mr. F. F. Sneathen.

No notice was given Mr. Siedell of any dissatisfaction. He was nominated without his knowledge and consent, and would cheerfully have withdrawn from the contest, had he received any intimation to the effect that it was so desired by the club, and he is even now, unable to understand the animus of the members who attempted such an uncalled for criticism.

T. B. Lee, F. E. Gaither, Baird Reed, H. B. Speer, C. A. Verned, J. A. Johnston, J. H. Gloninger, John H. Freeman, A. W. Tennant, A. B. Stephenson, E. A. Spencer.

Pittsburgh, Pa., November 1st, 1890.

Ohio Division.

Although the membership of the Ohio Division has increased from 891 on Nov. 8, 1889, to 1142 on Nov. 7, 1890, yet we have been passed by both Connecticut and Illinois.

Shall we of Ohio, whose citizens have taken front rank among the statesmen, warriors, scientists and scholars of America, be content to stand idly by and see our Division sink from fourth to sixth place in the ranks of the League of American Wheelmen? By no means.

Our State has thousands of wheelmen who are not League members. There are numerous localities with a dozen or more wheelmen and only one solitary League member, and many other places abounding in wheelmen but minus League members.

The officers, the Representatives and the Local Consuls are doing all in their power to increase the membership, for the larger our membership the more we can benefit our members, but there are many wheelmen whom they cannot influence or cannot reach. There are thousands of such who could be influenced by individual members of the rank and file if they would only do their part.

Let no one, however humble, think for a moment that he can do nothing. There are certainly some he can influence if he will but try. League members are continually travelling through the State and coming in contact with wheelmen. Let them keep this subject ever uppmost in their minds and urge non-League members to join now! and not put it off till to-morrow. Call their attention to the fact that if they join now it will only cost them $1.50. Show them the BICYCLING WORLD, and tell them that this is sent free to every member of the League.

The Secretary-Treasurer is always ready to furnish on demand a supply of tracts and application blanks, or will mail them to the address of any one not a member of the League.

If each and every member would only do whatever he can, whenever he can and wherever he can to increase the membership of the Division there is no reason why it should not exceed 2000.

Hoping soon to see a decided increase in the membership of the Ohio Division, I remain,

Fraternally, M. A. HIGH, Chief Consul.

Cincinnati, Nov. 11, 1890.

Massachusetts.

Circular No. 8.

The following additional consuls have been appointed.

Abington—Lucian W. Farrar, 84 Washington street.
Baldwinville—F. M. Barnett, Baldwinville.
Clinton—H. E. Groley, 251 Main street.
Concord—Richard F. Wood, Concord.
Dedham—H. W. Beal, over Post Office.
Deerfield—A. W. Harris, South Deerfield.
East Cambridge—Frank W. Hastings, 89 Cambridge street.
Florence—Edward A. Haven, 20 Park street.
Franklin—G. H. Willoby, Main street.
Freetown—Ralph H. Francis, Davis & Sons.
Georgetown—Justin F. White, Georgetown.
Gloucester—Seymour S. Hartwell, 113 Main street.
Greenfield—R. F. Painter, 39 Davis street.
Highlandville—Alfred Stainforth, Union Cycle Co.
Ipswich—E. N. Spinney, No. Main street.
Lawrence—Thomas S. Webb, Dyer & Co.
Lowell—Chas. F. Libby, Shaw Stocking Co.
Ludlow—A. H. Halford, opp. R. R. Station.
Malden—Wm C Dillingham, 66 Appleton street.
Marlboro—J. A. St. Louis, Commonwealth S. & T. Co.
Melrose—Otis W. Pierce, 157 W. Emerson street.
Needham—J. A. Sullivan, Kingsbury's Block.
New Bedford—P. L. Wing, 36 Purchase street.
North Easton—Frederick Porter, Main street.
Pembroke—Chas. D. Bonney, Pembroke.
Pittsfield—Clifford M. Platt, 69 North street.
Plymouth—Willard C. Butler, No. Plymouth.
Rockland—Walter N. Beal, 68 Chauncy street.
Rockport—Robert Herne, Com. Cable Co.
Salem—L. F. Murray, S. D. Sheppard & Co.
Saugus—Walter Scott, 73 Central street
Wakefield—Roy D. Jones, Melrose Highlands.
Waltham—Walter E. Latham, 90 Robbins street.
Wellesley Hills—Geo. Rantoul White, Walnut.
Westboro—Henry G. Barr, 49 South street.
Whittenton—A. H. Massey, 331 Washington street, Taunton.

Fraternally, WM. H. EMERY, Chief Consul.

500—Missouri—500.

To Consuls and Members:

I believe I advised you last week of the fact that the Missouri Division L. A. W. with its present membership of 444, is anxious to reach the 500 mark before January 1st, 1891. I repeat the statement so that you may not forget it. And the way to do it is to call on your cycling friends, show them the many advantages of membership including the free Road Book. Do you doubt what the result would be if each of you followed such a course? If you do, try it and be convinced. This week ten more applications are published, most of whom reside in St. Louis. Now let us hear from other portions of the State.

Fraternally yours, ROBT. HOLM, C. C.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 34—Total 152—17,326.

BOSTON, Nov. 21, 1890

CALIFORNIA DIVISION—2—524.

Bay City Wheelmen.

20420 Dodge, Theo. Chas., 42 Fremont st., San Francisco
20421 Newman, Geo., 114 Guerrora st., "

COLORADO DIVISION—1—51.

Unattached.

20469 McGregor, Richard C., 2841 Champa st., Denver

CONNECTICUT DIVISION—18—1388.

Elm City Bi. Club (unattached).

20474 Derby, W. J., 131 Meadow st., New Haven
20475 Chapin, Henry T., Box 24, East Haven

Norwich Wheel Club (unattached).

20479 Kenyon, C. H., Jr.' 44 Laurel Hill ave., Norwich

Stratford Wheel Club (unattached).

20481 Stagg, W. A., Box 133, Stratford

Unattached.

20470 Dunham, F. W., 377 Main, Hartford
20471 Ryan, P. J., 618 Main, "
20472 Wright, J. F., 377 Main, "
20476 Eaton, Clarence P., 24 So. Water st., New Haven
20477 Gilbert, William T., 44 Garden, "
20478 Simmons, Frank H., 127 Spring st., "
20473 Nellis, Hugh E., New Hartford
20422 Waterbury, W. S., Box 64, Greenwich
20480 Backus, D. Walter, Box J., So. Windham
20405 Barrett, Clarence R., Greenwich ave., Stamford
20406 Haight, Clarence M., 169 Main st., "
20482 Bland, Edwin M., Box 566, Willimantic
20483 Hill, DeWitt C., "
20484 Staples, R. H., Box 150, "

DISTRICT OF COLUMBIA DIVISION—6—227.

Columbia C. C.

20485 Cochran, Harry D., 1317 17th st., N. W. Washington
20486 Hodgkins, Jos., 1721 Pa. ave, N. W., "
20487 Maher, A. F., 1435 6th st, N. W., "
20488 Melson, T. K., 1501 9th st., N. W., "
20489 Sayles, Arthur U., P. O. Dep't, "
20490 Snyder, Wm. M., 500 Florida ave., "

ILLINOIS DIVISION—13—1356.

Danville C. C. (unattached).

20436 Custer, Bert M., 205 East Main, Danville

Peoria Bi. Club.

20437 Bourland, R. R., 1210 Perry st., Peoria
20438 Dechman, J. E., 422 Perry st., "
20439 Hatfield, Edw. A., 1329 S. Adams st., "
20440 Huber, Joseph E., 704 Eaton, "
20441 Larimore, W. A., 500 Second st., "
20442 Mauker, James L., 504 Perry, "
20443 Smith, Arthur G., 315 Main st., "

Jerseyville Bi. C. (unattached.)

20383 Hutchison, Cam R., L. Box 504, Jerseyville
20384 Robb, A. C., L. Box 609, "

Winnetka Wheelmen Association (unattached).

20407 Hall, Clarence Edw, Box 218, Winnetka

Quincy Ramblers (unattached).

20491 Stevenson, Fred B., 606 Broadway, Quincy

Unattached.

20444 Noisom, O. P., 934 N. 9th, Springfield

INDIANA DIVISION—2—270.

Zig Zag Bi. Club.

20492 Burford, Miles W., 700 No. Meriden, Indianapolis

Unattached.

20493 Bill, L. H., Ft. Wayne

LOUISIANA DIVISION—11—114.

Arlington Bi. Club (unattached).

20496 Hill, Jas H., 22 Carondelet, New Orleans
20497 Hill, P. M., 493 Dryades, "
20498 Terry, Augustus T., 0 Carondelet, "
20502 Voss, P. A. C., 28 St. Chas., "

La. Cycling Club, (unattached).

20491 Grice, H. E., 603 St. Chas., "
20495 Haug, A. W., 110 Gravier st., "
20501 Tichenor, Dr. G. H., 230 Canal st., "
20445 Exnicios, Jos. T., Peters ave. and Dryades, New Orleans

N. O. Bi. Club (unattached).

20499 Keaghey, A. P., 165 Wash. st., "
20500 Miller, Geo. A., Box 423, "

Unattached.

20503 Waterman, Jno. B., 240 Jackson ave., "

MARYLAND DIVISION—6—566.

Centaur C. C. (unattached).

20385 Baumgarten, Morris, 32 S. High st., Baltimore
20386 Brown, W. Stewart, 308 So. Ann st., "
20387 Salzer, E., 116 So. Fulton ave., "

Frederick Bi. Club (unattached).

20446 Grove, Bernard L., Lime Kiln

Unattached.

20423 Migraw, J. Milton, 1905 Park ave., Baltimore
20504 Schoenwetter, Carl, 12 N. Holliday, "

MASSACHUSETTS DIVISION—8—2259.

Millbury Bicycle Club (unattached).

20414 Aiken, James F., Box 567, Millbury

Unattached.

20505 Friedel, A. C., 91 Main st., No. Adams
20506 Plumb, S. H., 20 Walnut, "
20415 Barbour, Frank H., 12 Ellery st., Cambridge
20388 Sargent, Herbert L., 43 Winthrop ave., Lawrence
20408 Ham, B. W, Box 266, Lexington
20389 Taylor, Wm. C., 416 Main, Springfield
20447 Bowman, H. H., Nat'l Bank, "

MICHIGAN DIVISION—5—564.

Detroit Wheelmen.

20424 Peterson, Geo. L., 338 Warren ave., E. Detroit
20507 Chamberlin, Fred W., 510 4th ave., "

Grand Rapids Bi. Club.

20448 Irwin, Robert W., Room 126, Hermits, Grand Rapids

Unattached.

20509 Stretch, Ira, Dowagiac
20449 Redman, Chas. H., City Surveyor's Office, Grand Rapids

MINNESOTA DIVISION—8—149.

Flour City Cyclists (unattached).

20425 *Bresee, Miss Nellie*, 809 East 15. Minneapolis
20426 Choate, A. B., 435 Temple Court, "
20427 Colborn, W. T., 328 Sixth st., S. E., "
20428 DeParcq, E., 15 Western ave., "
20429 Sauer, P. J., 2011 27th ave., So., "
20430 Snow, I. R., 611 First ave., So., "
20431 Reeves, W. A., 509 Eighth ave., S. E., "

Unattached.

20390 Nelson, Chas. E., 715 Pine st., St. Paul

MISSOURI DIVISION—2—446.

Unattached.

20432 Packard, Will B., care Farmers Bank, Cameron
20508 Vogt, Wm. L., 3606 No. 9th st., St. Louis

NEBRASKA DIVISION—1—95.

Unattached.

20416 Metcalf, Horacer, Nebraska City

NEW JERSEY DIVISION—26—987.

Asbury Park Wheelmen (unattached).

20450 Atkins, Chas. A., Box 1, Asbury Park
20451 DeHart, Aug. V., Box 2012, "
20452 Henderson, Geo. M., 707 First ave., "
20453 Hoagland, G. W., "
20454 Rockafeller, Harry J., Box 875, "
20455 Ross, Milan, "
20456 Willard, Harold E., "

Business Men's Cycle Club (unattached).

20509 Armann, Carl, 252 Market, Newark
20510 Barton, Geo. C., 102 Emmet, "
20511 Chase, E. O., 35 Chestnut, "
20512 Davis, C. H., 69 Nelson Pl., "
20513 Decker, E. J., 947 Broad, "
20514 Frazer, Dr. S. H., 18 Cedar, "
20515 Hanson, F. H., 40 Nelson Pl., "
20516 Higgins, E. F., 776 Broad, "
20517 Hong, C. R., 177 Halsey st., "
20518 Hoffman, T. C., 135 Second, "
20519 Kreipers, H. L., 341 Belleville, "
20520 Richardson, W. S., 142 Second, "
20521 Sole, R. W., 215 Market, "
20522 Virous, Prof. Louis, 145 Orchard, "
20523 Whitehead, B. S., 167 Halsey, "

Unattached.

20410 Von Lengerke, Carl, 843 Broad st., "
20418 Holland, Pierce S., 234 Emory ave., Trenton
20417 Holland, Albert E., 234 Emory ave., "
20433 Thompson, Maurice R., 409 So. 8th st., Vineland

NEW YORK DIVISION—10—2980

Yonkers Bi. Club.

20457 Currie, H. W., American Ex. Co., Yonkers
20458 Feakins, Jno. R., 138 Waverly place, "
20459 Garrat, Wm. H., 110 Hawthorne ave., "
20460 Hoff, Wm. C., Pierce Music Co., "
20461 James, Howard T., 26 Irving pl., "
20462 MacDonald, Wm. S., So. Broadway, "

Unattached.

20411 Ritch, Henry Remsen, 369 West 46th st., New York
20524 Petrie, F. B., 61 Main st., Oneida
20525 Karle, William, 200 No. Water st., Rochester
20412 Bull, Clarence E., 101 Holland st., Syracuse

OHIO DIVISION—3—1154.

Dayton Bi. Club.

20526 Jones S. Rufus, 213 N. Salem ave., Dayton

Unattached.

20463 Lindsley, Henry A., 58 Clinton st., Cleveland
20434 Fogle, Harry H., Kirkwood

PENNSYLVANIA DIVISION—10—2019.

Clover Wheelmen (unattached).

20466 *Fell, Miss Marion D.*, 319 No. 16th st., Philadelphia

Century Wheelmen (unattached).

20391 Enburg, W. H., 215 Market st., "
20392 Siedenbach, S. D., 215 Market st., "

Unattached.

20413 Duffield, Frank, Eden
20467 Coles, Thomas A., Kriedersville
20393 Heishley, John, 1017 So. 11th st., Philadelphia
20419 MacCadden, Robert H., 1819 Carpenter st., Philadelphia
20464 Hamilton, Frank M., 2311 No. 3d st., "
20465 *Hamilton, Ella*, 1723 No. 8th st., "
20527 Wood, Morrison D., Wayne Junction, "

RHODE ISLAND DIVISION—1—563.

Unattached.

20528 Short, Herbert M., Box 23, Johnstown

TENNESSEE DIVISION—1—134.

Unattached.

20468 Childers, Ben, Pulaski

WEST VIRGINIA DIVISION—1—69.

Unattached.

20435 Mahlke, R. H., 74 So. Huron st., Wheeling

WISCONSIN DIVISION—16—2 9

Oshkosh Cycle Club (unattached).

20534 Smith, Frank L., 25 Elm, Oshkosh

Unattached.

20493 Reinig, W. C., 433 Main st., Fond du Lac
20397 Cohen, Sid M., 338 Broadway, Milwaukee
20394 Allen, Leighton P., M. D., 145 1-2 Main st., Oshkosh
20395 Askin, Charles F., 159 Main, "
20396 Carlson, Chas. L., 151 Main st., "
20398 Findeisen, W. P., cor. Marion and Market, Oshkosh
20399 Habig, A., Box 153, "
20400 Horn, Chas G., cor. Oregon and 8th, "
20401 Hunt, Fred W., 134 Main st., "
20402 Percey, Frank, 100 Main st., "
20529 Bailey, E. S., 294 Scott st., "
20530 Gruenewald, Wm. F., "
20531 Hall, James C., 108 Wright st., "
20532 Hurn, John M., "
20533 Lindemann, G. M., 34 Hazel st., "

NOVA SCOTIA—1—6.

Ramblers C. C. (unattached).

20404 Hillis, Frank D., 75 Veith st., Halifax

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasurer, Oswald Granicher, 15 So. First street, San Jose

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1424 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No. Penn street, Indianapolis. Secretary Treasurer, Arthur C. Newby, 607 No. Alabama street, Indianapolis.

IOWA—Chief Consul, Ackley Hubbard, Spencer. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S. Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 65, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

MAINE—Chief Consul, Howard M. Breen, 199 Franklin street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 2 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, Dr. W. H. Emery, 109 Warwick street, Roxbury. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 280, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI—Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, Frank O. Moulton, Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 40 Orchard street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK—Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Chas. S. Davol, Warren. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Joseph R. Wilson, Jr., Clarksville. Secretary-Treasurer, B. A. Patch, Clarksville.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box 281, Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro'.

VIRGINIA—Chief Consul, Ira B. White, 16 Nolls court Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1891. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

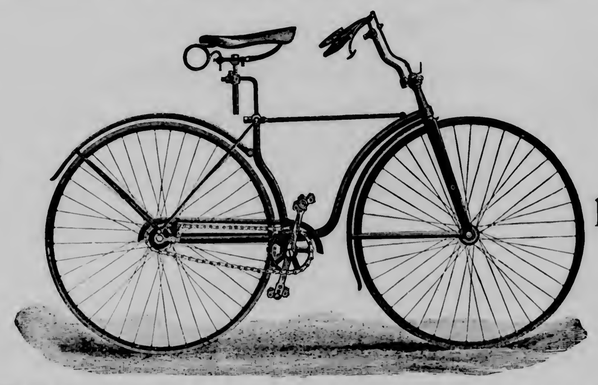
MEMBERSHIP FEE—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $1.50 with this blank on any date between date of paper and April 1, 1891. Write plainly—Printing preferred.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margin in using this blank.*

BUILT ON HONOR.

CONSTRUCTED OF WROUGHT STEEL, AND SO GUARANTEED.

PRICE, $135.



WARWICK PERFECTION SAFETY.

FOR LADY OR GENTLEMAN.

Send for Catalogue.

WARWICK CYCLE MFG. CO., - Springfield, Mass.

The Celebrated Bolte Spring Fork,

Generally regarded as the most practical device of its kind, will be used on all the

Giant * Safety * Bicycles

FOR 1891,

and is but one of the many novel features which will make them, as during the past season,

THE SLICKEST SELLERS IN THE MARKET.

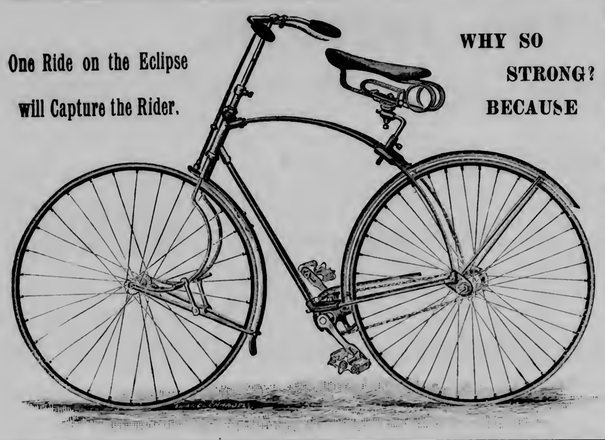
Dealers will do well to correspond with us at an early date. Our organization is fast assuming completion.

CATALOGUE ON APPLICATION.

H. A. LOZIER & CO., - Cleveland, Ohio.

Controlling the entire output of the LOZIER & YOST BICYCLE MFG. CO.

One Ride on the Eclipse will Capture the Rider.



WHY SO STRONG? BECAUSE

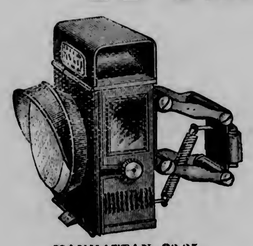
THE ECLIPSE.

It is made of Aluminum Bronze and Best of Steel. It is the king of cycles for strength. Honestly built, not only for present hard work, but for the far off future. Ball Bearing all around. Spring Fork is the Ne Plus Ultra. Saddle adjustable. Mechanism of the highest type. The Eclipse is our own invention and patented. Is here to stay. We are building for the future. Send for Catalogue. Price, $100.

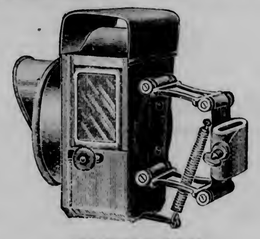
STEEL PULLEY & MACHINE WORKS,
INDIANAPOLIS, IND.

Good Agents Wanted for all Unoccupied Territory.

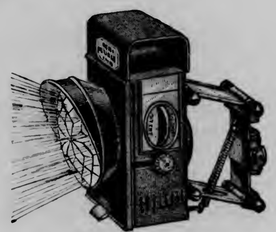
TO THE TRADE—DISCOUNTS ON APPLICATION.



MANHATTAN, $2.25.



STANDARD, $3.25.



DIAMOND, $4 50.

Schoverling, Daly & Gales, 302 Broadway & 84 Duane St., *NEW YORK.*

YOU LAP! SHE SMELLS!

Do not try to kiss your best girl after lapping nasty envelopes and stamps. *(This advice is suggested by a girl who has been there.)* Send 50 cts. for a

PRATT CAPILLARY MOISTENER.

One filling seals and stamps 5000 letters.

C. A. PRATT, - - 97 Oliver St., Boston.



One of the handsomest pins on the market. Fine gold plate. Garnet or ruby stone setting.

ONLY $1.00 EACH,

or either watch charm or pin, and your initials and League number on back.

Send stamp for new L. A. W. Catalogue.



This size for Scarf Pins,

Only $1.00 Each.

Cuff Buttons,

$1.50 Per Pair.

JOHN HARRIOTT,

3 Winter Street, Boston.

CARDS LATEST STYLES, BEST PREMIUMS, ONLY 5 CENTS. FREE. 12LB CARD CO., NEW HAVEN, CONN.

FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. For sale by all Cycle Agents. Liberal discount to the trade.

JOHN W. WILSON, Cottage City, Mass.

SAVE YOUR PANTS!



IN USE. NOT IN USE.

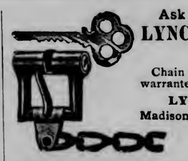
OSTERGREN'S TROUSER GUARD.

(Patent Applied For.

A neat, simple, and easily adjusted device, will protect your clothes from grease, dirt and teeth. 15cts. per pair To be had of all dealers, or

A. K. & C. E. SCHAAP, - Richmond, Va.

Bicycles and Sundries.



Ask your Dealer for LYNCH'S BICYCLE LOCK.

Chain 20 inches. Every lock warranted. Price, $1.00.

LYNCH MFG. CO.,
Madison, - - - Wis



JOHN · HARRIOTT · PRIZE MEDALS CUPS, BADGES AND PINS · 3 WINTER ST. BOSTON ·



IT WILL PAY YOU TO SEND TO

A. W. GUMP & CO., Dayton, Ohio,

FOR PRICES ON

Typewriters and Bicycles. Typewriters Rented. Bicycles, Typewriters and Guns Taken in Exchange.



REDUCED PRICES

on second-hand wheels. From now on during the winter we offer special net reduced prices on our second-hand stock; same is large and complete and you can buy almost any wheel wanted, at prices that will surprise you. Also special bargains in brand new, high-grade, job lot machines. Special bargain list free.

ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.



The Victor Wrench. A genuine triumph! By actual tests over 80 per cent STRONGER than the strongest wrench of its class heretofore in the market. Nickel plated. Price $1.00.

Overman Wheel Co., Makers, Chicopee Falls, Mass.

GAZELLE SAFETIES.



Having moved from Washington, D. C., to our commodious new factory, we are now prepared to fill all orders promptly. Ladies' and Gent's drop frame Gazelle, 28-inch wheels, $50. Boy's and Girl's drop frame Gazelle, 24 and 26-inch wheels, $35. Boy's straight frame Gazelle, 24-inch wheels, $32. All light, tubular steel frame machines with adjustable cone bearings. Liberal discounts to agents.

CRAWFORD & CO.,

HAGERSTOWN, - MD.

H. H. BROWN,

Wappingers Falls, N. Y.

Patentee and Manufacturer of

Hard Rubber Bicycle Handles and Grips

FOR CYCLE MANUFACTURERS.

$2.75.

I will cut a single line, steel street die, monogram or cipher, with 5 quires fine writing paper and envelopes, paper stamped in colors for $2.75; all duplicate orders filled at $1.00 less, the die to remain in my possession; will mail samples on application.

M. R. WARREN,

Stationer and Engraver,

336 WASHINGTON ST., BOSTON.

Mention this paper.

The New "39" and "24" Star



NO MACHINE ON THE MARKET ITS EQUAL

Easiest Running Wheel

—AND—

Best Hill Climbing Machine Ever Produced.

We Challenge Honest Criticism.

In this Machine we have combined ALL the advantages of a low wheel and the speed of a high one.

Send for Catalogue of STAR BICYCLES.

H. B. SMITH MACHINE CO.,

Smithville, N. J



A Sample OF THE BEST FOUNTAIN AND GOLD PEN IN THE WORLD,

(Warranted for 10 Years,)

Will be sent you by return mail at ONE HALF THE REGULAR PRICE. Send for circular.

DUNLAP PEN CO., 280 Washington St. Boston, Mass.

Mention this paper.

Write for Catalog and Second-hand List. Full Line of Sundries.

ST. LOUIS WHEEL CO.,
311 N. 14th St., St. Louis, Mo.

"PERFECT" POCKET OILER.



One-half size.

For Bicycles, Guns, etc. No Leakage. Throws only small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50c. each. CUSHMAN & DENISON, 172 Ninth ave., N. Y.

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. W. E. AUGHINBAUGH, Baltic Building Washington, D. C.

FOR SALE OR EXCHANGE

In this Department, 15 cents a line. Cash must accompany the order.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*

FULL NICKELED Light Rambler Safety; as good as new; used only two weeks. Cost $150.00. Price $110.00. MERRILL & GAGE, Portland, Me.,

FOR SALE—Two Express Safety Bicycles; ball bearings all around; are in first-class order, only being in use a few weeks; will sell at a bargain. Address Box 572, Sherman, Texas.

WANTED—50 Eagle and Ladies' Safety in exchange for Cigars and Holiday Goods. ZOOK, Lititz, Pa.

FOR SALE at a Sacrifice—1890 New Rapid Safety, Diamond Frame; only ridden 150 miles. Bargain for any one. Address P. O. Box 24, Ellicott City, Md.

WANTED—Travelling Salesman by an established Bicycle House. Also an office man who can assist in dictating and filling orders; bicycle riders preferred. Give age, references, experience and salary expected. Address No. 115, care Bicycling World.

FULL NICKELED 1890 pattern Eagle; 52-in.; A1, except tires somewhat cut; $100.00. MERRILL & GAGE, Portland, Me.

FOR SALE—Safeties at $65, that cost $100 to import. SAMUEL CLARK, 161 Franklin, street, Boston.

FOR SALE—Will sell these wheels to best reasonable offers; 1 full nickeled 56 Expert; balls all round; cannot be told from new. New Mail, 60-inch; balls all round; excellent order. 1 Expert 56; standard finish; balls to wheels; without brake; perfect order. 1 No. 9 Union Safety; shopworn. Price $100. Will exchange any for safeties or Eagles. WM. J. MATERN, Bloomington, Ill.

SPEAK QUICK! 1890 Eagle, 52-inch, full nickel, perfect condition, used three months; Lakin cyclometer and number of extras; all for $75, f. o. b.; $10 down, balance C. O. D. Box 523, Newton Centre, Mass.

FOR SALE—To close out—1 No. 4 Giant, Garford saddle; full ball; list $80, for $50. 1 League, English make; full ball; list $75, for $60. 1 Dandy, 24-inch; list $35, for $25. 1 National; full ball; list $90, for $63. All new. F. COLSON, Norwalk, Ohio.

FOR SALE—VICTOR SAFETY, 1890; in first-class condition, as good as new, $110. Address 108, care of Bicycling World, Boston, Mass.

CANOE FOR SALE—A fine cedar canoe, with mahogany deck and top streak, drop rudder, plate centre-board, 16 feet by 36 inches, air-tight tanks; a splendid boat; cost $175; no reasonable offer refused; used but little. Address J. S. DEAN, 28 State st., Boston, Mass.

FOR SALE—50-inch 1890 Eagle. $70. Bargain. F. L. GRANT, Springfield, Ill.

LADY'S AND GENT'S Columbia Safety Bicycle. Cost $135.00; will sell for $100.00; as good as new. WILSON BROS., 6 Hanover street, Boston.



ERIE KNITTING MILL,

ERIE, PA.,

Make to order the finest line of goods for the use of wheelmen Send for samples of fabric and price list.

SPECIAL.

All Advertisements in this Department 30 cents a line.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*



L. A. W. BADGES

The official design in SOLID GOLD.

Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the inferior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better for $1.50, $2.00, and $2.50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.

LAMSON'S LUGGAGE CARRIER, for *Ordinary* or *Safety* Bicycle. Convenient, durable, noiseless, cheap. 75c. and $1.00. Sold by all dealers, or mailed by the manufacturer, C. H. LAMSON, Portland, Me.

GUNS AND BICYCLES

SOLD ON COMMISSION.

Second Hand ones Taken in Exchange FOR NEW ONES.

F. W. Aymar Arms Co., 17 Portland St., Boston, Mass

McKINLEY PRICES SENT McGINTYWARDS!

Here's winter figures with a vengence. Sell the Gales, Strong or Crescent safeties for $75.00; new, all steel, full ball. Sell the Expert, New Mail, Swift, Victor, new, ordinaries, $65.00. Second-hand wheels for a song; full ball, standard makes and sizes, $25.00 to $40.60. Get list and full description; terms to suit; you can see any of them for $5.00. *Wheel* suit you.

KNIGHT CYCLE COMPANY,
207 N. 10th Street, - St. Louis, Mo.

A $4 FOUNTAIN PEN For $2.

M. R. WARREN,

336 Washington Street, BOSTON.

Mention this paper.

ELWELL BICYCLE TOURS.

BERMUDA—Jan. 29—Feb. 14.
EUROPE—June, July, August.

Circulars now ready.

F. A ELWELL, 152 Pearl Sreet, Portland, Me.



518 BROAD STREET, NEWARK, N. J.

HOWARD A. SMITH & CO.'S

REMOVAL TO ENLARGED QUARTERS.

With greater facilities for handling out-of-town business, and an enlarged repair shop run by electric power for repairing, we are prepared to give our patrons prompt attention and satisfaction.

TO AGENTS.

PEDAL RUBBERS,

Square or round, assorted sizes and lengths, or furnished by the pound. Prices quoted on application.

SAFETY BUNDLE CARRIER.

Neatest, cheapest, and most durable in the market. Applied to handle-bar or mud guard. **Price $1.25**



NEWARK SPOKE GRIP.

Fits any size spoke. Made from drop steel forgings. Nickeled.

Price 50 cents.



GRAPHITE.

A perfect lubricator. Is ahead of anything of the kind in the market for cycle chains and ball bearings. **Price 25 cts.**

THE NEWARK HORN.



After a season's use and experience in manufacturing we present them as something that will "clear the road" instantly by a sudden pressure of the rubber bulb. Are easily attached to any handle bar.

Price, No. 1, $1.25; No. 2, $1.60; No. 3, $2.25

ADHESIVE TIRE TAPE

Is quickly applied and holds tightly. Thin as paper, strong as leather. **Price 20c.**

LAMPS.



Large Stock of K. of R. No. 250. Eureka Hub.

THE DIAMOND, with diamond cut glass front, throwing an immense light.

MIKADO or **STANDARD,** a little beauty. **REFEREE** or **MANHATTAN,** a general favorite, and **YOUTH'S PILOT.**

Full Line Rear Forks and Backbones for repairs.

Extraordinary facilities for repairing in all its branches. Wheels refitted and made equal to new.

HOWARD A. SMITH & CO.,

NEWARK, N. J.

CUSHION TYRES.

THE CLARK CYCLE CO.,

BALTIMORE, MD.,

Have now a large consignment of

NEW RAPID SAFETIES,

Both No. 3 and Ladies', fitted with our Cushion Tyres, and can deliver from stock.

ST. GEORGE'S ENGINEERING CO.,

Inventors and Sole Manufacturers of the New Rapid Cycles,

BIRMINGHAM, - ENGLAND.

LINCOLN'S HICKORY CHAIR.

While wandering recently in the West, I was told that when the late Abraham Lincoln received the news of his first nomination by the Chicago convention, he was seated in a Hickory arm chair, and notwithstanding the fact that h s "bosom swelled with pride" when the despatch was handed him, the chair stood it "without a loose spoke" and is still intact (except the leather seat which is tacked in.) I was told where this could be seen, though I don't propose to repeat it here, lest it might afford the place some advertising and that would be "unprofessional." I paid fifty cents to go in, ten cents for a catalogue and twenty-five to have the gas lighted so I could read it. I discovered here a large and varied assortment of second-hand furniture, books, etc., which formerly comprised the housekeeping plant of Mr. Lincoln. I thought as I stood amid this mouldy collection of every day plunder, what a great thing it is to be dead, especially to die by the hand of an assassin and an educated assassin at that. And I wondered if the household effects, on which I have vainly tried to borrow twenty-five dollars, would ever in their last stages of infirmity be held sacred, and be put where it would cost money to see them. All because of anything I might do for the world. Suppose I succeed in emancipating the people from their slavery to wire wheels. Suppose I were to issue a proclamation warning the buyers of cushion tires (there! there is a rhyme that got away before I could stop it. Do you know I am so full of poetry that Bassett is getting just as jealous as he can be.) Suppose it should turn out that Hickory Bicycles are the best, do you think this old chair that I am sitting in will ever be put in a museum? No! I'll bet four dollars it wouldn't even get into an auction store. But don't lose sight of the main point, which is, that this man Lincoln, who, according to his own story, couldn't even make a good axhelve, was yet a man of rare attainments and he knew what kind of timber to have his helve made of, also his beetle. But I noticed that the *rings* on his beetle were iron. This also showed that he was posted, for what better thing could he have used, since it was *momentum* he wanted. (*The coasting* qualities of metal are immense, and the heavier a sled is to pull up hill the farther it will coast.) But in the matter of chairs Mr. L. was a connoisseur. He knew that his good name was at stake in Chicago, and that he might at any moment be notified as above, so he placed his all in a Hickory chair and waited. The record says "he was calm," but it was unnecessary to mention that. Any one *may well* be calm when supported by a structure of Hickory.

P. S. I am calm.

STERLING ELLIOTT, Newton, Mass.



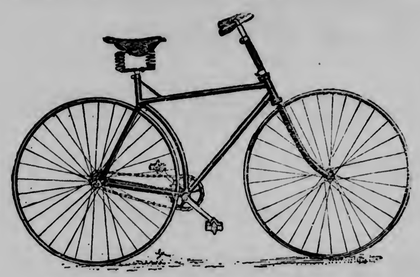
PARAGON.

"If a thousand old beliefs are ruined in our march to truth, we must still march on."—*Brooke.*

The PARAGON is different from many machines, and is much better than most of them.

Catalog sent to anyone who asks for it.

STOVER BICYCLE MFG. CO., Freeport, Ill.



REFEREE ROADSTER.

REFEREE CYCLES

FOR

Lightness, Strength, Durability, Reputation and Satisfaction.

WHO SELLS THEM?

A. J. STREET CYCLE CO., Chicago.
GEORGE R. BIDWELL, New York.
W. J. NEWMAN, Boston.
J. B. & G. C. SWEET, Buffalo.
CHAS. HANAUER, Cincinnati.
PRINCE WELLS, Louisville.
MICHIGAN CYCLE CO., Detroit.
CAMPBELL & CO., Providence.
WILDER & LAING, St. Louis.
A. H. PERRIGO & CO., Omaha.
H. T. HEARSEY, Indianapolis.
BANKER BROS., Pittsburg.
L. B. GRAVES & CO., Washington, D. C.

ONE MILE CLUB — JENS P. PEDERSEN — NEW YORK — L. S. ASS'N

JENS F. PEDERSEN,

.... THE ....

MEDAL Manufacturer,

HAS REMOVED from

1½ to 41 & 43 Maiden Lane,

NEW YORK.

Illustrated Catalogue, with new and revised Price List, on application.

Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee.

Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.

406, 408, 410 & 412 Broome Street, NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.
Cloth, $2.25 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk, Edge's League color, white centre, Snake Buckle..... .50
No. XX Worsted Solid, League color, Snake Buckle..... .40
Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic.5.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price.
Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,
241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia, 1032 Market St

BICYCLE CLUBS

Looking for something in way of entertainment for the winter should not fail to get the ROGERS BROTHERS with their beautifully illustrated and instructive Lecture,

Across America Awheel and Afoot.

The views are from photographs taken on the trip, and are shown by Stereopticon.

The lecture is replete with experiences among the Cowboys, in Camp Life on the Plains, Crossing Indian Reservation, at Mining Camps, Touring in Yellowstone Park and over the Rocky Mountains with a Bicycle.

Tales of a trip which cannot be taken in the cars, and different from any other across the continent lecture.

For Dates and Rates address

DEXTER M. ROGERS, Millbury, Mass.

A BARGAIN AT $90.00.

FOR SALE—A Psycho Light Roadster, perfect in every respect. It has been ridden less than 25 miles, and is as good as new. Regular price $140. Address Box 1463, Providence, R. I.

New Haven ONE PIECE WIRE CLUB PINS. BADGES MEDALS, &c. C. O. REICHERT L. A. W. 11425 828 CHAPEL ST. NEW HAVEN, CT.

CYCLING

FOR

Health and Pleasure.

OPINIONS.

"The best handbook on cycling ever published.'—*A Practical Cycle Rider.*

"Gives all sorts of information, for experts as well as beginners."—*New York Sun.*

"It will be found an admirable guide, a reliable handbook, and of service and value to leaners and experts alike."—*Boston Saturday Evening Gazette.*

"We heartily advise our wheelmen readers that they can't invest fifty cents to better advantage than in this book."—*Arkansas Democrat.*

"It was to be expected that Mr. Porter would do good work, and he has justified the expectation by crowding between the covers of his book much valuable matter, covering all branches of the sport, producing not only much orginal matter, but quoting liberally but judiciously from other writers."—*The Wheel.*

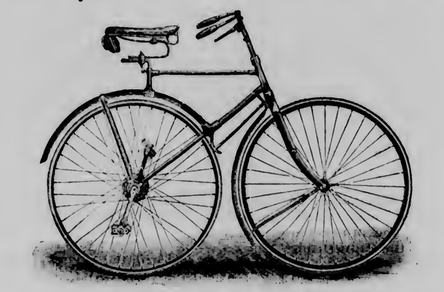
230 Pages, Illustrated.

50 Cents, Postpaid.

WHEELMAN COMPANY,
PUBLISHERS.
12 Pearl St., - Boston.
Stamps not received.

"BRONCHO,"

NOISELESS, CHAINLESS, LIGHT ROADSTER, SAFETY BICYCLE



LONG DISTANCES ON WHEELS.

From Washington Post, November 11, 1890.

Sunday five members of the Columbia and one of the Capitol Bicycle Clubs rode to Leesburg, Va., all old riders, namely, Messrs. McDaniels, Newman, Brown, Howstine, Blunt and Mount.

The road is the worst in this section, and on arriving at Leesburg all but Mount decided to come home by train, but he GAMELY MOUNTED his "BRONCHO" and returned home by the pike, COVERING THE ABOVE DISTANCE EASILY.

N. B. **REMOVAL.** N. B.

On and after MONDAY, OCTOBER 13th, 1890, address

M. V. LIVINGSTON CYCLE MFG. CO.,

No. 245 COLUMBUS AVENUE,

BOSTON, MASS.,

On all matters appertaining to AGENCIES, ADVERTISING, PURCHASE OF MACHINES, REPAIRS, CATALOGUES, &c.

Wheels needing repairs must be sent to the FACTORY at WESTBORO, MASS.

Notification of Shipment with Number of Machine Must be Sent to BOSTON OFFICE.

SEND TO 245 COLUMBUS AVE., BOSTON, MASS., FOR BOOK OF TESTIMONIAL LETTERS, NOW READY FOR DISTRIBUTION.

ADDRESS THOS. KANE & CO., 137 WABASH AVE., CHICAGO, ILL., FOR PARTICULARS REGARDING AGENCY FOR THE FOLLOWING TERRITORY, VIZ:

MICHIGAN, OHIO, KENTUCKY, TENNESSEE, INDIANA, ILLINOIS. WISCONSIN, MINNESOTA, IOWA, NORTH DAKOTA, SOUTH DAKOTA, NEBRASKA, KANSAS, INDIAN TERRITORY, NEW MEXICO, COLORADO, WYOMING, MONTANA, WASHINGTON, IDAHO, OREGON, UTAH, ARIZONA, NEVADA, CALIFORNIA, MISSOURI, ARKANSAS, TEXAS, LOUISIANA AND MISSISSIPPI.

QUIDPROQUO.

XXXV.

THE lies used in advertising afford an interesting study to one philosophical enough to avoid irritation and patient enough to extract the truths they hold in solution, so to speak. I will not enter upon a discussion of this subject in full, this week, but merely remark the obviously easy division of advertising lies into two general classes, benign lies and malignant lies. Usually advertising is played with lies of these two kinds, somewhat as whist is played with cards,---coat-cards and spot-cards, or trumps and plain suits. It appears to have been quite widely supposed necessary to use lies in advertising, and the notion still prevails even in some of the cycling papers. But Quidproquo has long believed and, to the satisfaction of many, has shown that good wholesome and invigorating advertising may be done entirely without lies, and with truth alone. The Pope Manufacturing Company, too, has gone on this theory for some fourteen years now, and has not lacked for business, or for public attention.

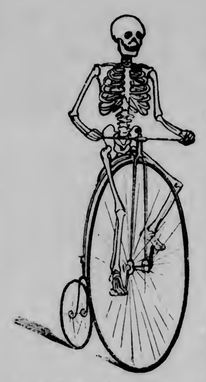
BENIGN LIES.

CONCERNING malignant lies much might be said and many illustrations be drawn from the pages of the cycling press, ---not all from the "advertising" pages, so called, either. Of benign lies, which are in some sense gracious, amusing, and tend to divert and not to deceive beyond the normal human comprehension, Young Hickory affords fine illustration ready to hand. I knew it would get into the papers,---that ingenious revival of a skeleton man upon a skeleton wheel at the Fair. Resurrection of two lost causes by an ingenious artificer in wood and steel, words and wit! How ghastly would have been the effect had Mr. Elliott given his skeleton the English racing position!---But that advertisement, scarcely saying any truth, holds in solution not only a smile but one or two truths; and not being intended to deceive, is benign. If, however, Mr. Elliott had stated in bold type that he made the first skeleton and created the demand for skeletons; or that he had been in the skeleton business ten years; or that he had manufactured skeletons exclusively and hadn't had any part of them made; or that he was the largest, etc., etc. ---then he would have passed beyond the benign to the malignant.



IT may not be true that there is a skeleton in every closet; but the one in the BI. WORLD of last week reminds Quidproquo that there has been one for more than eight years in the Columbia closet. About nine years ago Quidproquo wrote and partially illustrated a four page article entitled "A modern Idea of the Bicycle," which appeared in the *Century* for February, **1882,** in which appeared two pictures which are now reproduced on this page. In the article occurred some suggestive passages from which he quotes---begging his readers indulgence for quoting from himself---without further comment, viz:

"The mounted bicycle is the modern Sphinx. * * * * In the course of some scientific study of the bicycle, an idea has occurred to the writer, which has already been suggested to the reader by the first illustration. The fascination of the bicycle which draws the rider more and more to its use, and the allied attraction which holds spectators with even more wonder than that which impels old and young to gaze at the steam locomotive until it passes out of sight, are complex; and each contains an element which has never yet been defined or explained. There is something almost intuitive in the recognition of animal qualities in the bicycle by rider and non-rider. The former calls it his silent steed; the latter refers to it as the strange horse. The former pets it and grows fond of it by acquaintance; the latter is shy of its unfamiliar ways. It has occurred to the writer that the peculiar element of fascination in this rubber-hoofed prancer of the highways may have a basis in its physical structure. In a certain sense we study all things scientifically by their skeletons. The proper study of the bicycle, therefore, begins with the skeleton. That there is a striking resemblance between the skeleton of a bicycle and the skeleton of a man, is obvious on comparison, as in the illustration at the beginning of this article. Other vehicles would, in skeleton, be found to compare pretty well with the skeletons of draught animals; the wagon, for instance, having four supporting limbs, and a nearly horizontal back.



"But the bicycle, noblest vehicle of all, has two supporting limbs, which in action are one before the other, and a nearly vertical back. Its handlebars correspond in close respects with the human arms; the flanges of the fore wheel with the hip bones; the fore wheel tire with the sole of the forward foot; the rear wheel hub with the heel, and the tire with the toes of the walker's rear foot, serving to steady the body and to control the direction of its progress. Is it not possible that in this structural analogy between the human frame and that of the bicycle, and in this parallelism of noble distinction between the frame of the bicycle and those of other vehicles, may be found a physical basis for the peculiar charm of the bicycle to which I have briefly adverted? * * * * And here it may be observed, as a matter for congratulation, that the finest illustration of this true bicycle is a thorough American product. For at least six years, from 1870, the English makers led the world in their persistent, careful and ingenious efforts to perfect the machine. Four years ago, however, an American manufacturing company took up this subject, which had been so precipitately dropped here in 1870, and has contributed since that time largely of capital and of mechanical ingenuity and resources to its construction and further improvement. One American company now leads the world in the cost and completeness of its plant, in the number of machines annually made, and in the facilities and organized interests for its introduction into more extended use. The new "Expert Columbia" bicycle of the Pope Manufacturing Company is taken here as the highest embodiment of the true type of bicycle, because it shows the latest and best improvements, and is the finest result of scientific effort and mechanical skill!"---That was written over eight years ago, and time and use have proved it true. The "old reliable" Company hasn't gone backward nor stood still since.

THE POETRY OF IT.

THAT article, besides some other illustrations and description of the bicycle in general and the Expert in particular, and some discriminating observations on the questions of elasticity, rigidity, reach, rake, tread, etc., contained one passage that has been often quoted by others since, and which, after eight years more of experience and observation, Quidproquo would still repeat as expressing his present sentiments. He said then and he says now: "The bicycle is the prince of velocipedes. The practicability and the charm of its use take an ever-widening hold on popular acceptance. It leads to the clear open air and the sweet sunshine, in pleasant byways and beautiful scenery. It combines the mathematical allurement of billiards, the free motion of the canoe, the delicate and rapid balancing of skating, and the long hoped for charm of flying, which never, since the melted wings of Icarus, has faded from human expectation. It teaches the gospel of health and of manly independence. With this instrument brought now to such perfection, and to such easy attainment, the only room for wonder is that so many refrain from yielding to its fascinations or claiming a share in its benefits. With the many men in all ranks and professions who now use it, and who owe so much of their health, success and enjoyment to that fact, the wonder increases to astonishment that there is any intelligent man not decrepit or indigent who does not own and ride a bicycle."

FOUNDED 1878

THE BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXII. Number 5. BOSTON, 28 NOVEMBER, 1890 $1.00 a Year. 5 cents a copy.

A TRAP FOR THE UNWARY.

Look out for the man who sets a trap and baits it with "just as good," and professes to be able to save you half a hundred dollars or so when you want to buy a high grade bicycle.

His promises are very alluring, but their fabric is not possessed of the requisite substance to successfully withstand the wear and tear of the laundry. Are you prepared to believe that the thousands of VICTOR BICYCLES made every year could be sold at $135.00 if there was a possibility that machines "just as good" could be had at 60 per cent. or 80 per cent. of the amount? Don't think it. You get a first class article only by paying a first-class price, which is manifestly fair.

Victors will continue to be sold at first-class prices.

OVERMAN WHEEL CO.,

MAKERS + OF + VICTOR + BICYCLES,

BOSTON. WASHINGTON.

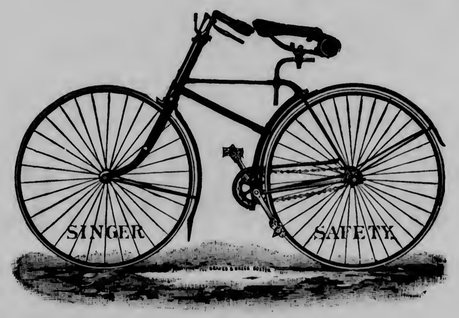
Office and Factory, CHICOPEE FALLS, MASS.

N. B. If you live in Eastern Massachusetts and are in position to sell some first-class bicycles during the coming season, apply for the Victor Agency for your town. Address

OVERMAN WHEEL CO., BOSTON.

SINGER CYCLES.

15 Years in America.



WASHINGTON, D. C., Sept. 30, 1890.

MESSRS. SINGER & Co., Boston, Mass.:

Gentlemen—It gives us much pleasure to add our testimony to the superiority of the "Singer." It has given better satisfaction to our customers than any other machine we ever sold. They are all enthusiastic in its praise. Our sales are gradually increasing, because almost every purchaser brings us another. We have never yet sold a "Singer" safety that has failed to give perfect satisfaction. We are especially pleased at the promptness with which parts are furnished, never having to wait more than two or three days after ordering, whereas we are seldom able to procure parts of an American made machine in less than a week, and generally have to wait at least two. We consider the "Singer" safety superior to all others in ease of running and the durability of its tires, and equal to any other in strength, lightness and beauty of finish. Very respectfully,

F. S. CAHILL & Co

SINGER & CO., 6 & 8 Berkeley St., Boston, Mass.

MANKIND IS DIVIDED

Into three classes, viz.: First, those who believe that Hickory Wheels are best; Second, those who don't, and third, those who care not whether they are or not. Of these three classes I am glad to know that the first contains the least number of people, and you may be surprised to learn that I do not consider them necessarily more intelligent than those of the second and third classes. They have simply had better advantages, that is all. No man should be blamed for not believing that which he doesn't understand or has had no opportunity to investigate. "A *mule* will kick at what he knows he can't hit," but a mule isn't rated among the "nobler animals."

The second class are——but why bother with the second class; many have already purchased Hickorys and are now traveling *first class*, and the balance expect to in the Spring.

The Chaises of the third class have Hickory Wheels, so that when they reason *at all* they are apt to "have their windows open toward Jerusalem," and the advantages of Hickory are apparent to all who are qualified, by *actual experience*, to have *any* opinion on the subject. "Put that in your pipe and smoke it."

You may plate and enamel a wheel as you will,
But the rust (if it's metal)
Will cling round it still.
While rattle and jar act no small part
In that "perversion of the wheelmaker's art."

You may do wrong and then repent,
And have forgiveness from Heaven sent,

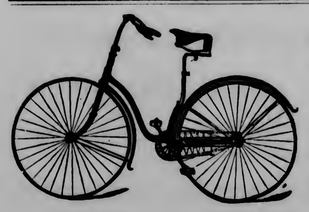
But when you fool with *physical* laws,
You'll find an effect that will fit the cause.
If a wheel is made too stiff with wire,
You *can* help it out with a cushion tire.

But why should you *two* wrongs commit?
When a Hickory Wheel you can easily get,
Which doesn't contain the "original sin"
And needs no tire stuffed with wind.

That last rhyme may not be strictly up to the mark from a poetical standpoint, but it contains enough *truth* to offset any deficiency of so trifling a nature.

STERLING ELLIOTT, Newton, Mass.

P. S. I can stand it to have my grammar, orthography or rhetoric criticised, but I would like to find the man who sent a type-written letter here last week addressed to "Sterling Elliott, Newton ass." Some one (a cycling Post Office clerk possibly), added an M in pencil and it got here all right, but I wish it hadn't. At first it looked like an oversight, but as no name was signed to the enclosed letter I think it was simply an *expression of opinion*. It was a letter which did not, on the face of it, require an answer, though it will be cheerfully replied to if the author will call here. I will either lick him or apologize for what I have said, according to how he strikes me.



"Talk is her business, and her chief delight to tell of prodigies."—*Ode to Fame, Virgil.*

And it is our business to talk of our Prodigy, namely, the PARAGON, the like of which, in point of excellence, has yet to be made.

SEND FOR CATALOG.

STOVER BICYCLE MFG. CO., Freeport, Ill.

U·N·I·O·N

The Anti-Vibratory features of the Union No. 12 and No. 13 wheels are bound to make them leaders for the '91 season.

PRICE, $135.00.



WEIGHT, 45 lbs.

Just what all riders have been asking for, a Practical Spring Frame.

The Union No. 12 and No. 13 Bicycles have the most selling points.

Agents will do well to secure Territory. Correspondence Solicited.

UNION CYCLE MFG. CO., - - Highlandville, Mass.

Western House, CHAS. F. STOKES MFG. CO., 293 & 295 Wabash Ave., Chicago, Ill.

"Finest Quality Produced in the World."

TRADE **"CREDENDA."** MARK.

THE CREDENDA SEAMLESS STEEL TUBE Co., Ltd.,

W. C. STIFF, Managing Director.

BIRMINGHAM,

TELEGRAMS:—"CREDENDA," BIRMINGHAM. ENGLAND.

PNEUMATIC TIRES IN STOCK.

We are now prepared to deliver at once the celebrated Pneumatic Tire "Special Irwell" Safety. Price, $150.00.

This is the wheel which created such a sensation at the L. A. W. Meet at Niagara, and was pronounced by over 400 of the leading bicyclists of America "the easiest running we ever rode." Ball bearings throughout, including pedals, fitted with the Garford saddle. Send 15 cents in stamps for a photograph.

THE SWEETING CYCLE CO.,

636 Arch St., 1404 Oxford St.,
2127 to 2145 North Broad St. PHILADELPHIA.

"Swift" by Name and "Swift" by Nature.



"SWIFT," Model A, 40 lbs. complete, guaranteed to carry 200 lbs

★ ★ ★

Swift Safeties will be fitted with a special patented Cushion Tyre for 1891. Simplicity and strength will be our main endeavor as heretofore. *Be wise in time*, and be sure not to select your new mount until you have seen our patent Cushion Tyre. "SWIFTS" are Swift, and the outlook is that the new tyre will make them even Swifter.

★ ★ ★

COVENTRY MACHINISTS' COMPANY,

BOSTON, - - MASS.

NEW MAIL,



THE

SAFETY OF SAFETIES.

On hand at present 3 of these latest model superb safeties, slightly 2d hand, about the same as new, at $100. Each will be quickly snapped up!

Also 2 of last year's model, in splendid condition, at $65 each.

Surely send for Catalogue and List of 2d Hands.

WILLIAM READ & SONS, 107 Washington St., Boston.

+ + + ESTABLISHED 1826. + + +

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

For advertising rates address either the WHEELMAN CO., 12[Pearl Street, or NEUMANN BROS., 118 W. 19th Street, New York.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Wheelman Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

The management of this paper refuses to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 28 NOVEMBER, 1890.

A NUMBER of our usual correspondents evidently did not realize that our paper would go to press one day earlier in consequence of Thanksgiving, hence their usual contributions in some cases did not reach us "on time."

WE have during the past few weeks been collecting data on which to write an article on cushion tires, and by next week we think we shall be in posesssion of facts which will enable us to give our readers a comprehensive article on this most important of questions. The discussion lately held under the auspices of the Stanley Cycle Club in England has been printed in full, and there is much in the discussion that will prove of value to our readers. We shall therefore embody in our article such of these points as we think of interest and real worth, and thus enable our friends to get at the real meat of the argument with as few words as possible.

AN "ex-member of the Board of Managers of the A. A. U." writes to a gentleman in Buffalo, N. Y., and gives his opinion as to the proposed action of the Buffalo league in making the A. A. U. events in that city closed to non-members:

"If the Union clubs in Buffalo choose to form a league and give athletic events open to members of A. A. U. clubs only, no power under heaven can stop them. But it would be the only instance of the kind I ever heard of. * * * And when I say I never heard of such a thing, I mean I am sure such an arrangement was never made.

Everywhere, but at Buffalo, apparently, A. A. U. clubs giving games are only too glad to have any outsider come in and see what he can do—if he is an amateur. That is the only point as to his entering.

If I were a member of any Buffalo A. A. U. or L. A. W. club I should fight to the bitter end any such unfair and unsportsmanlike plan as a union of A. A. U. clubs whose members alone should be eligible to compete in their games. * * *."

Then referring to the statement made in the *News* that after November 20 "the open business (in the A. A. U.) is going to end," the gentleman continues:

"If the Buffalo Athletic Club and the Buffalo Bicycle Club want to give joint games they can do so on the Buffalo Bicycle Club's becoming registered and paying a nominal fee. And this will be so after November 20, the *News* to the contrary notwithstanding. My own impression is that the Buffalo A. A. U. clubs will make a mistake if their zeal for the A. A. U. and friendships for any individual or individuals permit them to unnecessarily antagonize so important a body and one so friendly to the A. A. U. as the L. A. W. And I say this while yielding nothing to anyone in fealty or service to the A. A. U. * * *."

The following telegram received by the same gentleman from Mr. J. E. Sullivan, the Secretary A. A. U., gives force and point to "ex-member's" remarks:

"The Union has never passed or contemplated such a rule (prohibiting any but A. A. U. competitors in A. A. U. games), and is disposed to be friendly with the League of American Wheelmen. Games open to all amateurs are universally encouraged."

Whatever comes out of this pow-wow, it is very evident that if action is taken by the Buffalo league of the A. A. U. excluding non-members from the ordinary open events it will do a deal of harm to the Union, although we are pleased to note that the action would not be in sympathy with the liberal ideas of the powers that be and have been. We, however, have every faith in the good sense of the rank and file of the proposed Buffalo league, and that they will not allow the personal prejudices of one man to swing them over to doing the leading amateur associations such a flagrant wrong.

DR. EMERY AS A CANDIDATE.

AS CERTAIN statements have been flying round in the press to the effect that Dr. W. H. Emery was to be put forward by his friends as a candidate in opposition to James R. Dunn for the L. A. W. presidency, we interviewed the doctor, and asked him:

"What truth is there in the statements which have been going the rounds of the press to the effect that your friends are pushing you as an opposing candidate to Mr. Dunn for the L. A. W. presidency?"

Dr. Emery replied:

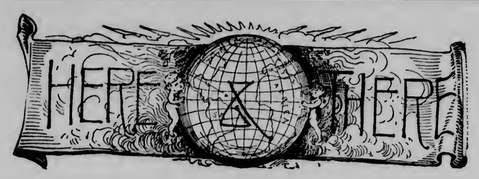
"I was not aware that I was a candidate for the presidency of the League in opposition to Mr. Dunn, though certain cycling scribes have tried to make it so. Neither have my friends urged it, to my knowledge, and I do not believe they would do so without consulting me."

THE LONG ISLAND WHEELMEN.

PRESIDENT LUSCOMB and fifty-one members of the Long Island Wheelmen sat down to enjoy their eighth annual dinner at the Clarendon Hotel, Brooklyn, last Saturday evening. After the food had been disposed of (and by the way the menu was most excellent) President Luscomb gave the toast "Our Club." Always felicitous, Mr. Luscomb was never happier or more entertaining than on this occasion. He spoke of the time when, in 1882, Cosmos persuaded Chaos to evolve the L. I. W. Down the path of the club's history the president pleasantly, seriously and again humorously led his auditors as he traced the steps from the small beginnings of the embryotic state to the splendid proportions of the present strong organization, with its sumptuous club house and large membership.

"The Streets" were taken care of by Commissioner Jno. P. Adams, and that sterling and ever-popular member, ex-President Share, treated feelingly the toast of the "Old Members." Captain Dillon launched out into poetry to express himself in answer to the toast of the "League Meet." The poetry had a touch of the Walt Whitman ruggedness and it "got there all the same."

A dinner without a toast to "The Ladies," "God bless 'em," would be Hamlet without the melancholy Dane, and so Mr. John L. Shepard was selected as being the most susceptible of the members to answer to the toast, which he did right loyally and royally too.



NOTES BY "HAWKSHAW."

In view of the present complete reign of the safety in the world of wheels it may not prove uninteresting to many to learn that the first appearance of this form of wheel was at as early a date as '81. Under the heading of "Peculiar Bicycles" in the Bicyclists' Handbook for that year, Henry Sturmey thus alludes to it: "For a perfect safety machine nothing can touch this, which in general outline resembles a 'modernized boneshaker.'" The two wheels were 40-inch and 24-inch respectively (Mem.—Point for the advocates of large steering wheels.—H.) driven by chain and pin wheels as in the present type of safety, though for some reason the inventor could not see his way clear to have the steering done in the present and most natural manner, but arranged it in the following rather complicated way: "Immediately behind, and some 12 inches from the head, a dummy head was fixed upright upon the backbone, and upon this the handles for steering were affixed, that operation being performed by means of a short rod placed in connection with one side of the actual fork." Despite the high indorsement of the wheel by Mr. Sturmey, and the fact that its "inventor, Mr. Lawson, the inventor of the original 'safety' bicycle," habitually rode it in preference to his ordinary wheel, especially for night work and rough riding; it seems strange, when one looks at the magnitude of the present safety mania, that the gold mine Mr. Lawson possessed so long ago as '81 should remain unworked and undeveloped until the last few years.

At one of the large city theatres on a recent Sunday evening an audience which completely filled the building listened to a lecture by Judge Wheeler on a tour through Ireland on a bicycle. In the many illustrations, thrown by a magic lantern upon a screen to illustrate the lecturer's remarks, the wheel was always prominent. Aside from the lecture being an exceedingly entertaining one in itself, the fact that the speaker had travelled upon a bicycle over all the distance he lectured upon seemed to afford the audience quite a bit of surprise, it being composed of that class of pleasure seekers, who, depending mainly upon theatres and such forms of amusements for recreation and entertainment, rarely have the faintest knowledge of the practicability and extensive use of the modern bicycle. Such advocacy of the wheel is of the utmost benefit to cycling, as it reaches a class of people almost beyond the limit of any of the ordinary forms of attracting attention from.

When one comes to think of it is not bicycle an awkward and unpleasant word? It neither runs easily from the tongue nor from the pen and its derivatives are no better than itself. England calls the rider a "bicyclist," which we in America regard as the most objectionable form of the word; but at its best it is clumsy, so that it is perforce shortened into cycler and cycling. It is rather an unmeaning term, being far fetched and pedantic; it does not sound very well, is not usable as a verb and is generally unsatisfactory all round, but then as the parrot remarked to the monkey after their celebrated battle, "What are you going to do about it?"

In a letter written by John Keats, some time in the year 1818, appears the following: "The notion of the day is a machine called the velocipede. It is a wheel carriage to ride cock-horse upon, sitting astride and pushing it along with the toes, a rudder wheel in the hand. They will go seven miles an hour. A handsome gelding will come to eight guineas; however, they will soon be cheaper unless the army take to them." Wonder what the writer of the foregoing would have thought if some one had told him that men then born would live to see this same "velocipede" so improved as to do twenty-one miles an hour instead of seven?

Br'er Miles is making it exceedingly pleasant for the new Madhi of the A. A. U. in Buffalo. He has made clear the misrepresentations ot this new apostle of desertion in a way that is very pleasant reading for all hands except the apostle himself. Mr. Miles merits the thanks of all lovers of cycling and its best interests for the stand he has taken in this matter, and for the very able editorial labors he has used in showing the falsity and absurdity of the claims made by the Buffalo A. A. U. Moses. The whole of this Buffalo stampede reminds me very much of the state of affairs now happening among the Indians in the Northwest. Some of them started the report that the Messiah had come, and that henceforth buffalo, rum and tobacco were to be found upon the ridge pole of every tepee, without the labor of having to buy or steal them as poor Lo has heretofore had to do. The Indians at once became frantic, and indulging in "ghost dances," which consist in circling round and round until they fall to the ground exhausted. It is just the same with the Buffalo wheelmen, they also have thought that a new Messiah had come unto them and promised that they should have races and pot hunts galore if they would but forsake the error of their L. A. W. ways and travel the straight and narrow path of the A. A. U. Forthwith, like their Indian counterparts, the Buffalo riders throw wisdom to the winds and go in for A. A. U. "ghost dances;" like the deluded red man they also will keep on until they fall exhausted by the wayside, and when reason will return once more to them, they will find that a number six hat will easily fit the head of their new prophet where a number fourteen is now much to small for him.

COLUMBUS, O. "COLUMBUS."

The lady riders of our city have organized a bicycle club and are doing good work in popularizing the wheel. For a time they were objects of considerable curiosity, and it was amusing to note the numbers who would stop on the streets to gaze at the fair riders as they wheeled by. But this has worn off, and our lady riders now attract but little more attention than when walking along the street on a windy day. I hear of quite a number of ladies who will purchase wheels early next spring, and now that popular prejudice regarding ladies awheel has been so nearly overcome we may expect a great increase in their numbers.

Why is the handle bar of the safety machine made so long. Considerable difficulty is often experienced in getting the wheel through a narrow doorway and riders would look less awkward with elbows nearer the body. Another thing: One maker writes me that he fears there would be a "kick" if he added a needed extra ounce to the mud guard of his rear wheel on account of the extra weight this would entail. Several ounces could be saved (if this is an object) by narrowing the handle bars a couple of inches, and as far as I have been able to try, would not interfere at all with the steering.

CHICAGO NOTES. "WAYNE SCOTT."

The Association of Cycling Clubs is going to be one grand success if enthusiasm and good men can carry it through. Thursday evening the delegates from the Chicago, Illinois, Lincoln, Washington, Englewood, Æolus, Douglas, Oak Park, Lake View and Vikings Cycling Clubs met in the parlors of the Grand Pacific Hotel. Three representatives were appointed from each club and out of the thirty twenty-five were present. A finer body of wheelmen than these are seldom seen. T. L. Sloan was elected president and S. A. Miles was elected secretary. A committee was appointed to draw up a constitution and by-laws to be submitted at a meeting to be called for Dec. 4. Wheelmen generally are very much interested in this association, as its power will be great in the interests of the wheelmen.

The Lincoln Cycling Club indoor team were defeated by the Harvards by a score of 9 to 8. This game has been the subject of no little feeling on both sides and one of our leading evening papers has devoted no little space to the airing of both sides' views. It is to be hoped that this will stop right here, as such discussion and disputes do not do either club any good.

Thanksgiving Day promises to be a great day with the local cyclists. The Chicagos the night before will dispose to lucky ones a dozen turkeys. Music and lunch will add to the evening's enjoyment, and on Thanksgiving Day this club will play foot ball with the Illinois Club of the Indoor League.

The Æolus Club have a turkey dinner at the club house and a hare and hounds chase earlier in the day.

The Lincolns will have a picture taken. The Lake Views will have a hare and hounds chase on foot; the Douglas will also have one and the Washingtons are preparing an elaborate programme.

Elections will be the one theme of conversation for the next six or seven weeks and new captains are to be elected in several of our clubs. The *Referee* says Tuttle will be the next captain of the Illinois, while Tuttle says Roberts is the man. Newman and Erwin are rivals for a like position in the Lincolns and Winship for the Chicagos.

The Lincolns' parlors are comfortably filled every other Thursday night. A programme of from 12 to 15 numbers takes up the evening. Thanksgiving night the club will give a full dress party in the club parlors.

The Oak Parks are busy preparing to present a burlesque called "Dreams." A strong company has been formed of local and other talent and the rehearsals would promise a great success for this enterprising club.

Wabash avenue of this city promises to be the wheeling centre. Cards are at the windows of two stores already announcing their future occupany as cycling stores, and a number of others would like to gain a foothold on this lively street.

A meeting will be called about the last of the month of the Ravenswood Athletic Association. This association has a number of influential men backing it and the chances are good for the North Side flyers having a track for next season. Give some of the Lincoln men like Pollak, Crouse, McVoy, McDonald and McMahon a track to train on and they are sure to do well.

NEW ORLEANS. "LA. DODGE."

The cyclists of New Orleans have not forgotten the interesting race held on Thanksgiving Day two or three years ago, when Messrs. Hill and Guillotte contested every inch of ground between Claiborne street and West End, first one in the lead and then the other, each striving hard to gain the finish before the other, and followed the entire distance by a train of six cars filled with an excited and howling crowd of wheelmen and their friends who viewed the contest and urged their favorites onward from the windows of the train.

Those who wish will have just such another chance to enjoy this spectacle again on the coming Thanksgiving Day, when another handicap race will be run over the same course, a distance of about six miles, and which will be followed by a grand stand consisting of one of the West End trains which passes alongside of the road, thus giving all a chance to view the race from start to finish. The race promises to be a success as there are now seven prizes and about twenty-five entries, with the prospect of a much larger list by the time the entries close. Mr. Anderson of England will probably visit New Orleans again about that time, and will be induced to try his speed with the local flyers.

The New Orleans Club are contemplating the construction of a club house to cost probably about $5000. It is to be hoped that they will realize their expectations, but they will have to move mountains to accomplish this at present, but they have some workers among them and we will watch and wait.

The contemplated consolidation of the Arlingtons and the N. O. B. C. seems to have taken a disastrous header somewhere. The bans were announced, but there seems to have been some hitch—or want of hitch—in the proceedings, and the engagement has been declared broken.

The Louisiana Cycling Club are anxious to reach their limit by 1 January next, and if the present eighty-five will get to work, the necessary fifteen can be easily secured.

Who wants to go on a hare and hound chase with the L. C. C.? Whoever wants to go please hold up their hands and immediately prepare to ride through the woods, pull their wheels through barb wire fences, across muddy ditches and over roads upon which walking is preferable even in the best of weather. Ask the hares and you will see them grin, ask the hounds and you will hear them yelp.

What sad thoughts are suggested to one who gazes on the ruins of the Audubon Driving Park track, that familiar place where four of the most successful race meets have been held. the wreck of the immense grand stand upon which thousands of the fairest daughters and interested mothers have gathered to witness their brothers and sons contesting for glory and fame on their winged wheels, at the meets of the Louisiana Division. All is gone, even the track itself can hardly be seen through the grass that covers it, and the wheelmen of New Orleans will have to look for other fields of contest, but the memory of this place, and the many pleasant occurrences therein will be fresh in the minds of the boys, and old men also for many years to come.

In the matter of politics and the League I for one am not inclined to favor the idea, that because some candidate has helped the cause of cycling that he should be entitled to the suffrages of the wheelmen regardless of party or other reasons; in some cases such as municipal elections this plan might prove desirable, but to consider that one who adheres to the principles of Protection should vote for a Free Trader because he has advocated the construction of good roads or helped cycling in other ways, or to vote for a Protectionist when one believes in Free Trade, only because of the fact that this protectionist is a friend of cycling, is, to my mind, a very narrow and illiberal way of thinking. The cause of good roads and cycling should be advanced and advocated by every wheelman, but when it comes to selecting our representatives or servants it will be found that there are principles and questions that are vastly more important than good roads or cycling. A wheelman should remember the interests of wheelmen, but he should also remember that he is a citizen and should look as much to the good of the people as to his personal pleasure.

INDIANAPOLIS. "SAFETY"

The latest bicycle club of consequence in town is the "Zig-zag," formed by a lusty lot of young fellows who will be heard from in the future in wheeling and club matters. They will in due time make it a League club and be ready for whatever honors there may be lying around loose and unclaimed by any one else. They have a suite of rooms on Washington street opposite the court house, and articles of furniture, pictures, etc., are coming to them by purchase and otherwise at a rate that makes them proud. A ball-bearing billiard table is their latest acquisition by purchase. Things that come "otherwise" are more in the nature of bric-a-brac.

The only weakness they have betrayed so far is in the matter of their choice of a name for the club. "Zig-zag" is too plainly a borrowed name and their use of it does not show much fertility of source and little dignity. However, it is not important.

The first demonstration proposed by the club is a Thanksgiving run or race and the prizes will be apropos to the time to say the least. The run will be from the club rooms to Westfield, the first five "in" to get a turkey apiece. The distance is 22 1-2 miles by cyclometer, with two main routes and a dozen ways to get out of town. One road may be said to be fair and uniform the entire distance. The other is from fair to bad for 12 to 14 miles with a sand-papered road to finish on at least in season. It is, of course, hard to say which route will be the best until a trial is made on the day of the race. The boys propose to run it weather or no weather—or whether or no—as you please. Dinner at Westfield and return to Indianapolis to see a foot ball game in the afternoon will fill out the day.

A base ball team from the Zig-zags will play an indoor game on Friday evening at the Virginia Avenue Rink against the News Club. The News Club won the city league pennant this year and are a pretty lively set of ball players. The Zig zags have some good material in that line and the two clubs ought to be able to show us how the Chicago invention works. This will be our first opportunity to see how the game goes transplanted and the occasion will be of much interest.

A ladies' club is on the tapis and when it is consummated I promise it will be one to be patterned after in any respect you want to name. When it comes to our lady riders I want it to be understood that we are in it for beauty, grace and downright good riding, up hill and down. I will even include the matter of suitable and becoming dress, and this we all know is dangerous ground.

DETROIT. "JUDGE."

What have we done that Grand Rapids should persistently, maliciously and falsely represent us. The latest is a report originating in above town and published over the nom de plume of the hare-brained "Miza" to the effect that the Detroit Wheelmen are about to break up. Common sense (which "Miza" evidently lacks) ought to teach him better. A club on the verge of disruption or disaster would not be likely to spend between $400 and $500 for improvments, yet the above club did spend that amount lately for electric light wiring and fixtures and billiard tables. Our membership is steadily increasing and perfect harmony in our ranks, and "Griff" on his way home, why should we break up, Mr. Mud Slinger Miza?

Schimmel wants a medal, Schimmel, the pool shark. He has started the ball arolling towards a billiard and pool tournament. "Schimmie" is a sure winner.

A stupid error on my part made my notes read Montpelier instead of Brattleboro in the extract of "Griffs" letter published recently.

I received a "Smith Tourist" photo the other day. How that run comes back to me. I only went as far as Essex Centre. The line at the Custom House being checked through by "Griff" up the hill to the British American, over to the Windsor Postoffice for the picture, back for dinner. Then promptly on time we started. Clarence always does things on time. The long line swung round on to the pike and the Smith tour was fairly started; Essex Centre too soon; a short halt to say good-bye. "Griff" mounted the veranda of the little hotel and made one of his characteristic

speeches, and then the long line passed on, leaving a little knot of wheelmen, each with a feeling of loneliness and disappointment and wishing with all his might that he too was to go with that merry party and jolly Clarence Smith.

And here in this fair "City of the Straits" we hope to greet you all in '91.

DISTRICT OF COLUMBIA.

"X-BONES."

GREAT was the surprise of the Arlington Wheelmen on receiving the number of the BICYCLING WORLD for November 14th, not only to find a communication from their newly-appointed correspondent, but also to find a vivid portrayal of the personnel of that gentleman on the second page under the introduction of old Hickory. As to the aforesaid correspondent, however, he doesn't know how to feel—whether to regard this introduction of him to the public naked as the original man, in fact more so, as a journalistic invasion of his private individuality, or whether to accept it as a delicate compliment from brother Elliott. He is rather inclined to view it in the latter light. Perhaps, after all, it is a case of mistaken identity, and the anatomical portrait pictured in the WORLD is that of a twin brother and not that of "X-Bones" himself. To settle the matter, "X-Bones" may some time send his veritable picture to be published for the purpose of comparison. In the meantime, he will consider the advisability of suing old Hickory for violation of a copyright held by "X-Bones" in such picture.

AT the last meeting of the Arlingtons, a committee was appointed with full authority to conduct their enterprise of making a bicycle track and athletic park, and such committee has since met and appointed sub-committees and assigned the necessary duties to the respective members.

WITHOUT meaning to blame anybody, it occurs to "X-Bones" that the officers of the District of Columbia and of the Virginia Divisions of the L. A. W. might make some effort towards obtaining facilities for conveyance of wheels over railroads running South from Washington, in regard to which wheelmen have had so much trouble in the past.

IT was kindly suggested to "X-Bones" in social conversation with a gentleman in the office of the Piedmont Air-Line that an interview with the manager of that line might be advantageous to the wheelmen, and the polite offer of an introduction to that officer was made. Should not the Transportation Committee or Consuls Atwater and White see to this?

UPON the subject of the L. A W. and politics, "X-Bones" wants to express his conviction that Mr. Mott has, with his usual acumen, exactly stated the matter in principle, and that he sees no room for further discussion—except as to the application in detail of the views so expressed.

DAYTON, O.

"EAGLE."

THE members were treated with a very select muscical entertainment the other evening by Messrs. Paul Keenan and Otto Bauman officiating on the piano, Mr. Edward with his musical stick, Carl Bauman on his 150 year old violin, E. H. Houck on his new accordion, while Walter Keenan brought in a few solemn airs with the banjo, Mr. Thomas McGee acting as Director. I do not know whether it was the music or the instruments, but from some unseen cause the other members were seen to be disappearing out of the nearest doors, quite to the disgust of the players. However, quiet again ruled, and the entertainment proceeded with a few discords. However, I am proud to say that we have an elegant orchestra.

EVERY night a crowd of members can be seen congregated around the stove in our now cosy club house, some spinning yarns, while others amuse themselves in the various games.

MR. OTTO BAUMAN, the champion rider of this city, can now be seen riding occasionally after a severe illness. We are glad to see him getting again in trim for the races next spring.

WE are just in receipt of five elegant pictures from the Cincinnati Club, taken while on a trip. They are very amusing and can be conspicuously seen in our parlor.

THE probabilities are that the Dayton Bicycle Club will give a banquet Thanksgiving evening, and it is to be hoped that it will prove a success. Our committees have been very fortunate, however, and no doubt it will be a grand success.

MR. CHAS. GEIGER, the racing man of the Dayton Ramblers has now joined us. This leaves the Ramblers in darkness. Racing men come high, but we must have them.

NEW HAVEN.

"ELM CITY."

THE social season has begun with us as in other sections. Every other Sunday afternoon the New Haven Bicycle Club has a "Sacred Concert" in its cosy clubhouse, with instrumental and vocal music. The polo season has also commenced. The Connecticut Wheelmen's Polo League is composed this season of teams from the Hartford, Meriden, Bridgeport and New Haven clubs, each of which will put up a strong team to compete for the championship. Polo furnishes us with recreation and excitement during the winter season.

SEVERAL additions and alterations have been made to the New Haven Bicycle Clubhouse. A large open fireplace in the cardroom draws a circle around its pleasant wood fire every evening, and new carpets and furniture add to the reading-room. Few clubs have cosier or pleasanter quarters than the New Haven Bicycle Club.

THE Rovers Bicycle Club have a road race Thanksgiving Day, the course being from Four Corners around the East Haven Green and back. They are a new club here, who have started out very prosperously, with a membership of 70. We bespeak for them success, and hope they may realize it.

LADY cyclists are not seen so much on the streets of this conservative city as in some others. We, however, have a few. The number will not be augmented by the sight of any such exhibition as I saw a few weeks ago, of a lady mounting a gentleman's safety and riding some distance, regardless of the exposure of person she made. Such things as these make Dame Grundy talk with reason.

NEW HAVEN will lay an asphalt pavement on Church street, between Chapel and Elm, as a sample, and, if it gives satisfaction, will be the commencement of the use of that pavement here.

MR. WEAVER, the "Across the Continent" tourist, is in Boston.

IT is with considerable pride that I notice other divisions copying Connecticut in their form of issuing road-books and the appointment of division attorneys. We lead, let others follow.

LOOK out for the spring tournament of the New Haven Club, the largest spring meet in the country.

BROOKLYN, N. Y.

"TREB."

THE Long Island Wheelmen held their club banquet at the Clarenden Hotel on Saturday evening last, with fifty-one in attendance. It was to celebrate their eighth anniversary, and proved most successful in every particular. Several bright speeches were listened to. President Luscomb was extremely happy in his remarks, and the committee are to be congratulated upon the arrangements.

THE Riverside wheelmen were over to our city on Friday evening to play their match game with the Brooklyns' bowling team. The victory went to the home club, who entertained the visitors at their clubhouse afterwards.

IT has been a matter of wonderment to me, on these magnificent riding days we have been having, to notice the rapid growth of the long pants brigade. They are to be seen each Sunday morning in uncountable numbers in the Park. Here is a field for club recruits. Surely they are not all as bad as they look, and would make good club members. Every one of these riders, transformed into a neat uniform, would help the cause of cycling, while in their present state they are a detriment.

DECEMBER will be a very lively month for the Brooklyn Club. They have six bowling matches on, a stag reception for the 10th and a Christmas ladies' reception for the 23d, while the whist and pool tournaments open on the 17th.

NEW JERSEY NOTES.

"PALISADES."

THE North Jersey Wheeling Clubs are seldom heard from in the columns of the WORLD and the undersigned, while recognizing the grave responsibilities and dangers in writing up cycling facts, intends to try and keep the wheeling public posted in regard to this section.

THE Bergen County Wheelmen now number 50 members and that means with them as many active and working members. They contemplate building a club house in the spring, and if the architect's plans are followed it will surpass any cyclists' club house in the State. Their recent entertainment netted them $150 Several more will follow and all proceeds are to go toward fitting up the proposed club house.

No news from Englewood! Wake up Colgate!

A FEW OPINIONS ON

⋖ THE EAGLE ⋗

We call attention to the following testimonials which speak for themselves.

They are from men who have been there, and who know what they are talking about.

HONEY BROOK, Pa., Nov. 7th, 1890.

EAGLE BICYCLE MFG CO., Stamford, Conn.:

Gentlemen—The Eagle Bicycle, like the best man who rides it, is a "Freak." After the first trial I gave it up as a failure, but a second attempt went better, and I now am thoroughly in love with it.

My wheel stood learning to ride and about one-thousand miles of scorching over a worn out pike, without any repairs or attention, except cleaning and grease, and I am satisfied it is the fastest road wheel I ever sat on.

Very truly, FRANK M. DAMPMAN.

BROOKLYN, N. Y., Nov. 17, 1890.

EAGLE BICYCLE MFG. CO., Stamford, Conn.:

Gentlemen—I received my wheel last July, and I am pleased to have this opportunity to express myself in regard to the "Eagle." Aside from its safety qualities, I recommend it as being the best wheel made for all round riders; combining speed, durability, and above all, ease of running, which makes riding a pleasure instead of labor. I have been riding the "Ordinary" some years, and used nearly all the best make of wheels, and must say that I have not ridden a better wheel than the Eagle. I advise all my friends to get one as soon as they can, then they will enjoy riding.

Wishing you the best of success, I remain, Very truly yours, THOS. J. HALL, Jr.

WILMINGTON, Del., Nov. 1st., 1890.

EAGLE BICYCLE MFG. CO., Stamford, Conn.:

Gentlemen—After my one season's trial, I find the "Bird" to be the best all-round wheel on the market, and for long distance riding the Eagle has no equal. I have used various makes of wheels, and made records on our roads, said records being considered good at the time; but since I have had my Eagle I have broken my own and all previous local records from 1 to 100 miles, and with proper training I think the Eagle will show itself as superior on the track as it has heretofore on the road.

Wishing you a successful season of 1891, I remain, Very truly yours, W. C. SEEDS.

WASHINGTON, D. C., Nov. 13th, 1890.

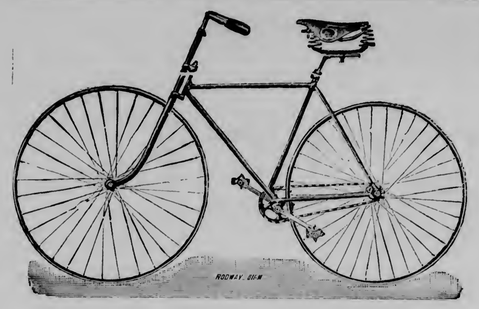
THE EAGLE BICYCLE MFG. CO., Stamford, Conn.:

Dear Sirs—The Eagle wheel that I have been riding for the last four months is very much nearer my idea of what a wheel should be than any I have ever ridden before, and I have ridden no less than five high grade wheels. I find it to be exceedingly satisfactory on the road and also a splendid track wheel; in fact, it has so many attractions for me that I do not think anything would tempt me to give it up, unless it would be the desire to have a lighter wheel of the same kind for the track. I am,

Very truly, EROM C. BOWEN.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.



RIDERS OF ROVERS

GET TEN PRIZES

AT THE CHICAGO TOURNAMENT,

19TH AND 20TH,

IN TEN SAFETY EVENTS.

Our Diamond Frame Semi-Racers are suitable for medium weight riders on the road. Weight, all on, 35 pounds. Strips for speeding to 29 pounds. Geared to 60-inch. Hollow rims and tangent spokes. Fully guaranteed, and all parts inter-changeable. The grandest Safety in any market. Price, $135. Get our catalogue covering five styles of Rovers.

THE JOHN WILKINSON CO., Sole Importers,

269-271 State Street, - - - CHICAGO, ILL.

P. S. "DON'T CHANGE THE FRONT WHEEL AND HEAD IN '91 RAMBLERS."

This is the postscript to a letter written us by Mr. J. B. Kaercher, our Pittsburg (Pa.) agent,—an agent who has sold dozens and dozens of RAMBLERS and who is otherwise fully competent to give advice. We have assured him, as we do every one else, that the RAMBLER will remain unchanged in those, and pretty much all other respects. We understand and appreciate too thoroughly the advantages that accrue from the small steering wheel and long bearing distances,—appreciate their relation to steadiness of steering, and ease of handling and hill climbing too well to entertain any idea of a change.

The body of Mr. Kaercher's communication is also interesting. He says: "I enclose a letter from New Castle. It comes to me in reply to the question: 'How is the Rambler?' It just comes, too, in connection with Bro. Batchelder's testimonial, he being an 'old tramp' and my letter being from a young one, but Mr. Warden's letter will show the great point in the wheel, the first and greatest, as I see it: STEERING."

The letter enclosed was as follows: "Received Rambler O. K. Got on it and rode first trial. Had a —— rider instructing me. He is all broke up on it. Rode it hands off everywhere—something he would not think of doing with his own wheel. He says: 'Any time you want reference for that wheel send them to me. It beats the ——.' Signed, HARRY E. WARDEN."

GORMULLY & JEFFERY MFG. CO.,

New England Branch House, 178 Columbus Avenue, Boston, Mass. Factory and Principal Office, 222-228 N. Franklin Street, Chicago, Ill.

CHICAGO RETAIL STORE, NO. 85 MADISON STREET.

NOTICEABLE among the wheelmen at the Bergen County Wheelmen's entertainment the other evening were Pennell, Gilbert, Calkins, Bonnett and Douglass of the Elizabeth Wheelmen in full uniform. The audience thought the whole city of Elizabeth was outside judging from the lung-power exerted.

BY the way, didn't we hear something a year or two ago regarding a club house for the Hudson County Wheelmen? We think we did, but we have yet to see the building.

THE clubs in this region are agitating the question of admitting lady club members. Would some other clubs give us "points" backed by experience on the advisability of making a move in this direction?

NEWS AND COMMENT.

MR. LOUIS MASI, who did such excellent work at Peoria last September, is a Swiss, and as it became known that he was to leave Peoria the cyclers of that city determined to give him a good send off as a slight token of esteem. Consequently fifty-three gentlemen sat down to a fine repast at Frederick's Hotel, and after the banquet the Rev. D. D. Odell was called on to propose the toast of "the guest of the evening." During the speech the reverent gentleman took a handsome medal out of his pocket and presehted it to Mr. Masi. The medal was inscribed as follows: "Two miles tandem, 5m. 15 3 5 sec., Peoria." Reverse side, "World's record medal presented to Myers and Masi by their fellow wheelmen." Mr. Myers was the recipient of an exact duplicate of the medal. Mr. Masi sails from New York Saturday, 29 November.

THE Citizens' Club of New York has applied as a body for membership in the N. Y. A. C. The membership of the "Cits" is 80, and the application will be acted upon by the club of the winged foot at its next meeting, December 2.

BY AND BY we shall hear that a cyclist will be shaving himself while riding, if the following ridiculous item could by any possibility be true: "A new sketching apparatus for cyclists has recently appeared in England. The paper is placed on a small board in front of the cyclist and the work can be roughly contoured in about half the time ordinarily required."

COL. A. A. POPE has gone to California for a few months' vacation.

MR. ALECK HILL, American manager for the Coventry Machinists' Co., sailed for England last week, to be gone until about the first of January next.

J. S. DEAN on Wednesday last received the Democratic nomination for the Common Council from Ward 14, in this city.

ON Thursday evening, November 20, a dinner was given to "twenty-four un-tarif-fied Democrats by twenty-four Quay-King Republicans of the Century Wheelmen of Philadelphia, in grateful commemoration of the saving of the Commonwealth of Pennsylvania by Robert E. Pattison ('Our Bob'), on November 24, 1890." The menu was one that was "fit for a king." The toasts were apropos, and good humor and jollity reigned supreme.

MR. HENRY G. PRIEST who for the past three months has been in this country in the interest of the Quadrant Tricycle Co., will sail for England next Saturday. Mr. Priest has made many warm personal friends during his sojourn in the "Land of the Free and the Home of the Brave."

BICYCLES cannot be regarded as "personal effects." They are, however, ranked as "household effects" by the Treasury Department at Washington. But when entered under the claim as above for free entry it must be proven that the bicycle has been in use by the owner abroad for not less than one year.

THE New Bedford (Mass.) Cycle Club gave a dance in Acushnet Lodge Hall last week Wednesday. Gray's Orchestra furnished the music.

HERE is an item which has a *depth* of meaning, which to the believer in better roads is very significant: "The bicycle craze is taking a rest and our youngsters are stalking around on stilts doing some tall walking."

THE Indiana Division will issue a road book, which it is hoped will be in shape by the early part of 1891.

ELIZABETH P. DERR of Philadelphia, the widow of Jno. H. Derr, has entered suit for $10,000 damages against George Wood of the same city on the claim that the death of Jno. Derr was brought about by George Wood, who, while riding a bicycle, knocked deceased down. Particulars appeared in our issue of some three weeks ago.

THE Rev. James Mc. N. Farrar of the First Reformed Church of Brooklyn is a near relative to the famous Canon Farrar of England. The Rev. James Farrar is described a splendid specimen of muscular Christianity and he is an enthusiastic wheelman.

THE "spokeless wheel" has bobbed up again in the same old guise. The rider sits inside the rim (?) and we hear the same old chestnutty statement "that headers and falls are rendered impossible."

The Hartford *Times* asks the following question: "How would the women's cyclists of Hartford like to adopt the cycling suit of the Danish women, who have solved the bicycle dress problem in this way? Tight hose combination garment, over which is the baggy sixteenth shorts, a blouse serving as a frock, jersey jacket and jockey cap."

"DAVENPORT (Iowa) cyclists are building a mile track. The Iowa State meeting will probably be held in that city in a short time."—*Exchange.*

THE Manhattan Bicycle Club of New York presented an attractive appearance last Friday evening upon the occasion of the club's regular monthly reception. The parlors, which were tastefully decorated, were cleared of all cumbersome furniture and pretty girls in handsome gowns danced and made merry with their companions until a late hour.

SECRETARY OF WAR PROCTOR caused quite a stir in the department the other day by causing the sale of the government horse, which has been ridden by one of the department messengers and with the proceeds he purchased a bicycle to be ridden by the messenger.

THERE are very few of the old-timers but what remember "Jim" Uunderwood. Underwood's was a great stopping place for riders en route for Milton, Quincy or Canton. He moved to Rockland, Mass., some three years ago, but we are happy to say that his old friends will see "good old Jim" settled in a finely appointed drug store on Boylston street, Boston. The location is on the north side of the above street, about half-way between Washington and Tremont streets.

W. W. STALL and wife are now in England. They "sailed away" for Merrie England November 10.

A CYCLIST of Shelton, Ct., is creditee with accomplishing the foolhardy feat of riding a safety bicycle across the railroad extension trestle from Shelton to Denby, Ct. The ties were ten inches apart, and while the feat demonstrates a cool nerve, it also indicates a lack of common sense.

WE have received a copy of the pamphlet entitled "Elwell's European Tours, 1891." It is a beautifully illustrated little brochure (illustrations by A. G. Collins), which gives the full itinerary for the 1891 tour. By all means send to Mr. F. A. Elwell of Portland, Me., for one of his pamphlets.

THE New Bedford (Mass.) Cycle Club will give its third annual ball at new Odd Fellows' Hall, New Bedford, Tuesday evening, December 9th.

CHURCH WARDEN clay pipes, Turkish tobacco, a fine mixed programme, were the elements which went to make up a pleasant evening's entertainment at the clubhouse of the Hudson Co. Wheelmen on Cumminipaw avenue, in Jersey City, Saturday evening last. Negro melody, recitations, vocal solos and boxing bouts were the attractions, and, last but not least, refreshmeuts were served later on.

THE following will explain itself: "If the cycler who was riding up Bryn Mawr hill on Sunday, November 16th, when four men in a pony cart were driving in the opposite direction, will communicate with me I shall be greatly obliged to him. He will probably remember speaking to me about an incident that occurred at that time. KIRK BROWN."

IF you can ride a mile in 2 50 or better you are eligible for membership in a Chicago club which makes that the test.

THE Washington Cycle Club of Washington, D C., is having a series of very desirable runs under the leadership of Capt. Burbridge, and as a consequence the boys are getting into good riding order. On the 23d inst. a run to Marlborough, Md., was enjoyed by a jolly good party of members and guests. The runs bulletined for December are calculated to be of a most attractive and enjoyable character, and both local and visiting wheelmen were cordially invited to attend any of the same.

TWO sportsmen, members of the York (Me.) Wheelmen, went ahunting on Lake Parmachene recently and on their return home they brought a splendid deer's head *mounted.* They said they had shot Mr. Deer, but there are men actuated by the pettiest jealousies who intimate that ——; well, let it go at "that," some men are altogether too suspicious.

WHAT I SEE BY THE WAY.

THE air which only yesterday was so full of warmth and autumn haze—to-day is damp and raw; the sky is full of clouds and tears, through the leafless trees the winds sighs and sobs, lamenting the dying year.

But the sunshine of life comes not from without, but from within, so buttoning up my coat the tighter I board the little ferry that crosses the river and leaving behind the picturesque part of New London am soon climbing the hills of Groton.

Back of the town, overlooking the harbor, is old Fort Griswold, now falling to decay. On the way I stop beneath the granite shaft that commemorates the memory of the brave heroes that fell by the hands of the British on the 6th of September, 1781, when the traitor Benedict Arnold burnt the towns of New London and Groton and spread terror and desolation over this part of New England.

A few steps over the stone wall and here is the triangle and ditch which protected the entrance to the inner works; passing this by the moat and we stand inside the old ramparts—what a flood of memories come over us.

It is the old, old story, yet like love, ever new, the story of a nation's birth. See here we are standing beside the very spot where over a hundred years ago Col. William Ledyard stood with uncovered head to receive his captors.

I can well remember the day I stood under the gothic arches of that vast cathedral, Westminster Abbey, and a handsome young English boy (my companion) pointed out the marble tablet on which I read "To the memory of Major Andre, cruelly murdered by the Americans."

I remember how I blushed for shame, even though I knew it was a war necessity.

Well, to-day seas roll between he and I, but I longed for him to be with me again. Here standing beside this little railing, here under heaven's dome so that I might point to this tablet, that with crimson cheek he might read, "On this spot Col. William Ledyard fell, pierced by his own sword in the hands of a British officer to whom he had surrendered."

No wonder Arnold died unwept, unsung, unknown; there is no darker page on English history.

I mount the ramparts now overgrown with grass. Below me is the new fort whose guns frown down on the harbor. Away over to the left is the sea, lost in the misty horizon, in front is the spruce little city of New London, and off to the right the river Thames, bearing on its bosom great ships and steamers, along its banks the blue smoke curls in the chill November air from many a quiet farm house, up from the meadows comes the tinkle, tinkle of the cow bells, all telling of plenty and peace where once howled the dogs of war. "GRIFF."

AS TO MR. LAURIE'S VIEWS.

IN your editorial comment upon the rather remarkable effusion of Mr. Laurie in the alleged "interview" of *Wheeling* there are several things which you seem to have passed over.

I have not a copy of that paper before me, but if my memory serves me Mr. Laurie not only claims Osmond to be Windle's superior, but also asserts that the American safety riders are none of them up to the standard of the Englishmen.

Such remarks come in very poor taste from Mr. Laurie, although they seem to be on a par with that gentleman's conduct and utterances while here. When Mr. Laurie reached here he was received with great cordiality, cordiality more marked than ever greeted any American wheelman who had visited England; but as long as Mr. Laurie remained on this side of the water, although this cordiality remained unchanged he had nothing but ill-natured criticism and ungenerous comment to give men, riders and tracks.

As for the superiority of his fellow-countrymen, does Mr. Laurie think that any of them could beat 2.25 4-5 on a solid-tired ordinary over one of our "blooming tram-ways?"

And why did Mr. Laurie, who considers himself a representative of the first class of English safety riders, refuse to meet our best men on equal terms at Hartford?

I believe Mr. Laurie when asked the reason he failed to capture more prizes, claims to have been "all out of condition;" this claim seems rather absurd when we recall the fact that at Hartford he rode the fastest mile of his life.

And as for capturing first prizes, some of those which Mr. Laurie now displays he never rode for, the Hartford management by duplicating the prizes having hired him not to ride his pneumatic against the solid tires. Mr. Laurie while here never showed any of the characteristics of a true sportsman and by his foolish talk and excuses since his return has merely intensified the poor impression he made with American wheelmen. ROVER.

QUEEN'S COUNTY, L. I., WHEELMEN.

ALTHOUGH nothing has appeared about us for some time, we have not been asleep by any means. On August 29, 1890, our articles of incorporation were signed, and we became a legal organization under the laws of the State of New York.

Our membership has swelled to thirty, and the question of a club-house has been discussed for the past few months, for this is something we sorely need. However, at the last meeting we took decisive action on the subject. Since then we have purchased some land, splendidly situated at the junction of five roads and two railroads, and but a few feet from the main street, which is a continuation of Fulton street, Brooklyn, and which is the chief turnpike of Long Island, running its entire length.

On this we are going to put up a pretty little frame house of ample size for our needs, and which will be completely furnished. For the benefit of our building fund, we are going to give a minstrel entertainment at the Jamaica Opera House, December 22d, at 8 o'clock, and we would be pleased to see all our fellow-wheelmen present who can come. We will guarantee them a very enjoyable evening. TREBOR.

IN CALIFORNIA.

(Concluded)

ABOUT Oakland a number of short rides of six to ten miles can be had through sections of great natural beauty and past suburban villas and country residences, whose grounds are ornamented by all that wealth and favorable climate can produce in the way of luxuriant vegetation.

The road oftenest travelled by cyclers leads straight through the city, over several miles of its poorest streets, till the county road is reached. Then one has before him an exceptionally good road for seventy or eighty miles in a southeasterly direction. From Fruitvale, where the city street becomes the county road, to San Leandro, there is little of interest. The land stretches away to the bay on the west and the hills rise abruptly a half mile to the east. The houses are insignificant, and the people one meets are mostly Portuguese vegetable gardeners, except on Sundays or holidays when the road is alive with fine turnouts from San Francisco or Oakland, containing pleasure seekers enjoying one of their favorite rides.

The Portuguese gardener is an eccentric individual who carefully trains his team to take fright upon the approach of a bicycle, at which he never fails to gnash his teeth and swear. It is not uncommon to meet a cart containing two of these people, who will drive their horse to the side of the road upon sighting a wheelman, and while one grips the reins the other alights and holds the animal's head, soothing and caressing his steed until the dreaded bicycle is passed.

San Leandro is a pretty little town in the centre of the fruit and vegetable gardens which supply San Francisco. From thence to Haywards, five miles, the road approaches nearer to the hills, passing several very fine fruit farms whose highly cultivated orchards of apricot, cherry and peach trees surround modern mansions testifying to the prosperity and good taste of their owners.

Haywards is thirteen miles from Oakland and is the objective point of many club runs, the road being uniformly good throughout the year and the route possessing numerous attractions in the shape of fruit farms along the road and good hotels at the end of the run. The town itself is a pleasant place of about 1500 population, and has a bright, clean appearance which renders it very inviting.

Continuing to Niles, ten miles further, the road becomes sandy and rolling, and beyond Niles to Mission San Jose it is rather hilly, but in compensation the view of the lower part of the bay and the adjacent towns is fine, and one travels by many attractive vineyards and orchards to sample whose products he finds a refreshing and agreeable diversion.

Nothing can be more charming in the summer time than a view of one of the Mission San Jose vineyards covering the rounded hills like a green mantle, and forming a remarkable contrast to the adjoining fields, brown and dead at certain seasons.

Here the road leaves the hills, descending to Warm Springs where it joins the road running from San Leandro to Alvarado and Centerville, and thence it is a level, smooth track as can be desired for much of the year, and leads through Milgitos to San Jose, forty-two miles from Oakland.

San Jose is a town of about 18 000 inhabitants, in the famous Santa Clara valley. It contains many enthusiastic cyclers and was the scene of the League meet of 1890. From San Jose various fine roads lead to localities of great interest, the chief point of attraction being, probably, the Lick observatory on Mt. Hamilton, twenty-six miles distant, the trip to which has been described so often that I will not attempt it. Alum Rock, Saratoga, Agnews and Los Gatos are all points well worth visiting by the cycler. From San Jose the main thoroughfare South lies by the side of the railroad track through the Santa Clara valley. The fine residences prove the wealth of the farmer, and the waving fields of grain and heavily laden fruit trees demonstrate the richness of the soil. There is much to please the eye along the road, particularly the frequent groves of huge live oak and white oak trees with their mossy limbs standing guard over the horses and cattle which shelter themselves from the midday sun beneath the broad branches, opening their eyes in lazy surprise as the wheelman spins by.

The road for most of the way is a happy combination of gravel and clay that forms a surface smooth as asphalt and hard as cement. This highway continues to Gilroy, thirty miles below San Jose, and to Hollister, fifteen miles further, beyond it becomes sandy.

It is a common run for wheelmen to ride to San Jose or Gilroy, and then take the railroad back to San Francisco, the strong northwest winds which blow daily from May till November rendering it hard pedalling in a northerly direction. W. P.

SHALL THE LEAGUE "DABBLE IN POLITICS."

Editor Bicycling World: Your general invitation to have us all spout on the subject of the League dabbling in politics is too tempting a one to put away from me, particularly as it gives me a chance at last to agree with the genial Mott. With him I would be strongly inclined to say (in my own language, not his) that a little hard horse sense is sadly needed in some quarters to get rid of this silly notion that the League is too high and holy a thing to be dragged in the mire of American citizenship. Whether we can deliver the goods when we have made a bargain is another thing; for as I've suggested before, there are more important things agitating the American people by which the votes even of wheelmen are affected than those which most directly concern cycling interests. Bad roads are a great obstacle to trade and industry, but protective tariffs are greater, and there is strong reason to believe that the force bill influenced more votes at the recent election than the burning issues of sidewalk riding or lamp and bell ordinances. But the possible failure of the rank and file to follow by no means absolves the leaders from exerting such influence as they may have, and politicians would be more than human if they granted us favors when we did not even try to give them anything in return. To much of our work this consideration does not really apply, and especially to most of what can be done for highway improvement, for then the short road to success is that along which the present management of the League is quietly but most effectively working—through the educating of the people at large to want good roads and to demand them not in the interest of cycling alone, but of the whole community.

Granting, however, that the League should at times "go into politics" I again agree with Mr. Mott that it should do so through the properly designated media, and I would illustrate that of my own motion by saying that it should not be in the irresponsible fashion that has hitherto been adopted in New York. One of the mistakes that amateur politicians are apt to fall into is to bring discredit on the causes with which they become identified by practicing expedients that professional politicians are ashamed of. Under this head comes the trick of getting out a manifesto on the eve of election when it is too late to meet it with denial; a proceeding that was so moulded with popular indignation in the Morey letter affair in 1880 as to make it a very nasty weapon to handle ever since. In apparent ignorance of current political ethics on this point this is precisely what has been done in at least two instances where our suffrages have been asked for "wheelmen's friends" as against their enemies.

Moreover, while my own sympathies at the recent election were on the side of Tammany and against the ticket headed by Mr. Scott, I have no hesitation in saying that the attack made upon the latter gentleman because of what he said at the hearing on the liberty bill was wholly unfair. He appeared there as legislative counsel for the city by order of Mayor Hewitt, and like any other lawyer he used what appeared to him to be the most effective arguments to defeat the bill. What he said wasn't pleasant, but those of us who do not wear pretty ribbons on our wheels or dally with the nursemaids in the park can afford to smile at the description given of us; to resent which is so childish that if it were effective with any great number of wheelmen it would rob us of all title to public backing where we want it, as men who would subordinate important public interests to a little petty personal pride.

This whole movement against Mr. Scott, as well as that in favor of Gov. Hill because he did not veto a bill that had been almost unanimously passed by the Legislature, and the other one asking support of another candidate on the sole assurance of a prominent wheelmen that in some mysterious way the candidate had been our friend are at least open to the charge that they were got up to curry a little political interest for their promoters. To avoid such suspicion the rational way would seem to be for the official representatives of the League to formally recognize public services, not promises, rendered for or against us; not in the heat of the campaign, but at the time of performance, and when the men who have thus done us favors or injury again came up for office to recite the facts as part of our official record at a date sufficiently in advance of election to admit of refutatation if a mistake. E. J. SHRIVER.

New York, Nov. 18, 1890.

"STAR" STILL GETS "FITS"

Editor Bicycling World: Your Cincinnati correspondent, "Star," will succeed in getting himself generally disliked if he continues his present course. Five out of his seven paragraphs in the BICYCLING WORLD, November 14th, consist merely of sneering allusions to his fellow wheelmen. Three out of these five are flings at the Social Cycling Club. What percentage of the 19 000 readers of the BICYCLING WORLD care anything about his quarrel with the Socials? It is pretty evident that, whatever may be the impressions made upon "Star" by the favorable judgment of visiting wheelmen concerning one of Cincinnati's famous products, we cannot look for *him* to help make the sport of cycling (or its literature) "elevated and refined." Considering his position in the League, "Star" should set a better example to the younger correspondents and try to occupy a little higher level. UNOTHAT.

Cincinnati, November 19, 1890.

THE HARTFORD MEET FOR 1891.

[By some stupendously careless oversight the following notice did not appear in our last week's issue as it should have done.—ED.].

Editor Bicycling World: At the annual meeting of the Hartford Wheel Club held November 11th, 1890, it was voted to hold their annual tournament for 1891, on September eighth and ninth.

Yours, F. E. HASTINGS, Secretary.

RACING EVENTS.

AT NEWARK, N. J.—At the games given by the Atalanta Wheelmen, Nov. 21, at Bellevue avenue skating rink, the following cycle events were contested:

Half-mile safety novice—F. Pring won first heat in 2.21 1-2 A. D. Tompkins, Riverside A. C., was second. Second heat—Won by G. M. Brinkerhoff, P. C. T. A. A.; George DeW. Brown, R. W., second, Time, 2.16. Final heat in this race was won by George M. Brinkerhoff, P. C. T. A. A.; A. D. Tompkins, Riverside A. C second, and George DeW. Brown, R. W., third. Winner's time, 2.12 4-5.

One-mile safety handicap—Competitors were started three in each heat, winner only in final heat. They were as follows: First heat, Frank Brock, Atalanta Wheelmen, time 4 3-5. Second heat, F. Pring, East Orange Cyclers; time 4.26. Third heat, H. Snyder, Brooklyn; time 4.20 Fourth heat, A. Hempstead, Brooklyn, time 4.32 4-5. [No handicaps given.—ED.

Half-mile safety club handicap—The winner was S. R. Pridham, 30 yards handicap; F. Brock, scratch, second. Time, 2.05.

AT ROCHESTER, N. Y.—The 10 miles' (or thereabouts) handicap road race was held Friday, Nov. 24. The results for first five was as follows: F. Smith, 4m. handicap, first, time 4 08.10; W. Le Mesurier, 3m., second, 4 08 30; P. Dukelow, 3m., third, 4.09.21; C. J. Appell, 5m., fourth, 4.10 06; R. Henricus, 5m., fifth, 4.10.38. Although Mr. Smith was the winner it will be seen that Le Mesurier made the best time under his handicap.

AT COLUMBUS, Ga., Nov. 10—Monday, November 10, was Bicycle Day at the Exposition, and the results were as follows:

One mile novice—Won by T. F. Sharpe in 3.50; Ed Munn, second.

Half mile—Won by Frank Bell. Time, 1.50 3-4. J. H. Polhill was a good second.

Three quarter mile, which was won by J. H. Polhill in 1.36. Mr. F. Bell was a splendid second, crossing the tape only a foot behind. The time in this race lowers the American record for that distance, and will stand as a record for some time to come. [This time claimed is indeed phenomenal, and will require the acceptance by the Racing Board before it can be allowed.—ED.].

State chamionship, ordinary—Was won by Mr. Polhill, Mr. Vaughn of Griffin, second. Time, 3.22.

Mile safety—was won by J. H. Polhill; Mr. F. Bell second. Time, 3.19.

Continued on Page 122.

NEW KODAK CAMERAS---FOR WHEELMEN.



"YOU PRESS THE BUTTON, WE DO THE REST."

(OR YOU CAN DO IT YOURSELF.)

SEVEN NEW STYLES and SIZES

ALL LOADED WITH

TRANSPARENT FILM.

☞For sale by all Photo. Stock Dealers. *Send for Catalogue.*

THE EASTMAN COMPANY, Rochester, N. Y.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street, BROOKLYN, N. Y.

HARTFORD

A Popular American Made Wheel

$100.00



$100.00

HARTFORD

At a Popular Price.

HARTFORD

HARTFORD

THE HARTFORD CYCLE CO., Manufacturers, Hartford, Conn.



The Victor Wrench. A genuine triumph! By actual tests over 80 per cent. STRONGER than the strongest wrench of its class heretofore in the market. Nickel plated. Price $1.00

Overman Wheel Co., Makers, Chicopee Falls, Mass.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 2,

ABBOT BASSETT, Secretary.

OFFICERS FOR 1890-91.

PRESIDENT,

JAMES R. DUNN,

40 Wall st., Room 69, New York.

FIRST VICE PRESIDENT,

DR. W. H. EMERY,

109 Warwick street, Roxbury, Mas

SECOND VICE PRESIDENT,

GEO. R. BIDWELL,

308 W. 59th street, New Y City

TREASURER,

W. M. BREWSTER.

117 No. 4th Street, Quincy, Ill.

SECRETARY,

ABBOT BASSETT,

12 Pearl Street, Boston, Mass.

Standing Committee.

Membership Committee.

Santord Lawton.....Springfied, Mass.
George C. Pennell.....Elizabeth, N. J.
Chas. C. Arbuckle.....1562 Euclid ave., St. Louis, Mo.

Committee on Improvement of Highways.

Isaac B. Potter, Esq.....Potter Bldg., New York
Albert Mott.....203 Lenox St., Baltimore, Md.
Maj. Chas. L. Burdett.....Hartford, Conn.

Committee on Rights and Privileges.

Clarence Hodson.....Crisfield, Md.
Chas. F. Cossum, Esq.....Poughkeepsie, N. Y.
C. S. Dean, Esq.....28 State St., Boston, Mass.

Committee on Rules and Regulations.

W. A. Davis.....340 S. Leavitt St., Chicago, Ill.
Michael Furst, Esq.....16 Court St., Brooklyn, N. Y.
A. B. Richmond.....Grand Rapids, Mich

Transportation Committee.

W. M. Brewster.....117 No. 4th St., Quincy, Ill.
Amzi T. Dodd.....70 Park Place, Newark, N. J
Burley B. Ayers, "Rookery,".....Chicago, Ill

Racing Board.

Chas. S. Davol.....Warren, R. I.
George Collister.....147 Ontario St., Cleveland, Ohio
Robert D. Garden.....Chicago, Ill.
W. H. DeGraaf.....47 W. 14th St., New York.
Geo. D. Gideon.....17 No. 7th St., Philadelphia Pa

Hotel Committee.

George S. Atwater, 1424 Penn. Ave., Washington, D.C
H. H. Hodgson.....13 Carondelet St., New Orleans, La
W. C. Marion.....1255 Bedford Ave., Brooklyn, N. Y.

Rhode Island.

At a meeting of the Board of Officers, Rhode Island Division L. A. W. held September 17, 1890: Mr. H. L. Perkin was elected 1st Delegate; Mr. J. L. Speir, 2d delegate.

Yours, etc.,
NELSON H. GIBBS, Sec.-Treas.

Providence November 21, 1890.

Iowa League Hotels.

The following additional appointments of League Hotels in Iowa have been made, viz.:

Humbolt—Russell House, Russell Bros proprietors, Main street, rates $1.50 per day.

Ir dianola—Madison House, R. Vosburg, proprietor, rates $1.50 per day. Free 'bus to and from all trains.

Rock Rapids—Hotel Lyon, C. B. Miller, proprietor, rates $1.50 per day.

Stuart—The Arlington, Ed Churchill, proprietor, rates $2.00 per day.

The rates given above are for members of the League of American Wheelmen only, and are a reduction of about twenty five per cent from regular rates. To secure these rates wheelmen must show their League membership tickets. These houses are all first class and the best that there are in their respective cities. I would cordially recommend them to all members of the League. ACKLEY HUBBARD, Chief Consul.

Spencer, Iowa, November 19th, 1890.

Vermont.

In accordance with ar icle four, section three of the Constitution, I have this day appointed Mr. F. A. Roberts of Brattleboro, Vt., Secretary and Treasurer of the Vermont Division L. A. W.

This appointment puts our Division in bett-r working order and will enable us, with the help of every member of the Division, to wake up "Old Vermont" in '91.

Yours fraternally, F. A. HUBBARD,
Brattleboro, Vt, Nov 20th '90. Chief Consul.

New York Club Representative.

At our regular montly meeting held November 14th, 1890, the following gentlemen were elected to represent the Harlem Wheelmen in the New York State Division of the L. A. W.: Mr. T. A. Raisbeck, Mr. W. H. DeGraaf. I am, Yours fraternally,

CHAS. WENDHACK,
Secretary Harlem Wheelmen.

New York, November 20th, 1890.

Massachusetts Representative.

At a meeting held on November 5th, 1890, A. C. Copeland, President of the Bay State Bicycle Club, was elected club Representative of Massachusetts Division L. A. W. Fraternally, B. A. LEMONT, Sec.

Worcester, Mass., November 20, 1890.

Ohio.

I have this day appointed Mr. Roy Antibus of Mansfield, Representative at large in place of F. L. Casselberry of Mansfield resigned. Fraternally,

M. A. HIGH, Chief Consul Ohio Div. L. A. W.

Cincinnati, November 20, 1890.

Ohio Division.

November 15, 1889, Ohio, 833
November 14, 1890 Ohio, 1151.

Still 849 short of the desired 2000! Do you smile? Well, so did others a year ago when the mark was put at 1200.

Now if in the past year Fremont could increase her membership from 2 to 10, Sidney from 4 to 10, Sandusky from nothing to 10, Findlay from 2 to 14, Tiffin from 6 to 15, Chillicothe from 3 to 20, Youngstown from 10 to 20, Troy from 3 to 40, Springfield from 33 to 46, Steubenville from 20 to 46, Columbus from 20 to 53, and Dayton from 6 to 75! there ought surely to be no difficulty whatever in reaching the desired 2000 if only those localities which have stood still or have decreased in membership could but catch the infection.

This is not idle talk. It is only plain talk!

If the members in some of the localities not mentioned could only shake off their lethargy and wake up to the fact that the success of the Division depends more on the efforts of individual members than it does on the officers, our membership would receive such a boom that some of the Divisions that have passed us would be left out of sight in the rear.

I have spoken. Will you try?

Fraternally, M. A. HIGH, Chief Consul.

Cincinnati, Nov. 19, 1890.

Missouri Division.

To Consuls:

The State has been districted and a number of counties have been assigned to each Representative. Consuls residing in the counties named will please comply with instructions received from their respective Representative.

District No. 1.—In charge of Representative R. M. Seibel, 901 Broadway, Kansas City, embraces the following counties: Atchison, Holt, Andrew, Buchanan, Platte, Clay, Clinton, DeKalb, Gentry, Nodaway, Worth, Harrison, Daviess, Caldwell, Ray, Lafayette, Mercer, Grundy, Livingstone, Carroll, Cass and Jackson

District No. 2.—In charge of Representative R. W. Garner, 7403 Michigan avenue, St. Louis: Vernon, Bates, Boston, Jasper, Newton, McDonald, Ozark, Laclede, Wright, Pulaski, Pheips, Texas, Howell, Dent, Shannon, Reynolds, St. Clair, Dade, Lawrence, Barry, Hickory, Polk, Carter, Ripley, Greene, Christian, Stone, Taney, Dallas, Webster and Douglas.

District No. 3.—In charge of Secretary-Treasurer Joe H. Kelley, D. H. Smith Hardware Co., Sedalia: Johnson, Pettis, Saline, Henry, Benton, Morgan, Camden, Miller, Monitean, Cole, Cooper, Howard.

District No. 4. In charge of Representative W. P. Laing, 1721 Olive street, St Louis; Schuyler, Scotland, Clarke, Adair, Knox, Lewis, Macon, Shelby, Randolph, Monroe, Ralls, Pike, Audrian, Montgomery, Warren, St. Charles, Putnam, Sullivan and Linn.

District No. 5.—In charge of Representative F. W. Wriedeu, Nat. Bank of Commerce, St. Louis, Osage, Gasconade, Franklin, Jefferson, Maries, Crawford, Washington, St. Francis, St. Geneviloe, Iron, Madison, Perry, Wayne, Bollinger, Cape Giradeau, Scott, Butler, Stoddard, Mississippi, New Madrid and Pemiscott.

Fraternally yours, ROBT. HOLM, C. C.

500—Missouri—500.

To Members:

What is in a name? "Hustle," and it is said that an officer of this Division makes more mention of it than any word in the English language except "Join the League." In making up the list of your cycling friends whom you should by all means induce to become members of our organization, do not forget to use the words quoted above. Our membership is already nearly 450, and but 50 more members are needed to bring us within hailing distance of the 500 mark. If you need advice, application blanks or circulars write to me for them.

Fraternally yours, ROBT. HOLM, C. C.

Missouri Appointment.

Mr. F. A. Scott of Moberly is hereby appointed Chairman of the Highways Improvement Committee, vice W. A. Rothwell resigned.

Fraternally yours, ROBT. HOLM, C. C.

Illinois Consuls.

Naperville—W. G. Sieber.
Normal Park—A. Guthrie.
Norwood—H. C. Larze'ere.
Oak Park—Milton Mill.
Olney—B. S. Murray.
Ottawa—Will H. Osman.
Paris—F. G. Crtor.
Paxton—Victor Lundberg.
Peoria—John L. Misner.
Peru—Wm. E. Means.
Paper City—J. K. Montelius.
Polo—C. U. Powell.
Pre-emption—A. W. Conner.
Princeville—J. B. Ferguson.
Penrose—Frank Baer.

W. A. DAVIS, C. C.

New York.

At a regular meeting of the Rome Cyclers held Nov. 18th Mr. A. Irving Fuller was elected as club representative to the State Board. Very respectfully yours,

G LINN PRESCOTT, Sec'y.

Rome, N. Y., Nov. 22, 1890.

New League Club.

The following clubs have qualified as League clubs and filed the certificate required in the office of the Secretary:

304—Buckeye Ladies' Cycling Club, Columbus, Ohio, Freda Detmers, Sec.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication. and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 35—Total 109—17,435.

BOSTON, Nov. 28, 1890.

CALIFORNIA DIVISION—1—525.

Unattached.

20582 Johnson, Francis F., 1801 Howard st., San Francisco

CONNECTICUT DIVISION—7—1305

Bridgeport Wheel Club.

20583 Miller, Benj., 70 Congress st., Bridgeport

Stratford Wheel Club (unattached).

20584 Wheeler, Walter (P. O. 43 West 25th, New York) Stratford

Unattached.

20585 Keane, Daniel P., 349 Main st., Bridgeport
20602 Warren, Charles, Westport
20622 Jensen, James P., Box 144, Torrington
20640 Case, L. A., Collinsville
20641 Pope, Geo., 75 Commerce st., Hartford

DISTRICT OF COLUMBIA DIVISION—2—229.

Unattached.

20563 Hinman, H. E., 1512 W. st., N. W. Washington
2 554 *Stodder, Miss M. A.*, 531 Spruce, "

ILLINOIS DIVISION—16—1372

Ill. C. C.

20555 Benedict, Geo. H., 177 So. Clark, Chicago
20556 Burdick, F. M., 148 Market, "
20557 Cady, E. J., 433 Claremont, "
20558 Cady, Geo. W., 434 S. Oakley ave., "
20559 Goodman, A. G., 182 W. Madison, "
20560 Gunderson, G. B., 1246 Wilcox ave., "
20561 Jutkins, P. R., 153 Jefferson, "
20562 Keller, A. W., 153 Wash. st., "
20563 Mann, E. R., 574 Wash. Boul., "
20564 Page, J. C., Ogden ave. and Polk, "
20565 Peck, G. B., 940 Monroe, "

Capital City C. C. (unattached).

20566 Berg, Paul, Springfield
20567 Miller, J. O., 1125 No. 5th, "

Y. M. C. A. (unattached).

20586 Bensinger, C. E., Box 296, Sterling
20587 Benson, Wm. P., "

Unattached.

20568 Bennett, W. H., 1059 Rookery Bl'dg, Chicago

MARYLAND DIVISION—10—576.

Dorchester Bi. Club.

20588 Woolford, B. W., Box 177, Cambridge

Unattached.

20570 Jaecksch, John H., 1906 E. Bank st., Baltimore
20571 MacDonald, W. S., 1414 La Fayette, "
20572 Roth, John, 1730 E. Lombard st., "
20573 Sharretts, L. W., 1800 Lafayette ave., "
20574 Sharretts, J. F., Jr., 1800 Lafayette ave., "
20569 Footer, Harry, Cumberland
20616 Harris, Wm. B., 205 E. German st., Baltimore
20617 Hewes, John W., 205 E. German st., "
20643 McLaughlin, Geo. E., 512 N. Gay st., "

MASSACHUSETTS DIVISION—14—2273.

Bay State Bi. Club.

20603 Curtis, C. H., 47 Harvard st., Worcester

Unattached.

20643 Spaulding, Geo. D., Sawyer ave., Dorchester
20535 Gowell, Frederick W., 52 Temple pl., Boston
20575 Mellen, Edwin D., 31 Essex st., Cambridgeport
20589 O'Conner, T. P., Holyoke
20623 Tarbell, Charles W., 123 Pearl st., Somerville

20624 Howe, Albert A., 42 Wadsworth ave., Waltham
20625 Jackson, George, 7 Sharon st., "
20626 Page, H. N., Adams st., "
20627 Parker, Edwin W., 54 Central st., "
20628 Parks, Arthur H., 110 Chestnut st., "
20629 Searle, Samuel A., cor. Curtis & Sharon, "
20630 Southwick, Clarence I., 337 Crescent st., "
20631 Wheaton, Carl M., 149 East Brown st., "

MINNESOTA DIVISION—1—150.

St. Paul Cycle Club.
20632 Reid, Fred A., 635 John st., St. Paul

MISSOURI DIVISION—4—450.

C. C. C. (unattached).
20590 Knox, John U., Box 288, Columbia
20591 Vivion, Wm. A., "
Hannibal C. C.
20604 Howell, James C., Broadway, Hannibal
Unattached.
20605 Eakin, Ernest, Fourth st., Cameron

NEW JERSEY DIVISION—17—1004.

Bergen Co. Wheelmen.
20537 Clark, J. H., Leonia
20538 Coyte, Lester, Nordhoff
20539 Hammond, Samuel, Ridgefield
20540 Keyes, Frank, Fort Lee
20541 Koehler, A. B., Fairview
20542 Parks, C. F., Englewood
20543 Potterton, A., 36 Prospect st., Jersey City Heights
Englewood Wheelmen.
20606 Rochester, R. H., Englewood
20607 Clark, B. L., 54 Montgomery, Jersey City
20608 *Clark, Mrs. B. L.*, 54 Montgomery, "
20609 Demarest, Jno. Z., Closter
Montclair Wheelmen.
20544 Harington, Charles, Montclair
20545 North, Charles M., "
20546 Stone, F. G., "
Westfield Wheelmen (unattached).
20633 Bloodgood, Ezra, Westfield
Unattached.
20610 Austin, Harold, 40 Wall st., Trenton
20611 Stockton, Fred W., 40 Wall st., "

NEW YORK DIVISION—9—2089

Riverside Wheelmen (unattached).
20634 Muller, E. G., 428 West 29, New York
Bergen Co. Wheelmen.
20536 Clapp, Harry S., 502 Grand ave., Brooklyn
Syracuse C. C.
20547 Klube, John G., 506 Kirkpatrick, Syracuse
20548 Pitts, Frank E., 206 Orange, "
20549 Starr, Geo. M., 508 Kirkpatrick, "
Unattached.
20592 Nelson, Geo. A., Box 559, Nyack
20550 Orr, Eric T., 125 E. 76th st., New York
20551 Messinger, F. H., 60 East 9th, "
20576 Moffet, Frank H., 12 River View Terrace, "

OHIO DIVISION—14—1168.

Buckeye Ladies C. C.
20593 *Bruck, Mamie*, 961 S. High st., Columbus
20594 *Detmers, Freda*, 35 King ave., Columbus
20595 *Green, Benigna C.*, Room 38, Board of Trade, Columbus
20636 *Hillhouse, Margaret C*, 88 1-2 N. High st., "
20597 *Reed, Mary*, 234 Jefferson ave., "
20598 *Smith, Maud*, 81 W. 4th ave., "
Dayton Bi. Club.
20635 Patterson, J. C., Main and Second, Dayton
Muskingum Co. Wheelmen (unattached).
20599 Seright, C. B., Seright & Webster, Zanesville
Unattached.
20636 Neff, Theodore W., Box 312, Cincinnati
20577 Avery, F. E., 264 Hamilton ave., Columbus
20578 Russell, W. P., 30 Race st., Springfield
20600 Jones, S. Fosdick, 178 W. 7th st., Cincinnati
20618 Willey, A. J., College Hill
20619 Smith, Geo. W., Tiffin

PENNSYLVANIA DIVISION—8—2027.

York C. C.
20620 Levengood, L. D., 116 S. Beaver, York
Unattached.
20580 Clewell, Eugene H., cor. Wall and Linden, Bethlehem
20601 Clark, W. T., Jamestown
20570 Boehringer, J. Albert, 1210 Girard ave., Philadelphia
20581 Zearfauss, Wm. E., 682 No. 13, "
20621 Hart, George S., Belmont and Elm ave., "
20637 Sands, Will J., Jr., 313 West 6th st., Erie
20638 Boyer, J. H., Finleyville

RHODE ISLAND DIVISION—1—564.

Unattached.
20552 Murphy, E. C., 11 Dixon, Westerly

TENNESSEE DIVISION—1—135.

Unattached.
20639 Shipp, J. T., Bellbuckle

TEXAS DIVISION—4—49.

Austin Bi. Club (unattached).
20613 Tibaut, John M., McKean, Eders & Co., Austin
20914 Winn, Joseph B., care City Nat'l Bank, "
Unattached.
20612 Kuehne, F., State Nat'l Bank, "
20615 Bass, Tom. C., care M. Schneider Bro., Sherman

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasurer, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1424 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No. Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 607 No. Alabama street, Indianapolis.

IOWA—Chief Consul, Ackley Hubbard, Spencer. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 65, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

MAINE—Chief Consul, Howard M. Breen, 109 Franklin street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 127 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, Dr. W. H. Emery, 109 Warwick street, Roxbury. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 280, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI — Chief Consul, Robert Holm, 968 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, Frank O. Moulton, Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 40 Orchard street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 412 South Broad street, Elizabeth.

NEW YORK — Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Chas. S. Davol, Warren. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Joseph R. Wilson, Jr., Clarksville. Secretary-Treasurer, B. A. Patch, Clarksville.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box 281, Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro'.

VIRGINIA—Chief Consul, Ira B. White, 16 Nolls court. Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1891. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $1.50 with this blank on any date between date of paper and April 1, 1891. Write plainly—Printing preferred.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margin in using this blank.*

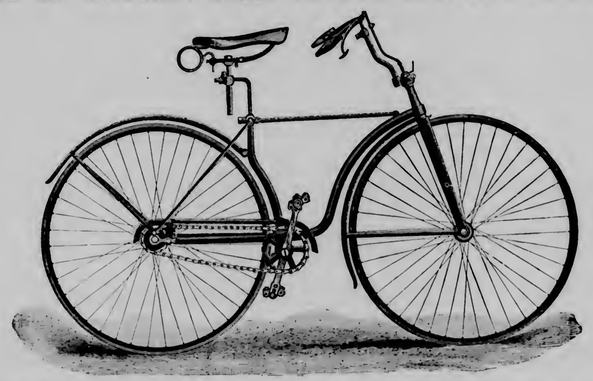
We are now Supplying through our Agents, or direct,

WARWICK PERFECTION CYCLES

As adopted by the UNITED STATES GOVERNMENT.

CONSTRUCTED OF WROUGHT STEEL THROUGHOUT, AND SO GUARANTEED.

PRICE, $135.



FOR LADY or GENTLEMAN.

NOW READY FOR SHIPMENT.

WARWICK CYCLE MFG. CO., - Springfield, Mass.

The Celebrated Bolte Spring Fork,

Generally regarded as the most practical device of its kind, will be used on all the

Giant * Safety * Bicycles

FOR 1891,

and is but one of the many novel features which will make them, as during the past season,

THE SLICKEST SELLERS IN THE MARKET.

Dealers will do well to correspond with us at an early date. Our organization is fast assuming completion.

CATALOGUE ON APPLICATION.

H. A. LOZIER & CO., - Cleveland, Ohio.

Controlling the entire output of the LOZIER & YOST BICYCLE MFG. CO.

Continued from Page 117.

Half-mile ordinary—F. Bell, first; George W. Mooney of Birmingham, second. Time, 1.54 3 4.

One mile safety, State championship—Won by J. H. Polhill. Time, 3.51. Sharpe was a good second.

Quarter-mile, ordinary—Won by J. H. Polhill. Time, .37 1-2. Mr. F. Bell second. This was a very exciting race, and was greatly enjoyed.

Two miles, safety, was won by Mr. Bell. Time, 6.10. Polhill second.

One mile consolation—It was won by Mr. Treadaway. Time, 4 13 1-2. Cason second.

AT CAMBRIDGE, MASS., November 15th, the annual handicap road race of the H. U. C. A. took place. Davis, '91, and Taylor, '92, were the only scratch men. Hawes, '93, had 2 min.; Davis, '93, 2 min. and 20 sec.; Barrow, '91, 3 min.; Olmstead, '94, 3 1-2 min.; Hochstader, '93, 5 min.; Keller, '94, Pratt, '94, and Bates, '92, 6 1-4 min.; Simpson, '93, 7 min.; DeWolf, '93, 7 min. and 20 sec.; Tower, '94, Macallister, '94, and Detrick, '91, 8 min. The race was won by Pratt, '94, his actual time being 35 min. 56 sec., Macallister, '94, second. The two scratch men, Davis, '91, and Taylor, '92, came in fifth and seventh respectively.

THE BOWN PATENT.

THE case of Bown vs. the Centaur Cycle Co. of England has been decided in the first instance in favor of the defendants. The case, however, has been appealed to the higher courts, and the Bown people fully expect the decision of the lower courts will be reversed.

ST. GEORGE'S ENGINEERING CO.

JUST as we go to press we received an official notification of a change in the ownership of the St. George's Engineering Co. Mr. C. A. Palmer, who has been manager of the Company for the past six years, has purchased the interest of Mrs. C. Cornforth, and thus becomes sole owner.

THE Benfield & Milne Mfg. Co. advertise on Page 123 a little device which will prove a boon to the safety rider who has not already got a device to hold the machine stiff against a wall or a post. The safeties not thus fitted *will* wobble and double into angles that makes it almost impossible to lean up against a wall or post without falling down. The patent support offered by Benfield & Milne Mfg. Co. is simple and effective, as is also the brake lock. See Page 123.

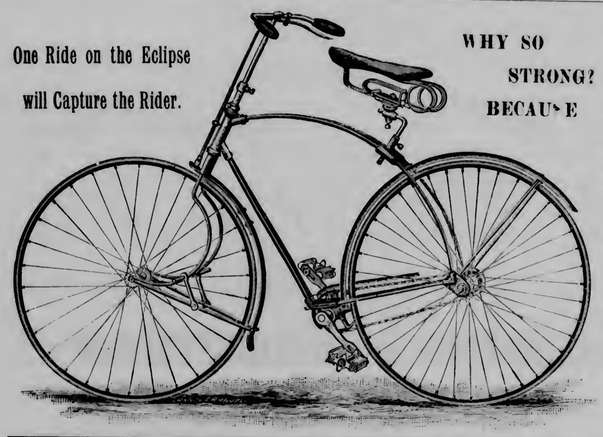
M. L. BRIDGMAN, one of Gormully & Jeffery's travellers, after several weeks good work on the Pacific coast is now on his way back to Chicago. He "did" Montana and the Dakotas to advantage, notwithstanding snow, short crops and the Indian scare.

GEO. BIDWELL will open a store in Chicago and his "leader" will be the Warwick Perfection. The store selected is 270-2 Wabash avenue. It has a frontage of 42 feet and 100 feet deep. Mr. Bidwell will take possession of the store and start in with the new year. In connection with the store will be a riding school in the basement, lighted with electricity and ventilated by means of an exhaust fan. With the Warwick he will handle the Kenwood, the Psycho and the St. Nicholas cycles. Mr. Art. A. Taylor will be associated with Mr. Bidwell This will make a strong team and combination surely.

A HANDSOME banner has been received by Messrs. Warman & Hazlewood, Coventry, Eng., from their chief American agents and is now on view in the window of Messrs. R. Smyth & Co., High street, Coventry. One side is of crimson silk and bears the legend, "To Warman & Hazlewood's Workmen from the Sweeting Cycle Co., Philadelphia, U. S. A.," in gold letters; the other bears the Stars and Stripes worked in colored silks and emblazoned with the mottoes, Rule Britannia" and "Hail Columbia." The whole is beautifully finished and ornamented with gold cords and tassels.

W. W. STALL will take the New England agency for the Hickory wheel and will push the sales of that wheel in his usual splendid manner.

IN addition to their cushion-tired Rambler safeties it is authoritively announced that the Gormully & Jeffery Mfg Co. will also list a cushion-tired American Light Champion Ordinary of the rational pattern.



One Ride on the Eclipse will Capture the Rider.

WHY SO STRONG? BECAUSE

THE ECLIPSE.

It is made of Aluminum Bronze and Best of Steel. It is the king of cycles for strength. Honestly built, not only for present hard work, but for the far off future. Ball Bearing all around. Spring Fork is the Ne Plus Ultra. Saddle adjustable. Mechanism of the highest type. The Eclipse is our own invention and patented. Is here to stay. We are building for the future Send for Catalogue. Price, $100.

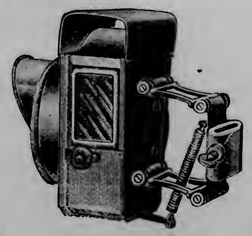
STEEL PULLEY & MACHINE WORKS,
INDIANAPOLIS, IND.

Good Agents Wanted for all Unoccupied Territory.

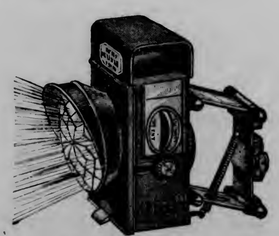
TO THE TRADE—DISCOUNTS ON APPLICATION.



MANHATTAN, $2.25.

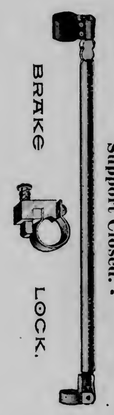


STANDARD, $3.25.



DIAMOND, $4 50

Schoverling, Daly & Gales, 302 Broadway & 84 Duane St., *NEW YORK.*





THIS IS

HOW IT WORKS.

Well, Charley! what has struck you?

Oh, I just left my wheel up against this post; when I came out it had fallen over as usual.

Well, go to some dealer and buy one of

"King's Patent Supports and Brake Locks."

Then all your trouble is over. All the boys have them now.

★ ★ ★

Manufactured by BENFIELD & MILNE MANUF'G CO., Newark, N. J.

And for sale by all prominent dealers.

The New "39" and "24" Star



NO MACHINE ON THE MARKET ITS EQUAL

Easiest Running Wheel

—AND—

Best Hill Climbing Machine Ever Produced.

We Challenge Honest Criticism.

In this Machine we have combined ALL the advantages of a low wheel and the speed of a high one.

Send for Catalogue of STAR BICYCLES.

H. B. SMITH MACHINE CO.,
Smithville, N. J

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. **W. E. AUGHINBAUGH,** Baltic Building Washington, D. C.

OUR PRIZE PACKAGE.

One Pair all wool hose, REGULAR PRICE, $1.50
One Pair Rankin Toe Clips, " " .50
One Buffalo Stand, fits Safety or Ordinary, REGULAR PRICE, - - 1.00

Total $3.00

Now, Wheelmen, don't you need all the above articles? If so, just discount our figures 50 per cent., send postal note or 2 cent stamps to the amount of $1.50, and we will forward you the whole package.

ST. LOUIS WHEEL CO., 311 N. 14th St, St. Louis, Mo

$2.75.

I will cut a single line, steel street die, monogram or cipher, with 5 quires fine writing paper and envelopes, paper stamped in colors for $2.75; all duplicate orders filled at $1.00 less, the die to remain in my possession; will mail samples on application.

M. R. WARREN,
Stationer and Engraver,
336 WASHINGTON ST., BOSTON.
Mention this paper.



A Sample OF THE BEST FOUNTAIN AND GOLD PEN IN THE WORLD,

(Warranted for 10 Years,)

Will be sent you by return mail at ONE HALF THE REGULAR PRICE. Send for circular.

DUNLAP PEN CO., 280 Washington St. Boston, Mass.
Mention this paper.

IT WILL PAY YOU TO SEND TO



A. W. CUMP & CO., Dayton, Ohio,

—— FOR PRICES ON ——

Typewriters and Bicycles. Typewriters Rented. Bicycles, Typewriters and Guns Taken in Exchange.



CUSHION TYRES.

THE CLARK CYCLE CO.,

BALTIMORE, MD.,

Have now a large consignment of

NEW RAPID SAFETIES,

Both No. 3 and Ladies', fitted with our Cushion Tyres, and can deliver from stock.

ST. GEORGE'S ENGINEERING CO.,

Inventors and Sole Manufacturers of the New Rapid Cycles,

BIRMINGHAM, - ENGLAND.

Send for Complete Bicycle Catalogue.



MEACHAM

HIGH-GRADE

DIAMOND FRAME

SAFETY.

Ball Bearings to Both Wheels.
Both Pedals and Crank Shaft.
Ball Bearings to Head.
Hollow Steel Tubing.

COMBINATION WHEEL FOR EITHER GENTLEMAN OR LADY.

List Price, **$135.00**

Selling Price, **$75.00.**

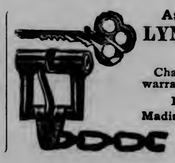
Remit by Post Office Money Order

WILL SUSTAIN A PERSON WEIGHING 225 LBS. BY REMOVING TOP CROSS BAR, CAN BE RIDDEN BY A LADY.

E. C. MEACHAM ARMS CO. ST. LOUIS, MO.

Write for Catalog and Second-hand List. Full Line of Sundries.

ST. LOUIS WHEEL CO.,
311 N. 14th St., St. Louis, Mo.



Ask your Dealer for **LYNCH'S BICYCLE LOCK.**

Chain 20 inches. Every lock warranted. Price, $1.00.

LYNCH MFG. CO.,
Madison, - - - Wis.

GAZELLE SAFETIES.



Having moved from Washington, D. C., to our commodious new factory, we are now prepared to fill all orders promptly. Ladies' and Gent's drop frame Gazelle, 28-inch wheels, $50. Boy's and Girl's drop frame Gazelle, 24 and 26-inch wheels, $35. Boy's straight frame Gazelle, 24-inch wheels, $32. All light, tubular steel frame machines with adjustable cone bearings. Liberal discounts to agents.

CRAWFORD & CO.,

HAGERSTOWN, - MD.



REFEREE ROADSTER.

REFEREE CYCLES

FOR

Lightness, Strength, Durability, Reputation and Satisfaction.

WHO SELLS THEM?

A. J. STREET CYCLE CO., Chicago.
GEORGE R. BIDWELL, New York.
W. J. NEWMAN, Boston.
J. B. & G. C. SWEET, Buffalo.
CHAS. HANAUER, Cincinnati.
PRINCE WELLS, Louisville.
MICHIGAN CYCLE CO., Detroit.
CAMPBELL & CO., Providence.
WILDER & LAING, St. Louis.
A. H. PERRIGO & CO., Omaha.
H. T. HEARSEY, Indianapolis.
BANKER BROS., Pittsburg.
L. B. GRAVES & CO., Washington, D. C.

ONE MILE CLUB — JENS F. PEDERSEN, NEW YORK — I. S. ASS'N

JENS F. PEDERSEN,

.... THE ....

MEDAL Manufacturer,

HAS REMOVED from

1½ to 41 & 43 Maiden Lane,

NEW YORK.

Illustrated Catalogue, with new and revised Price List, on application.

Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee.

Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.

406, 408, 410 & 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.
Cloth, $2.25 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk, Edge's League color, white centre, Snake Buckle.....50
No. XX Worsted Solid, League color, Snake Buckle.....40
Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic.5.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,

241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia, 1032 Market St

C. H. EVANS & SONS.

INDIA PALE ALE

—AND—

BROWN STOUT.

TRADE MARK — EVANS 1786

HUDSON, N. Y.

127 Hudson Street, New York City.

CYCLING

FOR

Health and Pleasure.

OPINIONS.

"The best handbook on cycling ever published.'—*A Practical Cycle Rider.*

"Gives all sorts of information, for experts as well as beginners."—*New York Sun.*

"It will be found an admirable guide, a reliable handbook, and of service and value to learners and experts alike."—*Boston Saturday Evening Gazette.*

"We heartily advise our wheelmen readers that they can't invest fifty cents to better advantage than in this book."—*Arkansas Democrat.*

"It was to be expected that Mr. Porter would do good work, and he has justified the expectation by crowding between the covers of his book much valuable matter, covering all branches of the sport, producing not only much original matter, but quoting liberally but judiciously from other writers."—*The Wheel.*

230 Pages, Illustrated.

50 Cents, Postpaid.

WHEELMAN COMPANY,

PUBLISHERS.

12 Pearl St., - Boston.

☞Stamps not received.

FOR SALE OR EXCHANGE

In this Department, 15 cents a line. Cash must accompany the order.

Postage Stamps will not be accepted hereafte in paymen for advertisements or subscriptions. *Ch'ks, Money Orders or Postal Notes only will be taken.*

FOR SALE CHEAP—2 Columbia L. R. Safeties, 1 new Victor safety, and a 56 Expert Columbia. Address C. L. WENNER, Tiffin, O.

$42 BUYS a b. b. Express safety in A1 condition. Cost $90; bargain. Box 121, Crown Point, Ind.

WANTED—Special Star with direct spokes or Springfield with tangent; or Victor loop frame trike. Give machine number. 31 Lyon st., New Haven, Ct.

FOR SALE—Columbia L. R. Safety; perfect order. New $11 Butcher Cyclometer; three sprockets; gears 54 and 60 and 69 for racing. Cost $160; sell for $95, or exchange for 50 inch Eagle. R. J. WILSON, Mt. Carmel, Pa.

FOR SALE—A fine first class 48-inch Champion bicycle. Ridden little; highest offer over $35; cost $100. Reason for selling, too small. Address F. B. CLEMMER, Lanark, Ill.

WANTED—Every WHEELMAN to send for CIRCULAR of the ANDERSON SHORT-HAND TYPEWRITER. E. T. PIERCE, Fayette, O.

WANTED—To correspond with a "fair" L. A. W., by boy, 31. Sincere. L. A. W. No. 15696, Box 1715, Bridgeport, Ct.

WANTED—A second-hand Buffalo Home Trainer, in good order. Address G. L. PRESCOTT, Secty, Box 701, Rome, N. Y.

1890 QUADRANT SAFETY, lamp and bell; used very little. Cost $140 00. Best offer over $90 takes it. J. J. PATTON, 440 East Girard avenue, Philadelphia, Pa.

FULL NICKELED Light Rambler Safety; as good as new; used only two weeks. Cost $150 00 Price $110 00. MERRILL & GAGE, Portland, Me.

WANTED—50 Eagle and Ladies' Safety in exchange for Cigars and Holiday Goods. ZOOK Lititz, Pa.

WANTED—Travelling Salesman by an established Bicycle House. Also an office man who can assist in dictating and filling orders; bicycle riders preferred. Give age, references, experience and salary expected. Address No. 115, care Bicycling World.

FULL NICKELED 1890 pattern Eagle; 52-in.; A1, except tires somewhat cut; $100 00. MERRILL & GAGE, Portland, Me.

FOR SALE—Safeties at $68, that cost $100 to import. SAMUEL CLARK, 161 Franklin, street, Boston.

FOR SALE—VICTOR SAFETY, 1890; in first-class condition, as good as new, $110. Address 108, care of Bicycling World, Boston, Mass.

CANOE FOR SALE—A fine cedar canoe, with mahogany deck and top streak, drop rudder, plate centre-board, 16 feet by 36 inches, air-tight tanks; a splendid boat; cost $175; no reasonable offer refused; used but little. Address J. S. DEAN, 28 State st., Boston, Mass.

LADY'S AND GENT'S Columbia Safety Bicycle. Cost $135.00; will sell for $100.00; as good as new. WILSON BROS., 6 Hanover street, Boston.

ELWELL BICYCLE TOURS.

BERMUDA—Jan. 29—Feb. 14.
EUROPE—June, July, August.
Circulars now ready.
F. A. ELWELL, 152 Pearl Sreet, Portland, Me.

A $4 FOUNTAIN PEN For $2.

M. R. WARREN,
336 Washington Street, BOSTON.
Mention this paper.



SPECIAL.

All Advertisements in this Department 20 cents a line.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*



L. A. W. BADGES

The official design in
SOLID GOLD.
Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the inferior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better for $1.50, $2.00, and $2.50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.

LAMSON'S LUGGAGE CARRIER, for *Ordinary* or *Safety* Bicycle. Convenient, durable, noiseless, cheap. 75c. and $1.00. Sold by all dealers, or mailed by the manufacturer, C. H. LAMSON, Portland, Me.

PATENT—For Sale—The patent on a convertible Tandem Bicycle. Lighter, stronger and handsomer than any now on the market. For particulars, address J. B. WARREN, Hillside, Roxbury, Mass.

Wonderful Bargains at our Clearing Sale.

1 Veloce Columbia,	A1		$ 75.00
1 Col. Lt. Roadster Safety	A1	Pat. 1890	105.00
1 Hartford Safety,	A1		$ 80.00
1 Crescent, full ball bearing,	A2		48.50
1 Victor Safety, Pat. 1889	A1		85.00
1 Col. Safety, " "	A1		90.00
1 Beauty rubber tire Safety,	shop-worn		14.00
1 Little Giant Safety,	A3		21.50
1 26 in. Safety,	A3		22.00
1 Col. Surprise Tri.	A1		120.00
1 Victor Loop frame Tri.	A1		42.50
1 Full Nickel, 52-inch Star,	A2		42.00
1 Full Nickel, 52-in Expert Col.	A3		50.00
1 Standard Col., 48-inch,	A3		23.00

Any of these bargains will be sent to would-be purchasers for inspection on receipt of freight charges.

THE ALLEN CYCLERIES,
No. 826 Hamilton St., - Allentown, Pa.

GUNS AND BICYCLES

SOLD ON COMMISSION.

Second Hand ones Taken in Exchange

FOR NEW ONES.

F. W. Aymar Arms Co., 17 Portland St., Boston, Mass

McKINLEY PRICES SENT McGINTYWARDS!

Here's winter figures with a vengence. Sell the Gales, Strong or Crescent safeties for $78.00; new, all steel, full ball. Sell the Expert, New Mail, Swift Victor, new, ordinaries, $95.00. Second-hand wheels for a song; full ball, standard makes and sizes, $25 to $30.00. Get list and full description; terms to suit; you can see any of them for $5.00. *Wheel* suit you.

KNIGHT CYCLE COMPANY,
207 N. 10th Street, - St. Louis, Mo.

"PERFECT" POCKET OILER.



One-half size.

For Bicycles, Guns, etc. No Leakage. Throws out small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50c. each. CUSHMAN & DENISON, 172 Ninth ave., N. Y.



ERIE KNITTING MILL,

ERIE, PA.,

Make to order the finest line of goods for the use of wheelmen. Send for samples of fabric and price list.

SAVE YOUR PANTS!



OSTERGREN'S TROUSER GUARD.
(Patent Applied For.)

Three styles of finish: 15 cts. per pair, blued steel; 25 cts., enamelled; 35 cts., nickeled.

To be had of all dealers, or

A. K. & C. E. SCHAAP, - Richmond, Va.
Bicycles and Sundries.

FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. For sale by all Cycle Agents. Liberal discount to the trade

JOHN W. WILSON, Cottage City, Mass.



One of the handsomest pins on the market. Fine gold plate. Garnet or ruby stone setting.

ONLY $1.00 EACH,

for either watch charm or pin and your initials and League number on back.

Send stamp for new L. A. W. Catalogue.

This size for Scarf Pins,

Only $1.00 Each.

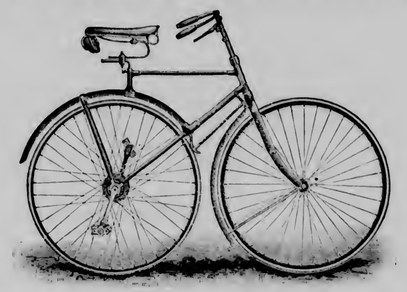
Cuff Buttons,

$1.50 Per Pair.

JOHN HARRIOTT,
3 Winter Street, Boston.

"BRONCHO,"

NOISELESS, CHAINLESS, LIGHT ROADSTER, SAFETY BICYCLE



COLUMBUS, Ga., Nov. 10, 1890.

M. V. Livingston Cycle Mfg. Co., 245 Columbus ave., Boston, Mass.:

Gentlemen—"BRONCHO" entered our races and WON ! ! I received the wheel O. K., Monday, 10th (to-day), at 9.15 A. M., and by 10 o'clock I was riding it upon the track. At 10.30 the first safety race was called.

When the two-mile safety open was called, J. H. Polhill (formerly professional, with record of 2 52) on his racer, weight 28 pounds, and F. M. Bell, on his L. R. "BRONCHO," weight 45 pounds, came to the scratch.

This was THE race of the day, and showed what the "BRONCHO" could do, even under a decided disadvantage of 17 pounds.

Polhill declared himself in splendid condition, and had been training hard for a month. I was in fine health, although I had only been upon the track THREE times before the races; had done no training and was deprived the use of my "BRONCHO" ten days before the races, as you know, and did what little training I had on an ordinary.

At the pistol flash, Polhill jumped to the lead, but gradually "BRONCHO" caught up, and cheer after cheer went up, as "BRONCHO" crossed the tape a good length in the lead on the first lap. Then with a spurt, "BRONCHO" had distanced the "———" and led by a good hundred feet till the seventh lap, when Polhill saw I was not watching and darted to the front with a grand spurt Before I could take in the situation, he was nearly fifty feet ahead, and about to finish the last lap. Quick as thought I doubled up on "BRONCHO," and it acted like magic. Within three hundred yards I had passed Polhill and was fifty feet to the front. Polhill saw he was defeated and stopped pedalling, nearly an eighth of a mile in the rear of "BRONCHO'S" hind wheel. I finished, hands down, in 6.10. This is SOUTHERN RECORD. Hurrah for "BRONCHO."

In this race it showed,

First, "BRONCHO" has speed.

Second, a L. R. "BRONCHO" is as easy running as a 28-pound racer of any other make.

Third, that the "BRONCHO" is the best safety made.

Hoping to do better work for you in the future, I am, with thanks for past favors. Your friend, (Signed) F. M. BELL.

P. S.—First mile of two-mile in 6.10 was made in 3.02 3-5; also Southern safety record.

N. B. REMOVAL. N. B.

On and after MONDAY, OCTOBER 13th, 1890, address

M. V. LIVINGSTON CYCLE MFG. CO.,

No. 245 COLUMBUS AVENUE,

BOSTON, MASS.,

On all matters appertaining to AGENCIES, ADVERTISING, PURCHASE OF MACHINES, REPAIRS, CATALOGUES, &c.

Wheels needing repairs must be sent to the FACTORY at WESTBORO, MASS.

Notification of Shipment with Number of Machine Must be Sent to BOSTON OFFICE.

SEND TO 245 COLUMBUS AVE., BOSTON, MASS., FOR BOOK OF TESTIMONIAL LETTERS, NOW READY FOR DISTRIBUTION.

ADDRESS THOS. KANE & CO., 137 WABASH AVE., CHICAGO, ILL., FOR PARTICULARS REGARDING AGENCY FOR THE FOLLOWING TERRITORY, VIZ

MICHIGAN, OHIO, KENTUCKY, TENNESSEE, INDIANA, ILLINOIS, WISCONSIN, MINNESOTA, IOWA, NORTH DAKOTA, SOUTH DAKOTA, NEBRASKA, KANSAS, INDIAN TERRITORY, NEW MEXICO, COLORADO, WYOMING, MONTANA, WASHINGTON, IDAHO, OREGON, UTAH, ARIZONA, NEVADA, CALIFORNIA, MISSOURI, ARKANSAS, TEXAS, LOUISIANA AND MISSISSIPPI.

100 $ PROTECTORS FOR COLUMBIA RIDERS.

QUIDPROQUO.

XXXVI.

INSPECTING the "Thief List" of the Pope Mfg. Co. this morning, I notice that these rewards appear to be paid mostly to those who DON'T ride Columbias; and that struck me as wrong at first,---you know how things do sometimes come up edgewise and look strange. But of course it is those who DO ride Columbias that get the protection afforded by the greater danger in stealing Columbias, (now pretty generally known,) and the returned machines when they are stolen. Look at the papers this fall, with this in mind, and you will see a surprising number of rewards offered and descriptions advertised for stolen machines of all kinds. The Columbia rider has that value in his machine as an extra, that if it be stolen there will be plenty to capture the machine and return it in good condition to him without expense or trouble. The following statement, which I quote as a specimen, shows both the usefulness of this offer and the promptness with which it is paid.

BOSTON, Mass., 31 Oct., 1890.

Gentlemen:—Mr. George Taylor, of Ipswich, Mass., now a special student at Harvard College, and myself, R. Percy Chittenden, of Cambridge, Mass., now at the Harvard Law School, both lost our wheels. Mine is an English wheel; his wheel is a Columbia. A week after my loss, I captured a man riding said wheel of mine. This party was not the thief. I took him to the station house at Cambridge, served up a warrant for the arrest of George Clark of Somerville, after learning that the said Clark had in his possession another wheel besides mine. As I knew of your offer, as well as the loss of my friend Taylor's wheel, I suspected he was the author of the theft, both of my wheel and Taylor's. My expectation was justified. He was arrested at school on my warrant, and gave information which led to the recovery of George Taylor's machine, which, as said, is a Columbia of your make. On apprehension, George Clark pleaded not guilty; a week later, this morning, he, on advice of Counsel, withdrew this plea and pleaded guilty. I was there as witness, but of course was not called upon. This was in the Third District Court of Cambridge. He being a minor, Judge Sawyer sentenced him to the Massachusetts Reformatory School. So I recovered the bicycle, returned it to its owner, detected the thief, procured his conviction this forenoon. There being no other party entitled to the reward offered, I claimed it and hereby acknowledge its receipt from your hands, a check for one hundred dollars. [Signed] R. PERCY CHITTENDEN,

140 Mt. Auburn St., Cambridge.

To the Pope Manufacturing Co.

RETURNING THE WHEEL.

IN this case the recoverer divided the reward equitably with the owner of the wheel, the wheel having been much injured. In all cases the Pope Mfg. Co. require the return of the cycle in good condition or good repair to the owner's satisfaction before they pay the reward, or, what is the equivalent, that if the wheel is injured or the owner has been to any expense, an equitable allowance be made to him out of the reward. In several instances this incentive has led to the breaking up of systematic thieveries of bicycles. Incidentally, it has resulted in the return of wheels of other makes. Still over and over again let it be impressed everywhere that a cycle-thief is a sneak, a scoundrel coward, and a horse-thief; that the public must leave bicycles unprotected sometimes as much as horses, and that the severity of punishment ought to be adjusted according to the practical necessity, as to horse-thieves

NO LONGER is the honest wheelman protected in his property by the ignorance of every one else as how to handle it. No longer is the courteous cycler protected in his personal safety by the absorbing curiosity and feeling of mystery with which others look at him until he is out of harm's way. He must now not only defend himself, but also claim his rights to protection of person and property under the laws made for the restraint of evil doers.

"TELZAH TELLS US

"THAT he still owns and during rainy weather occasionally rides a Challenge Bicycle imported by the Pope Mfg. Co. in 1878, and in continuous use on the road for a dozen years and in rinks where hundreds have taken their first lessons on 'John Bull'; that his Standard Columbia No. 61, purchased in 1879, is not yet worn out; that he can trace nearly all his Specials, Experts, Light Roadsters, Tandems, Safeties, etc., that have carried him safely more than the distance round the world—not dead but cyclometer reckoning—6,000 miles of which were ridden on a special Col. without repairs, and the wheel is to-day in as easy running order as when made a decade ago, and finally, that unsolicited he adds his testimonial of his appreciation for the good work his Columbias have ever done in keeping him in perfect health while carrying him in safety over so many thousands of miles of roadway in pursuit of business and recreation."

THE GOOD OLD TIMERS.

OLD readers of the WORLD, old L. A. W. men, and old timers generally, will have recognized the above communication from "Telzah," which surprised me one day addressed "To Quidproquo," as a happy evidence of continued vitality and good will to wheelmen in their veteran comrade, C. A. Hazlett, Esq., now cashier of the First National Bank of Portsmouth, New Hampshire. I hand it in to the printer for this page exactly as I received it, but hope that I am not offending him by adding a few words from his reply to my note of acknowledgement. After some friendly personal words, he says: "Business cares have so steadily increased that I have no time to use my pen in the interests of wheeling and cannot even use my wheels for recreation as in the 70's and 80's; but I do run many hundreds of miles to and from and about my business yearly, in fact, every day, rain and snow only preventing, [I remember the winter when nothing was allowed to prevent your record of a ride every day in the year, including Sundays, eh?---QUO.] and occasionally take a longer spin with as much pleasure as of old; and yet somehow I look back regretfully to the early days when we had so much to contend against in the way of prejudice, horse-shying, heavy cone-bearing wheels and uncomfortable uniforms, when *every* wheelman you met was a gentleman you felt safe in inviting to your house." Yes, my dear old Comrades, we all look back kindly and witsfully toward the days of our rosier youth in bicycling; but just look at the hosts of fellows who are having their early days now.

"LARGE AND RESPECTABLE."

CONTEMPLATION of the large and respectable body of wheelmen now in this country, which some figure to be more than a quarter of a million, and of the thieves and beats and loafers and sharpers and failures of a variety of sorts that get sprinkled in with or hang about them, reminds one of Hannibal Hamlin's caucus. It was one of those pleasant meetings of Quidproquo's remembrance, when as a boy he was introduced to Vice President Hamlin just after his election. The swarthy, hardy farmer son of Maine gave smile and a hand shake not soon forgotten. But the story came out later. It runs that, at a caucus in his town, only Mr. Hamlin and a neighbor of very large stature were presest; but Mr. Hamllin went on to read his resolutions, purporting to say that they were presented to a "large and respectable" body of citizens. "Hold on," interrupted the large man, "that ain't true, there's only two of us." Mr. Hamlin replied, "You just keep still,---it's all right; you are large and I'm respectable. That makes it, don't it?"

FOUNDED THE 1878

BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXII. Number 6.

BOSTON, 5 DECEMBER, 1890

$1.00 a Year. 5 cents a copy.

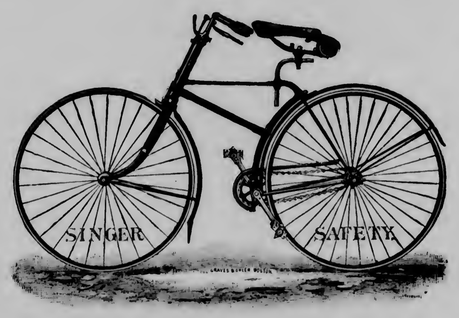
The Victor People

Are making a line of bicycles for '91 calculated to put to sleep anything else that may come out.

WAIT AND SEE THEM.

SINGER CYCLES.

15 Years in America.



WASHINGTON, D. C., Sept. 30, 1890.

MESSRS. SINGER & Co., Boston, Mass.:

Gentlemen—It gives us much pleasure to add our testimony to the superiority of the "Singer." It has given better satisfaction to our customers than any other machine we ever sold. They are all enthusiastic in its praise. Our sales are gradually increasing, because almost every purchaser brings us another. We have never yet sold a "Singer" safety that has failed to give perfect satisfaction. We are especially pleased at the promptness with which parts are furnished, never having to wait more than two or three days after ordering, whereas we are seldom able to procure parts of an American made machine in less than a week, and generally have to wait at least two. We consider the "Singer" safety superior to all others in ease of running and the durability of its tires, and equal to any other in strength, lightness and beauty of finish. Very respectfully,

F. S. CAHILL & Co.

SINGER & CO., 6 & 8 Berkeley St., Boston, Mass.

ARGUMENTUM AD HOMINEM.

What a friend we have in Pro Quo,
He whose Christian name is Quid;
How he finds our every weakness,
Even those we thought were hid.

When he says we're not malignant,
And yet we juggle with the truth,
It rather makes us feel delighted
To have him credit us with youth.

For though the truth might not be sacred
To a man the age of Quo,
There still is hope for *younger* liars,
Because, perhaps, *they* didn't know.

As a French philosopher has said:

Honi soit qui mal y pense
L'homme propose et Dieu dispose.

I recently shared the end seat in a railroad car with a very irascible old gentleman. It was a cold day. (I am used to that, but evidently he wasn't.) As the passengers passed in and out they nearly all left the door open, much to the disgust of my casual companion, who would reach out wildly with his cane and close it after each one. "It beats the devil," said he, "how little the average citizen knows when he gets away from home. They act like a passel of d—— hogs." When the train stopped at his town he arose hurriedly, said "goodday" to me and moved out, actually *leaving the door open* behind him. Moral: A rolling stone ought to begin at home when charity gathers so much moss. See verses six and nine of "the two eyed chapter of the one eyed John."

BROTHERLY LOVE.

One evening during the Niagara invasion, I was one of a *very select* (don't overlook the italics) company of wheelmen who were diligently engaged in "accepting" the "hospitality" of Col. Pope. (It is called hospitality because of the intimate manner in which it associates itself with one's nervous system.)

Charley Overman asked the Col. if he had heard of a recent sentence passed on a bicycle thief in Washington. The founder of the American Bicycle industries (fearing probably that another hundred dollars would be called for) said he hadn't, and this was the story:

Scene—A Washington court room.

Judge—"Prisoner you are charged with stealing a bicycle, are you guilty?"

Prisoner—"I am."

Judge—"What kind of a bicycle was it?"

Prisoner—"Your Honor, it was a Columbia."

Judge—"I sentence you to ride it ten miles," and, added Mr. O., "the prisoner broke down and cried like a child."

The Col.'s retort was appropriate and very much to the point, but too technical to be of general interest.

Verily, "it is well for brethren to dwell together in unity," for a living example of which see

P. S. "Many were cold, but few were frozen."

STERLING ELLIOTT, Newton, Mass.



THE IROQUOIS.

"Some are born great, some achieve greatness, and some have greatness thrust upon them."—*Twelfth Night.*

The IROQUOIS Convertible Safety is an exemplification of the above, inasmuch as it embodies in itself ALL THREE positions. If you want a GOOD bicycle, send for our Catalog.

STOVER BICYCLE MFG. COMPANY,
FREEPORT, ILL.

U·N·I·O·N

The Anti-Vibratory features of the Union No. 12 and No. 13 wheels are bound to make them leaders for the '91 season.

PRICE, $135.00.



WEIGHT, 45 lbs.

Just what all riders have been asking for, a Practical Spring Frame.

The Union No. 12 and No. 13 Bicycles have the most selling points.

Agents will do well to secure Territory. Correspondence Solicited.

UNION CYCLE MFG. CO., - - Highlandville, Mass.

Western House, CHAS. F. STOKES MFG. CO., 293 & 295 Wabash Ave., Chicago, Ill.

"Finest Quality Produced in the World."

TRADE **"CREDENDA."** MARK.

THE * CREDENDA * SEAMLESS

W. C. STIFF, Managing Director.

STEEL * TUBE * Co., * Ltd.,

BIRMINGHAM,

TELEGRAMS:—"CREDENDA," BIRMINGHAM. ENGLAND.

BARGAINS IN BICYCLES FOR CHRISTMAS!

We offer a full line of our Sample Wheels, guaranteed in perfect order, and free from any defect whatever, except in some cases the enamel has been scratched, and has been re-enamelled. We cannot duplicate these goods at the price. Any style sent C. O. D. on receipt of $5, with privilege of examination.

1	James Safety, new, highest grade, -	$135	$110	3 Coventry Rivals No. 1, new, solid tires. -	$ 85	$ 60
3	"R and P" Safety, new, highest grade. -	140	110	2 " " Diamond Frame, solid tires.	100	80
1	Singer Lady's Safety, almost new, highest grade.	140	100	2 Pneumatic Safeties, new, samples, -	150	120
1	Ideal Rambler, new, good wheel, - -	78	65	24 inch wheel Boys' Safeties. - - -	35	20
2	Criterions, new, cushion tires, - -	135	115	27 " " " " - - -	42	30
4	Coventry Rivals No. 2, new, solid tires, -	75	55	30 " " Young Men's, - - -	60	40

THE SWEETING CYCLE CO., 639 Arch Street & 2125 to 2145 N. Broad Street, PHILADELPHIA.

"Swift" by Name and "Swift" by Nature.



"SWIFT," Model A. 40 lbs. complete, guaranteed to carry 200 lbs

★ ★ ★

Swift Safeties will be fitted with a special patented Cushion Tyre for 1891. Simplicity and strength will be our main endeavor as heretofore. *Be wise in time*, and be sure not to select your new mount until you have seen our patent Cushion Tyre. "SWIFTS" are Swift, and the outlook is that the new tyre will make them even Swifter.

★ ★ ★

COVENTRY MACHINISTS' COMPANY,

BOSTON, - - MASS.

NEW MAIL,



THE

SAFETY

OF

SAFETIES

WITH AND WITHOUT CUSHION TIRES.

Surely send for Catalogue and List of 2d Hands.

WILLIAM READ & SONS, 107 Washington St., Boston.

+ + + ESTABLISHED 1826. + + +

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

For advertising rates address either the WHEELMAN CO., 12 Pearl Street, or NEUMANN BROS., 118 W. 19th Street, New York.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Wheelman Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

The management of this paper refuses to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 5 DECEMBER, 1890.

NEVER since the cycle was invented has such interest and uncertainty been evinced as is now being shown in the all absorbing tire question. The introduction of the pneumatic tire is responsible for this upheaval, and the multiplicity of patents, and the complexity of opinion is bewildering in the extreme.

The WORLD has been purposely conservative on this question, trusting rather in the proof of time and experience than in the uncertain logic of theory. In the first place we believe that we should be conservative to protect the rider from expecting too much, and also the trade from too unreasonable demands at the hands of the riders.

The history of the pneumatic is well known to our readers, and the details of its make up have been described and illustrated in these columns. That this invention is an accelerator of speed has been practically demonstrated by the wonderful records that have been made this season on machines fitted with this tire, none will gainsay. Those who have ridden it will admit its excellence as a vibration arrestor, and those who have ridden it over soft and sandy surfaces must concede the palm to the pneumatic as compared with the smaller and solid tires. These are its conceded good points, and now let us turn to the reverse side of the picture. Their initial cost, which is comparatively high; the difficulty of repairing properly in case of an accident; the liability to bursting and puncture; the necessity of constant and intellegent care in keeping the tire properly distended; the liability to leakage and the tendency to side slipping on smooth, greasy surfaces.

While in fairness to our readers we present the principle objections to the pneumatic tire, we candidly admit that barring the liability to bursting and puncturing and difficulty of repairing, the other objections are comparatively of small moment. We have been informed within a short time, that the Pneumatic Tire Co. of Dublin, Ireland, have produced a protecting jacket of peculiarly close weave, and made of cotton and fine wire that will resist all possible chances to puncture that can by any chance be met with on the road. If this is so (and we have the word of a most responsible eye witness as to the puncture resisting qualities of the new fabric), then the pneumatic will take a step forward and stand nearer the ranks of practical inventions.

The cushion tire is the outcome of the pneumatic, and was intended as a compromise between the solid and the air tires, and the first cushions were simply large, round, rubber tires from 1 1-4 "to 1 1-2" diameter, with a hole of from 3 to 5-8 in the centre. The difficulties encountered and developed were a cutting of the tires on the edge of the rim through too much compressibility, and a breaking from the inside caused by the rubber being alternately compressed and released, thus bending the rubber *on the inside* into acute angles, the constant working in this way eventually cracking the rubber from the inside outward. To the average rider these two weaknesses would appear very easy of correction, but when we observe that over 125 patents for cushion tires have been issued during the past six or eight months, it will be seen that vast inventive talent has been brought to bear to overcome the known weaknesses of the first forms of cushion tires. Every conceivable shape and contour both for the outside and inside surfaces has been patented, and in looking over the drawings that have come under our notice, we doubt if compass and square are capable of producing any shapes other than what have been embodied into these one hundred odd patents. Some of these patents have undoubtedly great value and merit, some are questionable, and some absolutely worthless. Time will sift the wheat from the chaff, and maybe the rejected will become the "Corner stone."

The cushions that up to the present writing have come nearest to the requirements are those where care has been exercised in forming the rim properly so that the "nipping process" will not take place; care in the selection of the proper quality of rubber, and a reduction of the size of the hole in the center and consequent thickening of the rubber walls. We know of several makers who have carefully experimented on these lines with results which they assure us, are most satisfactory.

Believing that our readers would be interested in a knowledge as to how the American manufacturing and importing trade stood on the cushion tire question, and feeling that it was nothing but justice to the trade to let the riders know their opinion on the question, we wrote all the makers and importers asking for an expression of opinion, and 80 per cent of the replies have ranged from conservative non-committalism to absolute distrust in what some of them call a "fad." The other 20 per cent. are more hopeful, and in a few cases absolutely confident that the cushion tire as they use it is a proven success.

In order to show our readers the way the majority of the trade look at the matter it will be of interest to quote a few extracts taken from the thirty odd letters we have received from manufacturers and importers in reply to our request for an opinion. One says:

"Manufacturers are often compelled to adopt methods that do not meet with their approval; they do so to satisfy a general demand of the public. Our opinion at this writing is that the cushion tire will come under that head."

Another:

"We have had considerable call for machines fitted with cushion tires, but we do not look upon this as in any way owing to the merit of the tires, but simply to the extensive advertising and articles which have been written in its favor and the natural tendency of some riders to want every new thing which comes out."

Another:

"I have talked very freely with makers and dealers and they express frankly their dread of this popular whim. * * * I have talked with riders, hundreds of them, and I find them in a plastic state, ready to be advised."

Still another:

"The cushion tire is to our mind the nearest practical form of an anti-vibrator, although we do not think that any on the present market are perfect. * * * The manufacturers have started in with it before it has been practically tested. There is no question about it being the proper device * * * and we think that next season (1892?—Ed.) there will be little demand for a solid tire."

Another one writes:

"We are now arranging to supply cushion tires to such of our customers who may desire them, but have doubts as to the cushion tire being a success. * * * Some of our friends who are riders are quite in favor of it."

Again another says:

"Should you ask us for an opinion eight or ten months hence, we will be glad to favor you, for we intend to give them a personal, extended, practical test."

And so on through most of the list. Our readers will notice that the makers and dealers are on the horns of a dilemma; on one side is the clamor of riders for a device in which they can see undoubted merit and decided comfort, and on the other the dread or fear as to the lasting qualities of the cushion; and it is to bring the relative positions of the rider and maker clearly out that this article is written.

As to the twenty per cent. of makers and dealers who are more or less confident as to the future of the cushion, we will quote first what was said to us by the representative of one of the trade:

"We have a cushion tire that we shall put on our wheel, which has had the test of hard, continuous road work, and we are more than satisfied with the results."

Another writes:

"We cannot agree with the statement that the experiments made in England and this country have not been a success. We have been experimenting more or less and have been very well pleased with the results."

Another says:

"Now there comes a demand for a wider cushion and we have prepared a specially constructed cushion tire in which we overcome the palpable defects of the wider tire lately put upon the market. * *"

Verbally a representative of another house said:

"We have solved the difficulties of the cushion tire and proven by actual hard test that the cushion tire as we make it will last as long as a solid tire if not longer."

Little remains to be said at this time, except to add that if we have made plain the true condition of affairs as between the manufacturers and the importers and riders we have accomplished our purpose. The interests of the trade and the riders are too closely interwoven to admit of any misunderstanding or disappointment. The trade is earnestly trying to produce the perfect tire and is spending thousands of dollars to bring about the desired results. The riders by exercising a little reasonable patience will probably get what they demand—a perfect anti-vibrating tire.

We believe in the future of the cushion or air tire, but the WORLD wishes to be understood as counselling the trade against promising too much, or the riders against demanding too much in this the experimental and transitory stage of the cushion and air tire development.

THE action of the Racing Board in suspending eighteen amateurs from the racing track pending proofs of their innocence has caused a veritable earthquake in amateur circles, and the accused members and the New York Athletic Club are up and dressed prepared to fight the matter to the bitter end.

The racing rules allow that a man's expenses shall be paid to and from the place of the race meeting, and his living expenses during the meeting. The charge made against almost all the men suspended is that expenses were paid them other than allowed under the rules, and that members of athletic clubs have been in the habit of remaining at the track several days before and after the race meetings for training or record breaking purposes, and that during such time their expenses were paid.

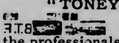
Some of the racing men and members of the New York Athletic Club claim that it is and has been the custom to thus interpret the rule which governs the payment of travelling and necessary expenses, but the L. A. W. Racing Board have seen fit to give the rule a literal translation, hence the action.

The men are on trial, so to speak, and it would be unjust to imagine that suspension necessarily carries expulsion with it. All of the men have a chance to refute the charges, and the more there are that can prove the suspicion unfounded, the better it will suit us. The full list of suspended men appears in our Official columns.



BOSTON NOTES.

"TONEY."



"ALAS! has it come to such a pass," poetically cried the "doc" as he fondly stroked the head of his famous bull terrier "Bess," that we are all to be made professionals, and that you above all others have been sent to join the numerous ranks of the professionals. My boy you should have followed in the footsteps of that illustrious constituent of yours, Mr. Hawkshaw of New York, and joined the "profesh" before the final step was taken and the axe had chopped off your head. But then, some men don't know which way to jump, and the result is they have to be "pushed off." This was enough for even me, and as I hastened out of the office of my friend I could not help but soliloquize upon the past, and what at one time seemed to me the glorious future. Had I fully weighed the consequence of riding against men who were looked upon as the coming professionals, or had thought of what might happen by my riding the same make of machine race in and race out, or the possible evils resulting from my having two organizations pay my travelling and possibly training expenses, I should not now be a full-fledged, dyed in the wool professional. There is at least one consolation left me, and that is, I am not alone in entering the higher ranks of cycle racers, and that in the near future, unless the Racing Board rescinds its heartless order, we shall be numerous enough to travel throughout the country as a set of professionals and race against each other as professionals for the cold, hard coin of the realm. A few days ago I came across the unconscious form of one of my former amateur compatriots, and pinned to it I found the appended words:

"To be, or not to be, that is the question:
Whether 'tis nobler in the mind, to suffer
The slings and arrows of the outrageous Racing Board,
Or to take arms against a sea of cycling troubles,
And by oppression end them. To be a professional, to be an amateur no more?
And by professional to say I end
As amateur and the thousand natural suspicions
That they are heir to: 'tis a consummation
Devotedly to be wished, to die an amateur,
To sleep a professional, perchance to dream:
Ah! there's the rub!!
For in that sleep of professionalism,
What dreams may come,
When I have shuffled off this amateur coil.

For who would bear the whips and scorns of the Racing Board?
The oppressor's wrong? the proud and honest wheelman's contumely?
The pangs of disprized glory? the professional delay?
The insolence of the League? and the spurns
That patient amateurs, of the unworthy take?
When they themselves might their mark make.

I am proud, revengeful, ambitious, with more offence at my beck than I have thoughts to put them in. We are all arrant knaves, believe none of us:

Why let the strucken deer go weeping?
The hart ungalled play?
For some must watch while others sleep,
So whiles the world away.

ON the 23d of the present month the members of the Cambridgeport Cycle Club will ransack the wardrobes of their great grandfathers in search of some costume of a past generation wherein to appear at their annual fancy dress party, which will occur at Armory Hall on that evening.

WHAT was that bustle among the members of the Medford Cycle Club on Thanksgiving Day did you ask? Well, it was simply nothing more nor less than a team composed of some of the most reckless men in the club preparing for their foot ball match with a team from Tufts College. Did they get beaten? Well, just by four points; but it was through no fault of theirs, as the college boys put up a pretty stiff game, and William Haskins of the cycle club now puts up a pretty stiff finger as a result of his rashness in forsaking the residence of his sweetheart for the more exciting foot ball field.

REPRESENTATIVES of the Roxbury, Cambridgeport, Medford, Charlestown, and almost every wheeling organizations hereabouts attended the annual party of the Chelsea Ramblers in Grand Army Hall last Monday evening.

THE club riding season was brought to a close the Sunday previous to Thanksgiving Day, when most of the clubs took a short run to the Reservoir and return. The cold weather of last Sunday had the effect of making the wheelmen stay in doors huddling the blazing fire, and when I arrived at the Reservoir I found there Chief Consul Emery, Capt. Robinson and about half a dozen such other cycling cranks as myself, who would rather run the risk of being frozen on the wheel than melting around a red hot stove.

A. D. PECK, JR., has accepted a position with the Pope Mfg. Co., and will hereafter be found in the salesroom at 79 Franklin street.

NOTES BY "HAWKSHAW."

I OFTEN hear those unfavorable to cycling assert that we wheelmen claim too much for the bicycle, that the virtues we attribute to it are in many cases as far from being true as are the vices that our enemies burden it with. There is a certain grain of truth in this; we are, I fear, too apt to be carried away with cycling, in fact this carrying away process is one of the charms of the sport; once started the true lover of the wheel rolls on in a perfect torrent of praise, sweeping every argument and fact of the opposition aside as though it was naught. Perhaps on no one point is there so much variance between the friends and foes of cycling as upon the effect of wheeling upon the physical grace of its devotee. Our traducers declare that riding makes us round-shouldered, bow-legged and hollow-chested, while we who ride, and therefore know, claim that if there is any one thing that gives erect and elegant carriage to the human frame it is cycling. It may be over-credited with giving gracefulness, but it is an accepted fact by all impartial students and observers that cycling and other athletic sports as well give erectness, alertness and a certain manliness of carriage, which the narrow-chested, lazy people, who don't exercise at all, but content themselves with condemning those who do, and those shirking, deluded creatures who smoke their cigars and try to keep still and enjoy the motion of a horse while they simply hold the reins can never attain. We may claim too much for the wheel sometimes, but it is an awfully hard thing to do when one considers how much real merit the machine has and consequently how very great is the laudation it merits from those who knowing its good qualities are adverse to hiding their light beneath a measure.

IN reading over some celebrated cases that have been before the English court for decision, I find the following under the heading of "The Queen vs. W. England." It appears that in 1879, while a wheelman was riding a bicycle in Regent square that he had the misfortune to run down a gentleman who subsequently died from the results of a fractured thigh caused by the accident. Upon the trial it was shown that the wheelmen had used his bell, called out several times and endeavored to stop, but the deceased, who was over 70 years of age and deaf, not hearing the warnings, was run down through no negligence of the rider. His lordship, Mr. Justice Stephen, in giving the case to the jury thus championed the cause of the wheel, and coming from the source it did, and at that early date undoubtedly did much to establish the legal standing of a bicycle in England: "Let them consider what the prisoner was doing. He was riding a bicycle. He (the learned judge) entirely differed with some people who, being either too nervous or too old to ride bicycles themselves—which was unfortunately the case with many of them—looked upon the habit as a sort of thing that ought to be put down and that people ought not to be allowed to ride. He did not think that. It was a very healthful and a proper amusement for persons who were so fortunate as to be able to indulge in it, and it was a very convenient way of getting about by men who were not in a position to keep a horse. It made one feel how pleasant it would be to be young enough to learn the use of the bicycle. Therefore they (the jury) ought not to discourage it; they ought to look upon it as a reasonable thing for a man to do. If a man were to ride at all, he could not wait until he was proficient before he got on his bicycle, and the mere fact that he was riding at a time when he was not particularly skilful ought not to go against him." The jury rendered a verdict of acquittal, as it would be hard indeed to understand how they could do otherwise with such a common sense and logical charge to them from the judge.

THE thunder-bolt launched by the Davolian Jove has fallen, and from all appearances fallen pretty close to us here in New York. No more does the strident voice of the racing-man resound throughout this portion of the land; such of them as have not been struck have been stunned by the explosion and like br'er rabbit are laying exceedingly low. But after all what a farce this expulsion—reinstatement game is anyway; one has not to be very old to detect that the thunder in the whole affair is but the rattling of peas in tin-pan.

CHICAGO.

"WAYNE SCOTT."

"I TOLD you so" was used by wheelmen of this city many many times Sunday, Nov. 22. Why will wheelmen store away their wheels early in the winter season? Sunday last could not have been a better wheeling day had it been made to order and numbers of wheelmen were seen out walking, and by their countenances plainly longing for the wheel laid away.

THIRTY-TWO Chicago wheelmen and several ladies took dinner at Hotel Florence, Pullman, and one and all pronounced the roads splendid. All the boulevards were well sprinkled with wheelmen, a number of the more hardy lady riders being out also. The air was cool and bracing.

SHOULD the Wanderers' Athletic Club succeed in renting the Brotherhood Park at Thirty-fifth street we will have a track nearer the centre of the city than Parkside and second to none in the country. Failing in this they will rent the ground adjoining, so that Chicago wheelmen are reasonably sure of their second track. The Parkside track will undoubtedly be made three laps next season.

SINCE last letter the Ravenswood committee has held a meeting and order has been brought out of chaos. A committee is at work now and before a week has passed will have signed a 10 years' lease for a plat of well sodded and graded land. This will be large enough for a three-lap track and an excellent one will be put in. Mr. Dave Brown declares there will be no better. A prominent member of the Lincolns will be one of the committee. The stock will be probably all or nearly all owned by a number of wealthy men of that aristocratic suburb who will run it as a stock company.

THE Illinois Cycling Club is the only local club to have a cafe in their club house. With their 300 members they manage to run the receipts up to close on to $200 per month. Their cook served in the war as cook for General Hancock, and the gentlemen show the appreciation of his cooking by their eating.

THE Æolus Club accepted bids for a club house this week to cost $9000. At their pool tournament last week C. P. Doese won first place and Vice-President Roth was a close second. The night before Thanksgiving this club held a turkey raffle and entertainment. Thanksgiving morning they held a hare and hounds' chase. This was followed by an old-fashioned dinner as befitted the day at their club house.

THE Garfield Cycling Club at 497 W. Van Buren street swells the general total of our cycling clubs to 20. They have secured a good foothold with 20 charter members.

ST. LOUIS brags (?) of a club composed of colored men. If all colored riders are the same Chicago does not want any in hers.

BOB GARDNER, the genial manager of the Pope Mfg. Co.'s Chicago store, accompanied by Col. Pope, started Tuesday on a Western trip to California. Thanksgiving will be spent on Pike's Peak.

ARTHUR E. LUMSDEN would have all people know that the Chicago indoor teams wiped the floor with the Oakland Rifles. The score was 11 to 2. This club defeated the Chicagos early in the season, twice I believe.

"DREAMS" is the subject of a burlesque in which the Oak Parks are preparing to astonish the multitude. Nightly rehearsals, and a large sale of tickets already would augment a success of their dreams.

SEVERAL members of the Chicagos appeared in the club rooms last Sunday arrayed in foot ball suits immaculate. Barrett, Sage, Cameron and others decided that this should not be, if they would pose as crack players. Later on sight seers in Jackson Park were surprised to see several big, lusty fellows dragging one another by the heels over the turf, first on their backs then on their stomachs. Needless to say, those pretty white suits were sere and green, and the wearers resemble somewhat the man who was struck by a cyclone. "Next!!"

THE Lincoln Cycling Club on Lincoln monument in Lincoln Park is the subject of an excellent picture taken Thanksgiving morning. Spooner's pet scheme, after many years, has come to pass. About a hundred riders and non-riders were "in it," and those who predicted a failure and did not appear will wish themselves in it also. Four rows of wheelmen are seated on the steps, and above all towers old Abe as a guardian angel. It is a splendid picture.

THE Lake Views gave a hare and hound chase Thanksgiving Day. The runners were mostly from the foot ball team. Limits were placed, outside of which the hares were not to go.

ARNOLD WESCOTT and Robert Ward were the hares, while Rob Parsons and Edwin Ward had charge of the hounds. The hares finished a half-hour ahead of the hounds, who had lost the trail. They stuck to it, however, and were heartily applauded when they did arrive.

THE Douglas Club hares started out, and it is seriously contemplated sending a relief party to rescue the hounds. At last accounts they had not yet been heard from.

THE good old ordinary was ridden by about seventy-five per cent of the Lincoln riders who appeared in the picture on Thursday, and the man who says they are a lot of "d— t—s" will have a red hot fight on his hands. Further information can be gained at the Lincoln headquarters.

THE Chicagos were defeated in a one-sided base ball contest by the Illinois Club Thanksgiving Day.

ONE HUNDRED of the Washingtons took dinner at their club house in the evening.

DISTRICT OF COLUMBIA.

"X-BONES."

I HAVE learned indirectly that several of the Columbia boys resent the mention made in my first communication of the refusal of their club to accept the challenge of the Arlingtons, and that it has even been said that the two clubs have been thereby made enemies. Although not fully crediting the last assertion, I regret very much if I have said anything to arouse enmity from anyone. Certainly, nothing was further from my thoughts. In fact, the Columbias acted with too much fairness and magnanimity on the occasion of their success for me or any member of the Arlingtons to feel anything but good will towards them, although it was not pleasant to be twitted about "lost honors" in the letter refusing the Arlingtons an opportunity to retrieve them. The members of the Columbias referred to would also appear somewhat inconsistent in taking an action in refusing the challenge, which they object to have published, especially when the reasons assigned—whatever better ones might have existed—were so obviously insufficient. Had they frankly said that their men were not in training and could not then spare the time to train, or that any were absent, nothing further would ever have been said by the Arlingtons. If, however, any criticism which has been made seems over severe, I hope that allowance will be made for what has been really a great disappointment for the Arlingtons, and that it will be attributed not to ill-will, but to a wish to awaken the Columbias to a sense of their responsibility as the only riding bicycle club in the district—except the Arlingtons—for maintaining interest and enthusiasm in the sport of bicycling. In view of the activity in riding of the two clubs named, and the lack thereof in the other clubs in this city, it would seem a great pity for any feeling of ill-will between the clubs to interfere with cordial co-operation by them in advancing the interests of cycling and good-fellowship; and I in particular would sincerely regret it if anything I may have said should lessen the sympathy and good-will which should and which I believe does exist between the clubs named.

WHILE upon this subject mention may be made of the fact that certain members of one club are also members of the other, and of the feeling upon this point by the Arlingtons as to which club only can I speak in this matter. The best evidence of the cordial good-feeling of the Arlingtons towards the Columbias is the fact that they have encouraged rather than otherwise this double membership, both when one of their men joined the Columbias and when a Columbia man joined them, the sentiment being that a true spirit of emulation rather than one of petty jealousy was encouraged thereby; and that in case of contests or controversies between the clubs fair and moderate action by each club would be favored; while of course it was understood that where a common member of both clubs entered a contest his personal preference as governed by convenience for companionship and training or social tastes, etc., should decide which club he should represent.

THE Arlington Wheelmen called a run to Marlboro, Md., on Sunday, Nov. 23, Messrs Wm. R. Mackville, D. L. Sandoe, Guy E. Mitchell, E. C. Bowen, H. V. King, Thomas E. and Wm. T. Robertson attending. The first three gentlemen rode for the record and made the distance (16 miles), Mackville in 1h. 3m., breaking the record by 7m.; Sandoe in 1h. 9 3-4m., also inside the record, and Mitchell in 1h. 12m. Messrs. Bowen and King were the timers.

BUFFALO NOTES.

"SETAGEC."

BUFFALO has more bicycle clubs than any other city in the country. I was going to say the Queen City had more riders than any other city, but possibly New York or Washington may have more than ten thousand riders, but I doubt it.

BUFFALO, Rochester, Syracuse, Albany, New York, Brooklyn, Lockport, Binghamton, Canandaigua, Richfield Springs, Batavia, Niagara Falls, Cooperstown and Catskill would make a good New York State circuit and would fill in the time from May 30 till November, with room between for all the big tournaments outside of the banner State. Of these all but the last two I believe have had successful tournaments and are supplied with convenient tracks. Why not get together now, gentlemen; have a sort of convention and organize a State circuit racing association on the plan of Rochester Wheelmen's League, who conducted the most successful tourney of the season, though they had to use a mile track and had a big head wind to contend with? Co-operation would, as Al Banker says, cut down the cost of advertising and this would be a great help to the smaller towns, besides this would put a stop to conflicting dates, which caused the only failure in this year's circuit. Again we could then be sure of good tracks, profiting on A. C. Banker's suggestion of a practical "track-maker or inspector" to get all the tracks in shape at a minimum cost. If there was an objection raised by the smaller towns, who might fear a loss through small attendance, the profits might be pooled after the expenses of all the meetings had been settled and then divide the profits according to the attendance. A great source of profit would be the score cards, the profit of which would be divided up among the clubs in the circuit. But the reasons in favor of such a circuit as I have outlined are unlimited, while the objections are as scarce as professionals.

SPEAKING of futurity, why not have a fortnight tour like the "Big Fours" Burley B. Ayers used to organize? But the Boston to Detroit, Chicago to Detroit, Buffalo to Detroit and other Detroit-ward tours to the annual League meet will probably cover the field, though if there are any cyclers reckless enough to make the trip from the "Windy City" across northern Indiana and southern Michigan I pity them, for walking 30 miles a day through bottomless sand is bad enough, but when you add to it the effort of pushing a loaded wheel it is worse than being stuck in the mud on a dark, cold, rainy night.

I BELIEVE that the wheelmen should take a hand in politics as non-partisans when they cannot get their rights or when they need pavements, better roads, etc. So far the wheelmen here have not had to as Buffalo aldermen "stand in" with the wheelmen or we "stand in" with them, so that we get all things we ask, have always had the freedom of the park and the asphalt is increasing daily. There are too many wheels used in the Queen City for the politicians to try to get along without us. Oh! Philadelphia and Cleveland why don't you do as we do and then you need mourn no more for better pavements.

I HAVE been thinking of that Syracuse affair and more than ever do I think that bicycle clubs are like corporations in one particular—soulless. Chas. W. Woods, the Vice-Consul of the State Division, one of the four who were expelled by the Syracuse club, is one of the finest gentlemen I ever met and as I have observed one of the best workers among the riders of the Salty City. We all know what the result would have been if the tournament had turned out successful. Now the question is begged, whether Mr. Woods is to be expelled from the League because his club is a League club, and

A FEW OPINIONS ON

⋖ THE EAGLE ⋗

We call attention to the following testimonials which speak for themselves.

They are from men who have been there, and who know what they are talking about.

HONEY BROOK, Pa., Nov. 7th, 1890.

EAGLE BICYCLE MFG CO., Stamford, Conn.:

Gentlemen—The Eagle Bicycle, like the best man who rides it, is a "Freak." After the first trial I gave it up as a failure, but a second attempt went better, and I now am thoroughly in love with it.

My wheel stood learning to ride and about one-thousand miles of scorching over a worn out pike, without any repairs or attention, except cleaning and grease, and I am satisfied it is the fastest road wheel I ever sat on.

Very truly, FRANK M. DAMPMAN.

BROOKLYN, N. Y., Nov. 17, 1890.

EAGLE BICYCLE MFG. CO., Stamford, Conn.:

Gentlemen—I received my wheel last July, and I am pleased to have this opportunity to express myself in regard to the "Eagle." Aside from its safety qualities, I recommend it as being the best wheel made for all round riders; combining speed, durability, and above all, ease of running, which makes riding a pleasure instead of labor. I have been riding the "Ordinary" some years, and used nearly all the best make of wheels, and must say that I have not ridden a better wheel than the Eagle. I advise all my friends to get one as soon as they can, then they will enjoy riding.

Wishing you the best of success, I remain, Very truly yours, THOS. J. HALL, Jr.

WILMINGTON, Del., Nov. 1st., 1890.

EAGLE BICYCLE MFG. CO., Stamford, Conn.:

Gentlemen—After my one season's trial, I find the "Bird" to be the best all-round wheel on the market, and for long distance riding the Eagle has no equal. I have used various makes of wheels, and made records on our roads, said records being considered good at the time; but since I have had my Eagle I have broken my own and all previous local records from 1 to 100 miles, and with proper training I think the Eagle will show itself as superior on the track as it has heretofore on the road.

Wishing you a successful season of 1891, I remain, Very truly yours, W. C. SEEDS.

WASHINGTON, D. C., Nov. 13th, 1890.

THE EAGLE BICYCLE MFG. CO., Stamford, Conn.:

Dear Sirs—The Eagle wheel that I have been riding for the last four months is very much nearer my idea of what a wheel should be than any I have ever ridden before, and I have ridden no less than five high grade wheels. I find it to be exceedingly satisfactory on the road and also a splendid track wheel; in fact, it has so many attractions for me that I do not think anything would tempt me to give it up, unless it would be the desire to have a lighter wheel of the same kind for the track. I am,

Very truly, EROM C. BOWEN.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

PASTE THIS IN YOUR HAT

For easy reference, and do not hesitate to acknowledge that the

ROVER

is a winner. Following are some of the prizes taken by

ROVER LIGHT ROADSTER RIDERS,

in competition with *racing machines*, during 1890:

Chicago, June 2d to 7th, - -	7	Rochester, August 24th, - -	1	Chicago, September 19th and 20th,	10
St. Louis, July 12th, - - -	4	Providence, August 30th, - -	2	Freeport, September 26th, - -	5
Chicago, July 19th, - -	3	Hartford, September 1st, - -	1	Miscellaneous, - - - -	7
Chicago, August 2d, - - -	2	Peoria, September 12th and 13th, -	5		
				Total,	*47*

We are now in a position to talk business for next season, having just closed arrangements for one of the finest lines of light safety bicycles ever produced.

We shall handle SIX STYLES of ROVERS, which will possess every desirable detail known to the bicycle trade, including Pneumatic and Cushion tires, hollow rims, tangent spokes and ball heads.

COMPETENT AGENTS WANTED EVERYWHERE.

The trade will find it to their advantage to get our quotations on Bells, Lanterns, etc.

THE JOHN WILKINSON CO., Sole Importers, 269-271 State St., Chicago.



"Ask the riders of our wheels." This is the advice given by many makers. We do not say that it is bad advice, either. Frequently we have heard what riders say without the necessity of asking. It has not always been complimentary, though. We can bear witness to that.

Some folks make light of testimonials. Possibly they are right; possibly not. Yet what is a testimonial? Exactly what the riders say in writing; is it not? But almost every maker can produce testimonials! What does it argue? Simply that what will satisfy one man will dissatisfy another. Were it otherwise, this planet would be too much of an earthly Paradise to fulfill its mission. It frequently happens that otherwise is the case, however. Witness these communications, which, while they did not come as direct testimonials, are, if anything, even more telling: The first is from Mr. J. S. St. Clair, an old Rambler rider, who sold his wheel prior to his removal to Toronto, Canada. He says: "After riding an English wheel over the streets of this city since last Monday, I have decided that I want a machine with some spring about it in addition to the saddle spring! Please ship me a Light Rambler, standard finish and 54 gear. Use the lightest spring—my weight is 125 pounds—and notify me when wheel is shipped and over what line. I consider that there is as much difference between a stiff frame and spring frame, as between a road and spring wagon." The other is from a firm in a live little town in New York state. They write: "All three of our firm rode . . . . . Safeties this season, it being our first attempt at cycling. When we purchased . . . . . we didn't know anything about bicycles. We all had an opportunity to ride Ramblers last month, and the result is that we want to sell our . . . . . and buy Ramblers before the season of '91. We think two of the . . . . . are now sold, and would like particulars about taking the agency of the Rambler."

THE RAMBLER IS ITS OWN BEST TESTIMONIAL.

GORMULLY & JEFFERY MFG. CO.,

New England Branch House, 178 Columbus Avenue, Boston, Mass. Factory and Principal Office, 222-228 N. Franklin Street, Chicago, Ill.

CHICAGO RETAIL STORE, NO. 85 MADISON STREET.

I see a *Wheel* correspondent says some one else must be appointed Vice-Consul. I say "No." We do not all think as the forty-seven did; let us side with the seven.

Now that we are likely to have a State racing circuit let us also have a national circuit, each city to have a genuine bicycle track, with say ten towns in the Union, Hartford, Peoria, Buffalo, Chicago, New York or Brooklyn, Philadelphia, Detroit, New Orleans, Cincinnati, Baltimore and Washington, each to have a two-day tournament Friday and Saturday of each week, commencing in June and running till the last of August, with official timers to serve throughout the circuit. This would be a good offset to the base ball craze.

NIAGARA FALLS.

"KISMET."

THE "young blood" of Niagara has taken up the question which had been opposed by the "old boys"—that of a gymnasium. This matter has been brought up and has been repeatedly shelved by the "old boys" because "it cost too much." Now the young element have taken up and accomplished what will be one of the greatest and grandest things for the young men of our community, and that is the establishment of a perfect gymnasium. It will be situated in a very convenient and central location and will run in conjunction with the Y. M. C. A. Who were the boys that circulated the list and subscribed most liberally to this cause? Why the cyclers! Who else can accomplish anything in this town? Now let athletic sports boom, boom, boom; and Buffalo, oh, Buffalo, beware! Niagara Falls will soon show you that you are not in it.

FRED BUTLER, who is looked upon as a coming possibility on the racing path on the ordinary bicycle, distinguished himself at the Fourteenth Regiment games held at Buffalo last week by defeating Michael (heavyweight) Brunner, the celebrated shot-putter of that city, who is the instructor for the Ramblers. Freddie throws the 16-pound ball like a marble and with good training he can be expected to do much better.

J. M. NASON, who holds the championship medal from 1878 until the present time for 60 yards as a sack-racer, is very anxious to form an athletic club at this place. "Johnnie" would like to see a branch of the A. A. U. established at Niagara, as he is of the opinion we have good material for such a purpose and he is pretty near right too.

AS the election of Capt. Geo. G. Shepard to the presidency of the club seems to be an assured fact, the question of who will be our next captain seems to be of very great importance just now. What we want is a man who will get the members out oftener on runs and especially to encourage what we never have had—a good, sound road-racing movement. There are about two or three men of this stamp in the club, and it is the member's individual duty to see that one of them is elected, as the cycling interest must be maintained. Billie Shep., we want you for captain, will you take it?

THE whist tournament at the club house seems to be productive of very much good, as it certainly is developing some good card playing; it is an actual fact that at all of the parties given by our young ladies about town a member of the N. F. B. C. is sure to carry off first prize.

HAVE you heard the latest. Sourwein of the Buffalo Ramblers (better known as "Sour Beers") expects to ride a tandem next season with Hoyland Smith. My, what a pair!

BROOKLYN, N. Y.

"TREB."

THE result of the Manhattan bowling match with the Brooklyns was disappointing. Both clubs made miserable scores, and, unless some better work is shown, they will not be among the leaders in the tournament. The Brooklyns, however, won the game, and will, no doubt, receive inspiration and pull together for better things, as they really have good material in their team.

THE foot ball match on Thanksgiving day proved a potent attraction over the wheel, as parties from the different clubs were to be met with every few feet in the crowd. In the evening the day's jollity was continued, the theatres and where the college boys congregated were spots selected to round up the day's pleasures.

WELL, the Racing Board's cyclone has burst, and the long expected has come to pass. C. M. and W. F. Murphy, who are included in the long list of suspended men, are confident that they will come through the fire all right. Some degree of nervousness must be felt by them, however, as the natural inference from the careful manner with which the charges have been handled, proves that Chairman Davol was pretty nearly sure before he went ahead.

WHAT a grand thing it would be if the three large clubs of this city could be brought together and by concerted action secure the co-operation of the Park Commissioners, and have that long dreamt of path built from the boulevard entrance of the park direct to Coney Island. It would be a good thing for the horsemen as well; it would insure its use by all wheelmen, whereas the rough edges of the flag-stones now on the side-path drive many to the general road use. Annually this subject is broached, but the clubs seem to be so peculiarly constituted that nothing comes of it.

PHILADELPHIA.

"ARIEL."

THE Quaker City Wheelmen had a run out to Bryn Mawr Thanksgiving Day; a number of ladies participated, dinner being served at Buck Mansion. Fifty sat down to dinner at 6 o'clock, following which dancing filled up the evening, a number of the party returning by train, while a majority rode home by the light of the moon.

THE South End Wheelmen celebrate their anniversary on Thursday and Friday, the latter day being devoted to the entertainment of the ladies.

ON Saturday afternoon Kelly and Draper on a tandem bicycle, giving Dampman on a single safety 1 minute start, covered 5 miles on the Montgomery avenue course in 15.50, while Dampman did the distance in 17m. The tandem team feel confident of their ability to lower the 5-mile world's record recently made by Taxis and Zimmerman.

CONSIDERABLE comment has been caused by the recent action of the Racing Board in the wholesale suspensions. The only Philadelphia rider so far affected is W. F. West of the Century Wheelmen, who is accused of selling a bicycle won as a prize. Mr. West claims that he can produce the wheel which he is charged with having sold, but Mr. Gideon states that an affidavit will be required testifying that he did not sell it. As a matter of fact, the Board seem to have decidedly the best of the argument all through, and some of the men who are now suspended probably wish that they had not boasted quite so openly, as was so recently done at a race meet which took place not a hundred miles from this city, that they did and could sell prizes and accept expenses whether the L. A. W. Racing Board liked it or not.

FOUR HUNDRED additional copies of the road book have been received from the printers, and this will be welcome news to those of the newly-joined who have been making things pleasant for the Secretary-Treasurer for the last three months owing to their non-arrival.

PORKOPOLIS NOTES.

"STAR."

ONE rainy Sunday, not long since, as I was sauntering through the Art Museum I paused before a display of ancient implements of war, and as I contemplated the ponderous two handed swords, the weighty shields and the burdensome suits of armor which were borne uncomplainingly by the warriors of old, I could not help contrasting them with some of our modern knights of the wheel who are continually grumbling about the weight or the running qualities of the wheels.

THE embers of the dying track scheme have been fanned till they have begun to glow and give out considerable warmth. The scheme is being enthusiastically pushed, and it is believed that we will soon have a good track. The location in view at present is easily accessible by rail and street cars, and is within the city limits. It is confidently expected that enough can be realized from the sale of season tickets at five dollars each to pay the expense of building and keeping the track in repair. The tickets will admit the holder to the track at any and all times. Next week I may be able to give more definite information.

ON last Sunday (November 23) I took a run to Alexandria. The roads could not have been in better condition. On my arrival I found twelve of the Crescents who have preceeded me. We dined at the hotel at the Northwest corner of the intersection, and for once I ate a meal in that benighted place that did not consist of salty ham and ancient eggs. On our return I was struck with the good order the Crescents kept and the military precision with which they rode. I also noticed that wherever we went that the Famous Teddy was the centre of attraction, whether on account of his masterly performance on the bugle he carried, or to the glittering array of medals on his bosom, I am unable to state. At the top of Metcalf's Hill we turned to the right on a new road that led past Ft. Crook and down a long and tolerably smooth coast into Newport.

On last Sunday the Porkopolis Wheelmen took a run to Chester Park where they held some impromptu races which were not remarkable for speed, but as an exhibition of head work were unsurpassed. The honors were carried off by the esthetic Meiser, the Poetic Barth, the Humorous Kobmann aud the Austere Tutty. Let no one hereafter assert that the Porkopolis Wheelmen are devoid of racing talent.

When I see the Queen Cycling Club dart past like a covey of quail I do not see how any woman could resist the temptation to get a wheel and learn to ride. Their example is an object lesson which cannot fail to have beneficial results. There are thousands of women in our city who ought to be using the wheel, and who are only deterred by a foolish prejudice, and on such, the example of the Q. C. C. cannot fail in time to have its effect. This club, therefore, has the good wishes of every one who has the real interests of cycling at heart.

PROVIDENCE NOTES.

"ELNOD."

Last week, Monday evening, was ladies' night at the rooms of Rhode Island Wheelmen, and right here I might say that every third Monday evening in the month the rooms are left at the disposal of the ladies. The entertainment for the evening was in the form of a progressive Tiddlede Winks party, and was under the very able management of Mrs. J A. Kinghorn and Miss Frederica Cooke. The winners who secured the handsome prizes were as follows: Ladys' first prize, Miss Josie Taipe; gentleman's first prize, Mr. L. B. Ballou; lady's booby prize, Mrs. H. L. Perkins; gentleman's booby prize, Mr. F. H. W. Hickey. After the presentation of prizes refreshments were served in a very appetizing manner, such as only R. I. W. ladies can. Everyone seemed to enjoy the affair, and it was well into the middle of night before the R. I. W. youth bid his fair one a *fond* [Eh?—Ed.] good night at the door of her home.

A piano has been added to the parlor in the R. I. W. club rooms and Hutch and mate are becoming quite proficient in the duet passe, "Chop Sticks."

Mr. B. Taylor Bruce, one of the shining lights of the cycling fraternity of Providence, ex-Secretary of the R. I. W., and withal one of the most popular of wheelmen, was married last week to Miss May E. Cunningham, one of the best known lady cyclists in Providence and an honored member of the Providence Ladies' Cycling Club. Mr. and Mrs. Bruce left Providence on Sunday night for the South, where they will remain most of the winter, and should any of your readers meet them I bespeak for them a good reception.

About twenty members of the R. I. W. visited the theatre to see "Later On" on Tuesday night last week in a body, and as each one was supplied with a regular double alarm bicycle bell I will leave you to imagine how quiet they were under the circumstances.

ROCHESTER, N. Y.

"RIPPLES."

The Crescent Cycle Club of Rochester, N. Y., have not consolidated with any club, as was reported, but have rented a fine brick house in the centre of the city, No. 114 Savannah street; it is handsomely furnished throughout; their latest acquisitions are a piano and pool table. The members wish to extend their thanks to the business men and city papers for the donations that they have made the club. Arrangements are being made to hold pool, card and checker tournaments during the winter. An orchestra and glee club are organizing and will be able to give some rich musical treats this winter to the members and their friends. I dare say that the Crescents are in a more flourishing condition than any six months' old club in the country, its being a League club has a good deal to do with its present condition. The house is open every night and all visiting wheelmen are welcome.

The West Ends held a benefit entertainment last week, which was a success both socially and financially; the proceeds are to be used in furnishing their new house on Madison street.

The Lake View Wheelmen, the popular north side club, have a new bowling alley where they expect to do a good deal of "rolling" this winter. A minstrel show for the benefit of members only will be given by them. They intend to hold several tournament this winter, including pool, billiard and bowling.

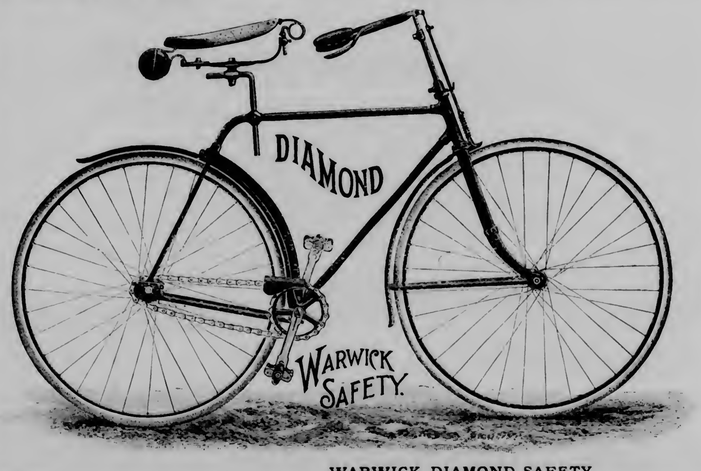
(Continued in Supplement.)

MAKING MONEY ANYWHERE.

Having read Mr. Morehead's experience plating with gold, silver and nickel, I sent for a plater and have more work than I can do. It is surprising the spoons, castors and jewelry that people want plated. The first week I cleared $37.10, and in three weeks $119 85, and my wife has made about as I have. By addressing W H. Griffith & Co , Zanesville, Ohio, you can get circulars. A Plater only costs $3. You can learn to use it in an hour. Can plate large or small articles, and can make money anywhere. A. J. Jonson.

LITIGATION.

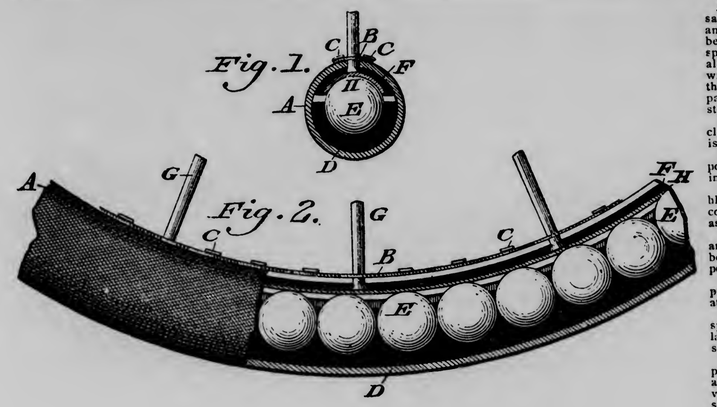
The *Times* of Philadelphia states that "the Overman Wheel Company, of Hartford, Conn., filed an equity bill yesterday (Nov. 28) in the United States Circuit Court against the Sweeting Cycle Company of this city. The Overman Wheel Company claim that they have the exclusive right to manufacture bicycles which have been patented by Alfred Stanhope, of Northampton, England, and that the Sweeting Cycle Company are manufacturing the same type of bicycles, thereby infringing on their patent. They ask the court to restrain the Sweeting Company from manufacturing the bicycles."

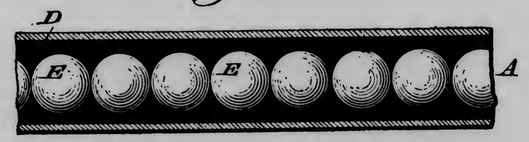


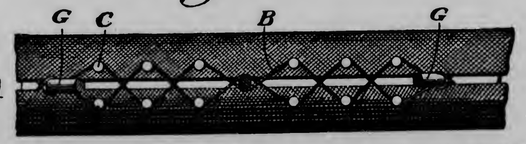
WARWICK DIAMOND SAFETY.

The attention of wheelmen who are looking for a light, fast and comfortable mount for the season of 1891, is respectfully directed to the accompanying cut of the Warwick Diamond Safety. The Warwick Cycle Mfg. Co. have gained an enviable reputation as cycle mechanics of the highest order, and in this latest addition to their product, the results of building on honor will be readily recognized.

This machine has 28-inch driving wheel, geared to 56-inch, with 30 inch steering wheel, 32 tangent spokes to each wheel, fitted to the well known "Warwick Hollow Rim," 1 1-4 Cushion Tires of special construction, dust proof Ball Bearings, 5 1-2 to 6 1-2 inch Crank, extra long Handle Bar and Warwick Improved Saddle. The stock from which this wheel is constructed is cold drawn weldless steel tubing for all hollow parts. The solid parts are machined from drop forgings of selected steel, and in no part, however small, is cast metal used. The machine is strictly interchangeable, each process from the rough forging, is made to gauge, and guaranteed not to vary 1 1000 of an inch, when finished. The Warwick Co. give special attention to critical inspection. The total weight of this machine (the tires alone weighing 7 pounds), is 42 pounds, with usual fittings. This machine the Warwick Co. think will be the lightest high grade safety for regular road service built in America and sold with a guarantee. The machine is finished in enamel and nickel plate, fully guaranteed; it will doubtless become a favorite among road scorchers. The Warwick Co. have two other additions to their line of wheels, particulars of which will appear in the following editions of this paper.







RICHWINE BALL TIRE.

After the usual preamble Mr. W. Richwine of Philadelphia thus describes his invention:

My invention consists of a tire formed of a tube and elastic balls, which are seated in an elastic bed in said tube and thereby prevented from displacement, the combined action of the parts producing a highly elastic, easy riding and durable tire.

Provision is made for access to the interior of the tube and other features are presented, as will be hereinafter fully set forth.

Fig. 1 represents a transverse section of a tire embodying my invention.

Fig. 2 represents a partial side elevation and partial longitudinal section thereof.

Fig. 3 represents a longitudinal section at a right angle to that shown in Fig. 2.

Fig. 4 represents a view taken on the inner periphery of the tire.

Similar letters of reference indicate corresponding parts in the several figures.

A. designates a tube constituting the tube proper, the same being formed of suitable fabric, such as rubber cloth, which is bent into shape and has its ends brought together at the inner periphery of the tube, and retained in closed or approximately closed position by means of lacings (B.), which are passed around studs or pins (C.) on the tube on opposite sides of the ends of said tube.

D. designates a bed of rubber or other elastic material, which occupies a portion of the tube (A.) and is provided with pockets or depressions in which are seated the rubber balls (E.), which, as will be seen, are arranged side by side throughout the tube and are solid or hollow as desired.

F. designates a rim or plate of metal or other rigid material, which is located within the tube (A.) at the inner periphery thereof, and having secured to it the spokes (G.) of the wheel, of which the tire constitutes a part, said spokes passing from said rim to the opening formed by the ends of the tube, as will be most plainly seen in Fig. 4.

Interposed between the rim (F.) and the balls (E.) is a piece or strip (H.) of felt or other fabric or soft material, forming a cushion, and preventing contact of balls and ribs.

It will be seen that balls are held in position within the tube, owing to the pockets of the seat and thus prevented from shifting, and as said balls and the seat are elastic in their nature.

Access is had to the balls for removal of the same, or other purposes, by loosening the lacing and separating the tube, when the balls and bed may be displaced, the same being true of the spokes, rim and contiguous cushion; it being also evident that when the bed, etc., is placed within the tube, the latter may be closed around the same and secured by the lacing (B.), the parts thus being retained in position and the structure of the tube preserved.

Having thus described my invention, what I claim is new and desire to secure by letters patent is:

First—A tire consisting of a tube with a pocketed bed and balls therein, said balls resting in said bed, substantially as described.

Second—A tire having a divided tube of flexible or elastic material, with means for lacing or connecting the ends of the same, substantially as described.

Third—A tire consisting of a tube with balls and a spoke-attaching rim therein, said rim being located between the balls and inner periphery of the tube, substantially as described.

Fourth—A tire consisting of a tube with a pocketed bed, balls in said bed and a spoke-attaching rim therein, substantially as described.

Fifth—A tire consisting of a tube with balls, a spoke-attaching rim and a cushion therein, the latter being between said balls and rim, substantially as described.

Sixth—A tire consisting of a tube with a pocketed bed, balls in said bed and a spoke-attaching rim, said tube being divided and provided with means for closing the same, substantially as described.

Mr. L. M. Richardson of the John Wilkinson Co of Chicago has just returned from England, and they are now actively in the field for the 1891 business, having perfected most satisfactory arrangements with their makers, Messrs. J. K. Starley & Co. of Coventry, who will build for them six styles of their celebrated Rovers, covering all of the latest and best ideas, including pneumatic and cushion tires, hollow rims, ball heads, tangent spokes, etc. Messrs. Wilkinson and Co.'s salesroom is 40x140 feet, their riding school 40x110 feet. They will have a full line of samples of their next season's wheels January 1st, including a number of pneumatic tired racers, orders for several of which have already been placed. We have been promised cuts and particulars of the 1891 line of Rover wheels at an early date.

Messrs. Osborne and Alexander of San Francisco, and representing the Pope Mfg. Co. in California, Oregon, Nevada and Washington for the past twelve years, have lately been compelled through increase of business to move from former location on Post street to more commodious quarters on corner of Market and Fremont streets. The first floor is occupied by offices and salesroom, and the third floor is used as a riding school. The basement is occupied as a store room.

A. G. Spaulding & Bros., Philadelphia Branch, will remove on January 1st to Southeast corner Chestnut and Eleventh streets, which they are now fitting up in anticipation of the large trade which their removal to the principal retail business street of Philadelphia will undoubtedly draw. As heretofore a specialty will be made of the Victor line, although they promise several specialties in cheaper grades next season.

"LARGEST BICYCLE SALE ON RECORD."

"C. F. Smith of the Indiana Bicycle Mfg. Co. has returned from Chicago with a contract from the Chas. F. Stokes Mfg. Co. for 5000 bicycles. This is the largest deal ever made in this line in America and probably in the world. The Stokes Company is the largest jobbing firm dealing in bicycles in this country, and have been the largest buyers the Indiana Company have had since it started in business."—*Indianapolis News.*

The Ormonde people are out for business next season and the visit of Mr. Willis to this country has been fraught with the most satisfactory results to himself and his company. As already announced the territory of the United States has been divided up, and in our advertising columns on Page 149 will be found the announcement of Messrs. Rouse, Hazard & Co., a firm well known to our readers for their enterprise and push. That the Ormonde next season will be "well known" out West goes without saying and we congratulate Messrs. Rouse, Hazard & Co. on securing the agency for those sterling wheels, and we also congratulate the Ormonde people in securing such a lively, pushing firm for the Western territory as Messrs. Rouse, Hazard & Co. The record of these racing wheels during the 1890 season is one to cause feelings of gratification to the principals and American agents. We find that the Ormonde scored 28 firsts, 3 seconds and 3 thirds. In records the Ormonde holds the world's safety records on *solid tires* from one to ten miles. In American records it holds from one to three miles, a showing which for a "first season" is "not to be sneezed at."

At the annual Fair and Bazar, given by the Marion Rifles of Washington (D. C.), Mr. Lem Barber, one of Washington's old time racing men, was voted the most popular wheelman, the prize consisting of a 50-inch Light Champion, by courtesy of L. B. Graves & Co.

Continued on Page 146.

NEW KODAK CAMERAS---FOR WHEELMEN.



"YOU PRESS THE BUTTON, WE DO THE REST."

(OR YOU CAN DO IT YOURSELF.)

SEVEN NEW STYLES and SIZES

ALL LOADED WITH

TRANSPARENT FILM.

For sale by all Photo. Stock Dealers. *Send for Catalogue.*

THE EASTMAN COMPANY, Rochester, N. Y.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street, BROOKLYN, N. Y.

HARTFORD

A Popular American Made Wheel

$100.00



$100.00

HARTFORD

At a Popular Price.

HARTFORD

HARTFORD

THE HARTFORD CYCLE CO., Manufacturers, Hartford, Conn.



LEAGUE HEADQUARTERS:

13 Pearl Street, - - - - Room 27.

ABBOT BASSETT, Secretary.

OFFICERS FOR 1890—91.

PRESIDENT,

JAMES R. DUNN,

40 Wall st., Room 69, New York.

FIRST VICE PRESIDENT,

DR. W. H. EMERY,

109 Warwick street, Roxbury, Mas

SECOND VICE PRESIDENT,

GEO. R. BIDWELL,

308 W. 59th street, New York City

TREASURER,

W. M. BREWSTER.

117 No. 4th Street, Quincy, Ill.

SECRETARY,

ABBOT BASSETT,

12 Pearl Street, Boston, Mass.

Standing Committee.

Membership Committee.

Sanford Lawton.....Springfied, Mass.
George C. Pennell.....Elizabeth, N. J.
Geo. C. Arbuckle.....1062 Euclid ave., St. Louis, Mo.

Committee on Improvement of Highways.

Isaac B. Potter, Esq.....Potter Bldg., New York
Albert Mott.....203 Lenox St., Baltimore, Md.
Maj. Chas. L. Burdett.....Hartford, Conn.

Committee on Rights and Privileges.

Clarence Hodson.....Crisfield, Md.
Chas. F. Cossum, Esq.....Poughkeepsie, N. Y.
I. S. Dean, Esq.....28 State St., Boston, Mass.

Committee on Rules and Regulations.

W. A. Davis.....340 S. Leavitt St., Chicago, Ill.
Michael Furst, Esq.....16 Court St., Brooklyn, N. Y.
A. B. Richmond.....Grand Rapids, Mich

Transportation Committee.

W. M. Brewster.....117 No. 4th St., Quincy, Ill
Amzi T. Dodd.....70 Park Place, Newark, N. J
Burley B. Ayers, "Rookery,".....Chicago, Ill

Racing Board.

Chas. S. Davol.....Warren, R. I.
George Collister.....147 Ontario St., Cleveland, Ohio
Robert D. Garden.....Chicago, Ill
W. H. DeGraaf.....47 W. 14th St., New York
Geo. D. Gideon.....17 No. 7th St., Philadelphia Pa

Hotel Committee.

George S. Atwater, 1424 Penn. Ave., Washington, D.C
H. H. Hodgson. .13 Carondelet St., New Orleans, La
W. C. Marion.... 1255 Bedford Ave., Brooklyn, N. Y.

Massachusetts.

A meeting of the Board of Officers of the Division will be held at the Clarendon Hotel on Friday, December 12th at 8 P. M.

The attendance of every member of the Board is requested. Fraternally, WM. H. EMERY,
Boston, Dec. 1, 1891. Chief Consul.

New Jersey.

An adjourned meeting of the Board of Officers of the New Jersey Division will be held Wednesday, December 10 at 7.45 P. M., at the club house of the Elizabeth Wheelmen, 1203 East Broad street, Elizabeth, N. J.

You are particularly requested to be present as the articles of incorporation are to be signed, a new Constitution and By-Laws adopted, the work of the Division outlined for the coming year and other matters of importance to come before the meeting.

Yours fraternally, GEO. C. PENNELL, Sec.-Treas.
Elizabeth, N. J., November 28th, 1890.

New York Representatives.

The Representatives of West End Bicycle Club of Rochester, N. Y., for ensuing year are: Thomas W. Shannon, W. C. Roseboom.

Very respectfully yours, W. N. SANDERS, Sec.
Rochester, N. Y., Nov. 28, 1890.

Daniels and Bemenderfer Disqualified.

For violating clause A of the L. A. W. amateur rule, section 9, article III of the Constitution, at Goshen, Indiana, July 4, 1890 Messrs. Chas. Daniels and Chas. H. Bemenderfer of Goshen, are hereby declared to have forfeited their amateur status. Amateurs are warned not to compete with either of the above named men.

CHAS. S. DAVOL,
Chairman L. A. W. National Racing Board.
Warren, R. I., November 26, 1890.

Connecticut Committees.

Improvement of Highways—C. L. Burdett, Hartford, Chairman; H. W. Huke, Torrington.

Touring—Geo. R. Coan, New Haven, Chairman; Arthur Munson, Stamford; Wm. F. Bishop, New Haven.

Rights and Privileges--C. E. Moore, Bridgeport, Chairman.

Racing—Henry Goodman, Hartford, Chairman; C. W. King, Meriden; A. H. Schumacher, Hartford.

Rules—Calhoun Latham, Bridgeport, Chairman; Lewis C. Grover, Hartford; Lewis A. Miller, Meriden.

Transportation—E. B. Beers, New Haven, Chairman; H. D. King, Bridgeport.

Above committees are hereby officially appointed. Complementary appointments to follow.

ARTHUR ALLEN DEAN, Chief Consul.
November 21st, 1890.

Ohio Representative.

Mr. Thos. H. Schultz of Cincinnati is hereby appointed to fill the vacancy created by the resignation of A. T. A. Nelson as Representative of the Cincinnati Bicycle Club. Fraternally, M. A. HIGH,
Cincinnati, Nov. 28, 1890. Chief Consul.

Ohio Consuls.

List No. 2.

Chief Consul M. A. High has appointed the following Local Consuls for 1890-91:

Bridgeport—Alvin W. Loc.
Canal Dover—F. H. Waldron.
Cleveland—Wm. A. Skinkle.
Conneaut—D. B. McMullin.
Cumminsville—Amor Hall.
Dayton—Fred J. Bowen.
Delaware—Robt. H. Chubb.
East Palestine—J. F. Rehman.
Fayette—Emery T. Pierce.
Germantown—Orvon Graft Brown.
Girard—F. R. Goodrich.
Greenfield—D. O. Miller.
Hillsboro'—Frank L. Stevenson.
Hubbard—D. W. Bonnell.
Leetonia—Dr. Jesse Sturgeon.
London—C. W. Farrar.
Massillon—Frank H. Snyder.
Mesopotamia—Chas. E. Holcomb.
Napoleon—E. E. Powell.
New Comerstown—F. D. Mulvane.
New Lexington—Henry Klein.
New Lisbon—W. H. Pritchard.
New Vienna—Carl Malone.
Niles—F. E. Wilson.
Norwood—Herbert S. Bridge.
Painesville—Geo. W. Blackmore.
Postsmouth—F. M. Smith.
Rogersville—Michael Leuthold.
Ravenna—C. C. Byers, instead of Jno. F. Byers.
Sabina—U. C. Eubanks.
Salem—Chas P. Hunt.
Sedamsville—Dr. M. D. Green.
Sinking Spring—J. Frank Pugsley.
South Charleston—E. M. Van Cleve.
Steubenville—J. B. Griffith.
Toronto—W. B. Francy.
Uhricksville—H. S. Francis.
Warren—T. G. Dunham.
West Farmington—M. W. Hammon.
West Union—P. A. Wickerham.
Xenia—S. D. Kingsbury.
Yellow Springs—Will G. Rice.

Appointments for the 32 remaing localities will be made as soon as the names are sent in by the representatives.

Chief Consul High has appointed the following hotels for 1890-91. The rate given is the L. A. W. rate:

Ada—Young House; per day $1.50.
Akron—Empire Hotel; $2.00 per day; meals 50c; lodging 50c.
Ashtabula—Hotel James; day $1.75; m. 50c.; l. 50c.
Atwater—Sebrell House; day $1.00; m. 25c.; l. 25c.
Batavia—Clermont Hotel; day $1.40; m. 35c.; l. 35c.
Bedford—Post House; day $1.00; m. 25c.; l. 50c.
Bellaire—Globe House; day $1.50; m. 40c.; l. 40c.
Bellevue—Bourdette; day $1.50; m. 25c.
Bloom Centre; day 75c.; m. 25c.
Bryan—Brunswick Hotel; day $1.50
Bucyrus—Stall House; day $1.50; m. 40c.; l. 40c.
Burton—Punderson Lake; day $1.00; m. 35c.; l. 35c.
Canton—Barnett House; day $2.00; m. 50c.; l. 50c.
Carey—New Galt House; day $1.50; m. 35c.; l. 35c.
Celina—Ellis House; day $1.50; m. 37 1-2c; l. 37 1-2c.
Chagrin Falls—Warner House; day $1.10; breakfast or supper 25c.; dinner 35c.; l. 25c.
Chillicothe—Hotel Carson; day $1.50; m. 40c.; l. 40c
Cincinnati—Palace Hotel; day $2.00; m. 50c.
Columbus—Park Hotel; day $2.00.
Conneaut—Commercial; day $1.60; m. 40c.; l. 40c.
Cumminsville—"Die Blaue Gans."
Dayton—Phillips House; day $1.50; m. 50c.; l. 50c.
Defiance—New Russell House; day $1.50; m. 40c.; l. 40c.
Delphos—Phelan House; day $2.00; m. 50c.; l. 50c.
Delta—Central; day $1.50; m. 35c.; l. 35c.
Eaton—Eagle House; day $1.25; breakfast 30c.; dinner 40c.; supper 25c.; lodging 30c.
Fostoria—Earl Hotel; day $1.50; m. 40c.; l. 40c.
Franklin—Coleman House; day $1.40; m. 35c.; l. 35c.
Galion—Central; day $1.50; m. 40c.; l. 40c.
Garrettsville—Cannon House; day $1.40; m. 35c.; l. 35c.
Geuga Lake—Kent House; day $1.50; m. 40c.; l. 40c.
Glendale—Kloch House; day $1.00; m. 25c.; l. 25c.
Green Spring—The Sanitarium; day $1.50; m. 40c.; l. 40c.
Greenville—Turpen House; day $1.50; reductions on meals to parties of three or more.
Hamilton—St. Charles; m. 40c.; l. 50c.
Harrison—Central Hotel; day $1.25; m. 35c.; l. 35c.
Hicksville—Swilley House; day $1.70; breakfast or supper 35c.; dinner or lodging 50c.
Hillsboro—Kramer House; day $2; m. 50c.; l. 50c.
Hudson—Mansion House; day $1.50; m. 35c.; l. 35c.
Laura—Laura House; day $1.00; m. 25c.; l. 25c.
Lebanon—Lebanon House; day $1.50; m. or l. 40c.
Lima—Burnet House; day $2.00; m. or l. 50c.
Linwood—Glancey Hotel; day $1.00; br. or s. 25c.; d. 35c.
London—Madison House; day $1.40; m. 35c.
Louisville—Commercial; day $1.25; m. 30c.; l. 35c.
Lowell—Lowell House; day 50c.; m. or l. 20c.
Massillon—Hotel Conrad; day $1.50; m. or l. 40c.
Mechanicsburg—Murray House; day $1.50; b. or s. 35c.; d. or l. 40c.
Miami—Chambers House; day $1.50; m. 50c.; l. 25c.
Middletown—United States Hotel; day $2.00; m. or l. 50c.
Morristown—Homer House; day $1; m. or l. 25c.
New Lexington—Park; day $1.50; b. or s. 35c.; d. or l. 40c.
New Philadelphia—Exchange; day $1.50: m. 35c.; l. 25c.
Norwalk—St. Charles; day $1.50 m. or l. 35c.
Oberlin—Park House; day $1.40; m. or l. 35c.
Ottawa—Leopold House; day $1.50; m. or l. 40c.
Oxford—Girard House; day $1.40; m. or l. 35c.
Ragersville—Good House; day $1.00; m. or l. 25c.
Ripley—Bank Hotel; day $1.50; m. 40c.; l. 50c.
Sandusky—Sloan House; day $2.00; m. or l. 50c.
Sedamsville—"Hotel de Wiener Wurst."
Sinking Spring—Latona; day $1.00; m. or l. 25c.
Smithfield—Shane House; day $1.00; m. or l. 25c.
South Charlestown—Ackley; day $1.00; m. or l. 25c.
Steubenville—Lowe's Imperial; day $1.50; m. or l. 50c.
Tiffin—Morcher House; day $1.25; m. 35c., l. 40c.
Toledo—Burnett House; day $2.00.
Upper Sandusky—Gottfried Hotel; day $1.50; m. or l. 40.
Warren—Park Hotel; day $1.50; m. 40c., l. 50c.
Wauseon—Eager House; day $1.25; m. 25c., l. 50c.
West Middleburg—McWade House; day $1.00; m. or l. 25c.
West Union—Palace; day $1.25; b. or s. 25c., d. 40c., l. 35c.
Williamsburgh—Burnet House; day $1.00; m. or l. 25c.
Youngstown—Tod House; day $2.00; m. or l. 50c.
Zanesville—Clarendon; day $2.00, $2.50, $3.00, $3.50; m. 75c.

Other hotels will be appointed as soon as the local consuls return the hotel application blanks that were sent to them to be filled out.

Examine the above lists carefully and report all errors to the undersigned. Fraternally,

WILLIAM D. KEMPTON,
Sec.-Treas. Ohio Div. L. A. W., Cincinnati, O.

Iowa League Hotels.

The following additional appointment of League Hotel in Iowa has been made, viz.:

Newton—Hotel Johnson, J. F. Cavell Manager. Rates, $1.50 per day.

These rates are for members of the League only, and are a large reduction from regular rates. The House is first class in every respect, and is highly recommended to wheelmen. ACKLEY HUBBARD,
Chief Consul Iowa Division L. A. W.
Spencer, Ia., November 28th, 1890.

Suspensions.

The following racing men are suspended from all race tracks pending an investigation of their amateur status: Messrs. W. F. West, P. J. Berlo, E. C. Anthony, F. F. Ives, W. Van Wagoner, A. B. Rich, W. S. Campbell, W. D. Banker, W. F. Gassler, Jr., W. F. Murphy, C. M. Murphy, F. N. Tuttle, W. Class, C. E. Kluge, Hoyland Smith, L. D. Clark, W. W. Windle, A. A. Zimmerman.

Amateurs are warned not to compete with either during suspension. CHAS. S. DAVOL,
Chairman L. A. W. National Racing Board.
Warren, R. I., November 26, 1890.

Maryland Hotel.

The Glen Echo Cafe and the Cabin John Bridge Hotel, both on the Great Falls road, are appointed League Houses on the recommendation of Chief Consul Geo. S. Atwater, chairman committee on Hotels.

ALBERT MOTT, Chief Consul.
Baltimore, November 25.

New Jersey Representatives.

This certifies that Fred'k C. Gilbert has been re-elected as club representative, and A. F. Bellinger elected as additional club representative from the Elizabeth Wheelmen to the New Jersey Division Board of Officers. LOUIS B. BONNETT, Secretary.
GEO. C. PENNELL, President.
Elizabeth, N. J., October 15, 1890.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 36—Total 62—17,497.

BOSTON, Dec. 5, 1890.

CONNECTICUT DIVISION—10—1406.

Colt Bi. Club.

20671 Lombard, Frank, 187 Babcock, Hartford

Elm City Bi. Club (unattached).

20673 Calhoun, George S., 69 Greene st., New Haven
20674 Sneath, Clayton, 104 Ferry, "

Unattached.

20670 Woodin, Albert S., 166 Park st., Bridgeport
20644 Lautz, G. W., 250 Derby ave., Derby
20672 Field, George S., 116 Hopkins, Hartford
20675 Greenwood, John W., Norwalk
20677 Gorham, L. B., So. "
20678 Timmerson, C. H., 110 Wash. st., So. "
20676 Wheator, Arthur J., "

DISTRICT OF COLUMBIA DIVISION—1—230.

Unattached.

20645 Regennas, C. E., 104 C. st., N. E. Washington

INDIANA DIVISION—1—271.

Clinton C. C. (unattached).

20664 Coulter, Fred S., Frankfort

IOWA DIVISION—1—190.

Unattached.
20705 *Fralick, Miss Nettie*, Box 208, Spencer

KANSAS DIVISION—1—144.

Unattached.
20679 Vogel, Theo., 212 Van Buren, Topeka

MAINE DIVISION—2—216.

Portland Wheel Club.
20646 Loring, Phillip Q., 116 Spring st., Portland
Pine Tree Wheelmen (unattached).
20680 Dow, Fred E., 14 Smith st., "

MARYLAND DIVISION—16—592

Maryland Bi. Club.
20681 Carr, Jas. E., Jr., 112 E. Fayette st., Baltimore
20682 Cassard, H. L., 517 W. Balto., "
20683 Chandlee, A. W., Hanover & Lombard, "
20684 Cloud, W. W., 1807 Bolton st., "
20685 Diffenderffer, C. R., 220 No. Chas., "
20686 Dix, P. D., 508 Union Dock, "
20687 Lawrence, Jno. P., 2117 Oak st., "
20688 Pitt, P. W., 112 So. Gay st., "
20689 Stone, Jas. H., 212 Lennox st., "
20690 Swindell, G. B., 1014 Lafayette ave., "
20691 Wilkinson, T. A., 1423 Greenmont ave., "
Chesapeake Bi. Club (unattached).
20692 Tarun, Wm., Jr., Lexington and Liberty, "
Unattached.
20647 Barrett, Rev Chas. S., 420 Elm ave., "
20661 Mottu, Theo., Jr., 1022 Penn ave., "
20662 Sharp, Ernest, 1230 Lafayette ave., "
20693 Wolfe, W. S., Union Bridge

MASSACHUSETTS DIVISION—1—2274.

Unattached.
20648 Allen, Daniel W., Orange st., Abington

MISSOURI DIVISION—3—454.

C. C. C. (unattached).
20694 Woodmansee, W. G., Box 96, Carthage
Sedalia Cyclers (unattached).
20695 Ellis, Chas. M., M. K. and T. Ry., Sedalia
Unattached.
20649 Grave, Joseph (P. O. London, Eng.), St. Louis

NEW YORK DIVISION—8—2096

Citizens Bi. Club (unattached).
20650 Holzderber, Wm., 155 West 23, New York
Prospect Wheelmen (unattached).
20665 Shannon, Geo. W., 435 Union st., Brooklyn
20666 Smith, Elbridge N., 304 President, "
20667 Tyrrel, Elmer B., 117 Bergen st., "
Genesee Bi. Club.
20651 Goetzman, Geo., 87 Manhattan st., Rochester
New York Bi. Club.
20696 Hammer, E. H., 78 Maiden Lane, New York
Unattached.
20697 Dennett, Wm. S., 31 West 42d, "
20698 Fellows, A. N., Box 3773, "

OHIO DIVISION—4—1172

Dayton Bi. Club.
20652 Hiller, John Jr., 601 N. Main st., Dayton
Eagle Mound Bi. Club (unattached).
20663 Turner, Albert E., Y. M. C. A., Newark
Unattached.
20653 Mays, J. W., Box 210, Arcanum
20654 Alexander, W. A., Fullertown

PENNSYLVANIA DIVISION—4—2031.

Century Wheelmen.
20655 Armstrong, Dr. Wm. A., 1803 No. Broad st., Philadelphia
Clover Wheelmen (unattached).
20656 *Hoffman, Mrs. W. J.*, 522 Dillwyn st., "
Unattached.
20668 Simpson, Geo. H., 744 N. 38th, "
20657 Wilson, R. Graffen, 1641 Race st., "

RHODE ISLAND DIVISION—1—564.

Unattached.
20699 Lowe, Harry H., 25 Hammond st., Providence

TEXAS DIVISION—5—53.

Austin Bi. Club (unattached).
20700 Brush, Oliver, Austin
20701 Granger, John, "
20702 Huppertz, August, 1604 Lavaca, "
20703 Magnenat, L. E., "
20704 Nash, A. Q., Box 308, Sherman

UTAH DIVISION—1—42.

Salt Lake C. C. (unattached).
20658 Fryer, James A., Box 294, Salt Lake City

WISCONSIN DIVISION—3—222.

Unattached.
20669 Linsz, C. Arthur, 313 16th st., Milwaukee
20659 Welch, Chas. A., Box 792, Waukesha
20660 Thornton, Chas H., West Superior

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasueer, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1424 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No. Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 607 No. Alabama street, Indianapolis.

IOWA—Chief Consul, Ackley Hubbard, Spencer. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 65, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 89 Carondelet street, New Orleans.

MAINE—Chief Consul, Howard M. Breen, 199 Franklin street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 327 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, Dr. W. H. Emery, 109 Warwick street, Roxbury. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 280, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI—Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, Frank O. Moulton, Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 40 Orchard street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK—Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Chas. S. Davol, Warren. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Joseph R. Wilson, Jr., Clarksville. Secretary-Treasurer, B. A. Patch, Clarksville.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box 281, Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro'.

VIRGINIA—Chief Consul, Ira B. White, 16 Nolls court, Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1891. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 April 30. Enclose $1.50 with this blank on any date between date of paper and April 1, 1891. Write plainly—Printing preferred.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margin in using this blank.*

BUILT ON HONOR.

PERFECTION CYCLES.

Made of the Finest and Best Material. Absolutely Interchangeable and Guaranteed.

OUR WHEELS HAVE BEEN PURCHASED BY

THE UNITED STATES GOVERNMENT

For use in the Postal Service at Washington

Since beginning business we have maintained that riders of HIGH GRADE WHEELS are entitled to the best that money can buy, and we have from the first used nothing but Fine Steel Forgings. We understand that Next Season certain makers of High Grade Machines will follow our example and adopt Forgings instead of Malleable Iron and Steel Castings.

They have been a trifle slow in their reform, but we shall welcome them to the fold. In the meantime we feel we have not labored in vain.

Wheels supplied with Solid or Cushion Tires.

WARWICK CYCLE MFG. CO., - Springfield, Mass.

The Celebrated Bolte Spring Fork,

Generally regarded as the most practical device of its kind, will be used on all the

Ciant * Safety * Bicycles

FOR 1891,

and is but one of the many novel features which will make them, as during the past season.

THE SLICKEST SELLERS IN THE MARKET.

Dealers will do well to correspond with us at an early date. Our organization is fast assuming completion.

CATALOGUE ON APPLICATION.

H. A. LOZIER & CO., - Cleveland, Ohio.

Controlling the entire output of the LOZIER & YOST BICYCLE MFG. CO.

Continued from Page 141.

THE Warwick Cycle Mfg. Co. are to be congratulated on the very fine exhibition made by Mr. Richardson of Bridgeport, mounted on a Diamond Frame Cushion Tired Warwick Safety, in the recent hill climbing competition held in that town. This machine, which was loaned to different riders, won every contest in which it participated, results which made a great impression on the cyclers of Bridgeport. The riders who had the good fortune to use the wheel in their various competitions, romped away from all competitors with considerable ease. The appearance of the machine is decidedly taking.

F. SINGER & Co. offer some splendid bargains in second hand and shop worn cycles. See page 148.

STOLEN BICYCLES.

GEO. W. MORRISON of Plainfield, N. J., had his Warwick safety, No. 1313, with Garford saddle and extra high handle-bar extension, stolen while leaning against a fence, where it had been left for about 20 minutes on Monday evening, Nov. 24, about 7 o'clock.

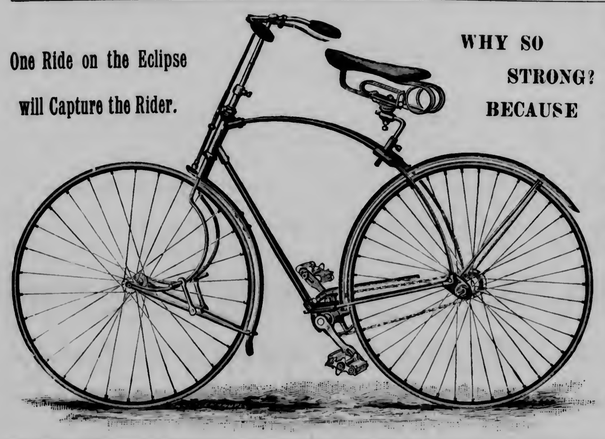
Twenty-five dollars reward for recovery of Columbia light roadster safety, No. (supposed) 4949, stolen Nov. 22; slit in saddle, leather enlarged by cutting. A. K. & C. E. Schaap, Richmond, Va.

Fifty dollars reward will be paid for the return of Columbia safety, No. 8238 (this year's pattern), and for the conviction of the thief. F. B. Willard, M. D., 291 Clinton avenue, Buffalo, N. Y.

AT the meeting of the Bicycle Track Association of Hartford, Ct., last week, it was voted to give up the track lease and sell the property on hand. The stockholders are to receive a dividend of twenty-five per cent., and the money advanced three years ago will be paid back. This will leave about 50 dollars in the treasury, and it was decided to turn this over to the bicycle club to help pay for their new quarters.

A MAN who gives the name of R. H. Bonner, and claimed he travelled for Cobb, Aldrich & Co., wholesale grocers of Boston, was arrested in Toledo, Ohio, last week Wednesday on the charge of stealing a bicycle from C. L. Lewis. On the stand he admitted taking the bicycle "for a run." The judge decided that it was a case for the grand jury.

One Ride on the Eclipse will Capture the Rider.



WHY SO STRONG? BECAUSE

THE ECLIPSE.

It is made of Aluminum Bronze and Best of Steel. It is the king of cycles for strength. Honestly built, not only for present hard work, but for the far off future. Ball Bearing all around. Spring Fork is the Ne Plus Ultra. Saddle adjustable. Mechanism of the highest type. The Eclipse is our own invention and patented. Is here to stay. We are building for the future. Send for Catalogue. Price, $100.

STEEL PULLEY & MACHINE WORKS,

INDIANAPOLIS, IND.

Good Agents Wanted for all Unoccupied Territory.

THE GALES SAFETY.

THE GALES SAFETY is designed with a view of meeting the demand for an **ALL BALL BEARING** Safety at a moderate price. The frame is of weldless steel tubing and steel forging throughout. The rear wheel is 30 inches, with 7-8 inch tire, geared to 54 inches. 30 inch steering wheel, with 3-4 inch tire. Best quality moulded rubber tires, firmly cemented into the rims. The spokes are direct, of No. 12 special drawn steel wire. Straight front fork; corrugated rubber coasters. The handle bar is one piece steel tube 30 inches long, bent back, and is detachable and adjustable.



Both wheels, crank-axle and pedals are fitted with ball bearings. The pedal rubbers are soft and tough, and so made as to prevent the rider's foot from slipping. The saddle rests upon an L seat rod, and is adjustable to height, also forward and back. The saddle is the famous Fish patent Hammock, is adjustable in all directions. The brake is of the Plunger style and very powerful. Neat Lamp Bracket, Mud Guards over both wheels. Finely enameled, with bright parts nickeled on copper. Each machine is supplied with tool bag, wrench and oiler.

PRICE, - - - - - - $75.00.

SCHOVERLING, DALY & GALES, - 302 Broadway, New York.

REDUCED PRICES

on second-hand wheels. From now on during the winter we offer special net reduced prices on our second-hand stock; same is large and complete and you can buy almost any wheel wanted, at prices that will surprise you. Also special bargains in brand new, high-grade, job lot machines. Special bargain list free.

ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.

WANTED—STATE AND LOCAL AGENTS

—FOR THE CELEBRATED—

ORMONDE SAFETY.

We have recently placed an order with the manufacturers of the Ormonde, for an immense stock of these peerless cycles (justly named Ormonde after the sleekest, most symmetrical, aristocratic looking, and fastest running horse that ever trod a race course in the world), and are now prepared to quote prices and terms to dealers in search of the best selling bicycles for next season.

Our salesmen will be out with samples of this machine fitted with both cushion and solid tires, in a short time, and dealers desiring to secure State Agencies or large territory, will consult their own best interests by opening a correspondence with us at once.

We are the SOLE IMPORTERS for the UNITED STATES, excepting the New England States, New York, Maryland, Pennsylvania, Virginia, West Virginia, Ohio and Michigan.

ROUSE, HAZARD & CO., MANUFACTURERS AND IMPORTERS, Peoria, Ill.



The Victor Wrench. A genuine triumph! By actual tests over 80 per cent. STRONGER than the strongest wrench of its class heretofore in the market. Nickel plated. Price $1.00.

—Overman Wheel Co., Makers, Chicopee Falls, Mass.—

The New "39" and "24" Star



NO MACHINE ON THE MARKET ITS EQUAL.

Easiest Running Wheel

—AND—

Best Hill Climbing Machine Ever Produced.

We Challenge Honest Criticism.

In this Machine we have combined ALL the advantages of a low wheel and the speed of a high one.

Send for Catalogue of STAR BICYCLES.

H. B. SMITH MACHINE CO., Smithville, N. J

OUR PRIZE PACKAGE.

One Pair all wool hose, REGULAR PRICE, $1.50
One Pair Rankin Toe Clips, " " .50
One Buffalo Stand, fits Safety or Ordinary, REGULAR PRICE, - - 1.00
Total $3.00

Now, Wheelmen, don't you need all the above articles? If so, just discount our figures 50 per cent., send postal note or 2 cent stamps to the amount of $1.50, and we will forward you the whole package.

ST. LOUIS WHEEL CO., 311 N. 14th St., St. Louis, Mo

PATENTS

Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. **W. E. AUGHINBAUGH**, Baltic Building Washington, D. C.

$2.75.

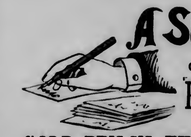
I will cut a single line, steel street die, monogram or cipher, with 5 quires fine writing paper and envelopes, paper stamped in colors for $2.75; all duplicate orders filled at $1.00 less, the die to remain in my possession; will mail samples on application.

M. R. WARREN,

Stationer and Engraver,

336 WASHINGTON ST., BOSTON.

Mention this paper.



A Sample OF THE BEST FOUNTAIN AND GOLD PEN IN THE WORLD,

(Warranted for 10 Years,)

Will be sent you by return mail at ONE-HALF THE REGULAR PRICE. Send for circular.

DUNLAP PEN CO., 280 Washington St. Boston, Mass.

Mention this paper.

IT WILL PAY YOU TO SEND TO



A. W. GUMP & CO., Dayton, Ohio,

—FOR PRICES ON—

Typewriters and Bicycles. Typewriters Rented. Bicycles, Typewriters and Guns Taken in Exchange.



CUSHION TYRES.

THE CLARK CYCLE CO.,

BALTIMORE, MD.,

Have now a large consignment of

NEW RAPID SAFETIES,

Both No. 3 and Ladies', fitted with our Cushion Tyres, and can deliver from stock.

ST. GEORGE'S ENGINEERING CO.,

Inventors and Sole Manufacturers of the New Rapid Cycles,

BIRMINGHAM, - ENGLAND.

Send for Complete Bicycle Catalogue.



MEACHAM HIGH-GRADE DIAMOND FRAME SAFETY.

Ball Bearings to Both Wheels.
Both Pedals and Crank Shaft.
Ball Bearings to Head.
Hollow Steel Tubing.

List Price, **$115.00**

Selling Price, **$75.00.**

COMBINATION WHEEL FOR EITHER GENTLEMAN OR LADY.

Remit by Post Office Money Order

WILL SUSTAIN A PERSON WEIGHING 225 LBS. BY REMOVING TOP CROSS BAR, CAN BE RIDDEN BY A LADY.

E. C. MEACHAM ARMS CO. ST. LOUIS MO.

CLEARANCE SALE

Of a limited number of used and slightly shopworn Singer cycles, fitted with spring-wired **CUSHION** tires.

SINGER & CO., 6 & 8 Berkeley St., Boston, Mass.

GAZELLE SAFETIES.



Having moved from Washington, D. C., to our commodious new factory, we are now prepared to fill all orders promptly. Ladies' and Gent's drop frame Gazelle, 28-inch wheels, $50. Boy's and Girl's drop frame Gazelle, 24 and 26 inch wheels, $35. Boy's straight frame Gazelle, 24-inch wheels, $32. All light, tubular steel frame machines with adjustable cone bearings. Liberal discounts to agents.

CRAWFORD & CO,

HAGERSTOWN. - MD.



REFEREE ROADSTER.

REFEREE CYCLES

— FOR —

Lightness, Strength, Durability, Reputation and Satisfaction.

WHO SELLS THEM?

A. J. STREET CYCLE CO., Chicago.
GEORGE R. BIDWELL, New York.
W. J. NEWMAN, Boston.
J. B. & G. C. SWEET, Buffalo.
CHAS. HANAUER, Cincinnati.
PRINCE WELLS, Louisville.
MICHIGAN CYCLE CO., Detroit.
CAMPBELL & CO., Providence.
WILDER & LAING, St. Louis.
A. H. PERRIGO & CO., Omaha.
H. T. HEARSEY, Indianapolis.
BANKER BROS., Pittsburg.
L. B. GRAVES & CO., Washington, D. C.

ONE MILE CLUB — JENS F. PEDERSEN NEW YORK — L. A. W. ASS'N

JENS F. PEDERSEN,

.... THE ....

MEDAL Manufacturer,

HAS REMOVED from

1½ to 41 & 43 Maiden Lane,

NEW YORK.

Illustrated Catalogue, with new and revised Price List, on application.

JOHN HARRIOTT

PRIZE MEDALS CUPS, BADGES AND PINS.

3 WINTER ST. BOSTON.

Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee.

Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.

406, 408, 410 & 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk, Edge's League color, white centre, Snake Buckle..... .50
No. XX Worsted Solid, League color, Snake Buckle..... .40
Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic..5.00
No. 1, Canvas, leather trimmings..3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,

241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia, 1032 Market St

JEWELER 40 YEARS — ONE PIECE WIRE CLUB PINS. BADGES, MEDALS, &c. — C. O. REICHERT, L. A. W. 14425 — 828 CHAPEL ST. NEW HAVEN, CT.

Write for Catalog and Second-hand List. Full Line of Sundries.

ST. LOUIS WHEEL CO.,
311 N. 14th St., St. Louis, Mo.

★ SAFETIES ★

FROM $10.00 TO $135.00.

Write for our **New** and **Second-Hand** Reduced Price List. Issued Dec. 5, 1890. Clearance Sale—All wheels must be sold. **Ordinaries** for a song.

Address

WHITE CYCLE CO., - - Trenton, N. J.

CARDS LATEST STYLES, BEST PREMIUMS, 25c COSTLY OUTFIT. **FREE** YALE CARD CO., NEW HAVEN, CONN.

TRICYCLING FOR LADIES. By Miss F. J. Erskine. "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." 25 cents. For sale by Bicycling World Co., 12 Pearl St., Boston.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the Order.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*

FOR SALE—New Rapid Light Roadster, 56-inch; fine condition; cheap. Address 182 Carlisle avenue, Cincinnati, Ohio.

FOR SALE—Kodak Camera No. 1, loaded for 100 pictures. Address D. W. INGALLS, 221 East 62d street, New York.

FOR SALE—One full nickeled 51-inch American Champion Bicycle, Home Trainer and Butcher Cyclometer; all new. L. BENEDICT, Thorndale, Tex.

EAGLE WANTED—Any size or color; will trade for same "Star Lever" Safety or a "Crescent" in good order. F. B. CATLIN, Winsted, Ct.

TO EXCHANGE—Boehm Flute, Bertling make. Cost $95; practically good as new; for a Safety Bicycle, any standard make. C. A. GILLETTE, Marshalltown, Iowa.

A BARGAIN AT $90.—Light Roadster Psycho; 35 pounds; absolutely perfect in every respect. Has been ridden less than 25 miles. Regular price $140. Address Box 1463, Providence, R. I.

FIRST-CLASS STEREOPTICON; four inch Lens; can throw a picture twenty feet in diameter a distance of 100 feet; will exchange for good safety bicycle. G. H. TURK, Pontiac, Mich.

BLACK AND TAN GORDON SETTER—Field-broken, to exchange for first-class Safety Bicycle in good order. Address, with particulars, "GORDON," P. O. Box No. 17, Newark, N. J.

BEST OFFER OVER $75 takes new 53-inch Col. L. R. Premier Tandem Safety, $100. Columbia Tandem Tricycle, $100. Columbia L. R. Tricycle, $75. All in good condition. W. VAN WAGONER, Newport, R. I.

FOR SALE—Victor Safety, 1890 pattern; first-class condition; with cyclometer. $100. Address C. STEVENSON, 237 South Twenty-first street, Philadelphia, Penn.

STOLEN—Victor Safety Bicycle, 1890 pattern, No. 8035. $25 reward for its return to E. ASHFORTH, 1510 Broadway, New York City.

FOR SALE CHEAP—2 Columbia L. R. Safeties, 1 new Victor safety, and a 56 Expert Columbia. Address C. L. WENNER, Tiffin, O.

WANTED—Every WHEELMAN to send for CIRCULAR of the ANDERSON SHORT-HAND TYPEWRITER. E. T. PIERCE, Fayette, O.

WANTED—To correspond with a "fair" L. A. W., by boy, 31. Sincere. L. A. W. No. 15696, Box 1715. Bridgeport, Ct.

WANTED—A second-hand Buffalo Home Trainer, in good order. Address G. L. PRESCOTT, Secty, Box 701, Rome, N. Y.

WANTED—50 Eagle and Ladies' Safety in exchange for Cigars and Holiday Goods. ZOOK, Lititz, Pa.

FOR SALE—VICTOR SAFETY, 1890; in first-class condition, as good as new, $110. Address 108, care of Bicycling World, Boston, Mass.

CANOE FOR SALE—A fine cedar canoe, with mahogany deck and top streak, drop rudder, plate centre-board, 16 feet by 36 inches, air-tight tanks; a splendid boat; cost $175; no reasonable offer refused; used but little. Address J. S. DEAN, 28 State st., Boston, Mass.

LADY'S AND GENT'S Columbia Safety Bicycle. Cost $135.00; will sell for $100.00; as good as new. WILSON BROS., 6 Hanover street, Boston.

ELWELL BICYCLE TOURS.

BERMUDA—Jan. 29—Feb. 14.
EUROPE—June, July, August.
Circulars now ready.
F. A. ELWELL, 152 Pearl Sreet. Portland, Me.

AGENTS
Can MAKE MONEY
BY SELLING THE
PEOPLES TYPEWRITER.

Best $15 machine made. Territory given to good parties.
WHITE CYCLE CO., Trenton, N. J,

SPECIAL.

All Advertisements in this Department 20 cents a line.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*



L. A. W. BADGES

The official design in
SOLID GOLD.
Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the inferior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better for $1.50, $2.00, and $2.50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.

LAMSON'S LUGGAGE CARRIER, for *Ordinary* or *Safety* Bicycle. Convenient, durable, noiseless, cheap. 75c. and $1.00. Sold by all dealers, or mailed by the manufacturer, C. H. LAMSOM, Portland, Me.

PATENT—For Sale—The patent on a convertible Tandem Bicycle. Lighter, stronger and handsomer than any now on the market. For particulars, address J. B. WARREN, Hillside, Roxbury, Mass.

Wonderful Bargains at our Clearing Sale.

1 Veloce Columbia,	A1		$ 75.00
1 Col. Lt. Roadster Safety	A1	Pat. 1890	105.00
1 Hartford Safety,	A1		$ 80.00
1 Crescent, full ball bearing,	A2		48.50
1 Victor Safety, Pat. 1889	A1		85.00
1 Col. Safety, " "	A1		90.00
1 Beauty rubber tire Safety,	shop-worn		14.00
1 Little Giant Safety,	A3		21.50
1 26 in. Safety,	A3		22.00
1 Col. Surprise Tri.	A1		120.00
1 Victor Loop frame Tri.	A1		42 50
1 Full Nickel, 52 inch Star,	A2		42.00
1 Full Nickel, 52-in. Expert Col.	A3		50.00
1 Standard Col., 48-inch,	A3		23.00

Any of these bargains will be sent to would-be purchasers for inspection on receipt of freight charges.

THE ALLEN CYCLERIES,
No. 826 Hamilton St., - Allentown, Pa.

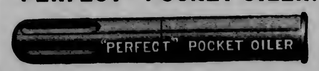
H. H. BROWN,
Wappingers Falls, N. Y.
Patentee and Manufacturer of
Hard Rubber Bicycle Handles and Grips
FOR CYCLE MANUFACTURERS.

McKINLEY PRICES SENT McGINTYWARDS!

Here's winter figures with a vengence. Sell the Gales, Strong or Crescent safeties for $78.00; new, all steel, full ball. Sell the Expert, New Mail, Swift, Victor, new, ordinaries, $65.00. Second-hand wheels for a song; full ball, standard makes and sizes, $25.00 to $40.00. Get list and full description; terms to suit; you can see any of them for $5.00. *Wheel* suit you.

KNIGHT CYCLE COMPANY,
207 N. 10th Street, - St. Louis, Mo.

"PERFECT" POCKET OILER.



One-half size.

For Bicycles, Guns, etc. No Leakage. Throws only small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50c. each. CUSHMAN & DENISON, 173 Ninth ave., N. Y.



ERIE KNITTING MILL,
ERIE, PA.,
Make to order the finest line of goods for the use of wheelmen. Send for samples of fabric and price list.

SAVE YOUR PANTS!



IN USE NOT IN USE.

OSTERGREN'S TROUSER GUARD.
(Patent Applied For.)

Three styles of finish: 15 cts. per pair, blued steel, 25 cts., enamelled; 35 cts., nickeled.

To be had of all dealers, or
A. K. & C. E. SCHAAP, - Richmond, Va.
Bicycles and Sundries.

FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. For sale by all Cycle Agents. Liberal discount to the trade.

JOHN W. WILSON, Cottage City, Mass.



One of the handsomest pins on the market. Fine gold plate. Garnet or ruby stone setting.

ONLY $1.00 EACH.

for either watch charm or pin and your initials and League number on back.

Send stamp for new L. A. W. Catalogue.

This size for Scarf Pins,

Only $1.00 Each.

Cuff Buttons,

$1.50 Per Pair.

JOHN HARRIOTT,
3 Winter Street, Boston.

"BRONCHO,"

NOISELESS, CHAINLESS, LIGHT ROADSTER, SAFETY BICYCLE



W. H. SQUIRE & CO.,
FIRE INSURANCE AGENCY,
87 COLONY STREET,

MERIDEN, CONN., August 9, 1890.

WHITE CYCLE CO., Westboro, Mass.

Gentlemen—You asked me to write you how I liked "BRONCHO" on my trip through the mountains, and I would say that I enjoyed riding it very much. It was all new to me, and on the third day I had the pleasure of making the eight mile coast down Mt. Washington to the Glen House. I think this is rather trying to a wheel, as well as to a rider, for eight miles of friction, the brake strapped down as tight as possible to make the wheel go at about the right speed, and jumping over gutters, which occur about every 50 feet, requires some management. I had no trouble, however, in making the descent, and would advise any one who wants a little excitement to try it on a "BRONCHO."

One of my companions who rode the "Eagle" got down all right, but the Ordinary man did most of his on his feet, walking. The ride from the Glen over to Jefferson was superb, also from there to Bethlehem, and down the Franconia Notch. We rode most of the way from Portland, via the Eastern side of the White Mountains to Jefferson, Lancaster, down the Pemigewasset Valley to the Weirs on Lake Winnipiseogee, 240 miles in all. The wheel stood the trip very well. Yours truly,

(Signed) W. H. SQUIRE.

N. B. REMOVAL. N. B.

On and after MONDAY, OCTOBER 13th, 1890, address

M. V. LIVINGSTON CYCLE MFG. CO.,
No. 245 COLUMBUS AVENUE,
BOSTON, MASS.,

On all matters appertaining to AGENCIES, ADVERTISING, PURCHASE OF MACHINES, REPAIRS, CATALOGUES, &c.

Wheels needing repairs must be sent to the FACTORY at WESTBORO, MASS.

Notification of Shipment with Number of Machine Must be Sent to BOSTON OFFICE.

SEND TO 245 COLUMBUS AVE., BOSTON, MASS., FOR BOOK OF TESTIMONIAL LETTERS, NOW READY FOR DISTRIBUTION.

ADDRESS THOS. KANE & CO., 137 WABASH AVE., CHICAGO, ILL., FOR PARTICULARS REGARDING AGENCY FOR THE FOLLOWING TERRITORY, VIZ

MICHIGAN, OHIO, KENTUCKY, TENNESSEE, INDIANA, ILLINOIS, WISCONSIN, MINNESOTA, IOWA, NORTH DAKOTA, SOUTH DAKOTA, NEBRASKA, KANSAS, INDIAN TERRITORY, NEW MEXICO, COLORADO, WYOMING, MONTANA, WASHINGTON, IDAHO, OREGON, UTAH, ARIZONA, NEVADA, CALIFORNIA, MISSOURI, ARKANSAS, TEXAS, LOUISIANA AND MISSISSIPPI.

LOOK OVER THE BACK NUMBERS.

QUIDPROQUO. XXXVII.

It seems that fifteen of the fine flyers on wheel, who afforded us all entertainment during the racing season, will now afford us another kind of entertainment through the debating season. In spring we expand and go out, and leave our books and rules and precedents, and get some light and air and liberty and breadth. Summer and fall are seasons of action. We like exertion for its own sake and for results. We compete, and congratulate, and find ourselves generously active in almost any movement that has or gets a start. Then comes the contracting cold of winter, and we get critical. The good time has been had, and we look it over and see who's to blame that it wasn't better. We look other folks over, and see if we can't regulate them a little more. Those who are on boards and committees, or can attend meetings and debate, have an especially good time at this sort of regulationism. Meanwhile, those who are being regulated can chew the cud of contrivance, and next winter there'll be just as much to regulate about as there is this.

THEY PLAY THE GAME

Of course, the regulation of racing matters, and the eternal conflict about amateurism, have no interest to manufacturers as manufacturers. As men, and as wheelmen, and as L. A. W. members, many of them have as keen interests as any. But as manufacturers they simply play the game; if it's whist, they play whist, or try to; if it's straight euchre, they play straight euchre, and if there's a joker in it, they play accordingly. The Amateur Athletic clubs have a very much likewiseness, I apprehend. And eke the racing men. But when you get into the game, as a good practical man of the world, you either adapt yourself to the situation as its develops, playing as the rest do, or else you get up and leave the table. ——— The game, however, at 77 and 79 Franklin street, here the afternoon before Thanksgiving, was turkey, that good old bird of American manufacture. That fraction of the best of workers on the best of bicycles for the best of concerns, who put in their appearance at the Boston building that day, presented somewhat the appearance of a troupe of busy ants at a new-found supply of provisions,---each going off with a big bundle of the game and a thankful face and step. The Colonel of the regiment wasn't in it, this time, being mid-continent on his way to the far shores that look toward the happy hunting grounds.

NAUGHTY, BUT NICE

Three score others were wishing him good enjoyment of his Thanksgiving dinner, over their savory turkeys. ——— Now what does all this have to do with the "suspension" of fifteen racing men by the L. A. W. Racing Board? Well, at least this,---one of the things that Quidproquo gave thanks for was that the Board didn't "suspend" the men till the racing season was gone and the ulster season was come. There's no fun in races with ulsters on. But there was some fun in the races before, and much more than there would have been had these fifteen naughty amateurs or non-amateurs, (who wickedly accepted training expenses, while the rules only allowed them to accept traveling expenses,) been suspended in September or October. Trained men make attractive races, and the more incentives the more fun.

SPLENDIDE MENDAX.

Most of my Readers have doubtless developed their own appropriate laugh over the inventions of that noble liar, Baron Munchausen, and all have gone on pleasant, though adventureful voyages with Captain Lemuel Gulliver, to the lands of Lilliput and Brobdignag. The writer of Gulliver's Travels was a good clergyman, advertising by the use of delightful fictions some of the social and political merchandise of his time, to whom even his best editors have fitted those epithets of the old Roman poet, "splendidly mendacious,"—or as it might be translated, "a magnificient liar." Don't prose-writers have a license to lie as well as poets? And prose-writers includes advertisement writers, don't it? Of course the words lie and liar are used here in their literary sense,—the sense in which I used them two weeks ago, and may again. The subject of the use of fictions, of every shade from benign to malignant, in advertising is a tempting one, but also a delicate one.

There will be days and evenings this winter when each reader can form his own theory by looking over back numbers of this and other wheel papers, and recalling the facts of his own experience and observation. Artless absence of fiction that can deceive and artful presence of fiction that cannot deceive,---no stone and some yeast in the bread,---will often be found on the second page and the last page of this cautious journal. For the best specimens of the opposite you *may* have to turn to New York, Philadelphia, and even Chicago papers.

STANDS ON ONE LEG.

In former times the free and even severe use of hickory was supposed to be a remedy for certain fictions. The Hon. G. Washington knew, even in early life, it is said, how to avoid both the fiction and the hickory. In more recent times we see this old familiar wood become a stimulant, and even an active promoter of a benign series of fictions, such as many a humorist by profession would be glad to receive several dollars a column for. Though holding some error that does not sparkle, they have the one leg, no doubt, that Poor Richard allowed tneir whole class, when he put it in his almanac,---

"A lie stands on one leg, truth on two."

Almost anything has one leg to stand on,---some good can be said of it, or it says some good nut of truth which is made more obvious for the burr of fiction about it. I call no names except in friendliness. I would not prick even a bubble for mischief. For the sake of truth I may have to punch an error or two in the eye sometime, but for the most part I mean to let the truth prevail by its own light. On the thirty-six last pages of the preceeding weeks, I have illustrated here by facts carefully verified, by deeds really done, by letters from those who know, by appeals to common experience and sound common sense, and occasionally by story or fable or other flash-light of obvious fiction, a certain body of truth about the construction, manufacture, behavior, beauties and values of modern cycles in general and of certain cycles in particular; and I believe that this body of truth, and each piece of it, stands four square and on two legs or more. Please turn back your files and see.

NAMING NO NAMES.

Perhaps, my friendly Reader, you are quite willing to rest the eye for one week on my simple page without being reminded by me what those particular cycles are, or what has been done with them on up-grade and down-grade and level grade, on path and prairie, on mud and mountain, for a dozen years. You don't even care for me to mention the maker. You either ride one of these machines, or ride some other machine, or don't ride any; and in either case advice won't do you the least good. In the matter of selecting cycles, you must use your own mind,---as you have or would about marriage. There is no one whom you can be sure is unbiased to advise. He who is wedded is prejudiced, and he who isn't, what does he know about it? Soon will fall the catalogues and circulars of the trade, in which every varying shade of fiction may be studied. Of course the primary colors, and simple white and black, seem easy enough to discern, but there are values and approaches in these; and when it comes to the mixed and composite and graduated and myrioshaded hues, you can only discriminate by comparison,---or be amused, and give your trust to the "old reliable."

(*Continued from Page 146*)

Good work is being accomplished in this vicinity through the Rochester *Morning Herald* by publishing one column every Friday on the improvement of roads; by so doing it has the farmers stirred up to a high pitch, as the roads are in a terrible condition in this vicinity.

Here is a city with about 5000 wheelmen and wheelwomen and not a regular correspondent to the World, the best of cycle papers. Some one wake up.

LOUISVILLE, KY. "EYESEE."

The question of League politics has met with a great deal of discussion, and on closer consideration of same does not meet with general approbation. Our wheelmen say it is a dangerous tool to handle, and the past showing of the League without politics go to prove it unnecessary The association with politics would not in any way tend to elevate the League or the sport of cycling, and while rights we are entitled to may be obtained, my opinion is that the same privileges can be obtained without the League officially recognizing politics.

Without desiring to detract from the importance of cycling from our standpoint, it must be admitted that other matters which have more influence in shaping a man's opinion would cause divided support, and an element of dissension creeps into our ranks which we would do well to avoid.

The Independents at their last meeting voted their Board of Directors full power to negotiate for new quarters. A change can but prove beneficial and will stimulate its members in their efforts to make it the leading cycling club of Kentucky.

Several prominent business houses have already signified their willingness to help make the list of prizes for our L. A. W. meet very enticing.

The Track Association will call a meeting shortly to discuss the advisability of laying our track with asphalt.

The L. A. W. meet committees are at work, and while nothing important has transpired, in a week or two matters will begin to take shape.

SYRACUSE. "SALINA."

Thanksgiving day is past, but not forgotten by members of the S. C. C. This holiday found a large number of the members at the club house at 9 A. M. ready to participate in a game of hare and hound. The game was a grand success. Captain Judd, ex-Captain Chapin and "Bill" Johnson were chosen hares and given seven minutes start The hounds followed the trail of orange-colored paper without difficulty. The hares held their own and reached the starting point seven minutes ahead. It was a regular hill-climbing contest on foot.

Ex Captain Chapin is a regular whirlwind. He ran for 1 hour and 40 minutes, and came in first feeling like a fighting cock. The first three hounds in were Yehle, H. R. Peck and Donovan. The later came in on his *neck*. A ride of this kind brings out the good qualities of the club, the endurance and staying powers of the members. Just notice, fellow members, who the hares and hounds were: Baird. Doxsee, Hatt, Schell, Yehle, Chapin, Judd, Martin, Rounds, Johnson. They are the best riders in the club, and most of them still ride the good old ordinary.

The club took in the foot ball game at Star Park, in a body, in the afternoon. In the evening 36 members lined up on the sidewalk in front of the club house and marched to the Grand Opera House two by two, headed by the bugle quartet lead by W. A. Yale. The theatre party was a great success.

Five members of the Lake View Wheelmen, of Rochester, were entertained by the S. C. C. Thanksgiving evening.

Come on! Me and you. G. Y.

DETROIT. "JUDGE."

Detroit, a summer city, fanned by the cool breezes of Lake St Clair and shaded by thousands of beautiful maples, central for all—in that respect universally admitted to be the best convention city in the United States—hotel facilities unlimited, railroads, steamship lines from every quarter, called the most beautiful city on this continent and the home of "Griff," respectfully and cordially invites the members of the L. A. W. to meet in our city in 1891. For the next few weeks I propose to (in my poor way) give the readers of the World a few pen pictures of this fair city and tell you why we feel we ought to have this meet.

Jolly Harry Doane has a new name in consequence of a new corduroy vest he appeared in the other evening. I dedicate the following to him:

No longer shall ye know him by the name of Doane.
Poor Hal accepts it with a moan,
And from now on throughout the club
"Old Moleskin" thee I dub.

Sunday morning dawned clear and bright and wheelmen were thicker than mosquitoes in Windsor in June. On my way to church (note I say church) I passed scores of club and unattached riders and could not help noticing the difference in appearance between the neatly-dressed club men and the unattached in the almost universal cutaway coat and flapping trousers. They are out of place on a wheel; buy a pair of knickerbockers, my friend, and note the extra comfort and the satisfaction of knowing you appear well. Runs were made to Essex Centre, Can-Grosse Pointe and McSweeny's and Bell Isle Park.

Everything seemed favorable for a successful run on Thanksgiving Day, but the old lady shook up her beds the night before and in the morning the ground was covered with "the beautiful" to such an extent that the run had to be postponed.

"Schimmies'" pool and billiard tournament is a go. The entries up to date are about thirty; four nights in each week will be devoted to playing it off. Everything points to a very successful tournament.

Gus Jones has gone to Chicago to visit his old chum and racing companion, Geo. Lane.

Howard Kitchen of Toledo looked in on us Monday.

Detroit in '91.

NEWS AND COMMENT.

That charge made by *Bearings* that two men at Washington, D. C., were offered $75 each to sell a championship race and accepted the offer though never really consummated, is too serious a matter to allow it to pass unnoticed. Such charges cannot be lightly made, and *Bearings* should be compelled to prove it. If true then it will go very hard with the accused, but if *Bearings* cannot back up its statement, then it ought to go ten times harder with the author of the skit.

The Chicago indoor game of base ball is being adopted in many cities where a hall or rink large enough can be found.

Mr. Wm. Dillingham of Malden, Mass., entertained a large number of his cycling friends last Saturday evening Among those present were Mr. and Mrs G J McArthur, Mr. and Miss Beers, H. D. Hutchins, and the Misses Kirkwood. The Ocean Side Cycle Club of Gloucester were invited but were unable to be present. It was decided to form a social club and meet monthly at a member's house. A very pleasant evening was enjoyed by all.

A new club has been formed at Hyde Park, Mass., and it will be known as the "Norfolk County Wheelmen." The club has secured two rooms on the first floor of the Lincoln House on Gordon avenue. A handsome piano is in constant use in the parlor. Electric lights illuminate the rooms, and the greatest taste has been employed in furnishing its headquarters.

A curious toast at a bicycle club supper was "The care of children" as rendered at the supper of the Æolus Bicycle Club of Whitman, Mass., the other evening.

Great Scott!! will some "unsuspected" amateur please send in his name? We think we can get him a permanent position in a Dime Museum as a living curiosity.

The most popular song just now with racing amateurs is Toney Pastors latest: "They are after me." Last Friday while strolling up Tremont street behind one of the most prominent amateurs in the East we heard him whistling that air in a most reflective manner.

The formal opening of the newest New York Bicycle Club, the "Gotham Wheelmen," took place last week Wednesday at No. 2 E. 85th street. The decorations of the interior were unique and elaborate. Dancing commend at nine P. M., and Thanksgiving Day was several hours old before the party dispersed.

The reorganized Terre Haute (Ind.) Wheelmen's Club includes in its membership nearly all the skilled wheelmen in the city, and as an organization is in the most satisfactory condition.

The Rambler Bicycle Club of Fall River, Mass., has secured new quarters on the third floor of the Fall River bank building, and will move there as soon as the building is finished.

Since the ruling by the Treasury Department that wheels to be entered free of duty in this country must have been used abroad not less than one year, several parties bringing in wheels that had been

used abroad a few weeks have had to pay full duty, much to their surprise and disgust.

THE weather on Thanksgiving Day was generally propitious, and only in one or two sections did snow interfere with the programmes laid down.

WE are just in receipt of a letter from Mr. W. S. Maltby, dated Honolulu, Sandwich Islands, November 11, in which he states he would sail for home on the 15th November. He has been in Honolulu about two months. He say: "There are hardly any cyclists on the islands, why, I don't know, for the roads about the towns are good, and though hills in the country, they are as good as in many places in the States. It's rather warm for riding of course, but not too warm excepting in the middle of the day, and even then it's not nearly as warm as it is in Australia in the summer. It never exceeds 90 and is never below 50. I have done considerable touring and find it very pleasant; the scenery is perfectly grand, and as the people are about the most hospitable I ever met, it would be a delightful place for a party of wheelmen to make a visit." Mr Maltby will remain on the Pacific Coast a few weeks before coming East. He reports his trip as being a financial success.

MR. HARVEY DUCROS the business manager of the Pneumatic Tire Co., will be in this country about the first of the coming week. He sailed from Ireland the first of this week.

MR H. G. ROUSE, of Rouse, Hazard & Co., was in town last Wednesday.

CHARLES E EISENBRANDT, one of Baltimore's most prominent wheelmen, died November 25th. His funeral was largely attended on Friday, all the Baltimore clubs being officially represented.

THE Rovers' Bicycle Club of New Haven, Ct., gave a smoker last Friday evening. The programme included vocal and instrumental music and readings. The topical song by the "Only Cleve Walker" was a medley of clever hits on the club members and was one of *the* features of the evening.

OUR readers should remember that every criminal is entitled to the benefit of the doubt until *proven* guilty. Hence the amateurs now under the ban of suspicion by the Racing Board should not be adjudged as professionals until they have had the chance of disproving the charges. Time enough when the Board renders judgment.

THE Hartford (Ct.) Cyclers' rifle tournament at Union Grove on Thanksgiving Day proved a very close and exciting affair. The Hartford club made a fine fight for first prize, but were beaten by the Colt Cycle Club by a score of 273 to 272. The Columbia club scored 252. The best individual score—34—was made by H Goodman of the Columbia club. Four targets were in use, being of the regulation standard American make with a 1-inch bull's-eye. The Colt's Arms Company kindly loaned the rifles and furnished all the ammunition necessary. The rifles used were 22-calibre and the distance was 25 yards.

MR H A. LOZIER and Mr. Edwin Oliver of H. A. Lozier & Co., Cleveland, Ohio, were in town the first part of this week. Mr. Lozier and Mr. Yost have just returned from England, where they have been putting in some good times from a business point of view.

A CRUEL, hard-hearted manager of a female bicycle racing troupe skipped out and left his fairies destitute and moneyless at East Liverpool, Ohio. The girls are now just "aching" for a sight of the "manager." If he is "wise beyond his years" he will allow the girls to "ache."

So far as heard from F. J. Allsup of Cincinnati, Ohio stands at the head of the mileage record scorchers with the very tidy figures of 9808 for six months' riding, from May 1st to Nov. 1st. His opponent (name not given) rode 7500 miles in the same time. Warren L. Welch of the Wissahickon Wheelmen has a record of 6136 miles from Jan. 1st to Nov. 18. Next, please!

We had a very pleasant but short call from "Griff" last Tuesday. We might add that "Griff" *seems* to favor Detroit as the next meeting of the National League.

JOHN PORCHET of Batavia, N. Y., had the misfortune to get both feet amputated by a railroad train several years ago, and since then he has been obliged to walk on cork feet. Despite these artificial pedal extremities he rides a safety with considerable skill, and can hold his own with many riders who possess all of their natural gifts.

THE New Castle (Pa.) Bicycle Club, organized in 1884, disbanded the other day, and the amount in the treasury, $222, was given to charitable institutions.

ARTHUR A. ZIMMERMANN is a law student, and is studying law in the office of his brother-in-law, Mr. Joseph McDermott of Freehold, N. J.

ON January 14, 1891, the Palisade Wheelmen of Hoboken, N. J., intend holding a reception at Kessler's Hall, one of the largest ballrooms in that section. Over 700 invitations have been ordered printed. The committee of arrangements, Messrs. J. Schlendorff, Hecht, Pichenbach and Lujen have left nothing undone in order to warrant a success, and unless the "Palisades'" hustling ingenuity deserts them it cannot be other than a grand affair. This club has already had three stag rackets and two receptions at its club rooms this season.

"DICK" HOWELL, who in September was indicted on the charge of committing an assault on a servant at the hotel in Lancaster at which he was stopping, was acquitted last week Wednesday.

"DABBLING IN POLITICS."

I WAS much pleased with the article by Albert Mott, published in a late issue on "Dabbling in Politics." There is much good sense in what he says, and evidence of some practical experience in "dabbling in politics."

The Columbus (Onio) club settled this question for themselves at the last election without questioning the legitimacy of political "wire pulling," where an improvement of highways seemed likely to be secured. We have some very bad roads in this county, and especially is the National Pike in a condition to make a wheelman forget his Sunday School training when necessity takes him over it. We had a County Commissioner to elect this fall, and the County Commissioners have entire control of this National Pike. *Ergo*, let us work for the candidate that will work for the improvement of our roads. Of the candidates for office, one was a livery-stable man and the owner of several farms (therefore interested in good roads) *and seemed likely to be elected*, although a Republican in a strong Democratic County. He was waited on by our road committee, our wants were made known, and he pledged himself, not too readily nor too strongly, to do all in his power to secure the improvement of all county roads, and especially of the National Pike.

A list of the names of the voting wheelmen in the city was secured, and each member of the club given a list of the men he was expected to see and explain the situation. Democrats and Republicans of the club alike approved of this plan, and the majority of riders readily agreed to support our candidate. Our man was elected, but we have yet to learn how much was actually accomplished by our efforts.

I can see no good reason to object to this kind of "dabbling in politics," and in close districts wheelmen might often be able to secure pledges for the support of measures in which they were interested. Even an unpledged law maker, Senator, Representative or Councilman will not fail to heed a goodly number of petitioners who ask his support of a measure, *provided a greater number of his constituents are not opposed to it*. A man in public life nearly always strives to remain there, and to do this he must trim his sails to the wind of popular opinion; to go beyond this is to lose his hold upon the people, and consequently Legislation, rightly or wrongly, is seldom what the people *should* have, but what the majority want, and the only way wheelmen can effect any large measure of good in the matter of road improvements is by leading the people into *wanting* and *demanding* better roads. It is not to be supposed that any one prefers bad roads to good, but the average man is averse to spending money for future advantages which he is not quite clear about receiving; the masses must be taught the advantages of good roads.

Political interference might well be turned towards securing changes in the laws regulating the manner of paying for road improvements. In some counties of our State these are paid for alike by all residents of the county, and this would seem no more than right in most cases, as each tax payer is directly or indirectly benefited by good roads. In others, and perhaps the majority, improved roads are paid for by assessing the abutting property and that directly benefited. Except in favored counties, where road material is right at hand, this places a very heavy burden on a comparatively small number of land owners, with the result that but few road improvements are made in such counties. Changes of legislation, leading to a more equitable distribution of road assessments, might possibly be secured, and as a result a considerable extention of good roads.

There are many ways in which, by a *judicious* "dabbling in politics," wheelmen might advance their interests, but to secure the greatest measure of good we must unite our interests with those of all others who *should* be interested in good roads, and to secure this interest we must keep constantly urging men out of the ruts in which they have jogged along for so many years.

* * *

Thanksgiving Races Crowded Out.

Owing to unexpected pressure the events run on Thanksgiving Day will have to be held over until next issue.

THE BICYCLING WORLD & L. A. W. BULLETIN.
DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXII. Number 7. BOSTON, 12 DECEMBER, 1890 $1.00 a Year. 5 cents a copy.

THIS is the time of the year when your mind is mostly taken up with considerations of how to make a four-dollar bill buy about nine very elegant Christmas presents and have enough left for a cigar and a street car fare.

The attempt to perform this stupendous feat has caused more silver threads among the flowing tresses of the youth of this country than the quest for the Northwest passage. We can advise you on *most* any point, (for instance *VICTORS* are the best bicycles to buy), but the above mentioned problem is rather beyond us yet.

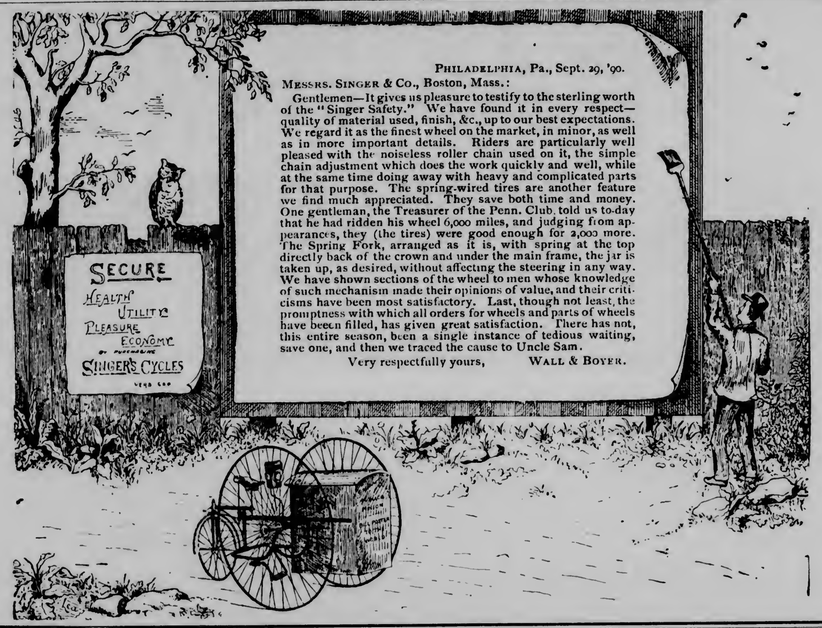
If we ever get bicycles enough made up to last us over a day, we're going to take that day and attend to a lot of these matters.

In the meantime we must make bicycles, and *what* bicycles we *do* make! And "the line" for '91! Well, we'll tell you all about that before long now.

As heretofore, we shall make a catalogue for 1891. You can send in your name any time now.

OVERMAN WHEEL CO.,
CHICOPEE FALLS, MASS.

N. B. Makers of Victor Bicycles.



PHILADELPHIA, Pa., Sept. 29, '90.

MESSRS. SINGER & Co., Boston, Mass.:

Gentlemen—It gives us pleasure to testify to the sterling worth of the "Singer Safety." We have found it in every respect—quality of material used, finish, &c., up to our best expectations. We regard it as the finest wheel on the market, in minor, as well as in more important details. Riders are particularly well pleased with the noiseless roller chain used on it, the simple chain adjustment which does the work quickly and well, while at the same time doing away with heavy and complicated parts for that purpose. The spring-wired tires are another feature we find much appreciated. They save both time and money. One gentleman, the Treasurer of the Penn. Club, told us to-day that he had ridden his wheel 6,000 miles, and judging from appearances, they (the tires) were good enough for 2,000 more. The Spring Fork, arranged as it is, with spring at the top directly back of the crown and under the main frame, the jar is taken up, as desired, without affecting the steering in any way. We have shown sections of the wheel to men whose knowledge of such mechanism made their opinions of value, and their criticisms have been most satisfactory. Last, though not least, the promptness with which all orders for wheels and parts of wheels have been filled, has given great satisfaction. There has not, this entire season, been a single instance of tedious waiting, save one, and then we traced the cause to Uncle Sam.

Very respectfully yours, WALL & BOYER.



RAISING THE WIND.

A sixteenth century idea, carefully resurrected and respectively dedicated to that fast decreasing number of people who think a country can be made prosperous by its inhabitants "wearing one coat where two were worn before."

Do you observe the cool satisfied look on the classic features of the gentleman here depicted? He knows that his boat is moving ahead, and he also knows that he is blowing against the sail, hence the reason of its moving is obvious to him.

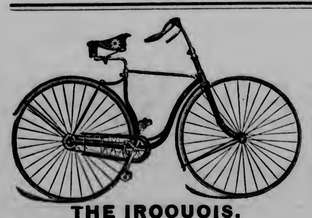
THE DUTY ON BICYCLES

has been raised 10 per cent. Why? Did any American maker ask for it? No. Will it benefit the American manufacturers? Well, that is a question. This much is certain. It will bear heavily on our friends who are importing, and whose profits were small enough before. But how about the great American buyer? Prices may not be advanced, but such an increase in duty will tend to hold them firm. Strictly *high class* work cannot be produced much cheaper in England than here, while *cheap work* in large quantities is almost invariably made to better advantage in America. Now, assuming that the above is correct, you will say, "How can the imported machines be sold here to compete, unless the American maker is getting too high a price" The makers of good honest bicycles in this country are getting a comfortable profit, while I know of some instances where the English maker is selling his surplus product at a figure that barely gets "a new dollar for an old one," and the machines are brought into this country and sold by the importer at a profit so low as to be simply absurd. And the difference all goes into the custom house. What of it? Well, perhaps you will know some day.

This same cut may be of interest to those who think that a safety is driven from some point above the earth.

STERLING ELLIOTT, Newton, Mass.

P. S. For further particulars see this space April 18th last.



THE IROQUOIS.

"THE DIE IS CAST."—*Cæsar.*

And we are sorry to say that many of the Bicycles on the market are also *cast*. We can assure you, however, that the IROQUOIS is made from drop forgings and steel tube.

SEND FOR CATALOG.

STOVER BICYCLE MFG. COMPANY,
FREEPORT, ILL.

U·N·I·O·N

"To gild refined gold, to paint the lily, or add another item to the 'UNION,'" would at once proclaim the projector a lunatic.

EVERY LINE GRACEFUL!
EVERY PART PERFECT!
EVERY WHEEL GUARANTEED,
EVERYTIME!



EVERY GOOD POINT RETAINED!
EVERY USELESS ONE DISCARDED!
EVERY ONE WILL BE DELIGHTED,
EVERYWHERE!

Agents Wishing Territory Should Apply at Once.

UNION CYCLE MFG. CO., - - Highlandville, Mass.

"Finest Quality Produced in the World."

TRADE "CREDENDA." MARK.

THE CREDENDA SEAMLESS STEEL TUBE Co., Ltd.,

W. C. STIFF, Managing Director.

BIRMINGHAM,

TELEGRAMS:—"CREDENDA," BIRMINGHAM. ENGLAND.

BARGAINS IN BICYCLES FOR CHRISTMAS!

We offer a full line of our Sample Wheels, guaranteed in perfect order, and free from any defect whatever, except in some cases the enamel has been scratched, and has been re-enamelled. We cannot duplicate these goods at the price. Any style sent C. O. D. on receipt of $5, with privilege of examination.

1	James Safety, new, highest grade, - -	$135	$110	3 Coventry Rivals No. 1, new, solid tires, -	$ 85	$ 60
3	"R and P" Safety, new, highest grade, -	140	110	2 " " Diamond Frame, solid tires,	100	80
1	Singer Lady's Safety, almost new, highest grade,	140	100	2 Pneumatic Safeties, new, samples, -	150	120
1	Ideal Rambler, new, good wheel, - -	78	65	24 inch wheel Boys' Safeties, - - -	35	20
2	Criterions, new, cushion tires, - -	135	115	27 " " " " - - - -	42	30
4	Coventry Rivals No. 2, new, solid tires, -	75	55	30 " " Young Men's, - - -	60	40

THE SWEETING CYCLE CO., 639 Arch Street & 2125 to 2145 N. Broad Street, PHILADELPHIA.

"Swift" by Name and "Swift" by Nature.



"SWIFT," Model A, 40 lbs. complete, guaranteed to carry 200 lbs

★ ★ ★

Swift Safeties will be fitted with a special patented Cushion Tyre for 1891. Simplicity and strength will be our main endeavor as heretofore. *Be wise in time*, and be sure not to select your new mount until you have seen our patent Cushion Tyre. "SWIFTS" are Swift, and the outlook is that the new tyre will make them even Swifter.

★ ★ ★

COVENTRY MACHINISTS' COMPANY,

BOSTON, - - MASS.

NEW MAIL,



THE

SAFETY

OF

SAFETIES

WITH AND WITHOUT CUSHION TIRES.

Surely send for Catalogue and List of 2d Hands.

WILLIAM READ & SONS, 107 Washington St., Boston.

+ + + ESTABLISHED 1826. + + +

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

For advertising rates address either the WHEELMAN CO., 12 Pearl Street, or NEUMANN BROS., 115 W. 19th Street, New York.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Wheelman Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

The management of this paper refuses to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 12 DECEMBER, 1890.

THE little row in Buffalo seems to have ended in a harmless explosion, a trifle of smoke. The statement made by a sporting authority in the *News* to the effect that after November 1st, open events in the A. A. U. City League would be things of the past, has come to naught, and at the meeting of the Buffalo City League A. A. U., held November 5th, it was unanimously voted to allow all recognized amateurs to compete in local events.

THE New York *World* in commenting on the present L. A. W. A. A. U. amateur tangle says:

"* * * The members of the Conference Committees of the two organizations above named should bear in mind one very important fact in forming restrictive laws, and that is, that there should be a happy medium struck, it being borne in mind always that amateur organizations are formed for the purpose of promoting amateur sport There is no question that the payment of certain expenses promote sport. It is only the abuse of the privilege or the payment of expenses without restriction wherein the difficulty lies. It is a serious problem."

There is much wisdom in the above excerpt; it is the "happy medium" that we want to strike. No one will say that the payment of proper and legitimate expenses hurt the sport. It is a question for the L. A. W. and the A. A. U. to once for all settle what those legitimate expenses shall be.

Many claim that the preparatory expenses of training are necessary expenses, and there is a strong element of logic in such a claim. Under the present L. A. W. rule the preparatory expenses are not allowed, therefore in cases where it is proven that the suspected man has accepted such expenses, expulsion must be the consequence if the rules are enforced.

Again it is claimed that expenses of riders who engage in record breaking should be allowed, and here also is room for argument, but as it is at present, the L. A. W. does not recognize records except made in open competition, the rule therefore would bar men from accepting expenses while record breaking.

Revision of some kind is imperatively needed so as to avoid this constant clash of rulings between the A. A. U. and the L. A. W. Let the organizations get together and decide on a set of rules if possible, which will not have any shadow of doubt as to the intent and translation of same.

We are anxious to see the matter settled, the interests of the sport demand it, and it is in the power of the two leading amateur organizations of the country to so settle it if they will come together in a proper and amicable spirit of determination to solve the difficulty.

A COMPLAINT FROM SOUTHERN CALIFORNIA.

Editor Bicycling World: I would like to know why the California Division cannot keep money in its treasury the same as other Divisions of the L. A. W?

The Secretary-Treasurer has issued a circular asking the members of the California Division for $1 per capita as the treasury is almost without funds. Now I would like to know if it is right for the officers of the Division to ask $1 from us so far down south that we can't get any benefits from the League? I don't think that the Secretary-Treasurer will get many dollars from the southern California members; not until we get some benefits from the League and then we will contribute as well as we can.

How many of the northern members will contribute dollars to the Secretary-Treasurer we will see, as their names will appear in the WORLD.

There is not a member in Southern California but what is working for the League—always trying to get members. In closing I would say I am sorry that the circulars were ever sent out, as the members cannot forget that the century run took a good portion of the money in the treasury to pay for the special train, etc.

Yours truly, A MEMBER OF SOUTHERN CALIFORNIA.

MR. VAN WAGONER ON HIS SUSPENSION.

Editor Bicycling World: I write this giving my views concerning my suspension from the L. A. W.

In the first place I am suspended awaiting trial on two *false charges* I am taking no means whatever in the matter to prove that these charges are false for two reasons. First, my business demands strict attention at present. Second, I do not care enough to remain a member of an organization that will bring up its members as suspects on false charges (and then instead of proving him guilty, and if unsuccessful acquit, go ahead and compel him to prove himself innocent or expel him) to go to any trouble to disprove myself a professional.

Your readers can draw their own conclusions from this. I have been racing as an L. A. W. member three years. It has been a source of continual expense to me, as I have to a certain extent neglected my business and *have not made a cent* in return for my work (notwithstanding another charge against me of selling a prize.)

I do not propose to let racing run away with my business and hereafter do not expect to race any more; also in case of my acquittal and reinstatement in the L. A. W. (and I do not see how judges with any sense of judgment whatever can do anything else), I propose to resign as soon as I get such a notification of reinstatement.

I am not writing this to gain favor, as I don't think I will gain favor by so doing. It makes no difference to me whether I am expelled or not, but I don't like the idea of being expelled or even suspended on the utterly false charges. The sooner I get my answer from the Racing Board, one way or the other, the better I will be pleased, as I wish to remain a member of L. A. W. no longer than possible, but would of course much rather resign.

WM. VAN WAGONER.

IN our issue of a week ago we said in this column, "Great Scott!! will some "unsuspected" amateur please send in his name? We think we can get him a permanent position in a Dime Museum as a living curiosity." The item comes back to us with the following added thereunto: "How about Mont Scott?"



BOSTON NOTES.

"TONEY."

BENEATH the protecting folds of the Star Spangled Banner, flanked on both sides by jovial men, and in plain view of a large audience, sat Interlocutor F. H. Atwood at the opening of the annual minstrel show of the Wakefield Bicycle Club in the Wakefield Town Hall last Thursday evening. As the curtain rose the notes of the song "The Wakefield Cycle Club" floated melodiously through the great hall and evoked the hearty applause of the audi ors, who refused to be satisfied until Mr. A. H. Hall had sung "Climb up Ye Children," in such a manner as only he can. The jokes were fresh baked and brilliant, and hitting as they did members of the bicycle club and local politicians they won the admiration of the audience which they kept in "one continuous roar of laughter." The topical song "Hush, Don't Give it Away," by End Man Nott was one of the features of the evening, as was also the singing of "Kathleen Mavourneen" by L. W. Flint, Jr. The first part of the programme was brought to a close by the singing of the "The Wakefield Fancy Ball," by the company, and then the Wakefield Bicycle Mandolin and Guitar Club rendered the "Darkies Patrol," and the Crescent Harmonica Club played a selection. Without stopping to remove the lamp black from the beautiful faces, the gentlemen of the company hastened to the rescue of the fair damsels who were waltzing up and down the polished floor together with some favored swain, and for long into the night the merry strains of waltz music floated down the quiet street of Wakefield.

FIVE members of the Cambridgeport Cycle Club travelled to New Bedford last Tuesday evening, and there participated in the annual party of the New Bedford Cycle Club. When the Cambrideport Club holds its fancy dress carnival next week but one, several of the New Bedford men will hasten to Cambridgeport, and neath the classical shades of Harvard will indulge in the dreamy waltz with the fair inhabitants of that prosperous city.

THE Medford Cycle Club men have added another feature to their already large list of winter indoor entertainments, that of lawn tennis. They recently leased the old skating rink in that town, and are having it fitted up for lawn tennis, and therefore expect to spend more than one pleasant evening in friendly competive tennis honor. One of the members is the champion tennis player of the town, and has defeated many of the most prominent tennis players in this State.

A FEW short weeks ago the new club house of the Somerville Cycle Club was dedicated by the wheelmen of this State who congregated in large numbers to accept of the hospitality of its members. Last Thursday evening the residents of that place assembled and went through almost the same course of sprouts as did the wheelmen. As early as seven o'clock a number of the members and their sweethearts were on hand to inspect the quarters, and a little later the older persons put in an appearance and looked with delight upon the festal scene. The parlors were filled to completion with the youth and beauty of Somerville, and the members enjoyed the evening fully as much as did their guests.

Two of the victories of the late city election were gained by J. S. Dean, the Democratic candidate for Common Council from Ward 14, and A. W. Robinson, the Republican candidate for Common Council from Ward 5. Both gentlemen received a handsome number of votes that elects them to a seat in the council chamber of this city. The most peculiar phases of Mr. Robinson's battle was not seen until after the polls had closed. Then an Irishman in his ward said to him that he had lost a number of votes for being connected with the Law and Order League. Upon being requested to explain what he meant, the Celt showed him a paper giving a biographical sketch of Vice Consul Robinson and pointed out that passage which referred to Mr. Robinson being connected with the L. A. W. The trouble was that a great many Democrats who read the paper thought that the letters L. A. W. stood for Law and Order, and believing such to be the case refused to vote for Mr. Robinson.

NEXT Tuesday evening the Rovers will hold their annual dinner, and also celebrate on a small scale the victory of their ex-captain.

NOTES BY

"HAWKSHAW."

"Is it easier to ride that, Mister, than it is to walk?" Who has ridden a wheel and has not been asked to answer this and similar questions many times over by inquiring and ignorant onlookers. How few though of the wheelmen who have given the required information really knew how great the actual and scientific gain in ease and locomotion the cycle is over the natural one of walking or running. I am sure I have in different forms answered this and similar queries a thousand times during the past ten years, and I for one never knew what the proportionate gain of cycling over pedestrianism was until I read an article on the subject by Dr. E. B. Turner, who is to-day the foremost exponent, both practically and theoretically, of the scientific racing and riding of the modern bicycle and tricycle. He demonstrates that to run one mile at a twelve-mile per hour rate of speed takes more out of the runner than it does for a cycler to run twenty miles within the hour. Easier, he says it is, to ride eighty-four miles than it is to run eight, and if an individual is fit to run eight miles he can easily ride one hundred. These are not mere statements by an enthusiast, but they are scientifically proven facts, and Dr. Turner, though no longer a young man, has during the past racing season proven them in practice by breaking records in this the greatest time-smashing season cycling has ever known. Commenting upon cycling performances, requiring of the performer perfect condition and supreme exertion, Dr. Turner again repeats the caution to racing men to forego any attempts at record work until they are at least 19 years of age; not to do this is to risk serious results happening to ambitious riders whose youth tempts them into endeavoring to emulate the performances of their elder and more matured competitors. Cæsar was ambitious, and because he was ambitious his friend Brutus slew him. Let the youthful racing enthusiast remember this fact, so that his ambition may not cause him to undertake tasks unsuited to his immature frame and thus cause him to become his own Brutus and cut short a career, which, if it had have been less ambitious, might have been longer and more fruitful of success.

WHERE has not the fame and daring of the war correspondent not met with recognition and admiration! From foe and friend alike has praise been given him in recognition of the dangers he must undergo that the "stay at homes" may from the product of his pen and brush know how their battles in foreign lands have been won or lost, and with these facts before us it is not strange that in the columns of the press have lately sprung up a class of "war correspondents" who are as unlike the genuine, fair-minded, fearless original as a bicycle is like a balloon. There is war and rumors of war, if one accepts as truth all the products of the pens of these brave carpet knights. The armies that are to do battle before the eyes of the athletic world are those of the L. A. W. and the A. A. U. As yet only the skirmish lines of each have appeared upon the battle-field, but our veracious "war correspondent" assures us that oceans of blood are figuratively to be spilt, that a great battle is imminent and that the victor will only leave the field when the vanquished has not only been defeated but has been put to an ignominious death. Certain it is that such a conflict would be much appreciated by these jackals of the fourth estate, who scent from afar the chance to feed alike upon the corpse of friend and foe. But, seriously, there is not going to be any conflict, as the man said who was refused admission to the ark, "'Taint going to be much of a flood anyways." What is there to fight about? A few score of "pot hunters" have been called up with a round turn to answer a few pertinent questions by the Racing Board to prove to that body and to the world of athletics that what has been alleged against them is hot slander; to show that the spotless robes of pure amateurship which they wear are not as their enemies claim mere disguises, but are the raiment of athletic purity to which they are entitled from having ever told the Satan of professionalism "to get thee behind me!" Personally, I would that the L. A. W. had fewer instead of more racing men; that is racing men who seem to have time and money enough to go all over the country scooping prizes varying in value from a piano to a tin-pot. The vast body of members of the L. A. W., the men who support it and who made it great, are not wheelmen for revenue only; they are individuals who represent the best and brightest side of cycling; they are the true sportsmen of the wheel, who having taken up wheeling as a means of recreation and exercise do all in their power to keep it free from the smirching it receives at the hands of the few. How much worse off do you think the L. A. W. would be if it were laid down more upon the lines of the C. T. C., which does not indulge in any attempts at control of racing men, but devotes itself to the care of the many, letting the few who race organize a separate body to govern themselves. While I of course recognize the right of any wheelman to become a racing man if he has inclination or ability, I am not so sure that I

am a believer in letting him in consequence thereof keep the other ninety-nine members out of each hundred in the L. A. W. continually in hot water. More important and broader interests are open for the energies of the League to devote its labors to and it should not have them withdraw from these channels every now and then to get into squabbles and newspaper wars over so trivial a question as whether a mere handful of their 20 000 members have been unlawfully scooping a tin dipper or a year's laundry bill from some other more honest but less speedy members. Let the L. A. W. make short work of the whole thing; either give up the care of the racing men altogether or inforce its laws against all who break them in spite of the A. A. U. or the wails of the guilty ones, but settle it once for all so that in the future we shall not have it all to do over again. If it can be done honestly and fairly so the racing man gets justice and is satisfied all well and good; if he cannot be satisfied with the result as under these conditions, but looks for special legislation and license, then the limb is diseased beyond cure, and let it be lopped off; better we be without such than ever sickened and worried by our possession of it.

CHICAGO NOTES.

"WAYNE SCOTT."

KOENERT of the Lincoln Cycling Club of Chicago is a young man who has but lately finished a continuous ride of 28 miles on the unicycle in three hours and one-half. He is but 18 years of age and has ridden since 1878, when he became proficient on one of the old wooden wheels. In 1889 he broke the backbone of his wheel and from that time on has ridden unicycle. He has ridden a mile in 3 10 on the road, 3.05 is Bert Myers' record, American I think; and contrary to most unicycle riders his position at all times is perfectly upright on the pedals. He says he has no use for handle-bars or forks, and I saw him ride a rough road with ease, without support of any kind whatever other than the pedals. Roy has ridden down a flight of 18 steep stone steps on one wheel. Ralph Temple declared he would not do it for any consideration. This daring rider will start from New York next June and ride to Chicago unicycle, and will ride for all unicycle track and road records next spring.

PICKING up one of our daily papers and glancing at the centre of a column I was dumb-founded when I read as follows: "Yes, I have just received word that wheels have advanced 70 per cent.,' said a prominent dealer of this city; "this move in conjunction with the increased duty on materials will cause an immense increase on wheels of all descriptions." My hands trembled as I turned the paper to see the heading, yet there I found little satisfaction for thus it read: "Only the rich may ride. Enormous advances in prices by the wheel trust." Ah, yes! that's it, carriage wheels; and I resume the perusal of my morning paper, but some time elapses before my pulse becomes normal and my scare is over. Would a raise of 70 per cent. kill wheeling?

No little surprise was depicted on the countenances of our Chicago racing men when the announcement of the suspension of 16 of America's fastest racing men was read in Saturday's daily papers. Frank Fanning expected such a move, but thought there were others who should be included. Geo. K. Barrett thought it all right and quoted several instances in which these amateurs had convicted themselves. N. H. Van Sicklen said: "I do not believe the suspensions will stand. I am surprised the Racing Board had the backbone to make such a move and think that some poor fellow will be made an awful example of and the balance will be reinstated." F. Howard Tuttle (under the ban): "I think it a shame, and will say right here I'm not with 'em and can prove it." Since then the announcement of the suspension of Windle and Zimmerman struck our men like a thunderbolt, for should investigation prove these charges Chicago is on top and the riders from the Windy West who attended to their "bread and butter" and trained out of business hours are the fastest amateurs in the country to-day.

THE Lincolns will feast the old year out and the new year in. Herrick is the responsible party. With subscription paper in hand he is touching 'em up and the result is to be an immense turkey dinner New Year's Eve. Two long tables will be set in the club parlors and seats for 100 provided. Speeches will be made by club orators.

"WHAT handicap do you suppose I will get in the Pullman" is already a leading question, and from the number of inquiries I have heard it would seem every man who rides a wheel expected to ride next season.

O. W. RICHARDSON, a 17-year-old member of the Chicagos, is the patentee of a cushion tire.

THE photo taken by the Lincoln Club on Lincoln Monument Thanksgiving Day is one of the best photos I have ever seen; 18x22 is the size and there are 85 wheelmen in the group. All the faces are distinct.

FRIDAY EVENING, Nov. 28th, the Illinois Cycling Club gave the first of their winter receptions at Martine's. Last winter these receptions were very popular and their first one this winter would indicate a still greater popularty.

NOTHING of importance will be done by our local clubs before the first of the year—that is toward building. In a conversation with a prominent member of one of our clubs, he said that they would do nothing until after election as the present officers were afraid of "queering" themselves, but that next spring would see them installed in a fine club house of their own.

THE Oak Parks gave a very successful dance Friday evening, Dec. 5.

THE Douglas Cycling Club have organized an indoor ball team under the management of O. C. H. Rellihan. Charlie Cutting is official umpire.

PROVIDENCE NOTES.

"ELNOD."

THE members of the Providence Ladies Cycling Club, although not doing any great amount of cycling at present are keeping up interest in the club by holding socials at the different members' houses during the winter months, at which gatherings the husbands or sweethearts as the case may be are always present.

MR. DAVID POST of Hartford was in this city last Tuesday, and under the guidance of Rankin found his way to the Rhode Island's club rooms in the evening. "Dave" has many friends in Providence.

HARDLY had our boys recovered from their surprise caused by the suspension of "the 18" when the resignation of Mr. Charles S. Davol as Chief Consul for Rhode Island was announced.

A MEETING of the officers of the State Division was immediately held, and Mr. Davol's resignation was reluctantly accepted, and Geo. L. Cooke, Vice Consul, by virtue of his office at once assumed the duties of Chief Consul and appointed Mr. Jas. L. Speirs to the position of Vice Consul.

MESSRS. COOKE AND SPEIRS have both occupied the President's chair of the Rhode Island Wheelmen, and are very popular with the wheelmen throughout the State.

THE regular monthly meeting of the Rhode Island Wheelmen was held last Monday evening, and one new member was elected to membership.

CAPT. PERKINS reported that ten men had attended eighty per cent. and over of the club runs for which they will receive handsome gold medals, Messrs. H. L. Perkins, J. T. Lakey, G. C. Barton and Benj. Smith having attended every run, and their medals will be extra nice and have three gold bars at the top.

IT would be hard to find a happier crowd of boys than that assembled at the rooms of the Rhode Island Wheelmen on Thanksgiving night. Entertainment was in the form of sparring, banjo playing and a black face, musical act by Old Hutch and Hick, which act wound up by rendering of the latest (what—?) "Are you coming out to-night Mary Ann?" It is safe to say neither will ever again attempt to warble the above as they were rushed by the entire club, and they haven't done anything since. Supper was enjoyed after the above ruth, and Messrs. Rankin and Hutchins, the able committee of the evening, are to be congratulated upon the success of the racket.

DETROIT.

"JUDGE."

THE pool and billiard tournament at the club house of the Detroit Wheelmen is under full blast. It is of course too early to give results or make any predictions as the tourney will last all winter. The sensation up to date was the defeat of "Shark" Schimmel at the hands of William Marks, "the boy wonder." It must have rattled the boy, as he has been losing ever since.

"GRIFF" arrived home safe and sound Sunday afternoon. That we were overjoyed to have him with us once more goes without saying. Although it was planned to have but a few meet him about 20 of the boys got wind of it and gave him a hearty welcome. He holds a reception at the club house tonight. He gives glowing accounts of the East, its wheelmen and the magnificent treatment he received at their hands and wishes them all a merry Christmas and a happy New Year (when it gets here).

YES, Mac, "me bye," poetry, prose, anything to get that meet, and we are going to get it, you bet.

FLINN received his Pontiac-Detroit medal a couple of weeks ago.

They ought to have kept it awhile longer and made him a Christmas present of it.

The concert of the Detroit Wheelmen will take place Wednesday evening, Dec. 17. Prof. Abel has secured the very best talent in the city and the concert is an assured success; and Fred, old man, we want a 'cello solo from you sure.

The annual election will soon take place. I have figured in these elections in years past to quite an extent and here thank you all for the many kind deeds received at the hands of the wheelmen in general in Detroit. This year I do not pose as a candidate for any office and therefore take the liberty of electioneering a little. First, president—why waste space and time, "Griff," of course. Next, vice-president—as one of Mr. Medbury's most intimate friends I can say positively he will decline a nomination for any office; hush, say it low, he is married, you know (pretty good rhyme that). I urge Mr. Holcombe to accept the nomination; as a parliamentary tactician he is superior to any man in the club, not excepting "Griff" himself, and in "Griff's" absence will fill the chair ably. For treasurer Mr. Case has shown himself a good officer and should be re-elected. For secretary "Mac" Josephi must be retained of course; he has worked long and faithfully and the club is under great obligations to him. Now next to the president the most important office in the club, captain. For years we have had in our midst a man who has worked day and night with all his might to further the interests of wheeling. Popular and respected by all he is the man for the place. I nominate William E. Metzger for captain. Remember the meet will probably come to Detroit and we should have a set officers of whom we may be proud.

"Griff" and "Metz" will make a good team to run the meet in '91, and make it the meet that takes the cream.

Hurrah! for Detroit in '91.

PENNSYLVANIA.

"ARIEL."

The South End Wheelmen's fourth anniversary was celebrated at their club house last Thursday and Friday evenings. The house was handsomely decorated, the affair on Thursday being a "stag," while on Friday evening the ladies were entertained. Six of the clubs were presented with silver medals for century runs made during last season.

McDaniel has a bet on with Geyer and Lofland that he can do the distance from New Castle to Wilmington, 5 1-4 miles, in twenty minutes. This would be record for course.

Speaking of records reminds me that Wilhelm has obtained affidavits from the timers in his recent attempt on the pike record from Paoli in, in order to satisfy the doubting Thomases.

"The Birds," a society of Philadelphia and Wilmington Wheelmen was organized in the latter city on Monday night by electing the following officers: President, W. Van Wagoner; Vice President and Treasurer, S. F. Tuchton; Secretary, B. F. McDaniel; Captain, W. C. Seeds. Road riders only can be members of this organization, although they have sufficient gallantry not to bar the fair sex, but one of the tests of membership will be the ability to cover five miles in twenty minutes over a stretch of road such as they can boast of at Wilmington.

Social events crowd thick and fast upon us. The Pennsylvania's last dance was a very successful one, while a progressive euchre is down for this week. Philadelphia is holding regular informal dances as are Quaker City and Century. The Park Avenue Wheelmen had a rousing theatre party last week, while on the 16th they will make their first venture at a smoker, which, owing to the size of the club house, will be limited to members only.

A most disastrous fire was just escaped by A. G. Spalding & Bros. last night. About half-past eight o'clock the policemen on the beat discovered smoke issuing from the basement of their store, No. 1022 Market street, and an alarm was promptly sounded. On the arrival of the fire department the doors were burst open, and the board ceiling of the basement was discovered in flames. Fortunately, the timely discovery prevented it from getting beyond control, and was extinguished with a loss of a few thousand dollars' damage to the stock and building—all covered by insurance.

The following circular from the Associated Cycling Clubs is the entering wedge for what it is hoped for will prove to be an American Stanley Show.

"The Associated Cycling Clubs of Philadelphia have in view the holding of an exhibition in the early part of the coming year, probably during the month of February; the exhibition to consist of cycles and cycling accessories, with particular attention to improvements and novelties for the next season.

The idea is to have it in a large, centrally located hall, and to continue for about a week. * * *.

The object is not to make money, but to popularize cycling, and to bring to the attention of wheelmen and others the great advances that have been made in the manufacture of wheels.

We think it an unequalled opportunity for the manufacturers to present their products to the public, and have every reason to believe it will receive the generous patronage not only of Philadelphia wheelmen but of the general public.

Thomas Hare,
Chairman, 2045 N. 13th street,
H Crowther,
J. B. Fontaine,
Committee.

DAYTON, O.

"EAGLE."

As yet the cold weather has not put a dampness on bicycling in our city. Seven or eight members of the D. B. C. had a delightful moonlight run to Troy, O., the other evening. It was quite a treat for the boys as moonlight runs have been rather few and far between of late. The trip was run without any accident, with the exception of an occasional "header" by our genial secretary, E. H. Houck. It seems as though the gravel and sand was a little too much for him at certain places, and when he struck that pump, oh! ——. At Troy, O., we were highly entertained by some of the club boys, Messrs. Allen, Gibbs and a few others whose names I cannot call at present. At Hotel De Coolidge we were given an excellent feast by that accommodating landlord (and, by the way, I would advise any wheelman visiting Troy to stop at the Coolidge House), and after a short trip to the boat house (the boys will understand) we started on our homeward trip accompanied by a few of the Trojan members. We desire, however, to thank our kind friends of Troy for the cordiality shown us and congratulate them on their elegant club house.

The question has often been asked here and vicinity why the Rambler Club and the Dayton Bicycle Club are not on friendly terms. There seems to be no serious feeling among the members, but sort of rivalry. After repeated efforts of the D. B. C. to induce the Ramblers to join hands with us in various things, we have at last given up the idea and no doubt from this on they will never be heard of. I have heard they intended making their club a League club, but there is not enough "go ahead" among the members to bring it to the right point.

Our club photographer, Mr. Edward L. Rowe, Jr., has at last given up the idea of taking pictures. Some say he is rather timid about using the camera, but the truth will out, for in a private conversation with him he says: "I'll tell you just as soon as I get the gang together, that is, their faces, it will ruin my camera."

As our membership is getting rather large we will now have to look for larger quarters. A number of the members made the rounds of the city a few days ago, but as yet have not decided where we will locate. A great many desire to be in the central part of the city, while others seem to think differently.

PORKOPOLIS NOTES.

"STAR."

The Socialists seem to be very hards to please, for when I said their club was to be very select I was accused of indulging in "sarcasm," and when I hastened to make amends by declaring that it was not at all select I was accused of making a "fling" at them. Now as to my having a quarrel with them—that is a most prodigious mistake. On the contrary I have been doing my best to say something real nice about them. Verily, the lines of a correspondent do not always lie in pleasant places.

To one who has an eye for the picturesque, and who is not afraid of hills, the run to Petersburg, Ky., via Riverside Ferry, Constance, Hebron, Bulletsville and Gainesville, is one abounding in pleasant surprises. Log cabins that might have been built by Daniel Boone and in various stages of decay. Roads that wind back and forth up the side of a precipitous hill and turn sharply around a corner to reveal to the astonished cyclist a view of the Ohio more magnificent than he had ever dreamed of. The distance, 45 miles the round trip, is no greater than the run to Hamilton via College Hill and the roads are far superior and much smoother. The coasts, well! and the dinner! A good meal can be had at the hotel kept by E. T. Krutz, but it would be well for parties of four or more to order dinner a day or two beforehand.

On last Sunday, Nov. 30, the Crescents had a paper chase. The hares led the hounds up hill and down dale, through Clifton, St. Bernard, Norwood and Walnut Hills, and were within a mile or two of the starting point when their supply of paper gave out. Aszman of the hounds was close on their heels when they stopped.



A Word about High Wheels and Particularly the Eagle.

Have you noticed the number of "Safety" riders who are returning to the high wheel? They are already numerous and the number is fast increasing. There must be some reason for this, some advantage in the high wheel or disadvantage in the low; this reason is not hard to find. There is a charm about the easy gliding motion of the high wheel that can never be realized on a Safety, and one who has never ridden a high wheel has never known half the pleasure of cycling. The only reason wheelmen left the Ordinary was the fear of "Headers," and now that The "Eagle" has eliminated that danger, the old pleasure can be enjoyed in safety.

The following extract from a cycling paper expresses the idea exactly, and although written for the "Ordinary," it applies with greater force to the Eagle, which, while having more advantages than the "Ordinary" ever had, is still as safe as any "Safety:"

"There is an indescribable something about an ordinary that is lacking in a safety, and which can never be acquired by any addition or improvement. It is the same thing that makes the equestrian prefer his cob to a seat in the coach; the same thing that makes the true sailor prefer the tidy sloop, with its attendant dangers, to a steam yacht; the same thing that makes the hunter prefer to shoot at game rather than glass balls; or the fisherman prefer hooking the gamey trout or bass to dragging his fish out with a seine—in short, the difference between a true sportsman and a would-be."

CATALOGUE FREE.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

PASTE THIS IN YOUR HAT

For easy reference, and do not hesitate to acknowledge that the

ROVER

is a winner. Following are some of the prizes taken by

ROVER LIGHT ROADSTER RIDERS,

in competition with *racing machines*, during 1890:

Chicago, June 2d to 7th, - -	7	Rochester, August 24th, - -	1	Chicago, September 19th and 20th,	10
St. Louis, July 12th, - - -	4	Providence, August 30th, - -	2	Freeport, September 26th, - -	5
Chicago, July 19th, - -	3	Hartford, September 1st, - -	1	Miscellaneous, - - - -	7
Chicago, August 2d, - - -	2	Peoria, September 12th and 13th, -	5		
				Total,	*47*

We are now in a position to talk business for next season, having just closed arrangements for one of the finest lines of light safety bicycles ever produced.

We shall handle SIX STYLES of ROVERS, which will possess every desirable detail known to the bicycle trade, including Pneumatic and Cushion tires, hollow rims, tangent spokes and ball heads.

COMPETENT AGENTS WANTED EVERYWHERE.

The trade will find it to their advantage to get our quotations on Bells, Lanterns, etc.

THE JOHN WILKINSON CO., Sole Importers, 269-271 State St., Chicago.

"When the RAMBLER'S SPRING IS under thee, discomfort disappears."

AMERICAN LIGHT RAMBLER.



AMERICAN LIGHT RAMBLER.

GORMULLY & JEFFERY MFG. CO.,

NEW ENGLAND BRANCH HOUSE:
178 COLUMBUS AVENUE,
BOSTON, MASS.

FACTORY AND PRINCIPAL OFFICE:
222-228 N. FRANKLIN ST.,
CHICAGO, ILL.

CHICAGO RETAIL STORE, NO. 85 MADISON STREET

THE members of the Queen Cycling Club have heard with dismay that the "Gay Chicago Bicycle Girls" are to be at the Dime Museum next week and are seriously thinking of draping their wheels in mourning, hanging them up and praying for wintry weather or anything else that might avert this impending disaster.

ONE of our wheelmen, who shall be nameless, has had attached to the steering post of his safety a square leather case for the reception of a quart bottle in which he intends to carry —— water! There will be a rubber tube and mouth-piece attached to it, a la nursing bottle, so that he can quench his thirst without dismounting. This is simply an idea of his own.

THE Porkopolis Wheelmen at their last meeting added to their already long list of members. They also took steps towards celebrating the anniversary of their organization in an appropriate and fitting manner.

NEW JERSEY NOTES.

"PALISADES."

ALL of the Jersey clubs sent delegations to the fair held by the Harlem Wheelmen, and all report having had a "large" time. If the Bergen County boys had turned out in larger numbers, and shown a trifle more "backbone," they would have won that chain. But——

THE Elizabeth Wheelmen have started a pool and billiard tournament, and considerable interest is being taken in it, as it is the first on their new table.

THE Englewood Wheelmen have decided to admit ladies as active members.

THE Bergen County Wheelmen will give their reception at Leonia Lyceum, Leonia, N. J., December 19th. They expect a large number present, but will be fully prepared to give all a good time (as usual).

THE New Jersey Division Board of Officers met at Elizabeth on the 10th. Full particulars of this important meeting will be found in next issue.

INDIANAPOLIS.

"SAFETY"

THE weather continues clear and dry, and every wheel is yet in use. Sundays give opportunities for fifty or sixty mile runs which are really made with more pleasure and less discomfort than the mid-season affords, on account of summer's heat and oftimes dust. We are having, so far this season, a repetition of last year's riding weather, and I only mention it to say that ten days or so, altogether, of rainy weather would cover the time we were not able to ride to business during the winter. Of course this record is possible mainly because we use the sidewalks awheel, the streets being often frozen rough and unrideable when other weather conditions permit business riding.

THE Zig Zags ran their road race on Thanksgiving Day as heretofore announced, though their course was changed in order to make a finish at home. The run was out of town and back, over a sandy road, with a finish of half a mile on the Penn street asphalt—10 1-2 miles. Willetts beat the crowd in 47.10; Hughes, safety, second; Ribble, on the g. o. ordinary, third. Three minutes saw the finish of seven or eight of the fifteen starters. Four good riders came later through the vicissitudes of loose tires, headers and bent cranks, and the first road race of the Zig Zags was lost and won.

SINCE we are all invited to express ourselves on the political question, allow me to have a shy at it. I am sure it would amaze many people in this broad land to know that anything can come out of Indianapolis not steeped in politics. It is a cool afternoon here when the political couldron does not at least simmer, and a meeting of the legislature is far more dangerous than all the sidewalk riding that was ever dreamed of or done. We are all politicians. In fact one of us got to be President, and several of us have gone to the penitentiary, while the rest of us are scattered all the way between. We all know there is a tariff on bicycles, and that acorns are on the free list. The entry into politics by the L. A. W., as an organization, will mark the beginning of dissensions, ending in dissolution. It is unadvisable because it is unnecessary. Some one asks if the members of the L. A. W. are too nice to enter the dirty pool of politics. Will refraining from open and organized action in this field abridge the rights and privileges of any member as an American citizen? Do your good work mainly on the quiet, gentleman, and let the politician feel your influence now and then and suspect, as he will, that you are more potent than to unmask your batteries would prove you to be.

ROCHESTER, N. Y.

"RIPPLES."

A RECEPTION of the Ladies' National Bicycle Club was held on December 8, at No. 8 Chestnut street. About 500 of their friends were in attendance, including representatives from all the city clubs. A very pleasing literary and musical programme was carried out, after which they adjourned to the dining room where they did justice to the spread. This is the largest ladies' club in the state, and they may feel proud of this, their first reception.

THE Flower City Wheelmen have added a piano to their club property; a pool table is soon to be purchased. They had a very pleasant time at their first annual ball, although the crowd was not large, it was a success financially.

THE West Ends are to have a Christmas party at their rooms over 80 West Main street, Christmas night. The boys are hustling to make all the money they can to buy furniture for the house that they are to move into in the spring.

THE committees of the different clubs are hard at work making out their programmes for their winter entertainments. Some rich and rare treats are promised. Success to all.

POOL tournaments are to commence next week in both the "Crescents" and "Lake View" club houses.

NEWS AND COMMENT.

THE New York *World*, that most enterprising of metropolitan papers, honored us with an invitation to be present at the opening of the new Pulitzer Building on December 10. We do not know of an invitation that has given us such sorrow to be obliged to decline. The exercises were of the most interesting, and we pity those, who like ourselves, had to decline with thanks.

HERE is a story that comes from the Louisville (Ky.) *Times*. "Perhaps the best shot of the season was made the other night by Herman Rave, a reporter of the *Times*, who had been out on a hunt near New Washington and was bicycling over to Nabb Station, 8 miles distant, by the moonlight. While descending a steep, long hill, the wheel flushed a bird. Rave drew a pistol, and while the wheel was going at express speed down hill, shot and dropped the game. But the wheel also dropped, and the gunner went head over heels into a ditch. The result of the shot was a broken pedal, skinned knuckles and a magnificent pheasant, which overbalanced all the damage." The above story is good as far as it goes. The first part shows genius, but the last part is bungling and commonplace. The true artist in fiction would have said after the words "dropped the game" something like this: "The recoil of the pistol was so great as to drive Mr. Rave from the shot, where he shot backwards to the top of the hill, a distance of about half a mile, the grade of the hill being about one in five." That would have been high art.

A GOOD story comes to us from New York. Mr. Lozier, Ned Oliver and G. M. Worden took dinner at a well-known Italian restaurant of that city. The menu consisted of eight courses and a bottle of wine. After the dinner had been disposed of Worden remarked that he "could dispose of two more just such dinners." "All right," says Mr. L., "I'll pay for them if you will." Worden started in and ate another complete dinner, wine, soup and all. He squealed at the soup of the third dinner and gave it up. Tom Stevens acted as referee.

MR. J. L. YOST was serenaded by a musical club composed of employees of the Lozier & Yost Bicycle Mfg. Co. on the occasion of his return to Toledo from England. The club was invited in and Mr. Yost did the hospitable act to the great satisfaction of his serenaders.

THE Washington Cycle Club of Washington, D. C., held a most successful run on Nov. 30th to view the ruins of the "Glen Echo," which was destroyed by fire on Nov. 28. The "Glen Echo" was situated on the Potomac, a short distance from Cabin John's Bridge," a great number of wheelmen from all parts of the country being familiar with this famous and popular resort. The club held a hop and reception on Nov. 25 and entertained a large number of its friends until an early hour.

A CONNECTICUT genius has converted his regular cycle into an icycle and rides upon the frozen surface of the rivers and ponds with great enjoyment. The contrivance is as effective as it is simple. It consists of a strip of thin, flat steel, punched full of holes, which is wired to the tire of the rear wheel, burr side out, and enables one to skip around on the ice as freely and easily as on land.

THE Dorchester (Mass.) Bicycle Club gave a candy pull in its club rooms last Wednesday. Mr. F. E. Weaver was present and gave a very interesting account of some of his adventures in crossing the continent.

"HAVE you been suspended?" seems to be the popular question nowadays among the amateurs.

THE Ohio Yacht Club members of Toledo, O., were the guests of the cycling club at a smoker last week Wednesday evening.

THE cash value of A. A. Zimmerman's prizes for the season of 1890 aggregate $1800. He won enough goods and in variety sufficient to start a first-class store. The most valuable prize was the upright piano won at Peoria.

THE *Gazette* of Worcester reports Mr. Windle as saying that the charges against Hoyland Smith by the Racing Board are unfounded; as for himself, "He says he shall take no notice of the charges against him and unless there is different management in the L. A. W. next summer there will be no racing, as the public will not go to see fourth class men race, and the best men will keep out of it owing to shabby treatment."

WHO has not read "Secretary's" charming cycling sketches? Many of them have appeared in the pages of the WORLD, and some in other papers. Many have never been published. The Wheelman Company has collected the entire series of these delightful sketches, and will publish them in book form (102 pages), to be ready for delivery by the 15th December. Price 50 cents per copy in paper covers.

THE Fostoria Bicycle Club gave its first "Ladies' Nights" on last Friday evening. The progamme says: "To-night we welcome our wives, our sweethearts and our lady friends to join us in our parlors. And not alone to-night, but on all nights set apart for your entertainment throughout the season."

"A MAN has brought suit against a bicyclist in the English courts. He says that the wheelman frightened him and developed a case of heart disease. Some of the Omaha wheelmen are developing cases of heart disease in certain quarters, but the cases will hardly come into court."—*Exchange*.

A LETTER from a well known physician of Lynchburg, Va., writes us that a certain man passing himself off as a member of the L. A. W., and giving the name of Edward Ingraham of Manchester, Eng., and son of Dr. Ingraham of that place, obtained money from him on these representations. Investigation proves both claims to be fabrications and proves the man to be a fraud and members are warned to look out for him.

SECRETARY JAMES E. SULLIVAN, of the A. A. U., says he can personally vouch for the fact that A. A. Zimmerman did not receive any money for expenses, and that he paid his own way.

THE Scranton Bicycle Club held its second assembly at the club house last Friday evening. There were one hundred present, among whom were many visitors from out of town.

WHO has not read "Secretary's" charming cycling sketches? Many of them have appeared in the pages of the WORLD, and some in other papers. Many have never been published. The Wheelman Company has collected the entire series of these delightful sketches, and will publish them in book from (102 pages), to be ready for delivery by the 15th December. Price 50 cents per copy, in paper covers.

"GRIFF" passed through Boston last week on his way home to Detroit. The return of "Griff" to Detroit will be made the occasion of much sounding of cymbals and tooting of horns and the rejoicing will be great thereof.

HUMANITARIANS are not all dead, that is if we are to judge of the fact that a man made a bet with a cyclist that he could run down a certain steep hill faster than a cycler could coast. His theory was that the wheel would go the faster, but he "took the chances of the cycler taking a header and breaking his bully neck!" The contest came off and this cycler won "hands down."

MISS KATIE FLETCHER of Washington, D. C., narrowly escaped death the other day while out riding her bicycle. She collided with a heavily loaded ice wagon, and by the merest good luck escaped being run over. As it was she was very badly bruised. The driver of the ice wagon never stopped to see what damage had been done.

YESTERDAY, W. W. Windle gave an excellent exhibition of fancy riding at the entertainment given for the benefit of the Millbury, Mass., Bicycle Club. There was a large attendance from the out of town clubs, Worcester and Whitinsville being especially well represented.

THE Plainfield (N. J.) Bicycle Club is certainly strong and solid with the City Government. Prominent among the active members may be named Mayor-elect Alexander Gilbert, Corporation Counsel Craig A. Marsh, ex City Judge Wm. M. Stillman, Borough Counsel Charles A. Reed, ex-Mayor of the Borough Dr. J. H. Cooley, Councilmen O. L Jenkins and Townsend Rushmore and Councilman-elect Ernest B. Ackerman.

THE Kings County Wheelmen of Brooklyn have applied for membership in the Amateur Athletic Union.

CHIEF CONSUL COOKE of Rhode Island will no doubt prove a worthy successor of ex-Chief Consul Davol resigned.

OUR New England readers will please take notice that the WORLD was mailed to them on Friday night. Any delay in delivery must be charged to the Post Office Department.

THE Indianapolis *Sun* thus becomes facetious: "Bicycle riders should never run on the roadway—it's dangerous. Especially is it so when they try to jerk the wheel off an ice wagon by hubbing it. The young man who tried to wreck the ice wagon on Ohio street the other night will not try it again, nor ride on the asphalt, at least not until he gets a new machine and a new nose.

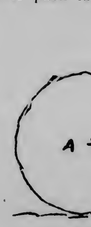
THE DIAMETER OF WHEELS.

THAT *was* the subject but now it is, "from what direction is a front wheel pushed." The gentlemen who have been fooling with this question evidently "didn't know it was loaded." Mr. D'Ancona says he "has taken a full university course in mechanics and has always made a close study of its principles." *My* early education was considerably neglected, and later when I went through Yale College it was so near sundown and my friend, the janitor, was in such a hurry that I didn't get as much of an insight into educational matters as I would have liked to. The "resolution of forces," "cube root" and "square root" I know very little about, but am more familiar with "root hog or die." Mr. Buchanan has figured the matter out in good shape, and if a bicycle was to be ridden with a lead pencil he would be all right, but unfortunately there are practical conditions which tend to modify and sometimes even *snuff out* theoretical calculations.

Mr. D'A. asks me to "give this a moment's thought." Just to please him I have done so, and here is the result:

Imagine if you please a gun barrel, having within it a spiral spring. Upon this spring place the ramrod and press it down until the spring exerts a force of five pounds tending to push out the rod. Now fix the gun barrel with its closed end on the ground at the point where rear wheel of safety rests and inclined upward at an angle so that the end of ramrod would press against the front axle. This would bring a force of five pounds to push the front wheel forward and *upward*. Who doubts this? We must assume that *no one* does. Now suppose instead of this spring we take a hoop pole and bend it in the form of an inverted letter ∩, placing one end on the ground and the other at the front axle. The pole tries to straighten and exerts a force, where? Why between the ground and axle *of course*, as it touches *nothing else*.

Once more. Allow the pole to run horizontally from the front axle at A (see cut *) to the rear one B, and at the latter point pivot to it a vertical stick with its lower end resting on the ground at C. Now in any way you please, connect a spring whose tendency will be to push farther apart the ends A and C, and of course if the



grounded end doesn't slip the effect would be to push forward and *upward* against the point A, or in other words the force *must of necessity* be between the *only two points of contact*. This being self evident it follows that instead of a spring we may substitute any *conceivable force* so long as it is wholly *carried upon* and *supported by* the points named, and the result will be the same. Nor does it matter *how* or in what shape this force is applied.

The point from which a locomotive pulls is the top of the rail on which it runs. Whether the power is exerted by steam, a spring, or a man, this principle holds good. In the case of a locomotive, the harder it is pulling the more weight is thrown on to the driving wheels and taken off the front trucks, and if such a machine had enough power without increased weight it could tip itself over backward, using the rear drivers for a fulcrum.

In a bicycle the rider's force tends to separate the two points A and C, and in doing so has precisely the same effect that any other force acting *within and upon the machine* would have. The bicycle and its rider must be considered as a single *entity* exerting force, as every mechanism must, *from its fulcrum*, which in this case is the ground.

It has been suggested that the force exerted to revolve the driving wheel *forward*, tends in the same degree to revolve all other parts of the machine *backward* around the driving wheel, which would account for the lighter weight of front end of machine when the driving force was applied. This would be all right if there was anything to prevent the driving wheel revolving, but there is absolutely nothing, the top of it being entirely free to move.

STERLING ELLIOTT.

* I hope you won't criticise this cut. The engraver who has usually done my work declines it now since he has a family to support, so I was obliged to engrave this one myself on a piece of Hickory. The hatchet was dull, but I did the best I could.

THE "CITS" AND THE N. Y. A. C.

Editor Bicycling World: The following is a quotation from your paper of Nov. 28, which appeared in the column entitled "News and Comment":

"The Citizens' Club of New York has applied as a body for membership in the N. Y. A. C. The membership of the "Cits" is 80, and the application will be acted upon by the club of the winged foot at its next meeting Dec. 2."

Please permit me to correct this. The question of the consolidation of the two organizations originated with the New York Athletic Club and not with the "Citizens'." The membership of the Citizens' Bicycle Club was never greater than at present, the roll showing 107 active, 7 live, 27 non-resident and 2 life members, a total of 143. Yours truly, J. T. FRANCIS, Secretary C. B C.

THE ELIGIBLE AGE TO L A. W. MEMBERSHIP.

Editor Bicycling World: As I have had the pleasure of being a member of the L. A. W. for the past four years, and having travelled considerably through the country, associating and mingling with wheelmen, both attached and unattached, and having heard the question of age discussed—as regards the limit of the L. A. W. in relation to joining the League—I would like to have the liberty of expressing my views on the subject.

We all know that when a wheelman attains the age of 18 years he is of sufficient age to become a member of and also to understand the objects and aims of the L. A. W. Each year there are hundreds and perhaps thousands of young men who have reached the age of 17 (seventeen) years, who are barred from joining the League on account of that portion of Art. III. of the Constitution, which says—relatively to the eligibility of members, viz: Any amateur wheelmen in good standing, "eighteen years of age or over," etc., etc.

Now, Mr. Editor, I think it right for the limit to be placed at 17 years instead of 18 years—inasmuch as no doubt there are 500 wheelmen at the age of 17 years who would join each year, and it is plain to see that we would be benefited about $1000 a year by the extra increase thereby gained besides the renewals of extra members.

Looked at in the right light I can see no reason why the 17 year limit would not prove a healthy and beneficial change both in the increase of membership and financially—and all in all the L. A. W. would have no reason to regret the change.

There are several young men in this locality who are over 17 years of age and are active and respectable wheelmen, but who are barred from joining the League until next fall because the "age limit" makes them illegible to membership.

Let us hear more of this question, as I think it worthy of discussion. Fraternally yours, NELSON A. BRADT, L. A. W., 4415,
Johnstown, Fulton County, New York.

A MID-WINTER TOUR.

A NUMBER of years ago Karl Kron and Mr. F. A. Elwell discovered the charms of Bermuda from a cycler's standpoint and the promulgation of their find has turned the longing eyes of snow-bound wheelmen to that land where frost never comes and good roads abound. Mr. Elwell's third annual tour to this favored land will begin Jan. 29. The inducements offered by this tour are many and peculiar. Here is a land whose manners, customs and scenery are as distinct from our own as can be imagined. The views of land and sea are semi-tropical in their aspect—the water is brilliantly blue or vividly green, palms, oranges, bananas, etc., are on every hand. The party will remain at the fine Princess Hotel during their stay and make runs to all points of interest. It is a tour especially adapted to lady riders and many will avail themselves of the opportunity. The announcement of the tour will be found on page 167 of this issue.

RACING EVENTS.

AT BUFFALO, N. Y.—Early Saturday evening the clans began to centre at the Sisste Arsenal on Broadway to witness the games and bicycle races of the 65th Regiment Athletic Association and the Iroquois Athletic Club. At 7.45 the 74th Regiment Athletic Association, headed by the Kazoo Band, and 200 strong, with colors flying, marched to their assigned position; just below them were a lot of empty seats with the blue and white banners which have been seen at so many theatre parties, indicating that the Ramblers "were in it." At 8 o'clock a long line of black uniforms stretched across the wide floor, and 125 Ramblers took their places, exciting much applause. The Press Cycling and Buffalo Bicycle Clubs also had places assigned them, while the Zig Zags were noticed among the various athletic clubs.

To wheelmen the five-mile bicycle race was the most interesting event, and the first to command their attention. The starters were Crooks, Klipfel, Kane and Lewis of the Ramblers, Penseyres of the Press Cycling Club, Dorntge (pronounced Dorn-gee) of the "Indians." Dorntge has been riding only three months, but I was given a tip early in the week that he was a sure winner, the Ramblers thought Crooks had a walk over, while Penseyres' friends thought the "dark horse" sure of first place, but Penseyres said he would be thankful to get third place.

A hot pace from the start was what we saw, and everybody yelled and shouted. The "Indians" told Dorntge to "keep the floor down," and the Ramblers stood up and asked Crooks to "go faster." I haven't seen so much excitement since the finish of the Century race last August.

Meanwhile the "Indian" kept passing the others, getting as many as three laps on some of the tailenders, and except Crooks they "weren't in it." The track was without raised corners, and was ten laps to the mile. Dorntge finished at the climax of the excitement in the excellent time of 16.57 1-2; Crooks a lap later, Kane third, Penseyres fourth, Klipfel fifth, though there was some dispute among the spectators, many holding that Penseyres was a good third.

After several less interesting events the ten mile cycle race was started with the same contestants. Lewis got a fall early in this race and quit. Crooks got another fall, too, and the "Indian" got a lap on him before he had hardly got to going again. Dorntge's riding in this race showed good head work as well as pedalling, and he took laps whenever he chose, getting from three to five laps on all the others. His time for the ten miles was 30.56. Crooks made a good fight, but could only get second. Penseyres' wheel, one he has just finished, was geared too high. Kane worked hard, and was given third place again; Penseyres fourth. Klipfel rode well, but was handicapped by the adjustment of his wheel; he won fifth place.

The first three prizes in each race were neat medals, gold, silver and bronze; the fourth prizes were special prizes.

Kane and Klipfel also competed in running events, Kane winning second in the 75 yard trial heat; they were entered as Rambler Iroquois Athletic Club, having been obliged to so enter in the cross country runs, and according to A. A. U. rules, still must so enter.

Mike Brunner, the Ramblers' Samson, won the shot putting, breaking the local record by over a foot.

Good luck to Detroit in '91. "I'm wid ye."

"SETAGAG."

AT PHILADELPHIA—A number of road races were held on Thanksgiving Day, the principle one of which was the 5-mile handicap race of the Park Avenue Wheelmen, for which thirty entries were received. It was held on the Montgomery Avenue course, from Havers ford to Bala, and it was expected that Taxis, who was scratch man, would attempt the record, but the pike having been newly metaled he decided not to ride. The men finished as follows: first, Linton (handicap 1.30), time, 17.48; second, Roberts (3 min.), 19.27; third, Beatty; fourth, Rich; fifth, Gill; sixth, Van Sciver; seventh, Herbst; eighth, Van Dousen, 10 seconds, making 16.43, the best time; ninth, W. B. Develin; tenth, E. Parker. The last man, Lindenfaeger, by terms of the race must ride the club goat from the club house to Fairmount Park—a distance of about four miles—and back again.

The Mount Vernon Wheelmen's 5-mile race was run immediately after the Park Avenue with the following result: first, Detwiler handicap 4 minutes, time 19.30; second, Ricketts; third, Creighton; fourth, Dacy; fifth, Osborne, who was scratch man. The men all finished well up.

ON Saturday evening at the games of Third Regiment half a dozen riders started in the two mile bicycle race, which was won by S. H. Crawford of the Reference Wheelmen, in 6.57, V. J. Kelly, second, the latter having taken a side fall on the last lap, losing his shoe and finishing the race with a stockinged foot on a sharp rat trap pedal—not an enviable situation by any means. W. W. Taxis started but dropped out owing to sickness.

A LOCAL twenty-four hour record was made on Thanksgiving Day by E. O. Roe of the Columbia Cyclers who covered 176¾ miles, while F. H. Garrigues, Century Wheelmen, did 181 1-2, both being club records. The actual riding time was about 19 hours. Roe received as a prize for his performance the B. J. N. medal. November 23d A. H. Vaux of the Quaker City Wheelmen broke their club record by doing 170 miles in 17 hours.

W. I. WILHELM on Friday last again broke the pike record from Paoli in, covering the distance of 15 3-4 miles in 43m. 24s. There was a strong west wind, but under any circumstances the performance was a remarkable one, as when Vad Wagoner made his record last fall in 45m. 52s., he did ten miles in 29m. Particulars as to the timing, etc., have not yet been made public, but I have a letter from Wilhelm in which he gives little account of the attempt, and states that this is positively his last race. He certainly retires with flying colors as he had ridden faster this season than ever before.

AT ASBURY PARK, N. J.—About 1000 people attended the races of the Asbury Park Wheelmen on Thanksgiving Day; the races were held on the new macadamized road, and were refereed by A. A. Zimmerman. The following is a summary:

First race, for club members only—Won by John N. Burtis.

Second race, 1-2 mile ordinary—Won by Fred Trick, time, 1.32; John R. Park, second.

Third race, 1-2 mile safety—Fred Trick, first, and Benj. Ford, second.

Fourth race—Won by Arthur Hope, Geo. A. Smock, second.

AT READING, PA.—A five mile road race for a gold medal took place on Thanksgivsng, and was won by Edw. Youse in 14m. 32s.

AT PROVIDENCE, R. I.—In the bicycle road race of the Rhode Island Wheelmen in Providence on November 27th, the starters with their handicaps were as follows: A. Barker and S. Wooley, 5m.; G. Woodley, 3 1-2m.; J. Foster and A. Hutchins, 3m.; W. Rands, 1 1 2m.; C. Rogers, 1m. Scratch man, C. Weld, did not start. The times made were as follows: Rands, 44m. 10s.; Foster, 50m. 17s.; Hutchins, 1m. 40s.; Woodley, 53m. 25s.; Rogers, 50m. 59s.; Wooley, 57m. 25s.;

Barker, 6m. 59s. Rogers lost the way, having never been over the course before, which accounts for his position. By his victory Rands wins the gold medal for 1st prize, also the handsome gold time medal.

AT ATLANTIC CITY, N. J.—A large audience assembled on the board walks on Thanksgiving afternoon to witness the race of the Atlantic City Bi. Club. The following were the results:

One mile safety, championship of Atlantic City—W. F. Smith, first; R. Hewitt, second.

One mile safety, scratch—Won by J. R. Hazleton; V. J. Kelley, A. C. S. N., second. Time, 2.40.

Half-mile championship—W. F. Smith, first; R. Hewitt, second.

One mile ordinary, scratch—J. R. Hazelton, first; V. J. Kelly, second. Time, 3.00.

One mile tandem—Walk over for Draper and Kelley.

One mile safety, handicap—Won by V. J. Kelley, scratch; J. C. Donnelly, 100 yards, second; J. H. Draper, 75 yards, third. Time, 2.30.

AT SPRINGFIELD, MASS.—The bicycle road race held on Thanksgiving Day was won by F. C. Graves in 5om. 30s., which time is considered excellent taking the roughness of the road into account.

AT NEW HAVEN, CONN.—The five mile run of the Rover club took place Thanksgiving afternoon; Geo. Smith came in first in 16m. 59s., winning the gold medal; Howard Hewitt, 2d.

AT BRIDGEPORT, CT.—An event that will go down in the annals of the cycling history of this city was the grand hill-climbing contest of the Bridgeport Wheel Club on the famous "Volt" Hill at Greenfield, six miles from this city, on Thanksgiving Day. The event was open to all wheelmen in the city and was given for the purpose of establishing a record on this the steepest incline in this section of the country. The prize offered by the club to the individual making the most ascents in succession was a handsome solid gold record medal. No time limit was placed on each ascent. Time and again expert riders, racers who have won contest after contest, have tried to climb this grade but failed. There were several hundred wheelmen present on Thanksgiving Day when the contest started. A. A. Avery, the first entry, created a sensation and was declared by a majority of those present the winner after having scaled the summit eight times, when he was obliged to withdraw. An automaton in every sense of the word was Wm. Richardson of the Bridgeport Wheel Club, who next attempted the feat. Richardson was mounted on a 54 gear cushion tire safety, and 20 times he went up and down the acclivity not varying 30 seconds from 6 minutes on each trip. He was proceeding on his 21st trial, but was stopped by over-anxious friends, who declared that his work was undebatable. Franklin Smith of the Barnum Cycle Club, mounted on a 51-inch gear solid tire safety, next attempted the climb and rolled up a score of 18 ascents in just 2 hours and 25 minutes. Prior to the contest Richardson had voluntarily awarded a handicap of two ascents to all other competitors, and hence the judges, Messrs. Calhoun, Latham and Wm. Middlebrook, declared the contest a tie. Owing to the cold weather it will not be run over again until next spring. Prior to the "Volt" Hill contest a club event of the B. W. C took place on the long hill known as Greenfield Hill. This contest was won by F. E. Soule, who climbed, descended and again climbed the hill in 6 minutes and 49 seconds; Henry Lebing, second, time 6.55; George Fryer, third, time 7.20. "NOSTAW."

AT JACKSONVILLE, ILL.—The special feature Thanksgiving was the bicycle race between the city and Illinois College team; the race was closely contested for the whole six miles, and was won by Jos. Capps of the College team in 23m.

THE Arlington Wheelmen of Washington, D. C., gave their handicap club road race from Frederick on Thanksgiving Day as planned, but as the weather was very cold, and for private reasons, several of the members who had entered for the race did not show up. Those who did ride were D. L. Sandoe, F. C. Bowen, Wm. R. Mackville and Wm. T. Robertson. The last two started from scratch, and the first two were given a start of 35 and 30 minutes respectively. Sandoe won the race making the 60 miles in 4h. 58m., which is the record for the course, being about half an hour better than the previous record. The road for the greater part of the distance is an old pike, partly in very bad condition, and 8 miles consisted of dirt road. Sandoe deserves a great deal of credit for the time made, particularly as he was run over the day before the race by a lumber wagon and was so badly bruised that he could not walk without a limp. Nothing but his excellent muscular condition and his great activity kept him from serious injury under the horses' feet. The wheel he intended to ride was wrecked in the accident. Robertson broke a brace-rod in the frame of his wheel just out of Frederick but succeeded in catching up with the others, riding the first 14 miles in 62 minutes. Bowen and Mackville were too lightly dressed and nearly overcome by the cold.



MR. H. A. LOZIER INTERVIEWED

MR. H. A. LOZIER has but recently returned from a seven weeks' trip in England and Ireland, where with Mr. Yost he has been posting himself in the ideas and methods employed by the cycle manufacturers of the Old Country.

We were agreeably surprised by a visit from the first-named gentleman the other day, and knowing him to be a keen observer, we took the opportunity to ask him some questions relative to the trade in general and tires as viewed from an English and his standpoint in particular.

"What did you find out in relation to tires while in England, and what are the makers there going to do about it?" we asked.

"Mr. Yost and I went abroad to purchase tubing as a specific object, but we had naturally read the mass of matter pertaining to this question of tires, which has occupied so much of the English and American press during the past year, and determined to investigate sufficiently by personal experiment to form an intelligent opinion as to the desirability of using some form of compressed air tire on our own wheels. As you know, we control the Bolte Spring Fork and Frame, and had made our plans to use it on all the Giant Safeties, little and big. Still we should have used one of the new tires if we concluded it was superior to our own spring devices. The English have never experimented very much with springs. What they have done might be termed but a dim reflection of American ideas. The pneumatic tire was therefore much more of a revelation to them than to us, and not surprising either, as ninety out of every one hundred over there have ridden nothing but a perfectly rigid frame and a hard, uncomfortable saddle, and as a consequence every English manufacturer will use either the pneumatic or the cushion tire, so called. Of the comparative merits of the two there can be but one opinion. As one of the larger makers remarked to me, who will use cushions on most of his output: 'The cushion would never have been thought of if the other had not appeared.' It is a compromise, so to speak, and an offset to the costly first comer.

Yes, as a tire for the magnificent roads of England the pneumatic is a success, and has been considerably improved since Mecredy first brought it prominently before the public. It is not so liable to puncture now. Mr. Dunlop has introduced a strong web of woven canvas and wire fabric under the rubber, so that a more substantial resistance is offered to keen-edged obstacles. This cloth is so constructed that it will not stretch laterally, but only longitudinally, so that the contact with the edge of the felloe is not so liable to cut it. But with these precautions even the pneumatic will cut and the severe provocation offered by the ordinary American road will prove a successful adversary, which strengthens our faith in the solid tire and spring device. Besides disposing of the large output of our own factory, it is my intention to job extensively, so I placed a goodly order for both pneumatics and cushions, and shall be able to furnish either on a wheel of the highest grade to those who want them and will pay the price. Mr. Yost spent several days in the factory and thoroughly understands the construction of the pneumatic, so we can repair or put it on as well as its originators.

The different forms of cushions are almost innumerable and which is the best is a problem difficult of solution. It is generally conceded, however, that a hole a half inch in diameter is too large and much more liable to split from the inside or make the tire grow flabby. Dunlop has gotten up one which is expected to be productive of good results. I bought a number of these.

The cycle trade in England is phenomenal. There are more manufacturers springing up there by ten to one than here. Several concerns in Coventry are turning out 500 a week. I was told that Coventry was now making more machines than ever, and this is but one point, though the largest, all of which would tend to show that the trade was in its infancy in this country.

Our line this year? It will consist of the Giant, No. 4, Bolte spring fork, ball bearings all over, including the head, our new saddle, which we call the Yost, and strengthened and improved in minor points as suggested by our past season's experience, and listed at $55. The Giantess, 28 inch rear wheel, 26 inch front, balls all over, including the head, Bolte spring fork and frame, and the Yost saddle, for ladies, at $75, list. The Little Giant, cone bearings, Yost saddle and Bolte spring fork, at $35, and the Little Giant, with balls all over, including the head, Bolte spring fork, Yost saddle, all finished very highly, at $45. These machines will be made by the Lozier & Yost Bicycle Mfg. Co.

I am now changing my Cleveland store into what will probably be the largest cycle emporium between New York and Chicago, and will job the Pneumatic Giant, a machine with a diamond frame, Dunlop tire, etc., of the highest possible grade, at $ 6 , list. The Cushion Giant, which will be the same as the foregoing, with the exception of the tire, which will be the Dunlop Cushion, at $135, list.

LADIES' WARWICK PERFECTION SAFETY.

As promised in our last edition we now present description and cut of the ladies' Warwick Perfection safety. A brief glance at its symmetrical lines will convince that appearances are decidedly favorable.

The special demands of lady riders seem to be met in a cycle which readily adapts itself to graceful and easy mountings; is of weight approximating to requirements of a lady rider; easy of propulsion; is roomy between peak of saddle and steering; has a saddle that fits a woman; grips that find the natural position of a rider's hand, with the minimum of vibration.

The general requirements are that a machine shall be constructed of highest class; the material, when metal is used, of wrought steel; its workmanship the best obtainable; its finish and design elegant.

In the Warwick Perfection ladies' safety all the above mentioned requirements added to such as manufacturing experience suggests will be found. The machine is fitted with 28 inch driving, 30-inch steering wheel and is geared to 50 inch. The wheels are each fitted with 32 tangent spokes, attached to their well-known hollow rim (Warwick Perfection, specially constructed for cushion tires) by their patented process, which enables a rider to remove the spokes without touching the tire.

These rims being extra wide, with large rounded edge, the chances of cutting the tire are absolutely less than with the old solid tire and rim. The tires are of cushion pattern (their special construction) 1 1-4 inch diameter, securely attached to the rim, and equal to any solid tire in wearing qualities.

The crank throw is from 5 1-2 to 6 1-2; the handle-bar graceful, but fitted for business; the pedal neat.

All hollow parts are of cold drawn weldless steel tubing of specially selected gauge. All solid parts are from drop forgings of selected steel. There is no cast metal used.

The ball steering on long centres is a noteworthy feature, reducing the erratic steering of this type of wheel to a minimum. The machine is easily ridden "hands off."

All running parts are fitted with dust proof adjustable ball bearings.

The saddle has had very careful thought and is pronounced a decided success by ladies who have tried it.

The usual dress and mud guards are fitted as the cut shows in a satisfactory manner.

The chain adjustment on this wheel is a feature that commends itself. It is easy of access and the adjustment can be made absolutely true.

In the construction of this cycle, each part and operation is carefully guarded and inspected. A variation of 1-1000 inch is the maximum allowed. This very necessary precaution enables the Warwick Co. to produce work of great excellence and their product is throughout interchangeable.

The finish is black enamel and nickel plate. The weight of this elegant cycle is above described, fitted with cushion tires, is 40 pounds.

THE Overman Wheel Co. are having a line of four safety bicycles made for their trade by the Lamb Knitting Machine Co. of Chicopee Falls. These machines are to be medium grade wheels and a lower grade than is made in their own factory. They have them made outside to avoid the possibility of getting the parts of the high grade and low grade wheels becoming mixed up, a condition of things they consider as being very likely even in spite of the greatest care being exercised.

READERS of the WORLD will do well to keep their eye open for cuts of the celebrated "Swift" safeties fitted with special improved cushion tires, which will shortly appear in these columns.

THE Gendron Iron Wheel Co. of Toledo, Ohio, have just completed a set of five bicycles to be used by the Elliot family, the bicycle trick riders. The wheels are so made that while riding them the rider can completely dissect it, so that he can start on a complete wheel, and without dismounting the wheel can be entirely dissected.

MESSRS. READ & SONS will represent the Little Giant Youths' and Misses' machines for New England. This gilt edge firm handled these goods last summer, and so pleased were they with the results, the sales which far exceeded their expectation that they have placed a very large order for "Little Giants," and they expect to duplicate same before the season of '91 is far advanced. The '91 pattern of the Little Giants are fitted with Bolte spring forks and are interchangeable for use either by boy or young miss. They are a splendid machine for value, and those looking for an A1 machine for boys or girls will do well to look at the Little Giant before placing an order.

MESSRS. KEEFE AND BECANNON of New York have been appointed agents for the H. A. Lozier Co. for territory known as the eastern half of New York, and they have placed a very large order with the Cleveland firm.

THE Coventry Machinists' Co., ltd., makers of the celebrated "Swift" safeties, advise us that they have just received samples of their 1891 pattern wheels which have many improvements and are fitted with their special patented cushion tires; they also have samples with pneumatic tires. The C. M. Co. invite all wheelmen to call at their store, 239 Columbus avenue, and examine these wheels before deciding on their 1891 mount. Write them for their clearance list of second-hand and shopworn wheels; they have some "jim dandy" bargains.

THE Warwick Perfection as a hill-climber rather established a reputation at Bridgeport, Ct., on Thanksgiving Day. Twenty times up and down "Volt's Hill" on a Warwick, geared to 54 and fitted with cushion tires, did W. Richardson ride that hill, a feat that was supposed to be impossible.

MR. CHARLES E. MARSTON, son of the manufacturer of the Sunbeam cycles of Wolverhampton, England, has succeeded in placing several large orders for the Sunbeam cycles. Mr. Marston has appointed the Sweeting Cycle Co. of Philadelphia for all terrritory outside of New England.

THE Union Cycle Mfg. Co. have issued their '91 ten page leaflet, showing their Nos. 9, 10, 12 and 13 patterns of wheel. Nos. 12 and 13 are their new spring frame wheels, description and cuts of which have appeared in these columns.

THE bicycle muscles get awfully soft during the winter months, and the non-riding season, and many have been the schemes to overcome the difficulty. The best thing of the kind to meet the requirements of the case is the "Hartford Stand and Trainer," built and patented by H. J. Curtis, of 98 Asylum street, Hartford, Conn., and by referring to page 172 of this issue, an excellent cut of this most excellent device will be seen. By all means get a Hartford Stand and Trainer, keep your muscles in trim for the spring riding, besides it gives you a splendid stand to rest, oil or clean your wheel on. For further particulars see page 172.

THE Overman Wheel Co. will on Jan. 1st establish a branch house in Denver, Col. This will be in every way a full fledged branch, and will be in all essentials a part of the Overman Wheel Co.

SINGER & Co. have issued a very neat 12-page folder, giving valuable facts in regard to their 1891 patterns, and cuts of four of their leading safeties. We should advise prospective buyers to send to Singer & Co., 6 and 8 Berkeley street, for one of these folders.

MR. H. G. PRIEST, while in this country looking after the interests of his company, the Quadrant Tricycle Co., did some splendid business for his firm, and has made arrangements with the Messrs. Strong & Green Cycle Co. of Philadelphia, to place a large order for the Quadrant machines. The order placed by the Philadelphia firm for Quadrants is largely an increase over former years, and the business will be pushed with increased vim and enterprise by the Philadelphia company. Mr. Priest also made arrangements with T. D. Humphrie, of Topeka, Kansas, for certain Western territory, representing the Quadrants, and so the Birmingham manufacturers propose to be "in it" for business in the States, tariff or no tariff.



ELWELL BERMUDA CYCLE TOUR.

Jan. 29th—Feb. 14th, 1891.

The most delightful winter tour imaginable. Bermuda is a little paradise for wheelmen. The scenery is that of the semi-tropics. Hard coral roads extend in every direction, constantly presenting views of enchanting loveliness. Arrangements are completed for a party of 30 to spend nearly two weeks at the fine Princess Hotel on dates indicated above. Especially adapted for lady riders. Rowing, sailing, lawn tennis, etc. For time and money necessary for its enjoyment, few tours offer so much. The party is now being made up. All requisite information furnished to those wishing to participate, by addressing

F. A. ELWELL,

152 Pearl Street, - PORTLAND, ME.

NEW KODAK CAMERAS---FOR WHEELMEN.



"YOU PRESS THE BUTTON, WE DO THE REST."

(OR YOU CAN DO IT YOURSELF.)

SEVEN NEW STYLES and SIZES

ALL LOADED WITH

TRANSPARENT FILM.

For sale by all Photo. Stock Dealers. *Send for Catalogue.*

THE EASTMAN COMPANY, Rochester, N. Y.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street, BROOKLYN, N. Y.

HARTFORD

A Popular American Made Wheel

$100.00



$100.00

HARTFORD

At a Popular Price.

HARTFORD HARTFORD

THE HARTFORD CYCLE CO., Manufacturers, Hartford, Conn.

IT WILL PAY YOU TO SEND TO



A. W. CUMP & CO., Dayton, Ohio,

FOR PRICES ON

Typewriters and Bicycles. Typewriters Rented. Bicycles, Typewriters and Guns Taken in Exchange.





LEAGUE HEADQUARTERS:

19 Pearl Street, - - - - Room 27.

ABBOT BASSETT, Secretary.

OFFICERS FOR 1890—91.

PRESIDENT,

JAMES R. DUNN,

40 Wall st., Room 69, New York.

FIRST VICE PRESIDENT.

DR. W. H. EMERY,

109 Warwick street, Roxbury, Mas

SECOND VICE PRESIDENT,

GEO. R. BIDWELL,

308 W. 59th street, New York City

TREASURER,

W. M. BREWSTER.

117 No. 4th Street, Quincy, Ill.

SECRETARY,

ABBOT BASSETT,

12 Pearl Street, Boston, Mass.

Standing Committee.

Membership Committee.

Sanford Lawton.....Springfied, Mass.
George C. Pennell.....Elizabeth, N. J.
Geo. C. Arbuckle.....1962 Euclid ave., St. Louis, Mo.

Committee on Improvement of Highways.

Isaac B. Potter, Esq.....Potter Bldg., New York
Albert Mott.....203 Lenox St., Baltimore, Md.
Maj. Chas. L. Burdett.....Hartford, Conn.

Committee on Rights and Privileges.

Clarence Hodson.....Crisfield, Md.
Chas. F. Cossum, Esq.....Poughkeepsie, N. Y.
I. S. Dean, Esq.....28 State St., Boston, Mass.

Committee on Rules and Regulations.

W. A. Davis.....340 S. Leavitt St., Chicago, Ill.
Michael Furst, Esq.....16 Court St., Brooklyn, N. Y.
A. B. Richmond.....Grand Rapids, Mich

Transportation Committee.

W. M. Brewster.....117 No. 4th St., Quincy, Ill
Amzi T. Dodd.....70 Park Place, Newark, N. J
Burley B. Ayers, "Rookery,".....Chicago, Ill

Racing Board.

Chas. S. Davol.....Warren, R. I.
George Collister.....147 Ontario St., Cleveland, Ohio
Robert D. Garden.....Chicago, Ill
W. H. DeGraaf.....47 W. 14th St., New York
Geo. D. Gideon.....17 No. 7th St., Philadelphia Pa

Hotel Committee.

George S. Atwater, 1424 Penn. Ave., Washington, D.C
H. H. Hodgson. .13 Carondelet St., New Orleans, La
W. C. Marion.... 1255 Bedford Ave., Brooklyn, N. Y.

500—Missouri Division—500.

To Members:

We want non-League wheelmen who reside in the State of Missouri to know that the best thing that a cycler can do is to join our organization. During the last ten years it has done more for cycling than all other agencies combined, it is founded on solid merit, backed by ample capital and conducted with honorable enterprise. Bright brains are discoverable all the world over, but their powers are differently directed. They have their places and lines in life. The great statesman makes laws; the engineer constructs bridges; the painter creates pictures, and "Hustlers" build big Divisions. Suppose you all try your hand at it and give me the result of the experiment. Fraternally yours,

ROHT. HOLM, C. C.

P. S. 460 plus 40 equals 500—See?
St. Louis, December 5, 1890.

California.

The following letter was received by the Secretary-Treasurer in answer to the circular sent out asking for funds. I give it to the members without comment, trusting that they will have the goodness of heart to forgive the sender his insinuations against the officers of the Division. As for the officers themselves, they need not only the dollar but also the prayers of every right feeling member of this Division:

Oswald Groenicher, Sec.-Treas.:

Dear Sir—Yours just received, and allow me to say that I sincerely hope you have not died from fatty degeneration of the "grail." I consider your proposition an outrageous one. We in the southern part do not derive one single benefit, and then help defray expenses of your century runs, etc. Well not by A long sight, you people "got more neck" than A little but; it is my wish that you do not receive one single cent from this part of the country. Please put this is your pipe and smoke it. Yours, F. M. EISENHART.

"Los Angeles, Nov. 22, 1890.

The Nadeau Hotel is the L. A. W. hotel of Los Angeles, by misprint it was given another name.

THOS. L. HILL, Chief Consul.

San Francisco, Nov. 28, 1890.

Rhode Island.

I have this day appointed James L. Speirs, of Providence, Vice Consul, to fill vacancy in that office.

Fraternally, GEO. L. COOKE, Chief Consul.
Providence, R. I., Dec. 4, 1890.

Rhode Island Division.

I have this day appointed James L. Spiers Chairman of Committee on Touring for this Division, and Benjamin Smith third member of said committee, to fill vacancy. GEO. L. COOKE, Chief Consul.

Providence, Dec. 6, 1890.

Rhode Island.

At a meeting of the Board of Officers, Rhode Island Division L. A. W., held Wednesday, Dec. 3, 1890, the resignation of Mr. Chas. S. Davol as Chief Consul, was read and accepted.

NELSON H. GIBBS, Sec.-Treas.

The Rhode Island Division of the League of American Wheelmen, through its Board of Officers, in accepting the resignation of Mr. Davol as Chief Consul, desires to express its appreciation of his services, not only to the wheelmen of Rhode Island, but to the cause of wheeling in general, and it is sincerely regretted that the demands of the position which he holds in the National body requires so much of his time that he is obliged to relinquish the good work he has been engaged in.

It is not necessary to state all the good that has been done by Mr. Davol since he has held the office, but the fact alone that the membership has increased over 400 in the small State of Rhode Island in the short space of three years speaks well; for the work that has been done under his charge, and the expression of high regard in which he is held in this State, is ordered to be reported to the Official Organ of the League of American Wheelmen, and to be endorsed upon the records of the Rhode Island Division.

For the Board of Officers.

GEORGE C. NEWELL,
NELSON H. GIBBS,
Committee.

Providence, Dec., 1890.

Indiana.

The annual meeting of the Board of Officers of the Indiana Division L. A. W. was held at Indianapolis, Nov. 19th, the following officers being present: H. T. Hearsey, Chief Consul; Edward Baer, Vice Consul; A. B. Irvin, Representative, and A. C. Newby, Secretary Treasurer.

The Secretary's report was read and accepted. The Treasurer's report, showing a balance on hand of $387.43, was approved.

It was decided to order 500 Hand Books, containing Constitution and By-Laws, Road Maps, lists of Local Consuls, League Hotels, and railroads which transport wheels free.

A. B. Irvin was elected delegate to the National Board meeting.

It was decided to hold a two days' Division meet at Indianapolis during July, the Division to furnish the championship medals.

SECRETARY'S REPORT.

Number of members at close of last year, (April 1, 1890)...	178
Lost from non-renewals	37
Number of renewals	141
Number of applications to date	127
Total number of members	268

Number of members in each town:

Auburn	2	Ligonier	2
Brazil	1	Lafayette	1
Bloomington	2	Liberty	1
Bluffton	1	Muncie	4
Brookville	2	Martinsville	1
Bourbon	4	Madison	2
Crown Point	5	Marion	1
Crawfordsville	3	Mishawaka	20
Connersville	1	Michigan City	1
Cambridge City	5	Noblesville	2
Churubusco	1	New Castle	2
Columbus	8	N. Manchester	3
Delphi	1	Newport	1
Evansville	2	Portland	1
Economy	1	Rushville	1
Fort Wayne	14	Roann	1
Falmouth	2	Russiaville	3
Frankfort	1	Richmond	3
Greenfield	1	South Bend	38
Groves	1	Salem	9
Goshen	2	Terre Haute	19
Hagerstown	1	Tipton	1
Hartford City	1	Valparaiso	2
Indianapolis	64	Vincennes	3
Kendallville	1	Warsaw	4
Laketon	1	Walnut	1
Logansport	4		
La Porte	9	Total	268

TREASURER'S REPORT.

Receipts.

May 24—Balance		$204.07
July 5—A. Bassett, 179 Renewals	68.50	
July 5—A. Bassett, 82 Applications	123.00	
Oct. 4—A. Bassett, 33 Applications	49.50	
Oct. 4—A. Bassett, 4 Renewals	2.00	
		$447.07

Disbursements.

May 24—500 envelopes and 500 letter heads	$4.95	
May 24—Express $1.70, telegram .29	1.99	
May 24—Book for Secretary	.50	
June 10—Postage to date	5.47	
July 5—A. Bassett for printed matter.	8.35	
July 7—Tour circulars	3.45	
July 19—Two Banners for Tour	6.25	
July 19—Badges for Tour	12.15	
July 23—Telegrams acct. Tour	1.35	
Aug. 7—Envelopes and voting blanks.	4.25	
Aug. 7—Postage to date	2.78	
Nov. 12—Postage to date	.70	
Nov. 12—H. T. Hearsey's expense to Richmond	6.20	
Nov. 15—Telegrams account Board meeting	1.35	
		$59.64
Balance on hand		$387.43

A. C. NEWBY, Sec.-Treas.

Ohio Division.

November 20, 1889, Ohio, 840.
November 28, 1890, Ohio, 1168.
Still 832 short of the desired 2000.

Have you noticed the signal displayed? It reads: THE OHIO DIVISION EXPECTS EACH AND EVERY MEMBER TO DO HIS DUTY! This means you as well as others. The success of the Division depends as much on your efforts as it does on those of others. Are you trying? Will you keep on trying? Do not wait to see what others are doing, but do your part. Do it now! Don't wait! The road to a certain summer resort is paved with good intentions.

Fraternally yours, M. A. HIGH,
Cincinnati, Dec. 5, 1890. Chief Consul.

California.

A special meeting of the California Division was held in San Francisco on Nov. 1., Chief Consul Hill presiding.

The Treasurer's report showed a cash balance on hand of $39.55, and a total membership up to date of 511.

A committee consisting of Messrs. D'Ancona, Phillips, Sr., and Wm. Dolliver, was appointed to confer with the Golden Gate Park Commissioners to obtain permission for wheelmen to use the main drive

The financial condition of the Division was brought up and discussed. Various means of replenishing the exhausted treasury were proposed, but it was finally decided to call for voluntary contributions of $1 from each member of the Division. The Secretary was instructed to so notify the members. Below is a list of those who have generously paid the amount asked for.

The run on the following day was enjoyed by about 75 wheelmen. The start was made from corner Van Ness and Golden Gate avennes, and after passing through the Presidio Reservation and Golden Gate Park, ended up at the Cliff House. The weather was all that could be desired, and every one voted the run a grand success.

The following members have responded to the call for contributions of $1 up to date:

R. M. Welch, A. E. J. Nye, F. S. Cobden, C. N. Langton, Geo. S. Clark, W. A. Phillips, R. Raymond, San Francisco; Geo. Drake, Oakland; Fred. W. Williams, R. B. Phillips, Thos. L. Hill, A. C. McKenney J. W. Dolliver, San Francisco; A. C. Lassen, Alameda; L. J. Alkalay, Thos. H. Doane, Charles Dietle, Jr., San Francisco; Y. D. Hensil, San Jose; F. W. Ray, San Francisco; Chas. Hammond, San Jose; E. E. Hood, Stockton; J. E. Morris, Oakland; J. Delmas, San Jose; H. C. Wood, Sacramento; C. N. Cross, M. D., Stockton; H. Rickett, San Jose; E. W. Stuart, Los Angeles; J. I. Burnham, Will Parker, Al Col, Fred Black, San Jose; A. H. Matthiessen, National City; Chas. H. Tripp, Fresno; J. C. Crooks, Benecia; D. V. Gallatin, St. Helena; R. E. Steele, Pescadaro; E. R. Haudee, Grass Valley; Oswald Groenicher, San Jose; S. S. Simon, Oroville; Thos. E. Sullivant, San Francisco; J. A. Desimone, George Owen, S. B. Alley, San Jose.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee hereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 37—Total 51—17,548.

BOSTON, Dec. 12, 1890.

CALIFORNIA DIVISION—3—528.

Oak Leaf Wheelmen (unattached).

20706 Inglis, R., 425 Eldorado st., Stockton
20707 Southworth, H. E., 237 Eldorado st., "

Alameda Bi. Club.
20733 Culver, Chas. M., Park st., Alameda

CONNECTICUT DIVISION—4—1410

Bridgeport Wheel Club.
20735 McPherson, W. A., 271 Main st., Bridgeport
Hartford Wheel Club.
20734 Buckley, W. S., 50 Grand st., Hartford
Unattached.
20736 Moore, Roswell A., Jr., Kensington
20737 Robinson, J. E., 98 Camp st., New Britain

ILLINOIS DIVISION—4—1376.

Lincoln C. C. (unattached).
20708 Swinscoe, Chas. H., Box 234, Austin
Unattached.
20709 Kimber, Cary W., Box 103, Brimfield
20710 Richtstine, J. H., Box 167, Elmwood
20726 Gregg, F. P., Dania ave. and Thompson st., Chicago

MARYLAND DIVISION—2—594

Unattached.
20711 Watkins, Frank D., 4 Mt. Royal Terrace, Baltimore
20738 Gephart, John, Mt. Washington

MASSACHUSETTS DIVISION—7—2281

Cedar Hill B. C. (unattached).
20739 Gafiney, Wm. P., 23 Folsom st., Dorchester
Newton Bi. Club (unattached).
20741 Weinschenk, F. W., 1 Revere st., Cambridge
Fall River C. C. (unattached).
20713 Brocklehurst, Geo. A., 165 So. Main st., Fall River
20714 Turner, William A., Eighth Rodway and Buffington, Fall River
20715 Winterbottom, Albert E., 112 County st., "
Unattached.
20712 Bence, James W., Box 94, "
20740 *Sawin, Harriett F.*, 22 Trowbridge st., Cambridge

MICHIGAN DIVISION—1—555.

Unattached.
20742 Edwards, Chas. L., Carleton

MISSOURI DIVISION—2—456.

Missouri Bi. Club (unattached).
20744 Sparr, R. S., 3031 Olive st., St. Louis
Unattached.
20743 Mugan, M. D., 5546 Lindell ave., "

NEW HAMPSHIRE DIVISION—1—110.

20745 Harwood, Geo. A., 9 Downing st., Concord

NEW JERSEY DIVISION—3—1008.

Business Men's Cycle League (unattached).
20716 King, W. H., 77 So. 10th, Newark
20717 Moore, Edwin M., Box 114, Irvington
Unattached.
20727 Smith, David H., Jamesburg

NEW YORK DIVISION—12—3008

New York Bi. Club.
20746 Wheeler, J. C., 133 Franklin st., New York
West End Bi. Club.
20747 Newton, Chas. C., 34 East Main st., Rochester
20748 Moore, W. A., 142 Alexander st., "
20749 Rice, Jas. A., 228 Bronson ave., "
Long Island Wheelmen (unattached).
20718 Pierce, Harry F., 1008 Dean st., Brooklyn
Q. C. W.
20719 Mott, G. S., 692 Pacific st., "
Unattached.
20720 Van Dyne, Oliver, 124 W. Water st., Elmira
20721 Johnson, John H., 2326 Amsterdam ave., New York
20728 Hunting, Percy, 454 Classon ave., Brooklyn
20729 Daniels, Harvey J., 191 So. Broad st., Norwich
20750 Ellery, Frank M., 76 Adams st., Rochester
20751 Stewart, John A., 579 West ave., "

OHIO DIVISION—9—1181.

Porkopolis Wheelmen (unattached).
20752 Miles, Frank, 214 Clark st., Cincinnati
20753 Perkins, Wm. Rhoades, 152 Dayton st., "
Unattached.
20722 Yager, Walter, Fostoria
20723 Stengel, Henry A., Tippecanoe City
20730 Becker, O. H., Sandusky
20732 Lear, L. W., "
20731 Butler, Geo. R., "
20754 Stedman, Arthur, Cor. 3d and Walnut, Cincinnati
20755 Fogle, Oscar L., 314 No. High, Columbus

PENNSYLVANIA DIVISION—2—2033.

Century Bi. Club (unattached).
20756 Heath, Jno. A. S., 42 No. 11th st., Philadelphia
Unattached.
20724 Montgomery, Thos. G., 1233 Ellsworth, Philadelphia

WISCONSIN DIVISION—1—223.

Mil. Wheelmen (unattached).
20725 Morrison, A. C., 917 Chestnut, Milwaukee

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasurer, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 513 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1424 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No. Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 607 No. Alabama street, Indianapolis.

IOWA—Chief Consul, Ackley Hubbard, Spencer. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 65, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 547 Carondelet street, New Orleans.

MAINE—Chief Consul, Howard M. Breen, 190 Franklin street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, Dr. W. H. Emery, 109 Warwick street, Roxbury. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 280, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI—Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, Frank O. Moulton, Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 116 Broad street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK—Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 166 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Joseph R. Wilson, Jr., Clarksville. Secretary-Treasurer, B. A. Patch, Clarksville.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box 281, Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro'. Secretary-Treasurer, F. A. Roberts, Brattleboro

VIRGINIA—Chief Consul, Ira B. White, 16 Nolls court Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30 1891. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $1.50 with this blank on any date between date of paper and April 1, 1891. Write plainly—Printing preferred.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margin in using this blank.*

BUILT ON HONOR.

PERFECTION CYCLES.

Made of the Finest and Best Material. Absolutely Interchangeable and Guaranteed.

OUR WHEELS HAVE BEEN PURCHASED BY

THE UNITED STATES GOVERNMENT

For use in the Postal Service at Washington.

Since beginning business we have maintained that riders of HIGH GRADE WHEELS are entitled to the best that money can buy, and we have from the first used nothing but Fine Steel Forgings. We understand that Next Season certain makers of High Grade Machines will follow our example and adopt Forgings instead of Malleable Iron and Steel Castings.

They have been a trifle slow in their reform, but we shall welcome them to the fold. In the meantime we feel we have not labored in vain.

Wheels supplied with Solid or Cushion Tires.

WARWICK CYCLE MFG. CO., - Springfield, Mass.

The Celebrated Bolte Spring Fork,

Generally regarded as the most practical device of its kind, will be used on all the

Giant * Safety * Bicycles

FOR 1891,

and is but one of the many novel features which will make them, as during the past season,

THE SLICKEST SELLERS IN THE MARKET.

Dealers will do well to correspond with us at an early date. Our organization is fast assuming completion.

CATALOGUE ON APPLICATION.

H. A. LOZIER & CO., - Cleveland, Ohio.

Controlling the entire output of the LOZIER & YOST BICYCLE MFG. CO.

THE HARTFORD STAND & TRAINER.

PATENTED July, 1890.

FITS ANY SAFETY.



RUNS NOISELESS.

PRICE ONLY $6.00.

Reasons WHY Every Rider Needs One.

1st. It makes a perfect Stand to rest, oil, or wash the Wheel on.

2nd It has been improved and perfected, which does not show in the cut, and pronounced perfect by all.

3rd. It occupies no more room than the Safety without, and by attaching the braces, you can have regular exercise all the year on your own saddle.

4th. Dotted lines show position of front braces when used as a Stand, and are fastened to frame by two thumb screws when wanted for Trainer. Back braces are self-locking, and are attached or detached instantly.

5th. When the braces are attached, any person can mount the Wheel without straining it, and for learners it gives them a chance to learn two-thirds the art of cycling.

6th. The back braces adjust so as to give any road friction desired, and with Cyclometer attached to rear wheel, speed and endurance can be shown.

7th. Every Club member should have one, as during the winter we have many open spells when roads and weather are perfect, and by a little exercise on the Trainer every day you get regular exercise, also put wind and muscles in perfect condition to enjoy a ride at any time.

8th. The parts will all pack between the two long pieces of wood, and delivered by express at small cost. A little pushing has proved it a good seller with liberal profits.

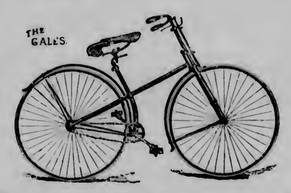
Every Dealer should order a Sample at once, from any of the following firms:

A. G. Spalding & Bros., N. Y., Philadelphia and Chicago. Chas. F. Stokes Mfg. Co., Chicago. D. Snitjer, St. Louis. Coventry Machinist Co., Boston. R. L. Coleman & Co., New York. Merwin, Hulbert & Co., New York.

H. J. CURTIS, Manufacturer,
No. 98 Asylum Street, - Hartford, Conn.

THE GALES SAFETY.

THE GALES SAFETY is designed with a view of meeting the demand for an **ALL BALL BEARING** Safety at a moderate price. The frame is of weldless steel tubing and steel forging throughout. The rear wheel is 30 inches, with 7-8 inch tire, geared to 54 inches. 30 inch steering wheel, with 3-4 inch tire. Best quality moulded rubber tires, firmly cemented into the rims. The spokes are direct, of No. 12 special drawn steel wire. Straight front fork; corrugated rubber coasters. The handle bar is one piece steel tube 30 inches long, bent back, and is detachable and adjustable.



Both wheels, crank-axle and pedals are fitted with ball bearings. The pedal rubbers are soft and tough, and so made as to prevent the rider's foot from slipping. The saddle rests upon an L seat rod, and is adjustable to height, also forward and back. The saddle is the famous Fish patent Hammock, is adjustable in all directions. The brake is of the Plunger style and very powerful. Neat Lamp Bracket, Mud Guards over both wheels. Finely enameled, with bright parts nickeled on copper. Each machine is supplied with tool bag, wrench and oiler.

PRICE, - - - - - - $75.00.

SCHOVERLING, DALY & GALES, - 302 Broadway, New York.



The Victor Wrench. A genuine triumph! By actual tests over 80 per cent. STRONGER than the strongest wrench of its class heretofore in the market. Nickel plated. Price $1.00.

Overman Wheel Co., Makers, Chicopee Falls, Mass.



REFEREE ROADSTER.

REFEREE CYCLES

FOR

Lightness, Strength, Durability, Reputation and Satisfaction.

WHO SELLS THEM?

A. J. STREET CYCLE CO., Chicago.
GEORGE R. BIDWELL, New York.
W. J. NEWMAN, Boston.
J. B. & G. C. SWEET, Buffalo.
CHAS. HANAUER, Cincinnati.
PRINCE WELLS, Louisville.
MICHIGAN CYCLE CO., Detroit.
CAMPBELL & CO., Providence.
WILDER & LAING, St. Louis.
A. H. PERRIGO & CO., Omaha.
H. T. HEARSEY, Indianapolis.
BANKER BROS., Pittsburg.
L. B. GRAVES & CO., Washington, D. C.

ONE MILE CLUB — NEW YORK — I. S. ASS'N

JENS F. PEDERSEN,

.... THE ....

MEDAL Manufacturer,

HAS REMOVED from

1½ to 41 & 43 Maiden Lane,

NEW YORK.

Illustrated Catalogue, with new and revised Price List, on application.

New Haven 40 ONE PIECE WIRE CLUB PINS.
BADGES MEDALS, &c. C. O. REICHERT.
L. A. W. 14725 828 CHAPEL ST. NEW HAVEN, CT.

Write for Catalog and Second-hand List.
Full Line of Sundries.
ST. LOUIS WHEEL CO.,
311 N. 14th St., St. Louis, Mo.

Official Outfitters to the League of American Wheelmen.
Authorized by the Uniform Committee.

Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.

466, 408, 410 & 412
Broome Street,
NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.
Cloth, $2.25 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25
Shirts. League Regulation.....3.00
No. XX Fine Cheviot for hot weather wear.....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk, Edge's League color, white centre, Snake Buckle.....50
No. XX Worsted Solid, League color, Snake Buckle.....40
Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic.5.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price.
Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,
241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia, 1032 Market St

CYCLING

FOR

Health and Pleasure.

CHAPTER I.

WITHIN the last few years one of the most striking features of American life has been the development of interest in athletic sports, not merely in imitation of English customs, but because it has slowly become recognized that athletic sports have great value, and that exercise is essential to health. This admitted, the question at once arose as to what is the easiest, the most agreeable, the most accessible and most beneficial form in which to take exercise. It soon became evident that Cycling is that form. Thousands took to the sport because of this, and the majority of them proved its efficacy in their own persons. Furthermore, they found that they had engaged in the most exhilarating pastime they had ever known.

The first full discussion of these points is found in Chapter I of Mr. Porter's "CYCLING FOR HEALTH AND PLEASURE." He argues with great force that Cycling excels all other sports both in the pleasure it gives and the health it produces; he explains why it is so, and quotes liberally from medical authorities to prove his position. Special attention is given to the advantages of cycling for women. One cannot afford to miss this discussion if he is interested in telling any one why cycling is the grandest of sports.

The volume, in which this is the first of nine chapters, is published by the WHEELMAN COMPANY, 12 Pearl street, Boston, Mass., and sent by them, postage paid, on receipt of fifty cents. They receive no postage stamps.

230 Pages, Illustrated.

50 Cents, Postpaid.

WHEELMAN COMPANY,
PUBLISHERS,
12 Pearl St., - Boston.





THIS IS

HOW IT WORKS.

Well, Charley! what has struck you?

Oh, I just left my wheel up against this post; when I came out it had fallen over as usual.

Well, go to some dealer and buy one of

"King's Patent Supports and Brake Locks."

Then all your trouble is over. All the boys have them now.

★ ★ ★

Manufactured by BENFIELD & MILNE MANUF'G CO., Newark, N. J.

And for sale by all prominent dealers.



Has the Eclipse Come to Stay?

We stake our reputation on its durable qualities, and can't afford to take any chances

The Eclipse is honestly built. Material? The best. Workmanship? The best. Durable? Will last for years. Easy riding? Unequalled. Any rattle? Always as quiet as a new buggy. Appearance? Elegant nickel and enamel finish. High grade? Emphatically.

The cycle that captures the rider. The cycle that will not cost its price in a few years for repairs. Price $100. Send for Catalogue.

STEEL PULLEY & MACHINE WORKS,

Patentees and Sole Makers,

INDIANAPOLIS, IND.

Good Agents Wanted for all Unoccupied Territory.

OUR PRIZE PACKAGE.

One Pair all wool hose, REGULAR PRICE, $1.50
One Pair Rankin Toe Clips, " " .50
One Buffalo Stand, fits Safety or Ordinary, REGULAR PRICE, - - 1.00

Total $3.00

Now, Wheelmen, don't you need all the above articles? If so, jus discount our figures 50 per cent., send postal note or 2 cent stamps to the amount of $1.50, and we will forward you the whole package.

ST. LOUIS WHEEL CO., 311 N. 14th St., St. Louis, Mo



One of the handsomest pins on the market. Fine gold plate. Garnet or ruby stone setting.

ONLY $1.00 EACH,

for either watch charm or pin and your initials and League number on back.

Send stamp for new L. A. W. Catalogue.

This size for Scarf Pins,

Only $1.00 Each.

Cuff Buttons,

$1.50 Per Pair.

JOHN HARRIOTT,

3 Winter Street, Boston.

CUSHION TYRES.

THE CLARK CYCLE CO.,

BALTIMORE, MD.,

Have now a large consignment of

NEW RAPID SAFETIES,

Both No. 3 and Ladies', fitted with our Cushion Tyres, and can deliver from stock.

ST. GEORGE'S ENGINEERING CO.,

Inventors and Sole Manufacturers of the New Rapid Cycles,

BIRMINGHAM, - ENGLAND.

GAZELLE SAFETIES.



Having moved from Washington, D. C., to our commodious new factory, we are now prepared to fill all orders promptly. Ladies' and Gent's drop frame Gazelle, 28-inch wheels, $50. Boy's and Girl's drop frame Gazelle, 24 and 26-inch wheels, $35. Boy's straight frame Gazelle, 24-inch wheels, $32. All light, tubular steel frame machines with adjustable cone bearings. Liberal discounts to agents.

CRAWFORD & CO.,

HAGERSTOWN, MD

Send for Complete Bicycle Catalogue.



MEACHAM HIGH-GRADE

DIAMOND FRAME SAFETY.

Ball Bearings to Both Wheels.
Both Pedals and Crank Shaft.
Ball Bearings to Head.
Hollow Steel Tubing.

COMBINATION WHEEL FOR EITHER GENTLEMAN OR LADY.

List Price, $115.00

Selling Price, $75.00.

Remit by Post Office Money Order

WILL SUSTAIN A PERSON WEIGHING 225 LBS. BY REMOVING TOP CROSS BAR, CAN BE RIDDEN BY A LADY.

E. C. MEACHAM ARMS CO. ST. LOUIS, MO.

CLEARANCE SALE

Of a limited number of used and slightly shopworn Singer cycles, fitted with spring-wired CUSHION tires.

SINGER & CO., 6 & 8 Berkeley St., Boston, Mass.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ Cash must accompany the Order. ☜

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

HALF-INTEREST in established bicycle business with complete repair shop. Fine chance to right man, full particulars on application to Box 587, New Haven, Conn.

FOR SALE—Humber racer, 55 inch, in good condition, price $35. Address F. R. TRASK, Morristown, New Jersey.

WANTED—A second-hand Boehm flute. Address, naming lowest price, etc., CHAS. S. DAVIS, Warren, Pa.

FOR SALE—Broncho Safety, nearly new, $90, or will exchange for other high grade safety, New Mail prefered. Address ALEX. ADAMS, Box 1195, La Mars, Iowa.

SAFETIES, ORDINARIES—New, best makes half price exactly; boys' safeties; sundries, 211 W. 130 street, New York.

FOR SALE—One full nickeled 51-inch American Champion Bicycle, Home Trainer and Butcher Cyclometer; all new. L. BENEDICT, Thorndale, Tex.

TO EXCHANGE—Boehm Flute, Bertling make. Cost $95; practically good as new; for a Safety Bicycle, any standard make. C. A. GILLETTE, Marshalltown, Iowa.

BLACK AND TAN GORDON SETTER—Field-broken, to exchange for first-class Safety Bicycle in good order. Address, with particulars, "GORDON," P. O. Box No. 17, Newark, N. J.

FOR SALE—Victor Safety, 1890 pattern; first-class condition; with cyclometer. $100. Address C. STEVENSON, 237 South Twenty-first street, Philadelphia, Penn.

WANTED—Every WHEELMAN to send for CIRCULAR of the ANDERSON SHORT-HAND TYPEWRITER. E. T. PIERCE, Fayette, O.

FOR SALE—VICTOR SAFETY, 1890; in first-class condition, as good as new, $110. Address 108, care of Bicycling World, Boston, Mass.

CANOE FOR SALE—A fine cedar canoe, with mahogany deck and top streak, drop rudder, plate centre-board, 16 feet by 36 inches, air-tight tanks; a splendid boat; cost $175; no reasonable offer refused; used but little. Address J. S. DEAN, 28 State st., Boston, Mass.

LADY'S AND GENT'S Columbia Safety Bicycle. Cost $135.00; will sell for $100.00; as good as new. WILSON BROS., 6 Hanover street, Boston.

AGENTS
Can MAKE MONEY
BY SELLING THE
PEOPLES TYPEWRITER.

Best $15 machine made. Territory given to good parties.

WHITE CYCLE CO., Trenton, N J.

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. **W. E. AUGHINBAUGH**, Baltic Building Washington, D. C.

★ SAFETIES ★
FROM $10.00 TO $135.00.

Write for our **New** and **Second-Hand** Reduced Price List. Issued Dec. 5, 1890. Clearance Sale—All wheels must be sold. **Ordinaries** for a song.

Address

WHITE CYCLE CO., - - Trenton, N. J.

THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as THE CYCLIST does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmey. $2.50 per year, including postage. Office: Coventry, England.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜



L. A. W. BADGES

The official design in **SOLID GOLD.**

Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the inferior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better for $1.50, $2.00, and $2.50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.

LAMSON'S LUGGAGE CARRIER, for *Ordinary* or *Safety* Bicycle. Convenient, durable, noiseless, cheap. 75c. and $1.00. Sold by all dealers, or mailed by the manufacturer, C. H. LAMSOM, Portland, Me.

McKINLEY PRICES SENT McGINTYWARDS!

Here's winter figures with a vengence. Sell the Gales, Strong or Crescent safeties for $78.00; new, all steel, full ball. Sell the Expert, New Mail, Swift, Victor, new, ordinaries, $65.00. Second-hand wheels for a song; full ball, standard makes and sizes, $25.00 to $40.00. Get list and full description; terms to suit; you can see any of them for $5.00. *Wheel* suit you.

KNIGHT CYCLE COMPANY,
207 N. 10th Street, - St. Louis, Mo.

"PERFECT" POCKET OILER.



One-half size.

For Bicycles, Guns, etc. No Leakage. Throws only small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50c. each. CUSHMAN & DENISON, 173 Nassau N. Y.

The New "39" and "24" Star



NO MACHINE ON THE MARKET ITS EQUAL.

Easiest Running Wheel

—AND—

Best Hill Climbing Machine Ever Produced.

We Challenge Honest Criticism.

In this Machine we have combined ALL the advantages of a low wheel and the speed of a high one.

Send for Catalogue of STAR BICYCLES.

H. B. SMITH MACHINE CO.,
Smithville, N. J



ERIE KNITTING MILL,

ERIE, PA.,

Make to order the finest line of goods for the use of wheelmen. Send for samples of fabric and price list.

SAVE YOUR PANTS!



IN USE. NOT IN USE.

OSTERGREN'S TROUSER GUARD.

(Patent Applied For.)

Three styles of finish: 15 cts. per pair, blued steel; 25 cts., enamelled; 35 cts., nickeled.

To be had of all dealers, or

A. K. & C. E. SCHAAP, - Richmond, Va.

Bicycles and Sundries.

FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. For sale by all Cycle Agents. Liberal discount to the trade

JOHN W. WILSON, Cottage City, Mass.

$2.75.

I will cut a single line, steel street die, monogram or cipher, with 5 quires fine writing paper and envelopes, paper stamped in colors for $2.75; all duplicate orders filled at $1.00 less, the die to remain in my possession; will mail samples on application.

M. R. WARREN,

Stationer and Engraver,

336 WASHINGTON ST., BOSTON.

Mention this paper.

"BRONCHO,"

NOISELESS, CHAINLESS, LIGHT ROADSTER, SAFETY BICYCLE



THE GORRIE ICE MANUFACTURING COMPANY.

SAVANNAH, GA., November 3, 1890.

M. V. LIVINGSTON CYCLE MFG. CO., Boston, Mass.:

Gentlemen—It is I who bought the first "BRONCHO" in Savannah from your agent, and up to date, having ridden the wheel one whole month, I find I would not give up old "BRONK" for any other wheel I have ever seen or ridden. I have enjoyed my rides on the N., C., L. R., S. B., as I never dreamed I could enjoy cycling, riding with comfort (such as one experiences in a Brewster buggy only) over our cobble stones, through our sand and up and down our hills, slight as they are.

When I took a ride out to Thunderbolt on our shell road in company with another rider on an English Safety, which HE thought ran light until he had mounted "BRONCHO," I found the wheel was as good as recommended. The other rider told me after returning, "your machine runs the lightest of any I ever was on, and if a good fast man was on it, he could ride all around me." This was pretty tough on me, especially after I had already ridden "all around him," but I was so glad to see one more convert (although it was nothing in my pocket) that I said "Yes," as sweetly as if he had paid my riding a compliment instead of my mount.

No doubt all this and much more you have heard the equivalent of, as have other manufacturers, but I just wanted to let you know that you had one more friend of "BRONCHO" down South.

Yours, etc., SAMUEL M. WHITESIDE.

N. B. # REMOVAL. **N. B.**

HENCEFORWARD ADDRESS

M. V. LIVINGSTON CYCLE MFG. CO.,
No. 245 COLUMBUS AVENUE,
BOSTON, MASS.,

On all matters appertaining to AGENCIES, ADVERTISING, PURCHASE OF MACHINES, REPAIRS, CATALOGUES, &c.

Wheels needing repairs must be sent to the FACTORY at WESTBORO, MASS.

Notification of Shipment with Number of Machine Must be Sent to BOSTON OFFICE.

SEND TO 245 COLUMBUS AVE., BOSTON, MASS., FOR BOOK OF TESTIMONIAL LETTERS, NOW READY FOR DISTRIBUTION.

ADDRESS THOS. KANE & CO., 137 WABASH AVE., CHICAGO, ILL., FOR PARTICULARS REGARDING AGENCY FOR THE FOLLOWING TERRITORY, VIZ:

MICHIGAN, OHIO, KENTUCKY, TENNESSEE, INDIANA, ILLINOIS. WISCONSIN, MINNESOTA, IOWA, NORTH DAKOTA, SOUTH DAKOTA, NEBRASKA, KANSAS, INDIAN TERRITORY, NEW MEXICO, COLORADO, WYOMING, MONTANA, WASHINGTON, IDAHO, OREGON, UTAH, ARIZONA, NEVADA, CALIFORNIA, MISSOURI, ARKANSAS, TEXAS, LOUISIANA AND MISSISSIPPI.

QUIDPROQUO.

XXXVII.

By some oversight, I neglected to mention last week the names of the Columbia cycles and their maker. Any one who will drop me a note addressed care Pope Mfg. Co., corner of Arch and Franklin Sts., Boston, Mass., will find me prompt in answering any inquiry about them. The truth is, the address of the maker of those excellent vehicles, which are at the same time so much in demand and so much in supply, has been so well advertised for some twelve or thirteen years, and is in so many city directories and other conspicuous places, that most people can find it. One of the peculiar things about advertising is that you have to repeat a thing so much, —the name of the seller, the name of the place, the name of the thing, the qualities of the thing, all about it reiterated over and over again. How tiresome *this* sort of thing gets, for example:—



POPE MFG. CO.
Columbia Cycles
77 & 79 Franklin St.,
BOSTON, MASS.

That form is, perhaps, least wearisome of any to the constant reader, because his eye takes alarm at a glance and passes on; but the casual reader is struck—clubbed, so to speak,—by the cut and the large type. He must see it and read it and 'cussto'mself to endure it whatever paper he takes up. But if its wearisome to the reader, what must it be to the writer, and to the advertiser? He must read it, and bargain over it, and approve it in "copy," and revise it in "proof," and— pay for it. In the case of the publisher the tired feeling is mitigated very much by the advantages of his position. He confines the advertisers to certain pages of his paper, and fines them heavily for appearing there. Sometimes he raises the fine repeatedly, until the sums he receives as penalties for the weaknesses of advertisers, are quite considerable, enabling the publisher to keep a gun and the editor to keep a canoe.

THE VANITY OF SIGNS

Some men, to be sure, are not so sensitive to seeing their name in print. They even find a tonic in it, an incentive to try to be as big as the name. Quidproquo was himself once so sensitive that he took his silver name-plate off from his own front door. The spasms are not quite so severe nowadays. He would even find a certain sort of pleasure in seeing his name on the second page of this journal—if it were spelled right. The modest Company that draws its check for the use of this very page I am chatting on, has a sign (just repainted by "Drew, N. Y. & London") with white shaded letters, from four to five feet tall, on a maroon background about 50x25 feet, to look at all the way from Washington street through Franklin, as it comes to the Boston store every morning. And all that the whole conspicuosity of that biggest sign in the trade says, is: "Columbia Bicycles and Tricycles. Pope Mfg. Co., 79 Franklin St. Branch Houses, New York, Chicago. Factory, Hartford, Conn.,"—which might be simply printed, on a card no larger than the cheek of a life insurance agent, and hung in the window. I understand that no such giddy label will be attached to the Company's new building, though they will somehow let the public know whose building it is, and what it is there for.

"SMILINGLY UP TO TIME.

The good-humored author of "Dreamthorp," in a very discriminative essay on "the importance of man to himself," wrote thus: "A man receives the shocks of life on the buffer of his vanity. Vanity acts as his second and bottle-holder in the world's prize-ring, and it fights him well, bringing him smilingly up to time after the severest knock-down blows. Vanity is to a man what the oily secretion is to a bird, with which it sleeks and adjusts the plumage ruffled by whatever causes." That's all right when a man has vanity enough. One needs a little something to go with it, however; a Columbia L. R. Safety, with or without cushion tires, for instance. I *think* I should have vanity enough to come up smiling with a Hickory one, of which I admire the workmanship next to that of the Columbia steel ones. I know that witch-hazel is used by those who don't want the earth, but simply a good reliable well in it, and I would sooner take hickory than hazel to conjure with, even with the small end in front and the line of push upward instead of downward, as it is in conjuring with hazel.

CAPTURING THOSE THIEVES.

I am in receipt of the following note, which explains itself,—though it may not be amiss to mention that the claiming of the $100.00 reward by officers whose duty it is to secure and convict thieves any-how, as against others who have no other incentive, has led to the publication of it,—viz:

Boston, 9 December, 1890.

Quidproquo,---Sir: We desire to announce to the public, thro' your page, that from this date we would have it understood that our offer of $100.00 reward for the return in good condition to the owner of any stolen Columbia cycle, and detection and bringing to justice of the thief,---payable on conviction and sentence of the thief, and the presentation of evidence thereof satisfatory to the owner of the cycle, to our nearest Agent, and to us,---is intended not as an inducement to Sheriffs, Police and other officers of the law whose duty it is to detect, capture and bring to justice thieves and other trespassers and criminals anyhow; nor as a bonus to those who have arrested or procured the arrest of such thieves for other offences; nor to bicycle agents and dealers, nor to the owner of the machine. We intend it for the reward of those who, having no other incentive than desire to help guard the rights of wheelmen and the safety of property, take time, trouble, exertion and expense, on our account, to find the thief and the machine, materially aid the officers and magistrates in enforcing the laws, restore the wheel, repaired of any damage, to the rightful owner, and who besides can satisfy us that they are the only one in each case who is entitled to receive it. We don't quibble, but we want to be just. Respectfully,

Pope Mfg. Co.,
By E. W. Pope, Treas'r.

And here is another letter, relating to the same general subject, which may be interesting:

Paterson, N. J., 29th Nov., '90.

Messrs. The Pope Mfg. Co.:

Gentlemen---I beg to acknowledge receipt of your letter of 28th inst. in which I find enclosed check for $100 (one hundred dollars), presented to me by you as a reward for information I gave, which led to the recovery of a stolen Columbia Safety Bicycle and conviction of the thief.

With many thanks for the prompt payment of same, I am, Gentlemen,

Yours most respectfully,

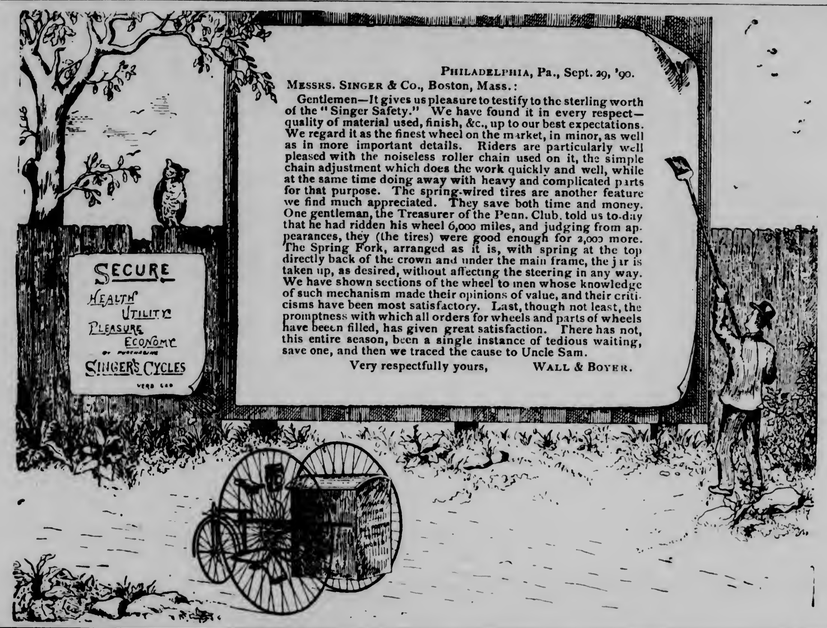
James Allan.

The Bicycling World & L. A. W. Bulletin.

Devoted To The Interests Of Cycling.

Volume XXII. Number 8. BOSTON, 19 DECEMBER, 1890 $1.00 a Year. 5 cents a copy

VICTOR BICYCLES



PHILADELPHIA, Pa., Sept. 29, '90.

MESSRS. SINGER & Co., Boston, Mass.:

Gentlemen—It gives us pleasure to testify to the sterling worth of the "Singer Safety." We have found it in every respect—quality of material used, finish, &c., up to our best expectations. We regard it as the finest wheel on the market, in minor, as well as in more important details. Riders are particularly well pleased with the noiseless roller chain used on it, the simple chain adjustment which does the work quickly and well, while at the same time doing away with heavy and complicated parts for that purpose. The spring-wired tires are another feature we find much appreciated. They save both time and money. One gentleman, the Treasurer of the Penn. Club, told us to-day that he had ridden his wheel 6,000 miles, and judging from appearances, they (the tires) were good enough for 2,000 more. The Spring Fork, arranged as it is, with spring at the top directly back of the crown and under the main frame, the jar is taken up, as desired, without affecting the steering in any way. We have shown sections of the wheel to men whose knowledge of such mechanism made their opinions of value, and their criticisms have been most satisfactory. Last, though not least, the promptness with which all orders for wheels and parts of wheels have been filled, has given great satisfaction. There has not, this entire season, been a single instance of tedious waiting, save one, and then we traced the cause to Uncle Sam.

Very respectfully yours, WALL & BOYER.

AN (auto) BIOGRAPHICAL SKETCH.

I have received from the publishers of a sporting paper a letter stating that my efforts in the direction of bicycle reform have aroused much curiosity on the part of the cycling public, and that my picture, together with a brief biographical sketch would be of interest to their readers, and that if I will send photograph, together with the main facts in my history, they will have an engraving made and print the whole business for $20, and then by an almost superhuman condescension they say: "P. S. The cut would be sent to you when we were through with it." How they could afford to spare a cut as useful to them as that would be I can't understand, but that is *just* what they said. Such fidelity to the interests of readers is rare, and I feel flattered that any one would be willing to hold me up to the light on such easy terms. However, I feel an instinctive dread of these biographies where the victim drops the "main facts" in a slot and "they do the rest," and it requires more striking features than mine to stand being made up into one of "the most unkindest cuts of all." I have decided to forestall any garbled biography that might appear in the "Police News" or elsewhere by giving the "main facts" right here.

I was born. (You might have inferred as much, but in these days of patent incubators I thought it well to mention it.)

Just where I was born I don't remember, being quite young at the time. It makes little difference anyway, as I have moved several times since, and have never been "born again." My parents were poor (this fact would easily identify them as being *my* parents), and I am glad it was so for I find that nearly all great men were brought up by hand. In after years I wouldn't want my ambition to make Hickory Bicycles handicapped by having thrust upon me the proceeds of wealthy parents.

My father was a shoemaker. There can be no mistake about this, as I remember distinctly the strap which he used about his business (and me.) There was no Hickory growing near our house. My mother seldom punished me, a fact which may be regretted when she sees this.

She made for me (from father's old ones) many a pair of those reversible pants for which economical mothers are famous, though barring an occasional "hair cut" hers were mostly deeds of kindess.

Soon after I was permitted to wear suspenders, it began to dawn on me that my father (though the neighbors thought well of him), was not smart enough to have charge of a boy of my calibre. Holding such views it was natural that I should give them outward expression, and many arguments resulted, some of which began in the front part of the house and ended in the woodshed. I soon found that in the limited time at my disposal it was impractical to bring him to my way of thinking, and there was but one way out of it, and that was down the railroad track. Having severed the business connections heretofore existing between MYSELF and father it was at once necessary to open negotiations between MY "UNCLE" and me, and I might add that although the experience and judgment of my father took on a greatly enhanced value in my estimation during the succeeding years, my "uncle" always struck me about the same (and does yet.)

STERLING ELLIOTT, Newton, Mass.

P. S. I nearly forgot to mention that for several years I was a regular attendant at the Methodist Sunday School and used to sing with much earnestness (and the other scholars) that beautiful little hymn entitled "I Want to be an Angel." My teacher told me years afterward that she had spells of wishing that my desire might be gratified.

"Finest Quality Produced in the World."

TRADE "CREDENDA." MARK.

THE ✱ CREDENDA ✱ SEAMLESS

STEEL ✱ TUBE ✱ Co., ✱ Ltd.,

W. C. STIFF, Managing Director.

BIRMINGHAM,

TELEGRAMS:—"CREDENDA," BIRMINGHAM. ENGLAND.



Our UNION BICYCLE Plant is again in first class condition, and the pleasant weather of the past two months is fast bringing the '91 UNIONS to maturity. They embody beauty, strength and lightness, and the spring frame is the NE PLUS ULTRA of all spring frames.

We have a limited supply of territory on hand, and agents wishing to secure some of it should apply at once.

WESTERN HOUSE:
CHAS. F. STOKES MFG CO.,
293 and 295 Wabash Avenue,
CHICAGO. - - ILL.

UNION CYCLE MFG. CO.
Office and Factory,
HIGHLANDVILLE,
MASS.

"Where, O Where, in the wide, wide World, can you point to such another."

—Burke.



Verily the answer must be, **nowhere.** A spring frame machine, with Centre Brake, Drop Forged Head, Tiller Steering, the Best of material and workmanship. **And we guarantee every one.** Such is the

PARAGON.

SEND FOR CATALOG.

STOVER BICYCLE MFG. CO., - - - Freeport, Ill.

A Thing of Beauty is a Joy Forever.

THE CELEBRATED

CUSHION TYRES.
CUSHION TYRES.
CUSHION TYRES.
CUSHION TYRES.

SWIFT

PNEUMATIC TYRES.
PNEUMATIC TYRES.
PNEUMATIC TYRES.
PNEUMATIC TYRES.

SAFETIES

Will be fitted with a special patented *CUSHION TYRE* for 1891, and will be constructed so as to prevent the rims from cutting the tyres. We have been making *cycles* for 23 years, and claim to lead in design, simplicity, lightness, strength and durability. Be sure not to select your new mount until you have seen the 1891 pattern "Swift."

CUSHION TYRES NOW IN STOCK.

SEND FOR CATALOGUE.

COVENTRY MACHINISTS' CO., 239 Columbus Ave., Boston, Mass.

NEW MAIL,



THE

SAFETY

OF

SAFETIES

WITH AND WITHOUT CUSHION TIRES.

Surely send for Catalogue and List of 2d Hands.

WILLIAM READ & SONS, 107 Washington St., Boston.

ESTABLISHED 1826.

THE BICYCLING WORLD

Founded 1878

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

For advertising rates address either the WHEELMAN CO., 12 Pearl Street, or NEUMANN BROS., 118 W. 10th Street, New York.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Wheelman Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

The management of this paper refuses to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J S. DEAN.

BOSTON, 19 DECEMBER, 1890.

THE hitherto calm surface of Massachusetts Division politics has been ruffled on the surface; nay, we perhaps might say, stirred way below the surface. The even tenor of unanimity heretofore enjoyed by the Massachusetts Division has been struck by a small blizzard and what was once a band of united brethren has become a divided family. It behooves us not to comment editorially on the little episode of last Friday's meeting, an account of which appears in official columns, as we understand that there will be "comment" enough by the factions themselves before many moons. While we refer to the matter thus in a jocular vein we cannot but sincerely deplore the fact that dissentions have have crept into the working forces of the banner New England State.

THE personnel of the L. A. W. representatives at the coming conference with the A. A. U. on the matter of the recent suspensions in particular, and the amateur question in general is as follows: Charles S. Davol, Geo. R. Bidwell and Abbot Bassett. These names are sufficient guarantee that the interests of the amateur cause will be looked after, and that cool deliberation and good judgement will be the elements which they will take into the conference. We hope and believe that the actuating motive which will control both sides will be the broad one, "The general good of amateur sport," and not the narrow and fatal one of one organization to "score a point" to the others detriment. The League and the Union must stand shoulder to shoulder on these questions. Divided and with the constant friction that comes of a different reading of the same rules, cycling and amateur sports of all kinds must receive severe shocks and perhaps fatal blows.

The exact time of the conference has not at this writing been decided.

THE Hartford Cycle Club will no doubt be pleased to learn through the columns of the New York *Herald* that it is subsidized by a large bicycle firm which pays the club "a per centage" for the privilege of using the name of the Hartford Club in running an annual tournament!! What unadulterated trash does emanate from the brains of some of these so-called cyclings scribes. These Munchausen stories would be amusing did they not do honorable parties a grevious wrong. Luckily common sense and facts disprove such ridiculous assertions. The Hartford Club is an organization that has an international reputation for honesty and efficiency in the racing world, and we doubt even if it would not be lowering its dignity to take notice of such senseless chatter of irresponsible penny a liners. We, however, are ready to take the responsible of stating on behalf of the Hartford Cycle Club that the statement of the *Herald* as reported above is false.

THE New York *Herald* brings into prominence the name of Mr. W. W. Windle as being threatened by a large "bicycle manufacturing firm" that if he ceased to ride their particular make of wheel they would see that he was suspended, and further that the firm had three of its representatives on the Racing Board and could control its action.

With all due regard to the source of information we doubt whether Mr. Windle was ever threatened, and while certain members of the Racing Board may be connected with the trade we on behalf of those gentlemen repudiate any insinuations which reflect on their honor and independence. Whatever the action of the Racing Board has been it has been unbiased and uninfluenced by any firm, and to assume otherwise, as charged by the *Herald*, is an insult to the integrity of the personnel of the Board which should not pass unnoticed.

MR. WILLIAM B. CURTIS of the *Spirit of the Times* has stripped off his peace garb and donned the paint and feathers of war. His tomahawk is sharpened for immediate use, and his scalping knife is ready to raise the tuft from the cranium of Chairman Davol. In a most lengthy letter he arraigns the L. A. W. for stupidity, despotism, assininity and general imbecility in daring to enforce the rule which does not permit of the paying any other expenses than those of actual travelling to and from race meetings and living expenses while attending same.

Mr. Curtis has to use 16,600 ems nonpareil to show that there is nothing in the racing rules to prevent the payment of training expenses and "sundries" so necessary to the well being of the true amateur. Mr. Curtis having rung the changes on that theory to the tune of about 10 000 ems devotes another 6600 ems to proving that there is not anything in heaven and earth or in the rules of the clubs therein, to prevent the payment of such expenses, and the other 600 ems to the announcement that he will at the meeting to be shortly held, offer a resolution asking that the A. A. U. do not recognize suspensions made by the L. A. W., and that the President of the L. A. W. be notified to that effect. In truth the whole weary 16,600 ems smacketh much of the fire-eater, and were it more moderate, less abusive and boiled down to about 600 ems it would be more effective, and more generally read. Cool, logical argument is powerful; abuse and bluster are weak and ridiculous. Mr. Curtis is an extremist, and if we guess aright his very vehemence and immoderation will defeat the end he has in view. His views will not meet with the unanimous approval of the A. A. U. Board.

THIS wild talk about the "injustice" of the late suspensions is pure nonsense. If the men charged are guilty of the misdemeanors alleged, their expulsion must follow under the rules, or pray what is the use of having a rule? If the rule is "unjust," then change it, but there is a vast space for argument even on that question.

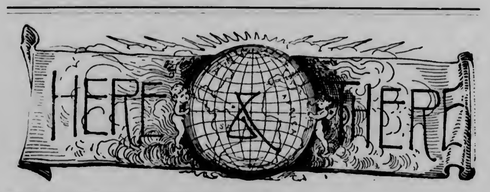
In connection with the affair it will be of interest to read the resolution as adopted by the A. A. U. last spring.

"*Resolved*, That no athletic club, a member of the A. A. U., shall be permitted to pay any expenses of members of such club except when actually travelling to or from, and are in attendance as competitors at competitions. Any athlete who shall accept consideration for his services under the guise of his expenses, shall on proof of same before the board of managers of the A. A. U. be declared professional."

The question is what are "actual" expenses? That is the affair to be decided, and the problem to us seems very simple.

Will the A. A. U. repudiate that resolution as never having been adopted?

We are willing to place the reputation and honor of the men who conferred with Mr. Davol and agreed to adopt this resolution against the assertion of Mr. Curtis that it was not adopted. The insinuation of treachery and trickery as made by Mr. Curtis against the A. A. U. representatives is too outrageous to be believed, and we have every faith that the action of the A. A. U. will verify our belief in the honesty and integrity of its representatives.



BOSTON NOTES.

"TONEY."

JUST five years ago last Tuesday evening eight Charlestown gentlemen assembled at the residence of Mr. Hatch and formally organized, or as President Grew has it, "hatched" the Rovers Cycle Club of Charlestown. From this beginning the club has sprung into great prominence throughout the country as the leading and representative cycling organization of Massachusetts. Since the inception of this organization the members have clung together with the avowed purpose of advancing the interest of the sport of cycling in Massachusetts. While they may not have brought about revolutions (with the exception of their wheels), they have performed very many good things in order to make cycling one of the standard sports of the period. The yearly history of the organization is too well known to need repetition in these columns; the efficiency with which Capt. Robinson conducted the Albany-Niagara touring party, and the most acceptable manner in which Mr. A. W. Robinson has filled the position as Vice Consul of the Massachusetts Division has gained for them and their club considable respect from the wheelmen of the State.

WHAT more can be said of the fifth annual dinner than has already been published in the leading newspapers of this city. It was one of the most enjoyable events which I have ever had the pleasure of viewing from an outside position, and throughout the whole evening jollity reigned supreme. "Toney" took up his position as the outside sentinel early in the evening and saw White-top Atwell walk off with Papa Bassett, Herbert L. Grew taking the ever confiding and agreeable Howard under his protecting wing, and Capt. Robinson having in tow no less an individual than our incisive "Joe," the man who seldom says anything, but when he does open fire, he sends the missiles directly to the centre of the object. Then came the nervous doctor of dentistry, otherwise known as Dr. Kendall; Mr. E. B. Pillsbury, the crony of Capt. A. D. Peck, Jr., the ever jolly and light hearted Jack Seward, closely followed by that "wild eyed *Herald* man," as Papa Bassett once named him. These are only a few of the many familiar faces seen at that noted hostelry on the evening in question, but amid all the pleasures of the evening the men from Charlestown had some few thoughts for President Dunn and Editor Fourdrinier, who sent letters of regret to the club, in which they told how sorry they were that it was impossible for them to be present and renew the acquaintances. The speeches were all well received, and any allusion to the club itself was cheered to the echo. Most of the gentlemen had to speak a little piece, but not before President Grew had presented prizes to Messrs. A. W. Robinson, E. H. Norris and Eugene Lewis for attending the largest number of club runs throughout the last riding season, and prizes to Mr. Herbert Huntress, Mr. Lewis and Mr. Norris for their masterly efforts around the green table. As the clock in the banquet hall chimed the very hours of midnight "when graveyards yawn, etc.," the fifth annual dinner of the Rovers Cycle Club was a thing of the past.

A LARGE number of cycling celebrities attended the sociable of the Somerville Cycle Club in Odd Fellows Hall, Winter Hill, last Tuesday evening, and while the merry Rovers were getting outside a square "feed," the celebrities were killing the fleeting hours with flying feet.

GIGANTIC preparations are now under way for the proper observance of the annual "feed" of the Wakefield Bicycle Club, and the members who recently figured before the public as wandering minstrels will soon appear before the cycling public as great exponents of the proper use of the ordinary and safety. That is, they will transact their annual business in the "ordinary" manner and then apply the "safety" valve so that none can escape before the final act.

WHAT are the effects of a recount? Simply this and nothing more, that a recount resulted in the defeat of Vice Consul Robinson as a candidate for the Common Council by four votes, alas!!

NOTES BY "HAWKSHAW."

THE survival of the fittest is perhaps the fairest test of any that can be applied to facts as well as theories. Cycling has stood this as triumphantly as it has the many other severe tests it has been subjected to. Whenever it has been brought into competition it has vanquished its opponents; stronger than they it lived and they died at least so far as remaining in any way competitors for an equal share of public support and attention. See how this has been demonstrated in the leading cycling papers of this country. You allied yourself in your younger days with archery, thinking it a coming sport and one that would aid you in upholding cycling, of which you were the first defender and supporter in America. Gone and lost is the bow and arrow and the target of the archer, so far at least as the public is concerned, and you have long since lopped of the withered limb finding it but a hindrance rather than a help. Another wheel paper thought amateur athletics would strengthen it, and so incorporated them in its title and make up. Long since have they gone from both, and yet the paper flourishes upon cycling alone. Still another journal thought cricket was a good thing to give tone and support to a cycling paper, but experience has shown it, that, as in the other cases noted, wheeling needs no alliance with any sport or pastime to enable it to support journals devoted to its interests alone. Cycling has no peer, and hence all alliances with any other sport must be a concession on the wheelmen's part, in which the favor and benefit are all with the other side. Little things like these, more than anything else, must teach observers that the victorious march of cycling has but just begun, and that it will not cease until like Alexander, having conquered the entire world, it will have to halt until some other ones are discovered for it to convert to the cause of the wheel.

THE wheelmen who coast hands-off on a safety are, I am sorry to say, increasing in numbers. Flowers for funerals are dearer at this season of the year, but good rosewood coffins remain the same. Facts these gentlemen should bear in mind.

THERE used to be a club in Providence called the Hermes Bicycle Club now long since numbered with the dead. On one occasion the captain called a club run to one of the neighboring "shore" resorts, where the pugnacious clam could be attacked in his native jungle. Accompanying and awaiting the wheelmen were a host of mosquitoes, who dined upon the riders in so ferocious a manner that when they entered the dining-room to take their revenge upon the defeated bivalves the appearance of their faces was anything but beautiful. At an adjoining table sat an old doctor, who was both inquisitive and deaf. As the wheelmen filed in he turned to the waiter and asked who they were, and he informed him that they were the Hermes Club of Providence. "Herpes Club, eh?" grunted the old gentlemen, "well I should say they were from the looks of their faces. Hand them my card, and tell them I can cure them should at any time they desire to disband." And ever afterwards they were known as as the "Herpes Club."

JUDGE O'BRIEN in the Supreme Court, New York, last week rendered a decision in regard to the use of sidewalks by vehicles which will prove interesting and I hope instructive reading for the wheelman who claims that a cycle is entitled to use the road or the sidewalk as may best suit his refined taste. The judge said: "In the division of the space between the houses provision is made in the street for vehicles and the sidewalks are constructed for and alloted to pedestrians. The claim that because the street is narrow or in bad condition such use of the sidewalk is justified does not seem to me to have much force, for no good reason is shown why pedestrians should be prevented from traversing over the sidewalk in a narrow or badly conditioned street any more than on the sidewalk of a wide or well-paved avenue." This seems to me good law and good logic, and I hope some day to hear of it being cited in the trial of one of the sidewalk riding class of wheelmen, who by claiming the right both of pedestrian and of vehicle are liable to fall "between two stools," failing by their attempt at "hogging" to earn the respect or good will of either the driver or the foot passenger.

IT seems that the first attempt at teaching drivers here in New York that they cannot trample upon human beings simply because they are not able at all times to get out of their way will be by a woman. Miss Jennie Fyffe, who some weeks ago was run down by a wagon, while riding upon a tandem safety, has brought suit against the owners of the team for $10,000 damages. Certain it is that in no other way can such endangerers of the public safety be so promptly taught that they do not own the highways as by mulcting them a good round sum whenever through their carelessness accidents happen to the innocent and careful users of the street. I sincerely wish Miss Fyffe success in her present battle, as believe every wheelman who learns of her suit will also do.

MISSOURI.

"LINNEUS."

THE local dealers assembled at the Missouri Bicycle Club last Saturday evening in compliance with a call issued by Chief Consul Holm for the purpose of selecting a committee to go before the board of public improvements to protest against the present sprinkling system of the asphalt pavements. The committee was appointed and consists of five of the best known lawyers and business men of the city and who will go before the board next Thursday. The Liverymen's Protective Association is heartily in favor of the movement and they claim to have suffered even more than the cyclists from the superfluous slopping of our asphaltum streets, which has caused several of their horses to be injured, to say nothing of the unnecessary soiling of the carriages. The liverymen will appoint a committee to confer with our committee as to what steps shall be taken to remedy the present evil.

TREASURER HILDEBRAND of the Missouris is the possessor of a cycling log book which contains well written accounts of all the runs he attended since 1885. During this time he has ridden 10,036 miles.

THE Missouris' gymnasium class nights have been changed to Wednesday and Saturday of each week. A cigar counter has also been added to the billiard room and it has already become very popular with the members.

A LARGE crowd of cyclists will be gathered at the Pickwick Theatre next Thursday evening to attend the monster entertainment of the Cycling Club. If it is a financial success it must go on record as the first indoor entertainment gotten up by cyclists which cleared expenses.

The annual election of Fair Grounds' directors took place Dec. 13, and many new men were elected who will insist on President Green's retirement. If this is accomplished the embargo against wheelmen, which has been in force since 1885, will at once be raised and a quarter-mile cinder track for cycle and foot racing is among the possibilities. Charlie Green *must* go.

THE recent suspensions have caused a great deal of comment in local cycling circles and the action of the Racing Board is strongly approved by everybody. If the stories which are floating around relative to the abuses of the expense system are true the heroic remedy, expulsion, should be applied. Stand firm in this matter, Brother Devol, and the West will be with you.

LAST Sunday the first snow of the season surprised a good many of the local cyclist, who had taken advantage of the fine roads to take a final spin out into the country. It was the first chance that most of them had to enjoy the delightful certainties or uncertainties of a snow ride, and about the first club to be forced to adopt this novelty or train it home was the Missouris, who were caught at Clayton. Just on entering the town small flakes of snow were seen to fall, but not much attention was paid to it, and the surprise of the party can be imagined when, after leaving the hotel, they found the snow to be two inches deep and falling heavily. A quick consultation was held and it was decided to "ride or die." The soft yielding "beautiful" gave many a rider the first impression of what a cushion tire must be like. Luckily the Bonhomme road was smooth and no ordinary rider fell, although several safeties showed their side slipping qualities. When Delwar avenue was reached things changed rapidly for the worse as the snow had hidden all the ruts, and headers, slides and side falls were numerous. Those who were not adepts at the pedal mount were in a sorry predicament as they could not mount by the step. The ride must go on record as a hard one and adds another feather to the Missouris' cap as a road riding club.

THE Missouris musicale, which took place last Thursday night, was a big success, fully 120 members being present who greatly enjoyed themselves, and the entire programme was well received and encores were frequent. During the intermission light refreshments were served. It is just a year that the trouble among the members of this club culminated in a row. Looking at that properous organization today no outsider could be made to believe that harmony was ever absent among the members of this club.

DETROIT.

"JUDGE."

WHERE, in '91, you and I, brother L. A. W. member, with long, strong strokes will pull our little boat through the crystal waters of the miniature lakes of Bell Isle Park, now swiftly glides the steel shod skater. With many a graceful curve he darts over the frozen surface. By his side you may see his sister or sweetheart, "both drinking in new life and vigor and thankful for the northern winter." Over the same long asphalt-paved street that the next national parade of the L. A. W. will take place on, merrily to the jingle, jingle, jingle of the sleigh bell we take our first cutter ride of this winter. Out on the Pointe road, where a few weeks ago the silent steed rolled swiftly towards Auntie Wavers and a good supper (or McSweeny's and a beer), now we hear the toot, toot of horns and merry laughter of many sleighing parties. Such scenes as these are not for you my California or Southern friends. Sing of your perpetual summer, but give to me the ice and snow, the skating and sleighing of our Northern winter.

THERE will be a series of informal talks by "Griff" at the club parlors for the next three Sundays; the first will be on "Paris in 1870."

MISS EAGER and her kirmiss have been with us all the week. Quite a number of our wheelmen took part in the giddy whirl. One could hardly fail to observe the superiority of the wheelmen in limb development.

THE pool tournament goes merrily on. I played my first game on the 18th. Look out for me, I am a shark (aside). I entered in the six-ball spot class. Ha! ha! (supposed to be a fiendish, blood-curdling laugh.)

I RECEIVED a long, good-natured letter from my friend "Miza" of the *Wheel* a few days ago. We agree to let by-gones be by-gones, and from now on Detroit has another ally in her fight for the

L. A. W. meet in '91.

FOR "Mac" and "Miza" and "Judge," you know,
Are three jolly scribes all in a row.
One for the *Athlete*, one for the *Wheel*,
And "Judge," you know, the WORLD is *his* "weal."

SHOW that last to Bassett and tell him I am learning.

BROOKLYN, N. Y.

"TREB."

THERE is at present no question but that should the League of American Wheelmen persist, as it is hoped they will in retaining their present attitude in the matter of the suspended wheelmen, that there will be war between that organization and the Amateur Athletic Union. Since the first news of the suspensions reached the public, wheelmen and athletes in general have been on the qui vive as to how the athletic clubs would view the League's action. Everything looked like plain sailing when the Union ratified the League's charges, but later moves have shown that on the part of a number of the board of managers of the A. A. U. their agreement to ratify the League's action was only a ruse, as now the same ones are using every means to have their colleagues vote for the raising of the suspensions at the board meeting on the 19th. Mr. W. B. Curtis, one of the board, has expressed his intention of moving that the L. A. W. charges be ignored, and the Union will if his move is carried out take charge of bicycling itself. While Mr. Curtis will have followers he will also have strong opponents in any such a move, and while the L. A. W. people would be displeased at the idea of ill-

feeling existing there need be no fear but that the wheeling body can and will demonstrate its power and rights. This fire-eater, Curtis, shows a very childish disposition when he soundly berates Mr. Davol, the general impression being that with this gentleman it is a case of B. H. There is little fear on the part of the L. A. W. people that the threats of one of the suspended men, that, unless he be reinstated, he will sue the organization for defamation of character. This comes from W. F. Murphy. It is to be deplored that the case will not terminate without some trouble; but from all reports of the evidence in hand there is little question but that a number of the men will be found guilty of the charges.

In view of the strained relations likely to ensue between the A. A. U. and the L. A. W. the resolution adopted by the Kings County Wheelmen to join the former body had to an outsider a significant importance, which otherwise would not have accrued to the step. The members, however, disclaim any intentions of a slap at the League and state that it was owing to the desire of their race committee to run flat races with the wheeling events. This they were unable to do unless the consent of the A. A. U. was secured, hence their determination to join. As the K. C. W. is not a League club it cannot possibly harm the League, but it seemed inconsistent with a spirit of feality toward wheelmen in general to even appear to support an organization, which, at the present time, is likely to put itself in direct antagonism to the organization which supports and encourages wheeling.

There are sixteen entries in the pool tournament of the Brooklyn Bicycle Club and the handicappers as announced are as follows: Scratch—Messrs. Matthews, Hawley, Spinner and Ackerson; two balls—Borland; six balls—Kirk, Stillwell, Fuller, Rogers and Brown; eight balls—Schoefer and Jarvis; ten balls—Jones and McLean; fourteen balls—Vandergraw and Brumley. It will be a continuous fifty-ball match.

NEW JERSEY NOTES.

"PALISADES."

"Palisades" has been appointed official correspondent for New Jersey, and wheelmen having cycling news that might properly come under the heading "N. J. Notes" may give same to the secretaries of their respective clubs, who will forward it.

The question of where to hold the annual State meet in '91 is under consideration by the Board of Officers and will be decided at the next meeting. What town will offer the best inducements?

The Asbury Park Wheelmen is the youngest or most newly formed League club in the State. We learn that they are constantly increasing their membership and doing an excellent work already in the line of securing good roads in their district.

Captain Hinners and his brother "Ed" of the B. C. W. had better stick to their bicycles. A clipping from a local paper records a "sad accident" to the above-named, while out driving, in which there was "an awful smash." How do you like walking, boys?

BUFFALO NOTES.

"SETAGEC."

Alas! 'tis too true the old pioneer is out of the League. The Buffalo Bicycle Club voted against the League at their last meeting, this being the final vote and so clinches the matter. Various reasons are given for the step, the strongest reason put forward is that the club needed its money for other purposes and that the club received no benefits as a club by being an L. A. W. club. Chief Consul Bull and State Division Attorney Jenkins worked hard to keep the club in the League, but there were too many "agin it."

Several Ramblers tell me that that club will soon leave the League and there are little hopes of its staying in the L. A. W. When the time comes to renew, though, there is a chance of the Ramblers remaining a League club because the Buffalos have gone out, as they generally try to be on the opposite side.

Tuesday evening the Ramblers held their annual election.

Dorntge of the Iroquois A. C. did not go to the Staten Island games to compete in the bicycle races, though the *Courier* so stated. The Ramblers sent Mike Brunner, their gymnasium instructor, to bring back the prizes in shot putting and wrestling and I hope he will. Brunner is one of the finest athletes in the country, a regular Samson.

Chief Consul Bull and 13 other wheelmen have sent in their resignations to the Buffalo Bicycle Club. There is no hard feeling as far as I can learn, but for several years the club has been gradually changing into a social club and an amendment to their constitution will be submitted next meeting to strike out the passage requiring prospective members to be owners of wheels and therefore wheelmen, though there are several members now who do not ride and have not for some time. The club has not dropped out of the League to join the A. A. U., as they will belong to no association whatever.

The Wanderers have absorbed the Star Bicycle Club.

The Press Cycling Club will probably become the premier bicycle club here and they expect to build a club house too.

I had a pleasant chat with Billy Schaak while coming up the street today and he informs me that he will not go across the pond, as he has arranged his importing by correspondence.

CHICAGO.

"WAYNE SCOTT."

"Van Sicklen & Barrett Printing and Publishing Co., incorporated to do a general printing and publishing business." So our old friends have joined hands in another line. They have ably managed the *Bearings*, and will undoubtedly manage the new company as well. (We wish them all success.)

Erwin has resigned as a delegate from the Lincoln Club to the Associated Cycling Clubs, and President Gerould has been appointed in his place.

The Lincoln Club Indoor team have reorganized. F. J. McVoy is Manager, H. Tyler Caldwell, Captain; J. C. Harrington, Secretary-Treasurer, and Geo. C. Stamm, Official scorer.

The Lake Views will give their second reception at the Lincoln Park Refectory, January 2d.

A party of the Lincolns will ride the Old Year out and the New Year in.

The Lake Views will hold a skating tournament on Christmas morning at the North Pond in Lincoln Park. One mile for a medal, five mile for a pair of skates and a one hundred yard dash. Two other races will also be included.

The Ravenswood Athletic Association asked the Lincolns to appoint a member of the Lincoln Cycling Club to confer with their committee in regard to a track. A new and insurmountable obstacle has made itself known. The money that is already subscribed is on the condition that the track be not opened on Sunday. Not many of the wheelmen will join an organization under such conditions, for Sunday is the only day in the week that many of them can spare the time to train. The R. A. C. people say that should the track be open on the Sabbath, a constant stream of wheelmen would be passing through the town, and that they would destroy its peace and quietude.

J. G. Modine of this city lays claim to the one-legged championship of America. C. G. Kilpatrick of Danville, Ill., originally claimed that title, but I hardly think will do so after he reads the expose of his duplicity in this week's cycling papers.

One thing he says: "Now 'Mo' we are in it for the money. You are to win the race. The people of this town will back me for any amount, and in Lafayette too. Get somebody in Chicago who has good money to come to Lafayette with you, and he can carry away a clean thousand of these jays' money."

Then he goes on to state that the race is for "amateur championship," and they are to get sixty per cent. of the gate receipts, and to race for an imaginary gold medal, etc.

The Chicago Cycling Club gave a progressive euchre party December 10th. Wednesday evening, December 17th, they give a dance at Rosalie Hall. New Years Eve they will dance the Old Year out and the New Year in. Their Saturday evenings still continue a popular feature of this club.

The Associated Cycling Clubs held one of the best attended meetings of its existance last Thursday evening (11th). Work on the Constitution was begun but not finished, and will again be resumed at a later meeting. Interest in this excellent organization increases daily, and the delegates from the various clubs lay everything by to attend its meetings.

The Illinois Club active as ever. The gymnasium class is free to members, and Prof. Du Plessis reports a splendid attendance at the classes.

The Bowling alleys are very popular, and numbers of the members are becoming very proficient. The cafe yielded four hundred and fifty dollars receipts in the first two months of its existence.

While the club is increasing in size so rapidly the chances are good for an addition to the club house by spring, which will double its present space. This success represents hard, persistent work.



The proof of the Pudding is in the eating, and the proof of the success of the Eagle is the testimony of its riders.

New York, N. Y., Nov. 18th, 1890.

The Eagle Bicycle Mfg. Co., Stamford, Conn.:

Gentlemen—I have ridden my "EAGLE" over 3000 miles during the last year, and it has never failed me. The tires and brake-spoon are considerably worn, but otherwise the machine is as sound as when new.

As for comfort, speed, safety, etc., if it did not embrace more of these good points than any other wheel, I would not be riding it.

Congratulating you on the great success of your wheel on track and road last season, and wishing you still greater success next season, I am,

Yours very truly, Stanton M. Smith.

Lincoln, Neb., Nov. 17th, 1890.

The Eagle Bicycle Mfg. Co., Stamford, Conn.:

Dear Sirs—The 50 inch Eagle which I have been using since April is giving perfect satisfaction. In my six years' practical experience as a rider of all the best makes of high grade wheels, I can truly assert that I never was as absolutely *contented* with my mount.

As a road wheel and hill climber it is a grand success, being especially safe, easy running, and easy of control. The material, workmanship and finish is fine.

Our captain and many club members have Eagles and praise the "bird" highly. Very truly yours, E. J. Righter.

Anderson, Ind., Nov. 10th, 1890.

Eagle Bicycle Mfg. Co., Stamford, Conn.:

Dear Sirs—I have now ridden my 52 inch Eagle the greater part of last season, over all kinds of roads and in all kinds of weather, and I find it the most comfortable and easy running wheel I was ever on, and I have never regretted exchanging my Ordinary, one of the best makes, for my Eagle, as it needs very little adjusting or care and is a splendid hill climber. I have ridden it a great deal after dark, on strange roads, and never taken a tumble. I find it very easy to ride hands off and on one wheel, which is of great use as well as pleasure in riding over rough places and curbs.

I also find that I can make better time on the roads with it than I did with my Ordinary, and with a great deal more ease. I shall continue to ride the same old 52 next season, which in spite of the rough usage I have given it, is as good as new.

Wishing you the best success next season, I remain,

Yours respectfully, Guy E. Reynolds.

Brooklyn, N. Y., Nov. 7th, 1890.

Eagle Bicycle Mfg. Co., Stamford, Conn.:

Dear Sirs—I have ridden the Eagle nearly 3000 miles this year over all kinds of roads, and I am thoroughly satisfied with it. I have found it fast, safe, easy running, comfortable and excellent wheel for touring, and I would not change it for any other wheel made. Yours very truly, Chas. E. Tripler.

CATALOGUE FREE.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

PASTE THIS IN YOUR HAT

For easy reference, and do not hesitate to acknowledge that the

ROVER

is a winner. Following are some of the prizes taken by

ROVER LIGHT ROADSTER RIDERS,

in competition with *racing machines*, during 1890:

Chicago, June 2d to 7th, - -	7	Rochester, August 24th, - -	1	Chicago, September 19th and 20th,	10
St. Louis, July 12th, - - -	4	Providence, August 30th, - -	2	Freeport, September 26th, - -	5
Chicago, July 19th, - -	3	Hartford, September 1st, - -	1	Miscellaneous, - - - -	7
Chicago, August 2d, - - -	2	Peoria, September 12th and 13th, -	5		
				Total,	47

We are now in a position to talk business for next season, having just closed arrangements for one of the finest lines of light safety bicycles ever produced.

We shall handle SIX STYLES of ROVERS, which will possess every desirable detail known to the bicycle trade, including Pneumatic and Cushion tires, hollow rims, tangent spokes and ball heads.

COMPETENT AGENTS WANTED EVERYWHERE.

The trade will find it to their advantage to get our quotations on Bells, Lanterns, etc.

THE JOHN WILKINSON CO., Sole Importers, 269-271 State St., Chicago.

"NOT WORTH A DAM."*

Not long since we heard a young man pass this verdict on a wheel, a wheel which, even though not of our own make, we are willing to admit is a good one. The owner of the wheel, who was near by, "took him up," so to speak, and it then transpired that the young man had never ridden the wheel more than half a mile in his life, and had passed the verdict without a single thing to back it up. The young man was simply prejudiced in favor of some other make. The world is full of such people,—individuals whose prejudice will permit them to see no good in anything in which they are not directly interested, and whose wanton condemnation thereof is unfortunately not without effect on those who do not stop to think, or to "take 'em up." The instance just cited recalls that of a now firm friend, who a year ago "wouldn't ride a Rambler if it was given him." Some months elapsed before he was again seen. He was then riding a Rambler. Naturally we inquired the cause of his change of heart. He then frankly owned that when he spoke belittingly of the wheel, he had never even ridden it, but having occasion to do so shortly afterwards, as he inellegantly put it, he "got stuck on it," and was not happy till he got one. And so it goes. Prejudice is a thief which robs one of many good things.

The new year is not now very far off, and perchance, dear reader, you may be thinking of a change of mount. In such an event, you should be above prejudice. Gather all the information and experience possible. If you have an opportunity to try a wheel, don't refuse it. Remember no manufacturer expects the whole world to go daft over his output. Endeavor to try a Rambler, if you have never done so. We do not urge more. The trial we feel sure will furnish you with some food for reflection in determining your choice.

* "This is an expression which, to people who do not know its meaning, and there are few who do, is very shocking. A dam is a small brass coin, which is current in countries of Persia and India, and is equal to one fortieth of a rupee, or about one cent of our money. The phrase 'not worth a dam' was used by the Englishmen in the east to express their sense of an article's worthlessness. Owing to the ignorance of its origin and meaning, it has been badly misconstrued, and has finally come, by most people, to mean an orthographical profanation or curse, and to signify a thing of so small value as not to be worth the waste of breath in damning it. This, however, is entirely the wrong meaning of the sentence."—*Ed.*

GORMULLY & JEFFERY MFG. CO.,

NEW ENGLAND BRANCH HOUSE:
178 COLUMBUS AVENUE,
BOSTON, MASS.

FACTORY AND PRINCIPAL OFFICE:
222-228 N. FRANKLIN ST.,
CHICAGO, ILL.

CHICAGO RETAIL STORE, NO. 85 MADISON STREET

THE Washington Club with its seventy-five members are about the most exclusive club in this city. Their club house is very handsomely and expensively furnished, and the members are as "white" as you make them. Spooner rarely speaks of his twenty-four hour ride, but when he does he always speaks of the splendid treatment received at the hands of the Washington Club members on that occasion. Every attention was shown him and their treatment of him was royal.

CHICAGO wheelmen live without a doubt in the land of the blessed. With the World's Fair coming in 1893, and the consequent number of wheelmen as visitors, what a boulevard system we will have to show you fellow wheelmen. Why, we will start you off in the morning for a tour around Chicago. Fifty to seventy-five miles in the circuit, and then you haven't seen the inside drives, only the outside. Then there's the Sheridan drive, forty-five miles northward along the lake shore and back; then a few days exploring our great park system and a run to Riverside, over newly paved streets, Oh, we can give you all the riding you want for a week and never go over the city borders.

THE Lincolns will mourn the loss of one of its best riders and the Lake Views will gain one. T. R. McDonald, for some unexplained reason, has tendered his resignation to the Lincolns, and transferred his affections to the latter club.

TOM ROE is again in clover, having inherited $40,000 He pays for everything as of yore, and his many friends are with him again.

OUT of the embers of the Ashland Cycling Club the Garfield Club has come forth. There were several very objectionable members in the old club, and a number of the members decided to disband and start new. They were granted a charter November 22d. They have no road officers as yet. The will identify as an L. A. W. club.

E. L. FERGUSON, of the Western Cycle Co., is now in the East purchasing safeties for the spring trade.

SEVERAL members of the Lincoln Club may be expected to materialize a vast amount of speed, if what they say comes true. This is not for the benefit of the handicapper, but a warning to a select few to pull in their horns before that august personrge catches on.

THE Douglas Club had a picture taken Sunday morning, Dec. 14th, and will give a euchre party Dec. 19th. The first indoor game in which they played was won by the Garden Cities, in a ten inning game, by a score of 10 to 9.

TWIN CITIES. "MIDWAY."

TOM ECK, the genial veteran cyclist, proposes to push his track to completion in the spring, as an electric line now connects the location with both cities, and the boys will help in any way that they can. The clubs cannot do much financially, as they are all weak from that standpoint, and all surplus at present seems to be devoted to fitting up new quarters.

Is all interest in cycling matters dead in "T'Etoile du Nord," or only sleeping? If the latter, when will it awake.

I WOT not till Gabriel's horn shall toot the Doomsday toot and it is "mount and away for the pearly Gates.

JOKING aside though, why don't the Twin City clubs bestir themselves and put a little life into cycledom in this section.

WHO knows there is a cycle club in St. Paul for instance but the immediate members thereof, and in what way does the Minneapolis Bi. Club show remarkable energy and development?

ALTHOUGH the wheel can be used more readily in Minneapolis for business purposes on account of her level streets, St. Paul has the advantage of beautiful asphalted boulevards and streets in the St. Anthony Hill district, which should be a paradise to the cycling embryo in his wary wobblings.

NOW boys, let us hear from the Saintly City in the coming year, and let the Apostles of the League go forth and round up their recalcitant brethren who should know, but do not, of the pleasures of the wheel.

THE Flour City Cyclists are a strong Minneapolis Club organized this year, and they seem to have come to stay. Their pretty uniform of blue-gray will make a good showing next year, and their numerous lady members will form an additional attraction. (And in confidence, let me tell you, these same young ladies look very fetching in their neat costumes, and the boys are very proud of them and their skill on the wheel).

THE St. Paul Cycle Club have moved to new quarters on the third floor of the Willoughby Block, corner 4th and Robert streets, and will be glad to meet any wandering brethren that come their way. The club is minus a bath-room at present, and Shorty feels that his privileges are curtailed somewhat, as he cannot indulge his amphibious habits as of yore.

To prevent Shorty, the club duck, from splashing all over the carpet, they had better make a miniature lake on the roof and call it Shorty's Pond or Duck Lake. Shorty considers fresh water bathing a necessary adjunct to well appointed club rooms, and it certainly is in the opinion of your humble servant.

WHAT Minneapolis cyclists are responsible for the following which I clipped from a local daily: "* * * Almost every night a crowd can be found on Fourth street in front of the Ideal restaurant, composed principally of those brainless youths who deem it the noblest thing on earth to swathe their spindle shanks in gay colored stockings, wear knee breeches and a variegated cap, and bestride a bicycle. There the—they are not young men—missing links nightly congregate, and when not creating an uproar, pass their time in insulting ladies. They are a disgrace to the human form which they bear. * * *." It cannot be that any club members who have the interests of cycling at heart are guilty of behavior of this kind, and the Minneapolis Bi. Club, whose headquarters are near the scene of this nuisance, should remonstrate with the offenders who are in the habit of disgracing the vicinity with their unseemly revels.

WHEELMEN should be gentlemen, first, last and all the time, and if they expect ladies to join their ranks they must be. From one who knows.

NEWS AND COMMENT.

A GOOD deal of opposition was found last year at the close of the Stanley Show to the continuance of that event of world wide fame. Those who spoke by the card asserted that the 1890 Stanley Show would be the last. The opposers, however, over-estimated their strength, and in spite of all discouragements, the Stanley Show will be held on January 23d at the Crystal Palace, London, and all the old faces will be seen there including those who "spoke by the card," and said that the curtain had been rung down finally on the great show.

THE possible dates to be proposed by the Detroit Wheelmen in their invitation to the League to hold its 1891 annual in that city will be July 3, 4 and 5.

SHOULD not "the punishment fit the crime?" Are there not degrees of guilt even in the violation of that awful amateur rule? There *is* such a thing in civil and criminal law as grading the penalty to be in accord with the degree of crime. This simply as a suggestion to the members of the coming conference, respectfully submitted.

THE Philadelphia *Mercury* in attempting to draw a parallel between the cases of men suspended for selling prizes, and the payment of a fee to the official handicapper, is about the silliest argument among the very many silly arguments during this controversy.

THE Buffalo *Times* asserts that the Buffalo Bicycle Club will withdraw as a League Club when the present membership expires.

THE District of Columbia Division L. A. W. is backing up Mr. D. L. Sandoe in a suit for $1000 damages for injuries to person and machine in being run down by a team owned by Mr. Reilly and driven by a negro. At the time of the collision several teams owned by Mr. Reilly were racing, and the reckless conduct and driving caused the smash up and damage,

WHAT *is* the difference between an amateur who sells his prizes, and a professional who rides for the cold cash in the first place?

How to breathe when riding during cold weather: "The chily feeling produced by the keen air may, to some extent, be overcome by throwing the shoulders back and repeatedly filling the lungs to their utmost extent, holding the breath for about ten seconds and expelling the air through the mouth. A repetition of this exercise will cause a feeling of warmth to pervade the entire body, including hands and feet."

GIVEN: a clear sky, a hard frozen road worn smooth by the tires of carriages and wagons, and absence of strong wind. Result: the very perfection of conditions for cycle riding. This condition of things has existed more or less round Boston during the past few weeks, and at the present writing the snow has held off, though the sky looks "snowy." The only danger of winter riding is carelessness in protecting oneself against chills after over heating. In the first place a man need not ride any faster than to induce a delicious glow, and if he is a wise youth and not a dyed-in-the-wool scorcher he will not get into a perspiration, but will ride so as to enjoy to its fullest extent the ideal of winter cycling.

Who is "Sandy?" where, oh, where is "Sandy?" Two gentle men (not of Verona), of the names of Berlo and Zimmerman, are very anxious to meet or hear of the whereabouts of a blonde individual who passed by the name of "Sandy." When last seen he was on the track at Washington, D. C., making certain unsavory claims reflecting on the venality of the above two named racing men. [N. B.—$100 reward will *not* be paid for the information desired —Ed.]

A young man named D. H. Fenton of Danville, Ill., after dismounting from his bicycle last week fell dead. Heart disease is supposed to have been the cause.

The Fall River (Mass.) Cycle Club members ate oysters at their club room last week Tuesday. The club orchestra will give a concert on Christmas Eve.

Now that the cruel war is over in Buffalo men turn to other fields for excitement. The suspended eighteen furnish their full modicum of excitement, and alas! a cloud hangs o'er Massachusetts. Let us hope that the favoring breezes of harmony will dispel it without the showers accompanying thunder.

Imagine a brass band on safeties, and yet that is what Detroit proposes to have. Fifteen men mounted on wheels all alike painted in club colors and playing on instruments specially constructed to be manipulated with one hand. "Griff" is at the bottom of that scheme.

G Minturn Worden is in our midst. He does not deny or affirm the three-dinner story which appeared in the last issue of the World, but he "mutters vengeance deep and low."

The Nashua (N. H.) Cycle Club has just completed its organization and at once commenced proceedings towards making things pleasant socially in the thriving New Hampshire city. A masquerade ball and several assemblies are on the tapis.

Capt. Burbridge and Lieut. Gettinger of the Washington Cycle Club of Washington, D. C., have signified their intentions of going on the track in the coming spring, and no doubt they will be familiar in racing circles before the close of the season.

The committee of the L. A. W., Messrs. Davol, Bassett and Bidwell, to meet the committee of the A. A. U. in conference on the amateur embroglio promises from its make up to bring about something satisfactory and permanent.

Chicago claims that it at least has one amateur who never sold a prize and his name is Van Sicklen. Van has won a lot of cycles, but he never sells one and can today show every one of his wheels and prizes. We do not mean to say that there are not others like Van Sicklen, but he was quoted as a shining example.

The Gotham Wheelmen of New York City gave a smoker at their club house last week Saturday.

Mr. C. H. Smith, the manager of the Detroit to Niagara tourists, proposes to send to each of the participants of that famous tour a Christmas present. Now are you not sorry you failed to be one of them? Mr. Smith will organize a European party to sail on the City of Berlin, July 29. Particulars later.

Chicago must be called the banner "club city." It is claimed that there are twenty separate cycling organizations in that city.

The Wilmington (Del.) Wheel Club held a private reception at its club house last week Thursday evening. About 35 members were present and brought lady friends.

Now that Dr. Emery has withdrawn from the field as candidate for the Vice-Presidency, the friends of Dr. G. Carleton Brown of New Jersey are urging his candidacy for this position. Dr. Brown has been a hard worker for the League during many years and such a recognition of his services would give him no more than he has earned. We understand that Illinois will claim a Vice-President and the names of Chief Consul Davis, F. W. Gerould and Secretary T. F. Sheridan are mentioned.

The Philadelphia Bicycle Club have redeemed $3000 of their bonds issued four years ago for building purposes.

Maryland racing managers will try and minimize the "loafing evil" next season by offering special prizes for the best times made either to the quarter, half or three-quarter mark in mile events and to the one-mile mark in two-mile events and so on.

A. W. Barr, he of "No. 405" notoriety, arrived home in Westboro, Mass., last week.

The Rochester Wheelmen want the New York State Division meet there next season.

The hospitable Hagerstown Bicycle Club held its annual banquet last week Wednesday. Guests were present from Baltimore, Chief Consul Mott being among the most prominent.

On Thursday evening, Dec. 11, the York (Pa.) Cycle Club formally opened their rooms to their friends by holding their first reception. The usually beautiful rooms were most tastefully decorated with palms. About 40 couples attended. Dancing was the order of the evening. Ice cream, cakes and fruits were served at 11 P. M. in the way of refreshments. All seemed to have a pleasant time until 2 A. M. keeping time to the sweet strains of the harp in the skillful hands of Mr. Frank Iula of Baltimore, and thus the York Cycle Club entered a new life—one of social pleasure.—— New Year's Day the club will keep open house and all afternoon and evening the members will receive calls from their friends and during this time lunch will be served to all who call —— January 15th is the date set for the next social evening, which will take the shape of a progressive euchre party.——The club is now discussing the popular "pool tournament" question and will no doubt fall into line and have a pool tournament.—— As the end of the year is near at hand perhaps it would not be out of place to mention what has been done by a few of the members this season. Seven out of twenty-four members have each a century run to their credit, while two of the seven have each made two centuries this season. A very good average we consider is seven out of twenty-four.

Some time ago W. J. Wilhelm was run down by a driver of a mule team. Wilhelm knocked the teamster down and the teamster had W. arrested. On Tuesday, Dec. 9th, the case came up before the grand jury at Reading, Pa., and it was dismissed and the prosecutor ordered to pay costs.

The board of governors of the N. Y. A. C. held a meeting last week Wednesday and the board held the opinion that, under the rules of the Amateur Athletic Union, the New York Athletic Club, to which 13 of the disqualified bicyclists belong, had committed no wrong and directed its secretary to so inform the L. A. W.

"He's fallen off a great deal since I first saw him," she said, as she looked at the young man on his bicycle. And her little sister exclaimed, "Why, I didn't see him fall off once!"

The Arlington Bicycle Club, Washington, D. C., started on Sunday morning, Nov. 23, from the navy yard bridge at Anacostia to break the record for sixteen miles' distance to Marlboro. W. R. MacKrille reached there in 1 hour and 3 minutes, breaking the record by 7 minutes. D. L. Sandoe made the second time in 1 hour 10 minutes. The timers at the start were H. V. King and E. C. Bowen, and J. S. Wilson and C. Warring at the finish.

THAT "SANDY"-MURPHY-BERLO-ZIMMERMAN AFFAIR

The following story sounds very much as though a certain individual rejoicing in the name of "Sandy" and masquerading as a go between, tried to play a confidence game on the N. Y. A. C. The report says that "Sandy" not getting the money disappeared. The question naturally arises if "Sandy" had got the money would he have remained visible to those *reputed* to be interested in its proper (or improper?) disposal? The story of the alleged offer of Zimmerman and Berlo to throw the two mile race at Washington in favor of the N. Y. A. C. men is as follows:

Mr. Barrett, editor of *Bearings*, states that W. F. Murphy told him that he (Murphy) had fixed things between Berlo and Zimmerman to throw that race, and the sum agreed upon was $75 each. This Murphy claims was done so that N. Y. A. C men could win first and second place; Berlo and Zimmerman to finish third and fourth.

President Walter Schuyler of the N. Y. A. C. was seen and stated he was approached by Murphy as to whether the club would pay the sum named ($150) or not, and that he (Schuyler) had promptly refused.

Murphy was seen, and he stated that he was approached by a professional runner of light complexion who he knows only by the name of "Sandy." Sandy asked Murphy if his club (the N. Y. A. C.) would like to win first and second in the two mile championship. Murphy assented and then "Sandy" said that for $150 he could fix Berlo and Zimmerman. Murphy then saw President Schuyler, and getting his refusal to have anything to do with it, he reported the result to "Sandy," and that worthy faded away, and was not seen since.

Murphy saw Zimmerman and said, "I hear you are trying to sell that two mile race Zimmy?" Zimmerman thought it was a joke, and when Murphy told him the whole story, Zimmerman was very indignant. Murphy goes on to say, "I met Berlo on the track, and he said he did not know anything about it. It was a good thing for 'Sandy' that he did not show up. I could hardly believe that Berlo and 'Zimmy' would do such a thing and that's why I asked 'Sandy' if he had seen them about it. I don't believe either of the men would 'throw' a race, and the professional must have been trying to make a stake. In my opinion Zimmerman and Berlo are two of the most honest riders in the country."

A. KENNEDY-CHILD ON THE CUSHION TIRE.

By your courtesy and through your columns I desire to add my mite (culled from experience) as to the value of cushion tires. A priori: I enter the debate as an uncompromising defender and advocate of cushion tires. The contention that these tires, when properly constructed, contribute in a manner often dreamed of, but never before practically realized, to the comfort of the rider and the possibilities of the cycle is one few will object to.

That their introduction marks in cycle construction the grandest improvement since the adoption of adjustable ball bearings is probably a fact. That the only serious objection to their universal adoption is their alleged tendency to cut and split; an objection which if true and unsurmountable (in view specially of the great cost of these tires) would possibly be fatal.

That in a majority of the cases personally investigated by me these serious objections were only too well founded I admit. That the tires cut in an alarming manner was unfortunately true. That they had a tendency to crack from the interior wall was also true, and my original opinion was not at all favorable; but—and there is in most cases a "but"—later I discovered there was a way to obviate all the unfortunate tendencies of the tire; and now I have a cycle fitted with cushion tires, which has successfully stood all kinds and conditions of road riding; has been subjected to such abuse as falls I hope to the lot of few machines; and today it shows, so far as the tire is concerned, no more wear outside than a solid one would show, and internally it is perfect. So far as the wheel itself is concerned it is in much better condition than I could expect a solid tire wheel to be, and to the tire I attribute its condition.

It has saved the wheel from the severe jars and concussions which under the old conditions would in all probability have utterly wrecked it. Bolts, nuts, and working parts have remained firmly when set, and the rigidity as a consequence never impaired. What alchemy did I possess to bring about such a result? None. Just common sense. During my first trials of the tire my wheel had a single U shaped rim of generous width—it was the edge of this solid rim that cut the outside. I had rims of different widths, but they did not materially change the result—it was impossible at that time to procure a suitable hollow rim in this country, but that was a deficiency requiring only time to overcome. Eventually I received the desired rim. Let me describe it. Simply a hollow rim very wide and with large rounded outside edges. This rim did away entirely with cutting on the outside, where edge of rim met the tire; the rubber at point of contact having a large rounded edge to press against, instead of the knife-like one presented by the solid rim, but the internal objection still remained, that of cracking. To achieve the same success there that I had outside was not so easy. Still it was not impossible. Eventually a composition was struck that, whilst in no degree detracting from the elasticity of the rubber, reduced the possibility of internal cracking to a minimum.

I do not claim it will never crack, but so far—a period of five months' use and abuse, have inspired in me every confidence that the tire will give fully as much wear as any solid tire of rubber used under similar conditions. To sum up, it seems to me arguing from analogy, that in order to make a cushion tire effective it must of necessity be attached to a specially constructed hollow rim, with wide rounded edges, and that internally it must be prepared in a manner that reduces the cracking nuisance to a minimum. With these conditions complied with the cushion tire marks the greatest improvement in cycle construction that the past decade has produced. Yours faithfully, A. Kennedy-Child.

PNEUMATIC TIRE AND LATENT POWER.

Having observed various reasons accounted for increased speed of cushion-tired cycles, that of latent power has not come to our notice yet. Noticing the great similarity experienced by the rider between the cushion tire and flange and skate combination for winter cycling, manufactured by Ohio Cycle Supply Co., we come to the conclusion that the tire plays a very important function in cycling. Both devices reduce vibration to a minimum right at the foundation of support, and here is where the pneumatic tire is superior to all springforks, as they are not capable of receiving, at least to a great extent, stored power like the cushion tire, which in leaving an obstruction through the impression received utilizes the stored power in propelling machine, hence economy of power. While a watch is running down the main spring exerts the same power, friction excepted, that it took in winding the spring, and while it takes force to make an impression by meeting an obstruction, the pneumatic utilizes said impression as soon as it gets beyond the perpendicular of said obstruction, hence stored or latent power. L. A. W., 13,079.

THE PLACES OF MEETING FOR 1891 AND 1892.

Editor Bicycling World: It may be said that it is yet too soon to locate the meet of "92," but as Detroit seems to have got a pretty good grip on the meet of '91, why not begin to talk of disposing of the '92 affair. A correspondent has recently put in a bid from Washington to have the next meet there instead of at Detroit. Now why not let the invitation come from the Capitol City to hold the national gathering at that place in '92? Think of the splendid streets we hear so much of. Of the public buildings to be inspected. The legion of wheelmen who would appear. A parade reviewed by the President of the United States and the representatives of other lands, and let us have the meet of '92 discussed, that of '91 is already practically disposed of. Fraternally, 9697.

RULES FOR INDOOR BASE BALL.

[Through the courtesy of Hancock & Co. of Chicago we have permission to print the following rules. A new edition of full and complete rules has just been published by Hancock & Co., Chicago, which contains every regulation for governing the new game. The new book will contain about sixteen pages.—Ed.]

"It can be played in any hall or room of dimensions which will permit of a proper distance for bases and fielding, the composition of the floor being immaterial, as the rubber-soled shoes required to be worn are equally suitable for a smooth surface or carpet.

The game is played like ordinary base ball, with special rules and regulations to equalize the difference in size of grounds and surroundings.

The ball used is of large size, made of a yielding substance, especially for this purpose. The bat is 2 3-4 feet long and 1 1-4 inches in diameter at the large end. The *four* bases are each 1 1-2 feet square, *half filled* with sand.

The following special rules govern the game, other points being the same as in the regular rules:

1. The pitcher's box shall be 6 by 3 feet, to be marked on the floor, the nearest line of said box to be 22 feet from home base. This distance is not to be varied.

2. The bases to be 27 feet from each other, forming a diamond, where the size of the hall will allow. Should the hall be too narrow, the distance between *first* and *third* bases may be lessened. The distance from *home* to *second* base should always be 37 1-2 feet.

3 Nine or eight men may be played on each side.

4. Only shoes with *rubber soles* to be worn.

5. Only stright-armed pitching, in which the arm and hand swing parallel with the body, will be allowed, and the ball is not to be curved.

6. A batted ball which strikes inside *or on* the foul line is fair, the *first* point of contact with the floor, object or player, deciding, regardless of where it afterwards rolls.

7. A batted ball first striking outside the foul lines shall be foul.

8. The third strike caught before touching the ground is out.

9. A foul tip or foul fly caught before touching the ground is out.

10. Four unfair pitched balls give the batsmen first base.

11. A pitched ball striking the batter is a *dead ball*, but does not entitle him to a base. If it should be the *third* strike the batter is out, and no base can be run on that ball.

12. A base runner must not leave his base when the pitcher holds the ball standing in his box.

13. A base runner must not leave his base on a pitched ball not struck, until *after* it has reached or passed the catcher, on penalty of being called back.

14. A batted ball caught after striking any wall or fixture shall be considered first bound, and is not out.

15. In over-running first base the runner can turn *either* way in returning.

16. If a batter *intentionally* kicks or interferes with a ball he has just batted, he is out.

17. If a batted ball, after striking fair, rebounds and *hits the batter*, he shall not be declared out on that account.

18. The game shall be judged by two umpires—one shall take a position in centre field and give decisions on second and third base plays, and shall see that a base runner does not leave *any* base *before* a pitched ball has reached the catcher. The other umpire shall take a position behind the catcher and judge all other points of the game. The two umpires shall change positions at the end of every inning. Umpires shall not be chosen from the two clubs contesting.

19. The umpires shall be the sole judges of the play and discussion will only be allowed on correct interpretation of the *rules*, and not on any optional decision. All such discussions restricted to the two captains.

(Adopted by the Mid-Winter Indoor Base Ball League of Chicago, October 24, 1889.)

The catcher should always play up close to the bat as foul tips are frequent, and the composition of the ball will not allow a serious injury if a player should be struck in the face with it.

Masks and gloves are not essential, but it is a good idea for players to have their suits padded *all around* the knees, as the frequent sliding and bumping on the hard floor would otherwise be hurtful."

Who has not read "Secretary's" charming cycling sketches? Many of them have appeared in the pages of the World, and some in other papers. Many have never been published. The Wheelman Company has collected the entire series of these delightful sketches, and will publish them in book form (102 pages), to be ready for delivery by the 15th December. Price 50 cents per copy in paper covers.

THE LEAGUE IN POLITICS.

Editor Bicycling World: I have carefully read all that has been said in the World of late as to whether the League should "Dabble in Politics" and am of the same opinion still.

Elections are of three kinds: National, State and local.

As the improvement of our highways is not now a National question, or at least not in the same sense as the silver or tariff questions, it will probably be some time before the League could be called upon to interfere in National politics.

As to State elections, they are often influenced by National issues, for our State Legislatures elect the United States Senators, and the voter may consider the National issues of more importance than the highway question, and resent any attempt to influence him to vote for the opposite party. Again, in State elections, the liquor question or the school question may be an issue overshadowing all others, and the voter will be for or against a candidate, regardless of the position he would take on the highway question.

Now as to local elections. Here is the place, if any, where anything could be accomplished by League interference. The wheelmen may hold the balance of power. They may get a candidate to *promise* to do certain things, and they may succeed in electing him. When it comes to *fulfilling* his promises, however, he may conclude that by so doing he would retain the good will of 500 wheelmen at the risk of alienating the affections of a thousand or more other voters, and decide to ignore the demands of the wheelmen, and they will find that they have not only accomplished nothing, but have elected a demagogue to office. This is not theory. It is simply the history of the results of a number of deals in the past, and politicians are just as mercenary to-day as they ever were, and probably more so.

Granted that in isolated cases good may have been accomplished by such procedures. Where is the line of demarcation to be drawn? Does not the League have sufficient trouble controlling her racing men? Let the League do with politics as has been done with road racing; ignore it. At least for the present. If the wheelmen of any locality are strong enough to accomplish anything they have their club organizations.

Poor roads are not a late innovation, they existed long before the Declaration of Independence was thought of. The large majority of the people do not fully realize the benefits of good roads as they have never seen a real good road. It will take time to convince them. It can't be done in a week, month or a year.

Let the educational part of the work be pushed. A popular demand is what we want more than "deals." Very respectfully,

William D. Kempton.

THE BOWN-CENTAUR CASE.

Noticing the controversy going on in the English papers in regard to the recent decision in this famous case, and the probable outcome and final decision which will be made on the appeal, we asked the following questions of the Bown patent owners in this country, the Overman Wheel Co., as to the probable effect of the decision in the United States, and the reply we received was as follows: "If the decision in the case is confirmed by the appeal it would not materially affect the United States patent. The laws relating to anticipation of patents in this country are entirely different from those in England. However, from advices we have received from the other side we feel very confident that the late decision will not be sustained by the higher court on appeal."

NOW READY: "Secretary's" Book. Price 50c.

The Elwell Bermuda party is rapidly filling up, and all having the tour in contemplation should clinch the matter as soon as possible, as the steamer is sure to be full before date of starting. Among those who are expected to be of the party is Henry George, the advocate of the single tax, who is somewhat broken down from overwork, and thinks of resorting to Bermuda and the wheel as a tonic.

Who has not read "Secretary's" charming cycling sketches? Many of them have appeared in the pages of the World, and some in other papers. Many have never been published. The Wheelman Company has collected the entire series of these delightful sketches, and will publish them in book from (102 pages), to be ready for delivery by the 15th December. Price 50 cents per copy, in paper covers.

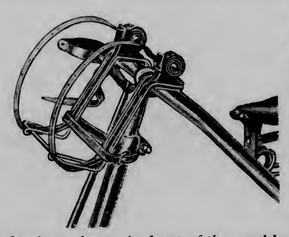
TO "STAR" ONCE MORE.

Editor Bicycling World:, While it is evidently entirely within the province of a correspondent to take up your valuable space with futile attempts to be funny at the expense of any one who incurs his displeasure by refusing to join his pet club, I submit that the line ought to be drawn somewhere, and beg to ask your editorial opinion as to whether it should not be drawn at the offensive appellation of "Socialists," as applied by "Star" to the members of the Social Cycling Club of this city in your last and previous issue?

Cincinnati, December 15, 1890. Unothat.



LAMSON'S LUGGAGE CARRIER NO. 4 FOR SAFETIES



Is made of one continuous piece of spring-steel wire, hooked behind the bar, and is not rigid at its lower end but forms an elastic rest for the package, preventing undue jar to the contents. It does not interfere with the brake or mar the nickel. There are no screws, clamps or rivets to work loose and break or get lost. It is easily adjusted to rest on the handle bars and is strapped down firmly to hang in front of the machine. It is not intended to take the place of the smaller standard horizontal Carrier No. 1, but as an additional variety especially intended for touring and for carrying the bundle well down in front. It will safely and securely carry as large a package as any rider would be likely to take along, and carries it where it is out of the way in mounting, and always under the eye of the rider so that he can see that nothing is lost off. It cannot rattle, and it fits nearly all the different makes of safeties, as well as the Victor and Eagle ordinary.

Manufactured by C. H. Lamson, No. 203 Middle street, Portland, Me. For sale by all dealers in Cycle Sundries.

The Overman Wheel Co. will on January 1st establish a branch house in San Francisco, Cal. This is in line with the policy of this pushing house to establish real branch houses in the different large cycling centres, and the San Francisco house, like the Denver, Washington and other branches will be in all essentials a part of the Overman Wheel Co.



THE NEW GIANT NO. 4.

We present in this issue a fine cut of the New Giant No. 4. The specifications are in brief: 30-inch wheels, tangent spokes, steel hubs, ball bearing parts steel, weldless steel backbone, hollow steel tube handle bar, rear brake, ball bearings all over, including head, Bolte spring fork, new Yost saddle. Finished in enamel and nickel. This machine will be listed at $85.



THE EAGLE RACER.

THE EAGLE RACER.

This cut represents the racing wheel which the Eagle Bicycle Mfg. Co. will put on the market in '91. The Eagle roadster having made such a success in the road races, there was a demand this season for a racing wheel on the same lines. A few of these wheels were built the latter part of the season, and the work done on them so far has fully demonstrated their success. The weight is 21 pounds, the frame rods are all of steel tubing, the size of front wheel rim is 3-8 inch, rear wheel 1-2 inch, number of spokes in large wheel thirty-two, small wheel sixteen. It is fitted with a brake the same as the road wheel, and the model is in all respects the same.

"Senator" Morgan writes from Portland, Oregon, that in all probability he will cast his lot with a new concern now forming, called the Chicago Cycle Supply Co. As its name indicates it will be a concern to manufacture and supply cycle sundries, etc., to the trade. Portland (Oregon) capital will figure largely in this new venture, though probably the headquarters will be in Chicago, to which place the "Senator" will undoubtedly move as soon as the arrangements are consummated. More of this new concern anon.

The Columbia desk calendar for '91, issued by the Pope Mfg. Co., will be in great demand. As usual, it is in pad form mounted on a stained wood, brass bound stand. Although this is the sixth issue of the calendar, all the matter is fresh and new, comprising notable events in cycling, opinions of physicians and clergymen, hints about road making and numerous other topics, the whole being enough to make a fair-sized volume when printed in book type. The whole is most creditable to Mr. Cole, the compiler.

Continued on Page 198.

NEW KODAK CAMERAS---FOR WHEELMEN.



"YOU PRESS THE BUTTON, WE DO THE REST."

(OR YOU CAN DO IT YOURSELF.)

SEVEN NEW STYLES and SIZES

ALL LOADED WITH

TRANSPARENT FILM.

☞For sale by all Photo. Stock Dealers. *Send for Catalogue.*

THE EASTMAN COMPANY, Rochester, N. Y.



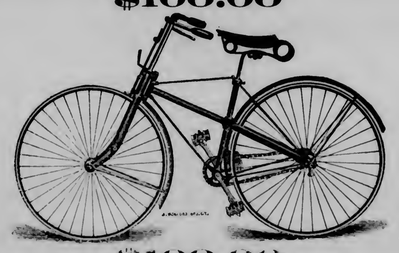
Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street, BROOKLYN, N. Y.

HARTFORD

A Popular American Made Wheel

$100.00



$100.00

HARTFORD

At a Popular Price.

HARTFORD

HARTFORD

THE HARTFORD CYCLE CO., Manufacturers, Hartford, Conn.

IT WILL PAY YOU TO SEND TO



A. W. GUMP & CO., Davton, Ohio,

FOR PRICES ON

Typewriters and Bicycles. Typewriters Rented. Bicycles, Typewriters and Guns Taken in Exchange.





LEAGUE HEADQUARTERS:

13 Pearl Street, - - - - Room 27.

ABBOT BASSETT, Secretary.

OFFICERS FOR 1890—91.

PRESIDENT,

JAMES R. DUNN,

40 Wall st., Room 6. New York.

FIRST VICE PRESIDENT,

DR. W. H. EMERY,

109 Warwick street, Roxbury, Mas

SECOND VICE PRESIDENT,

GEO. R. BIDWELL,

308 W. 59th street, New York City

TREASURER,

W. M. BREWSTER.

117 No. 4th Street, Quincy, Ill.

SECRETARY,

ABBOT BASSETT,

12 Pearl Street, Boston, Mass.

Standing Committee.

Membership Committee.

Sanford Lawton.....Springfied, Mass.
George C. Pennell.....Elizabeth, N. J.
Jas. C. Arbuckle.....1662 Euclid ave., St. Louis, Mo.

Committee on Improvement of Highways.

Isaac B. Potter, Esq.....Potter Bldg., New York
Albert Mott.....203 Lenox St., Baltimore, Md.
Maj. Chas. L. Burdett.....Hartford, Conn.

Committee on Rights and Privileges.

Clarence Hodson.....Hodson Building, Crisfield, Md.
Chas. F. Cossum, Esq.....Poughkeepsie, N. Y.
I. S. Dean, Esq.....28 State St., Boston, Mass.

Committee on Rules and Regulations.

W. A. Davis.....340 S. Leavitt St., Chicago, Ill.
Michael Furst, Esq.....16 Court St., Brooklyn, N. Y.
A. B. Richmond.....Grand Rapids, Mich

Transportation Committee.

W. M. Brewster.....117 No. 4th St., Quincy, Ill
Amzi T. Dodd.....70 Park Place, Newark, N. J
Burley B. Ayers, "Rookery,".....Chicago, Ill

Racing Board.

Chas. S. Davol.....Warren, R. I.
George Collister.....147 Ontario St., Cleveland, Ohio
Robert D. Garden.....Chicago, Ill
W. H. DeGrand.....47 W. 14th St., New York
Geo. D. Gideon.....17 No. 7th St., Philadelphia Pa

Hotel Committee.

George S. Atwater, 1424 Penn. Ave., Washington, D.C
H. H. Hodgson. 13 Carondelet St., New Orleans, La
W. C. Marion.... 1255 Bedford Ave., Brooklyn, N. Y

Massachusetts.

The Board of Officers of this Division having cancelled the action taken Sept. 26th (for want of legal notice to the members of the Board), and having by ballot expressed their preference for the following members as delegates to the National Assembly, in accordance with the By-Laws I hereby appoint R. A. Barker, Geo. F. Kehew, J. S. Dean, Charles G. Wells, J. W. Bean, George A. Perkins, I. E. Moultrop, Sanford Lawton, J. Fred. Adams and E. B. Pillsbury delegates to the National Assembly from Massachusetts.

Fraternally, WM. H. EMERY,
Boston, Dec. 15, 1890. Chief Consul.

Massachusetts Division.

A meeting of the Board of Officers of the Massachusetts Division League of American Wheelmen, was held at the Clarendon Hotel, Boston, on the evening of Dec. 12, 1890.

Chief Consul Emery presided, and the members present were Vice Consul Robinson, Secretary-Treasurer Howard and Representatives Kendall, Lamont, Pillsbury, Carsley, Barber, Gorton, Dean, Robinson, Lowell, Adams, Whitten, Kehew, Bean, Wells, Gooch, Pierce, Moultrop and Palmer, or 22 of the 25 members of the Board.

As soon as the meeting came to order the Chief Consul requested the Secretary to read the records of the annual meeting held last September. The records were not at the meeting of the Board held a month after the annual session, consequently they were not presented for approval until Friday evening. When they had been read Mr. J. S. Dean moved that they be approved. Mr. Wells offered as a substitute for Mr. Dean's motion a set of resolutions. Mr. Dean doubted that such a substitution was in order, and questioned the decision of the Chair. On the question being put to the meeting the Chair was sustained by a vote of 15 to 5.

Mr. Wells then offered the following resolutions:

Resolved, That this Board declares that no meeting was held on Sept. 25, 1890, because due notice had not been sent to all the members, as is provided in the By-Laws; and that the acts of the members present at that meeting were not the acts of this Board, and are hereby repudiated and rescinded.

Resolved, That on account of the illegality and irregularity of their election, and for that reason only, those members announced as chosen to represent this Division at the National Assembly are hereby removed from that delegation; and that it is the duty of the Chief Consul to fill the 10 vacancies so caused.

A lengthy discussion followed the offering of these resolutions. Several members stated that they had not received notice of the meeting in time to attend. The Secretary stated that all the notices were mailed at one and the same time, and that if any went astray it was the fault of the Post Office officials. The By-Laws provide that the Chief Consul shall give five days' notice of meetings called. Chief Consul Emery stated that he had sent notifications of the meeting to the Secretary on the Monday preceding the Friday on which the meeting was held. Had the Secretary received the Chief Consul's notification on the day that it was mailed, it would have been impossible for him to have given more than four days' notice to the members.

Mr. Dean considered that more than two months having passed since the annual meeting—a full report of which was printed in the BULLETIN, and therefore a legal notification of the business transacted given to all members of the Division—that it was now a rather late date to question the legality of that meeting. Mr. Wells, Mr. Barber and other members spoke in favor of declaring the meeting illegal.

The resolutions were adopted by a vote of 15 to 5.

The Chief Consul was requested to appoint 10 delegates. He stated that he would much prefer that the members decide by ballot whom he should appoint, and Messrs. Barber, Carsley and Bean were appointed a committee to receive the ballots.

While the vote was being taken, Mr. Kehew moved that the delegates to be appointed should support Chief Consul Emery as a candidate for any office which he should decide to stand for at the National L. A. W. Convention in February. The motion was carried without opposition.

The result of the ballot was that Messrs. W. G. Kendall, H. W. Robinson and J. B. Seward, elected at the annual meeting, were dropped from the list, and Messrs. C. G. Wells, Geo. F. Kehew and Irving E. Moultrop were chosen as their successors. The others elected were Messrs. Dean, Bean, Perkins, Lawton, Adams, Barber and Pillsbury, all of whom were on the original list.

Vice Consul Robinson said that he wished to have his protest recorded against the Chief Consul appointing delegates to succeed those he believed to have been fairly elected at the annual meeting. Believing that such action was illegal he had refrained from voting on the matter. While having no personal interest in the affair he thought that the exhibition of ill-feeling shown was not commendable to the Board.

Mr. Dean echoed Mr. Robinson's sentiments, and said that he had also refrained from voting. He objected to being instructed how he should vote as a delegate, and said that while in the past he had always supported the Chief Consul, if he should be sent as a delegate to the National Convention he would vote as he pleased.

The Chief Consul replied that this was a matter for Mr. Dean to settle with the Board.

Mr. Bean desired to refute any intimation that passing the above resolutions was the result of ill feeling. He believed in rewarding good services, and thought it but justice to the Chief Consul that other delegates should be appointed.

Mr. Kehew had understood that certain of the delegates elected at the annual meeting had stated that they would not support Dr. Emery for Vice President of the League, hence his motion of instruction.

Chief Consul Emery referred at length to his work in League affairs, saying that his time was too limited to allow of his accepting the two offices of Chief Consul and Vice President. If he stood as a candidate for the Vice Presidency he must resign as Chief Consul. He wished the Board to express by a vote which of the two offices it was desired he should retain.

Mr. Robinson thought that the Chief Consul was competent to discharge the duties of both offices. Mr. Palmer said that speaking for New Bedford he hoped Mr. Emery would continue as Chief Consul. Mr. Wells said that it would be easier for the League at large to secure a Vice President than it would be for Massachusetts to find a satisfactory Chief Consul, so offered the following motion which was carried: "It is the sentiment of this Board that the Massachusetts Division of the L. A. W. cannot do without its Chief Consul."

Dr. Emery said that this was perfectly satisfactory to him, and that he would not be a candidate for Vice President of the L. A. W.

The question as to whether or not the Division should allow mileage to delegates attending the National Convention was discussed at great length, and the motion made by Mr. Dean that mileage be allowed was lost by a vote of nine to six. The Chief Consul stated that the Division could not pay expenses to the delegates without endangering the chances of publishing a new road book containing county maps of the State. The proposed new book was described, and on motion of Mr. Bean the Chief Consul was appointed a committee of one, with full powers to publish the work. The Chief Consul was also appointed a committee of one to issue a Division hand-book. He was empowered to add to the members of these committees as he saw fit.

Mr. Pierce moved that the Chief Consul be allowed $75 per quarter for clerk hire, and the Secretary-Treasurer $31 for the discharge of the duties of his office. Mr. Adams, Chairman of the Finance Committee, offered as an amendment that the Chief Consul be appropriated $62 per quarter and the Secretary-Treasurer $50 per quarter. The motion as amended was carried by a vote of 9 to 2, the amendment being adopted by a vote of 7 to 6.

On motion of Mr. Adams the Secretary-Treasurer was requested to file a bond for $1000 with the Fidelity and Casualty Company of New York, expense of obtaining the bond to be paid by the Division.

On motion of Mr. Dean the payment of $50 to Messrs. Beers and Hutchins for racing expenses by the Treasurer, in accordance with a vote passed at the meeting declared illegal, was ratified. It was also voted to sustain the vote refusing racing expenses to Mr. Berlo. CHAS. S. HOWARD, Sec.-Treas.

Rhode Island.

I have this day appointed Benjamin Smith of Providence Representative in the Division Board and Delegate to the National Assembly, to fill vacancy caused by the appointment of James L. Speirs as Vice Consul of the Division. GEO. L. COOKE, Chief Consul.

Providence, R. I., Dec. 12, 1890.

New Hampshire.

Frank McMaster, Chief Consul:

I hereby tender my resignation as Secretary and Treasurer of the New Hampshire Division League of American Wheelmen, to take effect from date.

FRANK O. MOULTON, Sec.-Treas.

Manchester, N. H., Dec. 9, 1890.

To fill the vacancy caused by the above resignation I have appointed Robt. H. Scott, 39 Walnut street, Manchester, N. H., and he will enter upon the discharge of his duties at once. FRANK A. MCMASTER, Chief Consul.

New York Representative.

Joseph C. McClelland has been elected Representative in the New York Board of Officers by the Albany Wheelmen of Albany. WM. B. PHIPPS, JR.

500—Missouri Division—500.

To Consuls and Members:

In spite of Jack Frost's visit to us, our Division keeps on growing, and if each of you will only do his share, the figures 500 will be snowed under. We want our non-League wheelmen to know that among the other advantages of membership the free weekly newspaper is not to be lost sight of. It is founded on solid merit, backed by ample capital, and conducted with honorable enterprise. On the other hand some bicycle riders pay $100 for an expert lawyer to prosecute road hogs. There are others who pay $1.50 for a year's membership in the League of American Wheelmen, and are thereby protected in case of assault on the road by an experienced lawyer in the employ of the Missouri Division. But even these are not the extremes reached. There are bicycle riders who lose over $1000 a year by doing neither one. A poor argument is a handicap in procuring new members, and if you will only recall the many advantages of League membership and paste them in your hat for every reference you will constantly have before you a good argument which no sensible wheelman will fail to heed. Fraternally yours,

ROBT. HOLM, C. C.

New League Club.

The following clubs have qualified as League clubs and filed the certificate required in the office of the Secretary:

305—Hartford Ladies Cycle Club, Hartford, Conn. Margaret A. Martin, Secretary.

306—Oshkosh Wheelmen, Oshkosh, Wis. Bayard T. Higgins, Secretary.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 38—Total 51—17,599.

BOSTON, Dec. 19, 1890.

CALIFORNIA DIVISION—1—529.

Unattached.

20757 Kelb, Ch., 216 Powell st., San Francisco

ILLINOIS DIVISION—8—1384.

Peoria Bi. Club.

20737 Marsters, Harvey S., 504 Glendale ave., Peoria
20734 Howells, Wm. H., 913 State st., "

Ramblers C. C. (unattached).

20758 Dort, Guy, 630 Main st., Quincy
20759 Lohman, Herman F., 617 South 6th st., "
20760 Myers, John W., 422 Main, "
20761 Newman, Gus., 435 So. 7th, "
20762 Sahland, Walter, 1402 Spring st., "

Unattached.

20806 Seymour, Walter S., Norwood Park

IOWA DIVISION—1—191.

Unattached.

20807 *Webster, Miss Nellie*, (P. O. 16 E. Chester Park, Boston) Council Bluffs

MAINE DIVISION—2—218.

Unattached.

20795 Fisher, J. W., Brunswick
20796 Tenney, Geo. F., Box 173, "

MARYLAND DIVISION—1—595.

Unattached.

20797 Gutman, Louis N., 1531 McCullough st., Baltimore

MASSACHUSETTS DIVISION—2—2283

Unattached.

20773 Whitney, Wm. F., 228 Marlborough, Boston
20795 Jenkins, Alfred F., West Boxford

MICHIGAN DIVISION—1—556.

Detroit Wheelmen.

20803 Whitton, Richard S., 17 Winder st., Detroit

MINNESOTA DIVISION—4—154.

Flour City Cyclists (unattached).

20763 Gibbs, F. C., 126 E. 15th st., Minneapolis
20764 *Snow, Clara*, 1018 1st ave.,

St. Paul Cycle Club.

20765 Smith, Milton A, 95 East 4th st., St. Paul

Unattached.

20779 McDougall, A. F., Verndale

NEW JERSEY DIVISION—2—1010

Palisade Wheelmen (unattached).

20778 Bailey, Roland B., 92 11th st., Hoboken

New York Bi. Club.

20801 Pring, F., Box 34, East Orange

NEW YORK DIVISION—14—3022

Albany Wheelmen.

20766 Ostrander, W. J., 39 Dallins st., Albany

Crescent C. C.

20767 Bullock, Robert E., 148 Meigs st., Rochester
20768 *Bullock, Mrs. Robert E*, 148 Meigs st., "
20769 Lewis, W. A., 84 Broadway, "
20770 Shannon, Edwin R, 32 Clinton pl., "

Lake View Wheelmen (unattached).

20774 Sawers, Fred'k H., M. D, 224 Lake ave., "

Queens Co. Wheelmen.

20775 Cozine, Charles, Jamaica

Rome Cyclers.

20780 Lasher, Wm. J., Jr., Rome
20781 Olney, Wm., "

New York Bi. Club.

20798 Hall, A. G., 38 East 22d st., New York
20799 Traver, Jno. B., 78 Madison ave., "
20800 Rapp, Albert, 27 Palmetto st., Brooklyn

Utica C. C.

20802 Brand, Arthur, High st. cor. Eagle, Utica

Unattached.

20786 Stutzer, H., Jr., 25 First pl., Brooklyn

OHIO DIVISION—2—1183

Fostoria Bi. Club.

20782 Gray, Geo. M., 335 East North st., Fostoria

Unattached.

20804 Barnes, Geo. A., 199 No. Cleveland ave., Canton

PENNSYLVANIA DIVISION—3—2036.

Erie Wanderers (unattached).

20787 Behringer, Edward J., 922 State st., Erie

York Cycle.

20776 Eck, Harry, 117 E. Phila. st., York

Juniata Wheelmen.

20771 Henderson, J. C., Lewistown

TEXAS DIVISION—4—57.

Austin Bi. Club (unattached).

20788 Posey, S. S., Box 353, Austin
20772 Bell, W. G., Box 614, "

Unattached.

20805 Hill, J. W., 513 So. Travis st., Sherman
20783 Wheeler, Wm. D., Terrell

WISCONSIN DIVISION—6—229.

Appleton C. C. (unattached).

20789 Humphrey, E. P., Appleton

Oshkosh Wheelmen,

20790 Edwards, Dr. C. E., 117 Main st., Oshkosh
20791 McIntire, W. A., 308 Main st., "
20792 Morris, Jno. G., 703 Algoma, "
20793 Service, P., 166 W. Irving, "
20794 Webb, C S., "

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasurer, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1424 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No. Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 607 No. Alabama street, Indianapolis.

IOWA—Chief Consul, Ackley Hubbard, Spencer. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 65, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

MAINE—Chief Consul, Howard M. Breen, 199 Franklin street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, Dr. W. H. Emery, 109 Warwick street, Roxbury. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A. Coover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 280, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI — Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, R. H. Scott, 39 Walnut street, Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 116 Broad street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK — Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 166 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Joseph R. Wilson, Jr., Clarksville. Secretary-Treasurer, B. A. Patch, Clarksville.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box 281, Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro'. Secretary-Treasurer, F. A. Roberts, Brattleboro

VIRGINIA—Chief Consul, Ira B. White, 16 Nolls court, Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1891. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 April 30. Enclose $1.50 with this blank on any date between date of paper and April 1, 1891. Write plainly—Printing preferred.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margin in using this blank.*

"BUILT ON HONOR."

ADOPTED BY THE UNITED STATES GOVERNMENT.

WARWICK PERFECTION CYCLES.

WEIGHT, 42 POUNDS.



SPECIALLY CUSHION TIRES.

NO CAST METAL.

WARWICK CYCLE MFG. CO., - Springfield, Mass.

CATALOGUE. JANUARY, 1891.

The Celebrated Bolte Spring Fork,

Generally regarded as the most practical device of its kind, will be used on all the

Giant * Safety * Bicycles

—FOR 1891,—

and is but one of the many novel features which will make them, as during the past season,

THE SLICKEST SELLERS IN THE MARKET.

Dealers will do well to correspond with us at an early date. Our organization is fast assuming completion.

CATALOGUE ON APPLICATION.

H. A. LOZIER & CO., - Cleveland, Ohio.

Controlling the entire output of the LOZIER & YOST BICYCLE MFG. CO.



"COMMON SENSE" SAFETY.

We present this week a cut of a new Hickory wheel made by David Pettit & Co., of Philadelphia. The specifications are as follows:

Wheels are 28 inch, of best selected second growth hickory, made by one of the oldest makers of wheels in this country. Steel rims, with adjustment for any possible shrinkage of felloe. Geared from 50 to 60 inches.

Sprocket wheel is supported in the most rigid manner possible, having crank shaft bearings on the outside, and so as to alter gearing at pleasure; sprocket rims detachable, without disturbing hub on shaft.

The chain is of a special light weight design and very strong. It runs in split teeth on sprockets, instead of on sides of teeth as is usual, and hard steel rings save the friction. Owing to spokes being straight and central in hub, the chain is run further in towards the centre; it is only one inch from centre of driving wheel, making it almost practically central driving.

The crank shaft is attached directly to forks that support rear wheel, and adjusts for chain tension instead of moving the driving wheel, thereby insuring the driver always in line with frame. The cranks are detachable and adjustable from 5 1-4 to 6 1-2 inches throw.

Wheel and crank shaft bearings are hardened steel rollers, very simple, and neatly fitted and easy running. Pedals are ball.

The frame is U pattern, suitable for either sex, and is very strong, being made of double tubes telescoped around the bend.

Steering centres are cone, arranged so that a line drawn through them strikes ground at point of contact of steering wheel.

Handles have a backward slope with long up and down adjustment.

Saddle is light hammock pattern with front and back adjustment, and from 26 to 36 inches vertical adjustment.

Finish, black enamel. Actual weight, 40 pounds. Solid or cushion tires.

We are in receipt of a sample piece of the Banker & Campbell cushion tire, cuts and description of which appeared in our issue of a few weeks ago. These tires will be applied to all the machines to be manufactured by the Banker & Campbell Company, viz., the "Meteor" cycles for women and men. The man's "Meteor" will weigh 40 pounds and the lady's 37 pounds. The tires alluded to above are moulded and endless, and are 1 1-4 to rear and 1 1-8 to front wheels. It is the intention of Messrs. Banker & Campbell to furnish these tires to the trade providing the manufacturer can make them in sufficiently large quantities.

REDUCED PRICES

on second-hand wheels. From now on during the winter we offer special net reduced prices on our second-hand stock; same is large and complete, and you can buy almost any wheel wanted at prices that will surprise you. Also special bargains in brand new, high-grade, job lot machines. Special bargain list free.

ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.



The Victor Wrench. A genuine triumph! By actual tests over 80 per cent. STRONGER than the strongest wrench of its class heretofore in the market. Nickel plated. Price $1.00.

Overman Wheel Co., Makers, Chicopee Falls, Mass.

THE GALES SAFETY.

THE GALES SAFETY is designed with a view of meeting the demand for an **ALL BALL BEARING** Safety at a moderate price. The frame is of weldless steel tubing and steel forging throughout. The rear wheel is 30 inches, with 7-8 inch tire, geared to 54 inches. 30 inch steering wheel, with 3-4 inch tire. Best quality moulded rubber tires, firmly cemented into the rims. The spokes are direct, of No. 12 special drawn steel wire. Straight front fork; corrugated rubber coasters. The handle bar is one piece steel tube 30 inches long, bent back, and is detachable and adjustable.



Both wheels, crank-axle and pedals are fitted with ball bearings. The pedal rubbers are soft and tough, and so made as to prevent the rider's foot from slipping. The saddle rests upon an L seat rod, and is adjustable to height, also forward and back. The saddle is the famous Fish patent Hammock, is adjustable in all directions. The brake is of the Plunger style and very powerful. Neat Lamp Bracket, Mud Guards over both wheels. Finely enameled, with bright parts nickeled on copper. Each machine is supplied with tool bag wrench and oiler.

PRICE, - - - - - - $75.00.

SCHOVERLING, DALY & GALES, 302 Broadway, New York.



REFEREE ROADSTER.

REFEREE CYCLES

FOR

Lightness, Strength, Durability, Reputation and Satisfaction.

WHO SELLS THEM?

A. J. STREET CYCLE CO., Chicago.
GEORGE R. BIDWELL, New York.
W. J. NEWMAN, Boston.
J. B. & G. C. SWEET, Buffalo.
CHAS. HANAUER, Cincinnati.
PRINCE WELLS, Louisville.
MICHIGAN CYCLE CO., Detroit.
CAMPBELL & CO., Providence.
WILDER & LAING, St. Louis.
A. H. PERRIGO & CO., Omaha.
H. T. HEARSEY, Indianapolis.
BANKER BROS., Pittsburg.
L. B. GRAVES & CO., Washington, D. C.

OUR PRIZE PACKAGE.

One Pair all wool hose, REGULAR PRICE, $1.50
One Pair Rankin Toe Clips, " " .50
One Buffalo Stand, fits Safety or Ordinary, REGULAR PRICE, - - 1.00
Total $3.00

The responses to the above have come in so rapidly that our stock is about exhausted, only four dozen of the packages left, so send in your order before it is too late. Remember these goods are all of first quality and $1.50 takes the entire package.

ST. LOUIS WHEEL CO., 311 N. 14th St., St. Louis, Mo

New Haven 40c ONE PIECE WIRE CLUB PINS. BADGES MEDALS, &c. C. O. REICHERT. L. A. W. 11425 828 CHAPEL ST. NEW HAVEN, CT.

Official Outfitters to the League of American Wheelmen.
Authorized by the Uniform Committee.

Committee.

Browning, King & Co.,
Official Tailors of the L. A. W.
406, 408, 410 & 412 Broome Street, NEW YORK.
The Only Official Tailors to the L. A. W.
COAT, $8.25, BREECHES, $5.50.
Cloth, $2.25 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

A. G. Spalding & Bros.,
Makers of the Official L. A. W. Sundries.
Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk, Edge's League color, white centre, Snake Buckle..... .50
No. XX Worsted Solid, League color, Snake Buckle..... .40
Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic. 5.00
No. 1, Canvas, leather trimmings. 3.50
Sent post paid on receipt of price.
Send for Catalogue Knit Racing and Training Suits.
A. G. SPALDING & BROS.,
241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia, 1022 Market St

CYCLING

FOR

Health and Pleasure.

CHAPTER I.

WITHIN the last few years one of the most striking features of American life has been the development of interest in athletic sports, not merely in imitation of English customs, but because it has slowly become recognized that athletic sports have great value, and that exercise is essential to health. This admitted, the question at once arose as to what is the easiest, the most agreeable, the most accessible and most beneficial form in which to take exercise. It soon became evident that Cycling is that form. Thousands took to the sport because of this, and the majority of them proved its efficacy in their own persons. Furthermore, they found that they had engaged in the most exhilarating pastime they had ever known.

The first full discussion of these points is found in Chapter I of Mr. Porter's "CYCLING FOR HEALTH AND PLEASURE." He argues with great force that Cycling excels all other sports both in the pleasure it gives and the health it produces; he explains why it is so, and quotes liberally from medical authorities to prove his position. Special attention is given to the advantages of cycling for women. One cannot afford to miss this discussion if he is interested in telling any one why cycling is the grandest of sports.

The volume, in which this is the first of nine chapters, is published by the WHEELMAN COMPANY, 32 Pearl street, Boston, Mass., and sent by them, postage paid, on receipt of fifty cents. They receive no postage stamps.

230 Pages, Illustrated.

50 Cents, Postpaid.

WHEELMAN COMPANY,
PUBLISHERS.
12 Pearl St., - Boston.

"THE ORMONDE."

SOLID, CUSHION or PNEUMATIC TIRES always in the lead. The Ormonde won the largest percentage of races during the year of 1890 of any machine on the race path. Take the starters in any of the great tournaments you are familiar with, Montreal, Providence, Hartford, Niagara, Chicago, Rochester, Philadelphia or Peoria. Notice the mounts of the racing men and then note the proportion of the races won by the riders of the famous "Ormonde." How does it compare with the others?

RACES WON ON ORMONDE CYCLES. 1890.

MONTREAL, Canada, August 30th—
1-2 Mile Open, Ordinary. First, L. L. Clark.
1 " " " " A. B. Rich.
5 " " " " A. B. Rich.
Same day made the three mile Canada record in the 5 mile race.

PROVIDENCE, R. I., August 30th—
1 Mile Open, Safety. H. E. Laurie.
2 " " " Handicap from scratch, H. E. Laurie beating two other scratch men.

HARTFORD, Conn., September 1st and 2d—
1 Mile Open, Safety. H. E. Laurie.
3 " " " Lap race. H. E. Laurie.
Same day lowered American Safety record from 2.36 4-5 to 2 32 2-5.
1 Mile Team Race, N. Y. A. C. vs. Chicago (the only Ormonde in the race); A. B. Rich, first.
1-4 Mile Open, Ordinary. A. B. Rich.

NIAGARA FALLS, August 27th. L. A. W. Meet.
1-2 Mile Open, Safety. H. E. Laurie.
1-4 " " " W. F. Gassler.
H. E. Laurie, second to Gassler.
1 Mile, 3 min. class, Safety. E. J. Willis.
1 " L. A. Championship was won by W. D. Banker on Ormonde.

ENGLISH RECORDS—
The Ormonde Safety on solid tyre in England holds the World's record from 1 to 10 miles. (H. E. Laurie)

AMERICAN RECORDS.
The Ormonde holds American records from 1 to 5 miles; time 13.39 2-5. H. E. Laurie.

CHICAGO, Ill., September 19th and 20th—
1 Mile Handicap, Safety. E. J. Willis, first.
1 " " " F. Fanning, third.
1 " " " (from scratch) H. E. Laurie, fourth. (The only three Ormondes in the race.)
2 " " " E. J. Willis, first.
2 " " " F. Fanning, second.
Laurie did not start; the only two Ormondes in the race.

NIAGARA FALLS, July 12th—
1-4 Mile Ordinary. First, W. S. Campbell.
1-2 " " First, W. S. Campbell.
1 " " First, W. S. Campbell.
1-4 " Open, Safety. W. S. Gassler, in which he broke the 1-4 mile Safety record; time, 35 4-5. Record still.
1 " " " W. D. Banker; with Gassler second.
At above meeting Ormondes won everything, Ordinary and Safety.

ROCHESTER, N. Y.—
1 Mile, Open, Safety, Solid Tyre. H. E. Laurie, first; last quarter, 30 1-5, fastest time ever done in competition.

FIFTY MILE ROAD RECORD.
Two men broke the 50 mile road record in England in 2h. 37m., but have just been beaten.

PHILADELPHIA, Pa., September 5th and 6th—
1-4 Mile Safety, Open. E. J. Willis.
2 " " Handicap. H. E. Laurie, from scratch.
1 " " 3 min. class. E. J. Willis.

PEORIA, Ill., September 12th and 13th, 15th and 16th.
1 Mile Safety Invitation Race, in which all the best riders in the country were invited on all kinds of Safeties. H. E. Laurie, first.
1 Mile Ordinary Bicycle. A. B. Rich, first.
4 " American Record, 11.11 1-5. A. B. Rich.
5 " World's Record, 13.51 2-5. A. B. Rich.
1 " Safety Record, 2 27 1-5. H. E. Laurie.

Do you want a good, reliable, handsome, symmetrical and easy running wheel for next year's trade? If so, you cannot do better than to open a correspondence with the largest bicycle dealers in America at once,

ROUSE, HAZARD & CO.,
MANUFACTURERS AND IMPORTERS.

Sole Importers of the "Ormonde" for the United States, excepting the New England States, New York, Pennsylvania, Ohio, Michigan, Virginia and West Virginia.



Has the Eclipse Come to Stay?

We stake our reputation on its durable qualities, and can't afford to take any chances

The Eclipse is honestly built. Material? The best. Workmanship? The best. Durable? Will last for years. Easy riding? Unequalled. Any rattle? Always as quiet as a new buggy. Appearance? Elegant nickel and enamel finish. High grade? Emphatically.

The cycle that captures the rider. The cycle that will not cost its price in a few years for repairs. Price $100. Send for Catalogue.

STEEL PULLEY & MACHINE WORKS,
Patentees and Sole Makers,
INDIANAPOLIS, IND.
Good Agents Wanted for all Unoccupied Territory.



One of the handsomest pins on the market. Fine gold plate. Garnet or ruby stone setting.

ONLY $1.00 EACH,

for either watch charm or pin, and your initials and League number on back.

Send stamp for new L. A. W. Catalogue.



This size for Scarf Pins,
Only $1.00 Each.
Cuff Buttons,
$1.50 Per Pair.
JOHN HARRIOTT,
3 Winter Street, Boston.

Have your repairs made in the winter. No loss of riding time. Cheaper rates, better attention. Send for estimate, stating what your wheel needs
ST. LOUIS WHEEL CO.,
ST. LOUIS, - - - MO.

ELWELL BICYCLE TOURS.
BERMUDA—Jan. 29—Feb. 14.
EUROPE—June, July, August.
Circulars now ready.
F. A. ELWELL, 152 Pearl Sreet, Portland, Me.

$2.75.

I will cut a single line, steel street die, monogram or cipher, with 5 quires fine writing paper and envelopes, paper stamped in colors for $2.75; all duplicate orders filled at $1.00 less, the die to remain in my possession; will mail samples on application.

M. R. WARREN,
Stationer and Engraver,
336 WASHINGTON ST., BOSTON.
Mention this paper.

CUSHION TYRES.

THE CLARK CYCLE CO.,
BALTIMORE, MD.,

Have now a large consignment of

NEW RAPID SAFETIES,

Both No. 3 and Ladies', fitted with our Cushion Tyres, and can deliver from stock.

ST. GEORGE'S ENGINEERING CO.,

Inventors and Sole Manufacturers of the New Rapid Cycles,

BIRMINGHAM, - ENGLAND.

Christmas Presents

Every Boy and Girl Wants a

TYPE WRITER.

THE TYPE WRITER IS A TEACHER OF SPELLING AND PUNCTUATION.



USEFUL! DURABLE! INSTRUCTIVE!

Handsomely Finished in Nickel-plate and Gilt. METAL TYPE.

Price $15, complete, securely Packed.

WE WILL SELL 100 AT $10 EACH, UNTIL DECEMBER 25th

Let us have your order early before they are all sold.

STANDARD CYCLE CO.,
Buffalo, - - New York.

Write for Descriptive Circulars on Christmas Bicycles and Type Writer. (Please mention this paper.)

500 SCRAP PICTURES, VERSES, &c. PUZZLE, LADIES AGE REVEALER CALENDAR and AGENT'S NEW OUTFIT. All 3 cents for postage. **$5 PRIZE** YALE CARD CO., 24 NEW HAVEN, CONN.

Send for Complete Bicycle Catalogue.



MEACHAM
HIGH-GRADE
DIAMOND FRAME
SAFETY.

Ball Bearings to Both Wheels.
Both Pedals and Crank Shaft.
Ball Bearings to Head.
Hollow Steel Tubing.

List Price,
$115.00

COMBINATION WHEEL FOR EITHER GENTLEMAN OR LADY.

Selling Price,
$75.00.

WILL SUSTAIN A PERSON WEIGHING 225 LBS. BY REMOVING TOP CROSS-BAR, CAN BE RIDDEN BY A LADY.

Remit by Post Office Money Order

E. C. MEACHAM ARMS CO. ST. LOUIS, MO.

CLEARANCE SALE

Of a limited number of used and slightly shopworn Singer cycles, fitted with spring-wired **CUSHION** tires.

SINGER & CO., 6 & 8 Berkeley St., Boston, Mass.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ Cash must accompany the Order. ☜

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

$25.00 BUYS No. 2 Kodak Camera. New, perfect condition. Address J. R. SCATES, Union City, Tenn.

WANTED—48 inch Expert Columbia, cheap. pay cash. D. W. PFAUTZ, Box 14, Lititz, Pa.

$40 BUYS a 50-inch Springfield Roadster, in good condition; a cyclometer thrown in. FRED W. GLOVER, Sag Harbor, N. Y.

FOR SALE—Broncho Safety, nearly new, $90, or will exchange for other high grade safety, New Mail prefered. Address ALEX. ADAMS, Box 1195, Le Mars, Iowa.

WANTED—Every WHEELMAN to send for CIRCULAR of the ANDERSON SHORT-HAND TYPEWRITER. E. T. PIERCE, Fayette, O.

FOR SALE—Victor Safety, 1890; in first-class condition, as good as new, $110. Address 108, care of Bicycling World, Boston, Mass.

CANOE FOR SALE—A fine cedar canoe, with mahogany deck and top streak, drop rudder, plate centre-board, 16 feet by 36 inches, air-tight tanks; a splendid boat; cost $175; no reasonable offer refused; used but little. Address J. S. DEAN, 28 State st., Boston, Mass.

LADY'S AND GENT'S Columbia Safety Bicycle. Cost $135.00; will sell for $100.00; as good as new. WILSON BROS., 6 Hanover street, Boston.

Gentlemen, It's Not Safe

To buy a machine till you get our figures. Drop postal for our list of Ordinaries and list of Safeties, and the prices will surprise you. Pick out your wheel and send $5 and we send it for inspection, and then you will be surprised sure enough at its fine condition. We are selling them right along to fellows who want to save money on our *winter prices*.

KNIGHT CYCLE COMPANY,
207 N. 10th Street, - St. Louis, Mo.

AGENTS
Can MAKE MONEY
BY SELLING THE
PEOPLES TYPEWRITER.

Best $15 machine made. Territory given to good parties.

WHITE CYCLE CO., Trenton, N J,

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. W. E. AUGHINBAUGH, Baltic Building Washington, D. C.

★ SAFETIES ★
FROM $10.00 TO $135.00.

Write for our **New** and **Second-Hand** Reduced Price List. Issued Dec. 5, 1890. Clearance Sale—All wheels must be sold. **Ordinaries** for a song.

Address

WHITE CYCLE CO., - - Trenton, N. J.

My Cycling Log Book. By "Papa" Weston. The transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a wel devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised. It fills a want often felt by the cyclist who values records of interest for future reference. Price, post paid, $1.25 For sale by Bicycling World Co., 12 Pearl st., Boston.

☞ Postage stamps not received in payment.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜



L. A. W. BADGES

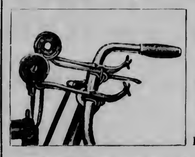
The official design in SOLID GOLD.

Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the inferior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better for $1.50, $2.00, and $2 50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.



LAMSON'S
Luggage Carrier
NO. 1.
Convenient, durable, noiseless, cheap. $1.
Sold everywhere.
Made by
C. H. LAMSON,
Portland, Maine.

"PERFECT" POCKET OILER.



One-half size.

For Bicycles, Guns, etc. No Leakage. Throws only small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50c. each. CUSHMAN & DENISON, 173 Ni 27 N. Y.

The New "39" and "24" Star



NO MACHINE ON THE MARKET ITS EQUAL.
Easiest Running Wheel
—AND—
Best Hill Climbing Machine Ever Produced.
We Challenge Honest Criticism.

In this Machine we have combined ALL the advantages of a low wheel and the speed of a high one.

Send for Catalogue of STAR BICYCLES.

H. B. SMITH MACHINE CO.,
Smithville, N. J

SAVE YOUR PANTS!



OSTERGREN'S TROUSER GUARD.
(Patent Applied For.)

Three styles of finish: 15 cts. per pair, blued steel; 25 cts., enamelled; 35 cts., nickeled.

To be had of all dealers, or

A. K. & C. E. SCHAAP, - Richmond, Va.
Bicycles and Sundries.

FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. For sale by all Cycle Agents. Liberal discount to the trade.

JOHN W. WILSON, Cottage City, Mass.





JOHN HARRIOTT.
PRIZE MEDALS
CUPS,
BADGES AND PINS.
3 WINTER ST.
BOSTON.

H. H. BROWN,
Wappingers Falls, N. Y.

Patentee and Manufacturer of

Hard Rubber Bicycle Handles and Grips

For Cycle Manufacturers.

"BRONCHO,"

NOISELESS, CHAINLESS, LIGHT ROADSTER, SAFETY BICYCLE



Montclair, N. J., Dec. 13, 1890.

M. V. Livingston, Boston, Mass.

Dear Sir—After riding "BRONCHO" over 2000 miles, I want to congratulate you on turning out the only safety that will not slip from under you when riding through mud or over slippery pavements. It is the handiest wheel I ever rode, and for winter use has no equal.

After the snow storm of last week "BRONCHO" was the only wheel seen on the avenue. I rode home through frozen wheel tracks three inches deep without a dismount—distance two miles and a half—time midnight—no lamps on wheel. I could not do it on my old mount.

Two weeks ago I was out with a friend, and covered five and a half miles in fifteen minutes.

With your brake, the wheel is easily controlled with one finger. "BRONCHO," unlike its namesake, does not kick up.

Book me for one of your '91 "BRONCHOS" with cushion or pneumatic tires. Truly yours,

(Signed) Philip Young,
Secretary Montclair Wheelmen.

N. B. **REMOVAL.** N. B.

HENCEFORWARD ADDRESS

M. V. LIVINGSTON CYCLE MFG. CO.,
No. 245 COLUMBUS AVENUE,
BOSTON, MASS.,

On all matters appertaining to AGENCIES, ADVERTISING, PURCHASE OF MACHINES, REPAIRS, CATALOGUES, &c.

Wheels needing repairs must be sent to the FACTORY at WESTBORO, MASS.

Notification of Shipment with Number of Machine Must be Sent to BOSTON OFFICE.

SEND TO 245 COLUMBUS AVE., BOSTON, MASS., FOR BOOK OF TESTIMONIAL LETTERS, NOW READY FOR DISTRIBUTION.

ADDRESS THOS. KANE & CO., 137 WABASH AVE., CHICAGO, ILL., FOR PARTICULARS REGARDING AGENCY FOR THE FOLLOWING TERRITORY, VIZ:

MICHIGAN, OHIO, KENTUCKY, TENNESSEE, INDIANA, ILLINOIS, WISCONSIN, MINNESOTA, IOWA, NORTH DAKOTA, SOUTH DAKOTA, NEBRASKA, KANSAS, INDIAN TERRITORY, NEW MEXICO, COLORADO, WYOMING, MONTANA, WASHINGTON, IDAHO, OREGON, UTAH, ARIZONA, NEVADA, CALIFORNIA, MISSOURI, ARKANSAS, TEXAS, LOUISIANA AND MISSISSIPPI.

$100.00 REWARD.

Our offer made here last July in these words,—"$100.00 Reward. for the return of any stolen Columbia Cycle and detection of the Thief,—payable on conviction of the Thief.—Pope Mfg. Co.," and all other offers or implications relating to the subject by us heretofore, are hereby WITHDRAWN. In place thereof, we substitute the following offer:

$100.00 REWARD for the return to the owner, repaired of any damage, of any stolen Columbia Cycle and the detection and bringing to justice of the Thief.—payable on conviction and sentence of the Thief and upon presentation of evidence of the facts satisfactory to our nearest "Agent" and to us; *provided* that this only applies when the cycle stolen was practically in use by the owner and not stored or on sale or unreasonably neglected, and that the reward is not payable to cycle "Agents" or dealers, acting in the line of their business, nor to sheriffs, police officers or others whose duty it is by law to detect, capture or arrest thieves, acting in the line of their official duty, nor to the owner of the machine, nor to more than one person in any case; and this offer is to continue until our notice of withdrawal in our usual advertising space in the "Bicycling World and L. A. W. Bulletin," of Boston, Mass.—We intend this as an inducement to those who, from a desire to see justice done and to protect rights of property in cycles, are willing to take some time, exertion and expense on our account, in aiding officers and magistrates in enforcing the laws and in making our patrons more secure in the unmolested enjoyment of our wheels.

Boston, 15 December, 1890.

POPE MFG. CO.

QUIDPROQUO. XXXIX.

Being away last week, I let the average proof reader have a chance at me; and he got the number XXXVII in, for the second time, instead of XXXVIII as it should have been. Let any kind reader, who will, put in the missing I with his pencil, so that his file may be corrected. Peradventure some will care to refer to these pages yet; for they are storage room for many carefully verified facts. In opinions, I am bold to state mine, when they seem in place, and moreoften those of others; either may be mistaken, and I only offer them for what they may seem worth. In comment and criticism, or illustration, one cannot expect me to be perfect. But when I state things as facts, it is upon such evidence as affords good guarantee or after personal investigation that they are given as facts. Neither I nor the Company whose space I use, have any need or disposition to try to climb on wind or fictions.

SEVERE TERMS.

That bicycle stealing is a serious offence and moreover is hazardous, that it isn't mischief like hooking apples, but is a crime like stealing a horse, is in a way to be taught pretty plainly by some heavy sentences. One case on the Columbia Thief List recently, (at the usual expense of $100.00,) was that of a young man in Minnesota, John Lachey. It seems that he was examined in the lower court, as usual, in such cases, but instead of being lightly treated there, was bound over to the grand jury; and the grand jury found an indictment against him for grand larceny; he was duly convicted and the court sentanced him to two years and six monts in the state prison at Stillwater. Grand larceny,—that's what it is. And this was the longest sentence yet, I believe. In two cases in Connecticut recently, the cycle-thieves were sentenced to one year in jail. Such sentences as either of these ought to be given a wide publicity by wheelmen and the press.

Horse-stealing is punishable in Connecticut by two years in prison, I'm told. The punishment for this offence increases in severity as you go West, until in some sections it varies according to the height of the tree or the calibre of the gun. The stealing of bicycles ought to be made as dangerous. Even the mischievous taking and using a bicycle without right or the owner's consent is, in the State of Massachusetts, at least, a statutory misdemeanor, and is punishable by fine not exceeding three hundred dollars or by imprisonment in the house of correction not exceeding six months, even where there is no concealment or sale and no intention to steal the machine. See Pub. Stat., chap. 203, sect. 53.

THEY SAY IT IN SPANISH.

It is pleasant to come upon sentences like these in regular business letters,—I quote from a letter to Pope Mfg. Co. from Porto Rico, dated 15 November, 1890:—

"Muy S'res Mios: La presente se dirije a Uds con el fin de participarles que por conducto de los S'res * * * de esta, les encargue dos velocipedos, uno con la marca J para mi, y otro con la R para mi hermano; los que hemos recibidos a toda nuesta satisfaccion, pues son immejorarables y estamos contentissimos con ellos.

"Con dichas maquinas estan Uds accreditandose mucho en esta Ysla, por lo bien acabadas que se encuentran las nuestras.

"Nosotros recomendamos mucho su fabrica a todos los que desean de estas maquinas, pues estamos convencidos que es la que mejor trabaja en la construccion de eston objectos."

This gentleman and his brother, from their far isle of the sea, send most appreciative praise of their Columbia mounts, and refer to the good impressiou these machines make as compared with others, only a little more fully than many another does. Indeed the grand old Castilian language seems always to bring from our Southern or Eastern neighbors alike most courteous acknowledgements. Muchas gracias por sus amables escritos!

HAPPY THE LAD.

The gift days being hard upon us, it is not unseasonable to revive recollection of the fact that a Columbia cycle makes a mighty good Xmas donation, either to a popular pastor or schoolmaster, or to almost any youth. It is a sensible present to either, because it carries along with it the value as a practical thing and the evident sacrifice of the giver and the association with pleasure, which are the three desirable things in a Christmas present. If a lad be active, here is something safe and wholesome for his activities; if he be studious or delicate, here is something to lure him into the open air and the sunshine, to invite bodily exertion in the most varied and gentle ways, and to make him happy. Quidproquo always feels pleasure in passing by the venerable Roxbury Latin School at sight of the numerous cycles outside awaiting their riders, who will, after recitations, quicken their vital fluids and processes therewith. A Columbia bicycle is a joy for years. A "Merry Christmas" to the lads and ladies, misses and men, who ride them!

8000 a 5

FOUNDED 1878

THE BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

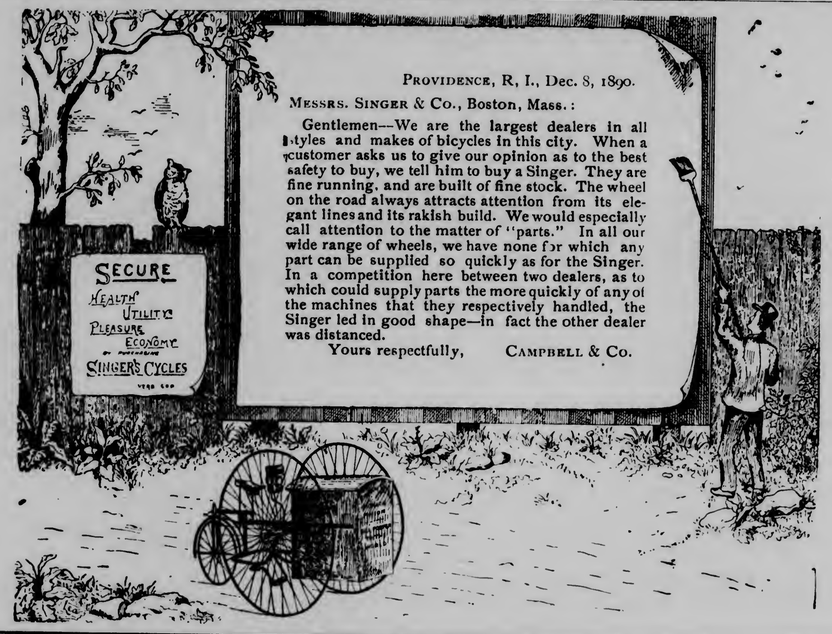
Volume XXII. Number 9. BOSTON, 26 DECEMBER, 1890 $1.00 a Year. 5 cents a copy

OF COURSE it is natural that we, who make bicycles, should keep closer watch of the performances of each particular season's make of machines, than those whose success is less intimately related to that of the said machines. The army of Victors stands up before our mind's eye in classes—'90, '89, '88, etc., and we know them as a mother knows her children. You, however, have some opportunity to know how a particular grist of Victors behaves.

What do you know or hear, for instance, of the '90 Victors? We have never known a season's machines to average so well as these—that, though, was only to be expected, as it is directly in the line of a progress which has been steady and unfailing with us from year to year, ever since we commenced to make bicycles—and we commenced when we were younger than we are now. Our judgment as to what would prove desirable and successful in the line of improvements has been so often vindicated that it is with a fine large stock of confidence that we prepare for the season of '91. Wait till you see the '91 Victors.

OVERMAN WHEEL CO.,

Boston. ★ Chicopee Falls. ★ Washington.



PROVIDENCE, R, I., Dec. 8, 1890.

MESSRS. SINGER & Co., Boston, Mass.:

Gentlemen—We are the largest dealers in all styles and makes of bicycles in this city. When a customer asks us to give our opinion as to the best safety to buy, we tell him to buy a Singer. They are fine running, and are built of fine stock. The wheel on the road always attracts attention from its elegant lines and its rakish build. We would especially call attention to the matter of "parts." In all our wide range of wheels, we have none for which any part can be supplied so quickly as for the Singer. In a competition here between two dealers, as to which could supply parts the more quickly of any of the machines that they respectively handled, the Singer led in good shape—in fact the other dealer was distanced.

Yours respectfully, CAMPBELL & Co.

Owing to an unwillingness on the part of the publishers of this paper to make with me a satisfactory advertising contract for another year I have thought best to discontinue the use of this space with the present issue. I cannot do so, however, without expressing my appreciation of the many kindly words of sympathy which have reached me from unseen friends.

To those interested I would say that in addition to the regular style, I am getting out for '91 the finest thing that has yet been seen in the way of a safety bicycle. Particulars by addressing me at the old stand.

STERLING ELLIOTT, Newton, Mass.

"Finest Quality Produced in the World."

TRADE "CREDENDA." MARK.

THE ✱ CREDENDA ✱ SEAMLESS

STEEL ✱ TUBE ✱ Co., ✱ Ltd.,

BIRMINGHAM,

W. C. STIFF, Managing Director.

TELEGRAMS:—"CREDENDA," BIRMINGHAM. ENGLAND.



Our UNION BICYCLE Plant is again in first class condition, and the pleasant weather of the past two months is fast bringing the '91 UNIONS to maturity. They embody beauty, strength and lightness, and the spring frame is the NE PLUS ULTRA of all spring frames.

We have a limited supply of territory on hand, and agents wishing to secure some of it should apply at once.

WESTERN HOUSE:
CHAS. F. STOKES MFG CO.,
293 and 295 Wabash Avenue,
CHICAGO. - - ILL.

UNION CYCLE MFG. CO.
Office and Factory,
HIGHLANDVILLE,
MASS.

"Unblemised let me live or die unknown,
Or grant an honest fame or grant me none."

—Pope.



The Iroquois is a Convertible Diamond Frame Safety, built on correct principles, of the best obtainable material. It has had a very successful career, and we sell it on its merits. It is a beautiful machine, a full roadster, weight 48 pounds, and we guarantee every one.

SEND FOR CATALOG.

STOVER BICYCLE MFG. CO., - - Freeport, Ill.

A Thing of Beauty is a Joy Forever.

THE CELEBRATED

CUSHION TYRES.
CUSHION TYRES.
CUSHION TYRES.
CUSHION TYRES.

S W I F T

PNEUMATIC TYRES.
PNEUMATIC TYRES.
PNEUMATIC TYRES.
PNEUMATIC TYRES.

SAFETIES

Will be fitted with a special patented *CUSHION TYRE* for 1891, and will be constructed so as to prevent the rims from cutting the tyres. We have been making *cycles* for 23 years, and claim to lead in design, simplicity, lightness, strength and durability. Be sure not to select your new mount until you have seen the 1891 pattern "Swift."

CUSHION TYRES NOW IN STOCK.

SEND FOR CATALOGUE.

COVENTRY MACHINISTS' CO., 239 Columbus Ave., Boston, Mass.

NEW MAIL,



THE

SAFETY

OF

SAFETIES

WITH AND WITHOUT CUSHION TIRES.

Surely send for Catalogue and List of 2d Hands.

WILLIAM READ & SONS, 107 Washington St., Boston.
ESTABLISHED 1826.

The Bicycling World

Devoted To The Interests Of Cycling

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

For advertising rates address either the WHEELMAN CO., 12 Pearl Street, or NEUMANN BROS., 118 W. 19th Street, New York.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Wheelman Co.**

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken. ☜

The management of this paper refuses to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 26 DECEMBER, 1890.

THE MEETING OF THE A. A. U.

The meeting of the Board of Managers of the Amateur Athletic Union took place last Friday in parlor A at the Grand Union Hotel as announced, and this meeting proved to be spicy and breezy to the fullest extent. Saturday morning was several hours old before the Board adjourned, and the discussion on the action of the L. A. W. in suspending the eighteen amateurs was the most spirited that had ever taken place by the Union Board.

Mr. W. B. Curtis was on hand, and when the routine work had been disposed of he is described as having "taken off his coat, stroked his whiskers" and pitched in. His first move was to convince the members of the Board that the resolution which was accepted by Mr. Stephens' committee last spring as per agreement made with the L. A. W., was never accepted or put on the records of the A. A. U., and consequently had never been incorporated as one of its rules. The battle that ensued over this question was sharp and decisive, the Board would not look at it in the light that Mr. Curtis desired it to, and consequently his effort to stultify the Union happily miscarried. The resolution, which is as follows, was therefore recognized as being a part of the Union rules:

"*Resolved*, That no athletic club a member of the A. A. U. shall be permitted to pay any expense or expenses whatever, directly or indirectly, of a member of such club, except when such member or members are actually travelling to or from, or are in attendance as competitors at competitions. Any athlete who shall accept or receive consideration for his services under the guise of his expenses (an excess over the actual cost of transportation to and from competitions, and hotel bill while in attendance as competitor), shall, on proof of same before the Board of Managers of the A. A. U., be declared a professional, and the club or organization implicated with such athlete shall be dealt with as provided for in Article IX of the Constitution."

Having failed on that tack Mr. Curtis then moved that the rule be quashed, and the resolution was seconded by Secretary J. E. Sullivan—then the trouble began in earnest, and the speakers on both sides exhausted their eloquence. Hours passed in wordy warfare, but no final action was taken on Mr. Curtis' resolution, it being the desire of the Board to have its committee meet that of the League on January 3d and confer with same before taking final and decisive action.

It is gratifying to note that the extremists, with Mr. Curtis at their head, failed to carry the Board with them in their attempt to repudiate the resolution which was submitted and adopted by the L. A. W. in good faith; had it done otherwise it would have covered the Union with lasting disgrace. The Board as a Board has, however, shown itself to be honorable, and having done so it would be well for the Union to dispense with the services of certain members of the Board of Managers who would, by chicanery and trickery gain ends which should be reached by honest, manly methods.

Having commented on the questionable methods employed by Curtis & Co., we cannot but refer to the discussion which ensued as to the abolition of the rule. That was a good honest fight, and were it not for the fact that the same gentleman of tricky ways led the assault, we should say this difference of opinion was born of honest intention and manly motives. It is an open question and a vexed question withal, and those who oppose the rule honestly are entitled to the utmost consideration and respect. The matter is safe and in conservative hands, and the Union has put itself on record as being in sympathy with straight methods, even though the heavens fall and wholesale suspensions follow. The rule is in existence, the L. A. W. has shown good faith by living up to same: now let us see whether the Union has backbone enough to enforce a rule which it has adopted. As to its merits or weakenesses we have nothing to say. In joint conference the representatives of the two leading amateur organizations decided on the rule, we therefore logically conclude that the rule as adopted, and as it now exists, found favor in their eyes.

Of the two organizations we submit that the League occupies the more consistent position. It adopted the rule and is determined to enforce it, while the A. A. U. has also adopted the rule, and is now demurring about enforcing same. The Union is on the horns of a dilemma, and the question is what will they do? It is a knotty problem, and the work of the conference, January 3d, is such as will call into play the coolest judgment and most careful consideration. We most sincerely hope that petty rivalries and narrowness of motives will be sunk out of sight, and that the real motive, which must be the general good of amateur sport, be kept constantly before the conference.

It is not a question of A. A. U. or L. A. W. simply; it is a question as to the life or death of amateurism in this country.

MANY will read with surprise and regret that Dr. W. H. Emery has resigned his position as Chief Consul of Massachusetts as well as that of Vice President of the L. A. W. It is needless for us to comment on any of the causes which have led to this resignation. It would be ungenerous if we did not give to Dr. Emery the meed of praise he deserves. For many years he has been untiring in his efforts to place the Division of this State in the fore. Under his administration Massachusetts has been a hard pusher for first place. His labors to secure favorable road improvement legislation, and his eloquent appeals to wheelmen to join the League, will long be remembered.

BY Dr. Emery's resignation Arthur W. Robinson of Charlestown will assume control of the Division. We commend him heartily to all members as a man of sterling worth. That he will prove a worthy successor we doubt not. We think he appreciates the difficulties of his position, but we believe he will prove well fitted for the position.

THE decision of the Treasury Department that bicycles are not personal property causes the press generally to come to the logical conclusion that they must therefore be real estate.

A FEW days ago a young lady rider was run into and badly injured by the driver of an ice cart in Washington. The driver was arrested but escaped punishment because he was on the right and the cycler on the wrong side the road.

In giving his decision Judge Miller said the laws of the District required that all vehicles should be driven on the right side of the street. In this instance the lady was on the wrong side and the ice wagon on the right side, otherwise the accident could have been avoided. The defendant was dismissed.

We simply call attention to this case because there are many wheelmen and women too who ignore the rules of the road. That more accidents do not occur is due more to the narrowness of the machine than to the skill of either driver or rider.

WILLIAM D. KEMPTON in our last issue struck the key note of the League in Politics. We are not yet prepared to say that the League should interfere as an organization, but it is quite proper for wheelmen as a class to unite in local elections. They may thus become an element for much good. But after all, the way to secure good roadways is to create a popular demand for them. The people must be made to realize that good highways are more economical and more convenient than poor ones. The voter must be educated. In the meantime, wheelmen should lose no opportunity to cast a vote for local officials who are avowedly in favor of improved highways. The repair and maintenance of ways is in the hands of the various towns and cities, and it is locally that all effective political work must be done.

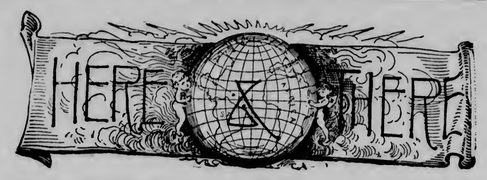
WE are very glad to note that the A. A. U. has repudiated W. B. Curtis and has said to the world that its word was as good as its bond. The Racing Board had assurrances that the rule relating to expenses would be passed and lived up to by the A. A. U., and they conducted the season with full faith in the integrity of the gentlemen who gave the assurance. The tirade of W. B. Curtis has no one behind it but himself, and in no way represents the gentlemen who control the A. A. U. We are very glad that it is as it is.

MR. VAN WAGONER has resigned from the L. A. W. The world is very large, and there is room in it for both the L. A. W. and the gentleman from Newport.

GIVE NEW JERSEY A SHOW.

Editor Bicycling World: I want to speak a word for New Jersey and urge her claim to a Representative on the Executive Board of the League. I will let others speak of the merits of the candidate that the State presents, if it is necessary to commend Dr. G. Carleton Brown to the attention of the National Assembly, and I will confine myself to the simple statement that *New Jersey has never had a representative on the Executive Board*, and it is quite time that she had. Every other Division of prominence has been represented, and New York has had a representative on every Board since the League was organized in 1880. New Jersey is loyal; her Chief Consul is a worker, and justice should no longer be delayed.

VETERAN.



NOTES BY "HAWKSHAW."

IF to copy is to pay to anything the highest and sincerest form of flattery, then the L. A. W. badge has received this honor, for in modified forms it has been used as the basis for club badges without number, and in the case of the Cyclist Touring Club of England, it has been stolen outright. There can be no denial of the beauty of the badge, as all of its numerous wearers admit, but how few they are who can recall the beginning of the evolution that has given us the emblem as we now wear it. At the first quarterly meeting of the Board of Officers of the L. A. W., held at the Metropolitan Hotel, New York, on the 18th day of September, 1880, Frank W. Weston submitted a design for a League badge described as "a silver shield of the United States coat-of-arms shape, with an enamelled bar running transversely across it, bearing the letters L. A. W., for members, an entirely enamelled one for directors, and the addition of a bar across the head of the shield, bearing the title for the executive officers, the back of the shield to be used for the name or number of the member." Now this design was but an Americanized modification of the Bicycle Touring Club, since changed to Cyclist Touring Club, and the patriotic sympathies of the Board would not admit of them copying the English organizstion's emblem, an example, however, that later on the English did not see fit to follow. Albert S. Parsons of Cambridge, Mass., offered as a substitute what was called the "Continent Badge." This was of white metal, similar to silver, and about the size of a trade dollar; upon it in relief appeared the Continent of North America, encircled by a bicycle wheel, surmounted by a handle-bar, and it was accepted and declared to be the badge of the League. The die to make it was the property of the L. A. W., and was made, I think, at the Mint in Philadelphia. The result was a failure; the badge was at once dubbed the "ham-badge," and no end of ridicule was poked at it, and it was deserving of all it got, and more too, as it really looked like a blacking-box lid that had met hard and defacing usage. At the next meeting of the L. A. W., at Boston, May 30th, 1881, the feeling against the "ham" had grown so strong that something had to be done, and when C. H. Lamson, who was a jeweller in Portland, Maine, came forward with the present artistic design, he was hailed as a saviour, and his badge at once accepted as the very thing wanted, and it remains to-day, unchanged from the original, pleasing all, and meeting the approval of every one who sees it. When Lamson presented this idea of his badge, he declined to part with it to the League, but reserved for himself the sole right of manufacturing it, a transaction the League itself had done with the old "ham badge." Some years later the L. A. W., being hard up for money, and almost as badly off for resources to raise it from, the then treasurer, W. V. Gilman, offered to sell me the entire stock of "ham badges," owned by the organization, some thirty odd, I think, and I bought them to present to a few of my friends who wanted them for monstrosities or antiquities, and thus passed from active use one of the homeliest things that was ever credited with being a beautiful one.

IT has been said that any one who reads attentively the advertisements in the daily papers will, if he remembers what he reads, become in a short time a well informed man. This, like all broad assertions, is capable of being construed in many ways. Much of what we read in advertisements is undoubtedly bombast and self-praise on the part of the merchant who thus chants the perfections and beauties of the wares he seeks to sell, but still among all of the chaff thus cast before the public some grain is to be found, that will often repay the reader for the winnowing he will have to perform to separate the grain of truth from out the heap of chaff that hides it. The Christmas holidays causes the keen-witted merchant to spread his traps, in the shape of cunningly worded advertisements, to catch the elusive dollar of the present-purchasing public, and if there be any truth in the foregoing ideas of mine, this is the season of seasons to test it. I will give you a couple of examples to show you how it works: Two large sporting-goods houses here are both advertising extensively, and each offers to the public a list of their goods which they think would be advisable to purchase for presents. Premising that the dealers have in these printed lists of theirs placed at the head of them the article that they think the most suited, it is somewhat queer to notice the different way the bicycle is estimated by the two firms. In one the wheel is outranked in the list, in the order named, by a kodak, a racquet, a decanter that plays music while you drink from it, and by dog furnishings. Rather a lowly position, is it not? In the other "Abou Ben Bicycle's name leads all the rest," as it should, and need I say, that the firm who thus rate the wheel as first and foremost, outrank their competitors in every way where push, far-sightedness and quick appreciation of the public's needs are concerned? Certainly they do! Anyone would know that when it comes to ranking bicycles after decanters, dog collars and racquets that the man who thus rates them won't be in the swim with the man who places them ahead of them all.

AS Parnell is the uncrowned king of Ireland, so is Davol the untitled sovereign of cycling. Both are advocates of home rule, Parnell of Ireland, Davol of racing men; both demand the right to govern and be governed by their own people; both are right and both will win. Each in his sphere now occupies the eyes of the public, and the Kilkenny battles of each are rumored in the columns of the press. They differ though in one fact; Parnell is blind or nearly so and thus must wage his battles at a disadvantage, but Davol's eyes are oper, very wide open, as any of the "suspends" can testify to such as doubt it. The part of "John Bull" in our "Home Rule" fight is very aptly taken by William B. Curtis, who from the inception of cycling has ever worked upon its independence and management of its own affairs, as a thorn in the side of the athletic trust which he so vigorously upholds. True to the part he plays he does not fail to bluster and threatens utter annihilation to everybody and everything that is opposed to him; the end all know. The League will decide justly, fairly and impartially upon the truth of what has been alleged against the "suspends." If it finds them guilty it will punish the offenders; if a verdict of "not proven" is the result nothing I suppose can be done, but whatever the result arrived at is it will meet the hearty support of 99 per cent. of the L. A. W. members and the organization will go smoothly onward unmoved by the threats of the remaining 1 per cent. and their athletic supporters. See if it don't!

DISTRICT OF COLUMBIA. "X-BONES."

HAVING been spurred up by an inquiry from one of the Arlington Wheelmen as to when he was going to begin his character sketches, "X-Bones" forthwith furnishes the first sketch of the series, taking for his subject the inquisitive gentleman mentioned. He has comparatively recently joined the Arlingtons, but in that time has won considerable distinction as a rider, though his voice has never been heard, nor his visage seen at a business meeting or an evening gathering. In fact he is generally reputed to be afraid to be out after dark with the boys, although his magnificent muscular development—of the exterior muscles of the arms and shoulders in particular—and the skill and experience imputed to him in the manly art of self-defence would indicate that it is an offence to his delicate and refined tastes rather than personal violence that he has to fear. The gentleman is at present to be pitied for having won the road race by the Arlingtons on Thanksgiving Day. Previous to his doing this he had a friend or two in the club. Now only the outcasts of the club will speak to him. As long as the boys thought he couldn't ride they didn't mind encouraging him; but it has become a matter of club policy to snub any man who has been riding less than a year, and he has only been an Arlington three months and yet is so afraid of the boys that he wouldn't let them catch sight of him in a 60-mile race from start to finish. They think, too, he was "coming it pretty low down" on the fellows, when he got half an hour start, so they should not even have a chance to look at him a little bit in the first part of the race. Of course there weren't any favorites in the race, but then nobody likes "dark horses," and particularly not when they wear red moustaches Then the way girls take take to this man is simply abominable. What is a club of fellows of merely reasonably good looks to do with a handsome man with a silky, curly, auburn moustache, and tender blue eyes, and the manners of a Chesterfield, when that suave fellow knows all the points of scientific boxing and has more sheer strength than any unmarried man in the club, and on the top of all breaks bicycle records? There is just one thing about it, if the Arlingtons had known what a wolf in sheep's clothing they were taking into their fold it would have been easier for a camel to go through the eye of a needle than for him to have gotten into the Arlingtons. If the Columbias or any other resident club have any wall-eyed, hard-featured, cross-grained specimen that can't ride a load of hay, when tied on, the unmarried men in the Arlingtons will be willing to trade off this man in exchange and will throw in all the balance in their treasury to boot.

NAME? Well, of course, I won't mention names, but I might add that whatever other elements enter the doe (not dough) of his composition there is sand to it, and a D. L. (i. e. great deal) of it.

BY the way, "X-Bones" will take this channel for announcing that any wheel news which anyone in the district may desire to contribute to this paper may be sent addressed to "X-Bones," care Wm. T. Robertson, 611 F street, N. W.

PORKOPOLIS NOTES. "STAR."

ON last Sunday (Dec. 14) I took one of my experience runs. Crossing the Ohio on the Ludlow Ferry and taking the Lower River road on the Kentucky side to Constance (opposite Anderson's Ferry), I turned to the left on the road which led up the hill just beyond Constance creek. The grade was something less than forty-five degrees, and I walked. From a point near the top of the hill the Ohio side with its fields of different sizes and shapes resembles nothing so much as a crazy patchwork quilt. A short distance beyond the top of the hill the pike ends in a dirt road. The frozen mud had begun to thaw, and walking was again in order. After floundering along for several miles I inquired of an aged granddame as to where the road led.

"Is it to Flawrence ye want to go?"

"No, I want to go to Burlington."

"Don't know anything about that place, but if ye'll jist kape on till ye come to th' cabin and thin turn to the lift yer naden't take yer fut off the road till ye come to Flawrence."

Following her advice I did not take my "fut" off the road till within a mile of Florence where I struck some macadam.

After a substantial and well cooked dinner of "hog and hominy" at the hotel kept by W. H. Corbin I returned by way of the Lexington Pike.

LONGWORTH STREET is to be paved with asphalt, and there will be nothing then to prevent the fastidious residents of that exclusive locality from taking to the wheel.

THE attempt to sell Spring Grove avenue to the city has again failed, and the hopes of seeing this important thoroughfare improved during this generation are apparently vain.

WILL wonders never cease? The Cincinnati *Commercial Gazette* which, until recently, has opposed the movement for better roads, has of late been clipping items on this subject from other papers and publishing them without a word of unfavorable comment. Verily the world moves.

ARTHUR STEDMAN, a rising young artist, carries a sketch book on every run. On its pages are pictures of mouldering cabins, secluded nooks and gaping rustics that may be seen on the pikes radiating from our city.

CHICAGO NOTES. "WAYNE SCOTT."

THE Illinois Cycling Club gave a ladies' night Monday evening, Dec. 22, an enjoyable evening was spent. New Year's night this club give the second of their winter receptions at Martine's West Side Hall. These receptions are recognized among the leading society events of the West Side.

IN the latter part of January the Illinois Division, L. A. W., will hold a meeting in this city. An entertainment of some kind will be arranged to which none but L. A. W. members presenting membership tickets will be admitted.

THURSDAY evening, Dec. 18, the Oak Park Cycling Club, together with the ladies' organization, gave a special programme and entertaiment. This was well attended and enjoyed by all. On Saturday evening, Dec. 20, this club gave its fortnightly stag party and smoker. Mr. Stimpson provided the "chuck," as he calls it. The General Grant Quartet and Solomon Levi entertained the members with several choice selections. Friday evening, Dec. 26, the club's third party occurs at Howard's Hall. A handicap billiard tournament will be in full swing next week for which four prizes are offered. Messrs. C. O. Ludlow, Drew H. Miller and H. B. Wood are arranging a whist tournament. The Oak Parks annual election occurs Jan. 6, and the fear of not being re-elected does not seem in the least to have affected them.

THE Æolus give the third party of their winter series Friday evening, Jan. 9. This will be a grand masquerade ball.

THE Chicagos gave a dance at Rosalie Hall Wednesday evening,

Dec. 17. These dances are free to club members and consequently are always well attended.

THIEVES broke into the front window of the Æolus club house during the last week and stole the team cup that the club team won at Rockford some years ago. As this was the only team prize possessed by the club they were very proud of it. Walter and Tom Bray and Martin Bowbeer were the team.

HARRY MORRIS, an old and well-known member of the Illinois Cycling Club, is at the Lyceum Theatre this week. A large number of his club mates attended one of the performances and were well pleased with his specialties.

THE Æolus indoor ball team will journey to Ottowa, Ill., Christmas, to play two games with the team of that place. The Ottawa boys are royal entertainers, and Æolus can count their Christmas Day well spent.

F. HOWARD TUTTLE has answered Chairman Davol. In his letter he denies that he received one cent more than actual expenses while in the East; says he did receive his expenses to and from two race meets and expenses while there and that he can prove it.

THE members of the Lake View indoor base ball team challenged the Ravenswoods and announced with great blare of "ink" that the second game would result differently from the first, as the Lake Views had improved much of late. And the result was different (from their expectations), for the Ravenswoods won by a score of 27 to 0.

AT LAST! Chicago wheelmen are on the eve of one of the greatest boons for which they might ask. Monday morning Mr. N. B. Manning, foreman of a prominent San Francisco firm, arrived in this city. He will lay at the intersection of Washington and Dearborn streets a strip of asphaltum pavement with a view of laying over 20 miles of this pavement in Chicago should this trial strip prove satisfactory to the city officials. This pavement has been laid in San Francisco with splendid results and there is hardly a chance for a failure here. From this city Mr. Manning will go to St. Louis, Denver and other Western cities with the same object in view, so that others are in for a similar streak of luck (and asphaltum too).

A JOINT meeting of the committees from the West Park and Lincoln Park commissioners was held in this city some days ago. The object of the meeting was to formulate a scheme to connect the West Side park system with Lincoln Park. The route which will probably be selected will be north on Western avenue to Diversey avenue, then east to the North End of Lincoln Park. Thus the West Side wheelmen will have boulevard connection with the great Sheridan drive, which will extend north to Waukegan, 45 miles. This and other contemplated improvements south of Douglas Park will soon connect all the Chicago parks in one system of good boulevards.

VICTORY perched upon the Chicago team's banner at the last minute in their game with the Carletons this week. The Carletons defeated the Chicagos some time ago and this being the second game the C. C. C. boys were bent on winning. No runs were made by either side up to the ninth innings. The first half of the ninth the Carletons failed to score and the Chicagos came to the bat. With two men out, Lumsden stepped to the plate and rapped the ball away up into the gallery and came trotting around the bases the winner of the closest game of indoor ball on record.

DR. WHITE of the Washingtons refused the nomination for presidency. Speaking of this gentleman reminds me that Mr. Patterson of his club now carries a full sleeve through the skill of the doctor. Patterson, while in the Northern woods, shot a bullet through his arm at the elbow, accidentally of course. The doctors up there advised him to have the arm amputated, but he came down to the city, and at the Presbyterian Hospital of this city the doctor also said this must be done. Dr. White had called to see his fellow club member and he took the case then and there. By laying back the flesh and removing the shattered bones he saved the arm and today Mr. Patterson is his staunchest friend.

THE Washington Cycling Club are at present threatened with dissolution through internal eruptions. C. E. Graham, W. L. Whitson and Cornell are under arrest and will be tried by the Board of Directors and brought before the club for expulsion. The offence is an infringement of the rules. Opinions differ, however, for at a meeting called last Monday evening to nominate a ticket for the election, Bert White, the present incumbent, and C. E. Graham, one of the above under arrest, were both nominated, and none for other positions as the meeting broke up and another is to be called.

MEMBERS of the Lincoln Club are requested to notify Wm. Herrick at once their intentions as to the New Year's Eve dinner. Plates will be laid for those and all others will be barred.

FROM the embers of the Ashland Cycling Club, the Garfield Cycling Club was brought forth. They were granted a charter Nov. 22, and with a charter membership of 20 are now located at 497 W. Van Buren street. They will qualify as a League club and all members will be required to wear the full club uniform on all club runs. Their club colors are dark green, old gold and silver.

THE Lincolns' gymnasium was wanted very badly before it was secured, but now members are wanted to exercise in it. Six members were there one day last week, and an attempt will be made to organize a gymnasium class under the charge of Jno. West, formerly of New York.

DETROIT.

"JUDGE."

WELTON FLINN has left Detroit for Chicago; he intends joining the Lincoln Club. Flinn was in the lead in the billiard tourney. As he shook hands with the boys Saturday night and said his good-byes it was very evident it was an effort to put on a cheerful manner. Well, success to you, Welt, my boy.

"OUR FREDDIE" ABEL recently purchased a new cushion-tired machine and ever since has been picking out the roughest riding in town. I saw him riding the cobbles between the street car tracks the other day. He says "the cushion is a dandy." Now a new cushion tire is certainly delightful, but the question is how long is its life? Now I had a sort of a cushion tire three years ago. At first it was very nice, but I don't think I had ridden 500 miles before it was as dead as any other solid tire. Something will certainly come out of all this and the end is not yet in sight.

IF you want to get Abel on a string ask him if he remembers the night the Jones boys showed him (and "Judge," alas, poor "Judge") "Old Goggles."

SCHIMMEL, "the Shark," and Marks, the "boy wonder," played a match game of pool for a $5 prize. Schimmel won.

AT the present writing handsome Fred Eckliff is in the lead in the pool tournament.

THE decorations which were so tastefully draped over the stage at the recent concert by Mr. Schimmel are now being put up in the club rooms, the effect is very fine and a great compliment to Mr. Schimmel's taste.

"GRIFF'S" talk on "Paris in 1870" was largely attended last Sunday. His account of the seige was thrilling and very interesting. He passed through the French lines and into Paris when a boy of 17 and still has the passport he then carried. Say, you Eastern fellows who recently met "Griff" can now figure his age. Quite an old duck, is he not?

THANKS, "Setagec." Thanks, old man.
Give us a lift whenever you can.
In '91 I will greet you here,
And drink your health with right good cheer.
Hurrah for Detroit in '91.

NEW JERSEY NOTES.

"PALISADES."

THE report of the last meeting of the Board of Officers has failed to reach me at this date, and so can give only a synopsis of what occurred. A new Constitution and By-laws were adopted, and they show good judgment on the part of Secretary Pennell and co-committeemen. There were 1500 copies ordered printed at once, and other State Division officers would do well to secure copies for reference. The articles of incorporation were signed by those present, and will probably be signed by the rest of Board and filed with Secretary of State this month. If "Palisades" can get permission to attend these meetings hereafter he will give a more detailed report.

WHEELING is fine, and the poor creatures who were deluded into storing their wheels for the winter made a grand mistake.

THE Hudson Co. Wheelmen have revived the project of a club house. A three-story and basement brick building has been selected and will, undoubtedly, soon be bought. They have a very unique and original plan to pay for same, which will be given later for the benefit of other clubs having homes in view.

THE Bergen Co. Wheelmen held their second annual reception at Leonia on the 19th. We hear they had a very enjoyable time.

THE Hudson Co. Wheelmen are expert bowlers, but they were taken in to the tune of 164 pins by the New York Bicycle Club last week. It was their first defeat.

THE Elizabeth Wheelmen and Englewood Wheelmen seem to be the only clubs endeavoring to have the annual State meet in their respective localities.



A VERTICAL POSITION

—— IS THE ——

MOST NATURAL AND GRACEFUL.

The vertical position is obtained to perfection on the Eagle, as the saddle is almost directly over the pedals, and the body is erect from the feet up.

Much more power is obtained from a downward thrust than from one partly forward, and the weight of the rider is used with much greater effect in aiding to propel the machine.

This is one reason for the success of the Eagle in the races this year, and to it is largely due the remarkably easy running qualities of the machine and the freedom from fatigue after long rides, which is noted by so many Eagle riders.

Every ounce of the rider's weight is utilized in each push on the pedals, and if he weighs 150 pounds, he can put 150 pounds pressure on the pedals at each step.

It has been repeatedly proved that an Eagle can be driven up a grade of 1 foot in 12 entirely by the weight of the rider, and without pulling an ounce on the handles.

The vertical position enables the rider to use the pedals to the best advantage, as he can stand on them clear of the saddle and virtually *walk on the machine.*

This gives a control of the wheel which can be obtained in no other way. It makes the rider seem a part of the machine, and gives a feeling of security and power which must be experienced to be appreciated. It renders unnecessary any anti-vibrating springs or appliances, as all the shock and vibration is taken up by the muscles of the legs. They are natural anti-vibrators and can hardly be improved upon.

There is a fascination about the Eagle which increases the pleasure of riding many fold, and it combines more good features than any other wheel.

All we have ever claimed for it has been more than proved by its records during the past two seasons, and no cycler's education is complete until he has learned to ride the "Bird."

CATALOGUE FREE.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

ROVERS GOT FORTY-SEVEN PRIZES

At the Leading Bicycle Tournaments this Season, the RESULT OF PROPER CONSTRUCTION.

General Western Agents
FOR THE
CELEBRATED
Garford Saddle.

Our Line for 1891 will be more elegant than ever.

PNEUMATIC
—AND—
CUSHION TIRES,

HOLLOW RIMS,
TANGENT SPOKES,
and BALL HEADS.



Get our prices on Sundries before placing your orders with any one else.
* *

SIX STYLES
—OF—
ROVER ROADSTERS,
Ranging in weight from 35 to 48 pounds.

ROVER RACERS
WITH
PNEUMATIC TIRES.

THE FINEST LADY'S SAFETY EVER PRODUCED.

THE JOHN WILKINSON CO., Sole Importers, 269-271 State St., Chicago.

When I got your wheel I was prejudiced in favor of the ———. Now, after having ridden a number of safeties of many different makes, I would not give the RAMBLER for any two wheels made.
R. J. FISHER, Athens, Tenn.

The more I ride the LIGHT RAMBLER, the better I like it. I have ridden the ———, ———, and all high grade bicycles, and must say that I am **positive** that the RAMBLER runs the easiest and is the most comfortable bicycle that I was ever on. I have owned eight bicycles, and this is my honest opinion, based on riding them all.
CLAUDE E. FENNER,
Westfield, N. Y.

GORMULLY & JEFFERY MFG. CO.,

NEW ENGLAND BRANCH HOUSE:
178 COLUMBUS AVENUE,
BOSTON, MASS.

FACTORY AND PRINCIPAL OFFICE:
222-228 N. FRANKLIN ST.,
CHICAGO, ILL.

CHICAGO RETAIL STORE, NO. 85 MADISON STREET

"POP" MANNING of the B. C. W. heads the mileage list in that club with a record of 1800 miles since July 15, "and he dldn't hire any one to turn the wheel either."

MEMPHIS. "ANCHOR"

CYCLING matters in the Bluff City are at present at a standstill, but it is rumored that a new League club is to be organized at an early date, and at its head will be found several well-known and popular wheelmen for its officers. "We hope so."

THE Sawyer Bros. are working hard for the Tennessee record on their tandem safety. They are close up now.

JULIUS WOOD, the fast (ten) 10 mile wheelman, has thrown aside the high wheel and bought a light safety. He says he will break the record on this wheel for this State.

LAST Sunday the M. C. C. members took out for the 48 mile run to Collierville. The road was not in the best condition, but however, the boys all enjoyed the trip and will soon make a trip to Brownsville, Tenn.

JULIUS SEELIG, the long distance bicycle champion of this city, says on January 1st, '91, he will start in to break his own great record of 5300 miles. We wish him success.

THE farmer wheelman Furgerson is home from his trip down in the Mississippi valley.

NEWS AND COMMENT.

THE League closed the year 1889 with 12,135 members. It closes 1890 with 17 650. We are really getting on, and if we keep the pace America will soon be able to claim the largest cycling organization in the world, and we shall have a body that will be a power in shaping legislation in the interest of good roads.

THE Conference Committes of the L. A. W. and A. A. U. will meet in New York, Jan. 3.

THE Garden City Wheelmen of Newton is the latest Massachusetts cycle club. Since Secretary Bassett is the President of the club it may be inferred that ladies will be admitted, and that next summer will see the club represented at the meets.

IT is proposed to have a tri-State meet at Cottage City next year. Connecticut and Rhode Island will join with Massachusetts in the annual gathering.

CHIEF CONSUL BULL of New York promptly resigned when the Buffalo club left the League and he was followed by a dozen or more members. Perhaps the club may learn that there is some advantage attaching to League membership when they lose their strongest supporters.

THE wholesale suspension of amateurs does not benefit the sport of cycling. It depletes the ranks of the amateurs, and does not increase the number of racing pros.

THERE is pending before the Supreme Court of New York a suit brought by a cyclist to recover damages for injuries received by being run into by a team in Central Park. It seems that the accident happened in the evening, and that the team had no lights as the law demands. We hope the cycle was not also a transgressor.

THE Cambridgeport Cycle Club will pay a tribute to Terpischore in fancy dress at Union Hall, Central Square, on Friday evening, January 23, 1891. Buffum's Orchestra will furnish the music, and those who are fortunate enough to be invited will enjoy a very pleasant evening. This is the club's third annual.

THE wheel clubs of New York will keep up the old custom of racing to Tarrytown on New Year's Eve. The New York Bicycle Club for two years has been the first to knock at the door of mine host of the Franklin House.

THE Genesee Bicycle Club has elected Gordon S. Montgomery, President; Henry Lambert, Vice President, and E. S. Warrenson, Secretary.

E. L. FERGUSON of Chicago, F. B. Graves of Rochester. N. Y., and Sanford Lawton of Springfield have visited League headquarters this week.

THE Rights and Privileges Committee will decide which delegation shall represent Massachusette at the annual meeting.

THE introduction of pneumatic and cushion tires will call for a modification of brakes on safeties. For all purposes we give preference to a rear wheel band brake. The rear wheel is unquestionably the place for the brake, and we think no one will take issue with us that a band brake properly fitted is better than brake acting directly upon the tire. Such a brake is more powerful, clearly, and less tiresome.

"PNEU" is now the slang or abbreviated form for pneumatic.

WE regret our inability to accept the invitation of the Baltimore Cycle Club for Christmas Day.

J. A. HUNT of Westboro, Mass., has invented a bicycle toe clip adaptable to any wheel and considered by many a great improvement over any one now on the market. Mr. Hunt expects to be ready to begin manufacturing by Jan. 1.

LAST Thursday (18th) a game of ten-pins was rolled between the ordinary and safety riders of the Utica Cycling Club. The score was very close, the safeties winning by 20. After the game the contestants partook of an oyster supper at Owens' cafe at the expense of the losers. New Year's Day the two factions will again contend for supremacy, this time in a game of polo on the ice. The club has secured the Tennessee Jubilee Singers for a concert in Association Hall New Year's evening, and on the evening of Jan. 15 the Rev. Rev. Dewitt C. Talmadge will deliver a lecture under their auspices.

THE State Capital Wheelmen of Concord, N. H., held a banquet at their new rooms Friday evening, Dec. 19. State Consul F. A. McMasters, Vice-President A. E. De Wolfe and Treasurer W. V. Gilman of the Nashua club were present as guests. After the banquet the party indulged in a smoker till the small hours of the morning, when the party broke up well pleased with their first banquet.

GEO. A. PERKINS has been appointed Vice Consul for Massachusetts. A very nice selection by C. C. Robinson

THE N. Y. A. C. seems to have an insatiable appetite and is now trying to absorb the Citizens' Bicycle Club bodily.

CONCORD, N. H., wants the next State Division meet.

SOUND the timbrel. Down in Orange, N. J., a cushion tire has beaten a pneumatic.

MALTBY has been racing a roller-skater in San Francisco and was defeated.

WE regret that the withdrawal of the Buffalo Bicycle Club from the League is due to its innoculation of social lymph.

JACK PRINCE is still on the turf, and is set down for a six days' race, three hours a day, this week at Omaha.

MECHANICSVILLE, PA., has just organized a bicycle club with Frank Griffith as President, and Edward Bernado to wield the club stylo.

THE wheelmen of Circleville, Ohio, have formed a club. Circleville is a good place for a wheel club to hail from.

THE death of J. Lester Scherrer of Orange Valley, N. J., as the result of hard cycling is being reported very generally by the press. While riding in Montclair he burst a blood vessel in his head, paralysis following. Violent exercise in any other form would have produced the same results.

THERE are are a great many people who believe the method adopted to bring suspected amateurs to book is unjust. It is certainly not usual to make the accused prove himself innocent. The ordinary rule among ordinary people is to consider a man innocent until proven guilty.

THE Canton (O.) Bicycle Club formally opened their new club house on Dec. 2 with a reception and banquet. The rooms were thrown open from 2 to 5 P. M. to their friends to the number of 250. The billiard and reception rooms were tastefully decorated with potted plants and light refreshments were served. At 10 P. M. the club and their League friends adjourned to the Barnet House—the League hotel, mine host having tastefully arranged the large dining room for the occasion, the leading feature being a "safety" gaily decorated, which was placed on the sideboard (but with two exceptions the Canton Bicycle Club stick to their "ordinaries"), a choice dinner reflecting much credit on mine host was in due course of time disposed of, after which followed speeches by several members—John M. Danner carrying off the palm in his little speech, "Wheeling as a Means of Reducing Corpulency." Mr. Danner, however, weighs but 115 pounds. At 12.30 the company dispersed with everybody in good humor and no bones broken. This club was organized in 1883 and has always been solid financially. It is a League club (No. 40) and was incorporated in 1887. They moved into their present quarters in November, 1890. The new club house was erected after plans furnished by the club architect, Guy Tilden (who by the way is also president), and we all think that we have as fine quarters as any exclusively bicycle club in this section. The club house is opened to members at all times,

and a fine lot of fellows they are. During the riding season we have our scheduled club runs to the surrounding towns, and although we have no members that can be considered fast, nor yet any long, hard riders, still as clubs go we think we can stay in the ring, though we do become slightly disfigured.

The Hudson County Wheelmen are to build a club house. It takes money, energy, members and harmony to successfully maintain a club house. The Hudson County Club seems to have all those requirements, and we wish it success.

The Boston *Journal* calls the Charlestown Rovers the Revere Cycle Club. The *Journal's* cycle man had better get a move on.

The Century Wheelmen says its latch string is out all New Years' Days.

London contains no less than two hundred and twenty-three cycle clubs.

The wheel trade is going wild over pneumatics. Tires, handles and saddles are a few of the pneumatic productions.

The Pickwick Bicycle Club of London recently celebrated its majority by a dinner at which nearly one hundred members sat at the board. Twenty-one years for a cycle club is very aged.

The Fall River (Mass.) Cycle Club will hold a ball January 20th, '91.——A. H. Griffiths ('Griff") has been made an honorary member of this club.——The Fall Rivers have voted to admit lady members, and have already received one application.——They have been presented with a handsome French clock by the Overman Wheel Co.

Attention to minutiæ is one of the chief duties of the cyclist if he would use his wheels with comfort and safety. There are far too many even old hands at the game who are inclined to let bearings run loose, chains slack or bolts untaut, just for the sake of being able to boast that for such and such a time no spanner has been used on the machine or that it has traversed so many thousand miles without requiring adjustment. This sort of boast is in nearly every case a very empty one, for a slight examination of the cycle in question will reveal many things that have either escaped or been unheeded by the owner. It is a false economy that forbids the liberal use of the spanner. As soon as any bearing shows signs of being worn, the shake should be instantly taken up, and a little attention to this will insure the machine not only a longer life but easier running powers. The bearing that is left to run loose will almost inevitably wear untrue, and when that is accomplished it is a very difficult matter to rectify. Sometimes a bearing will run 500 or 1000 miles without requiring any attention beyond an occasional drop of oil, while the next 100 miles will develop a noticeable shake. Should this happen, the bearing ought instantly to be adjusted and thus keep the balls and adjusting cones well up to their work. The slight attention needed to insure correctness in these little matters will always more than repay the time expended.

"LET'S DABBLE."

Now that it seems pretty well established that a judicious and discreet "dabbling in politics" on the line so forcibly and tersely laid down by Mr. Mott and other contributors to the World recently is expedient it would seem proper and interesting that a full discussion of the means by which this political venture will aid us be had.

So many road bills and measures looking to the betterment of our highways have failed of passage, even after submission to Legislatures, that one almost despairs that even "dabbling in politics" by the L. A. W. will effect better results. Why is this true is the natural query. Because the passage of such measures appeals immediately to the pockets of our already well taxed citizens, and this is a tender spot. Consequently legislators hesitate to enact measures which they know to be in direct opposition to the wishes of their constituents. If "dabbling in politics" will turn the tide of popular sentiment in this respect well and good, for we will have won a well-earned victory and one productive of much good not only to the wheelmen, but the future welfare of the country. But even eliminating the question of doubt of the ultimate success of our undertaking, and the most sanguine can but admit there is some, it may take years to educate the people to a proper realization of the importance and necessity for good highways. In the (*mean*)time all the cushion and pneumatic tires extant will not supply what we need.

It is the "mean"time that I have special reference to in my prelude to this article.

Would it not be well to support a measure the success of which would mean an *immediate* and happy solution of the whole problem, *which would not appeal to the pockets of our citizens?* I refer to the employment of convict labor on our road.

Years ago many of our highways were built and repaired in this way; for instance the old Frederick pike from Baltimore to Frederick was almost entirely built by convict labor, but the convicts were subjected to such hardship and degradation that public opinion put its ban of disapproval on this mode and *chain-gang* labor was discontinued. Now, however, there are signs of a decided revulsion of feeling on this subject and successful experiments have recently been made at road building with *unshackled* convicts at Cambridge, Md., in Harmar township, Pennsylvania, and elsewhere. In every instance the convicts so employed expressed themselves as better pleased than at continual confinement and were really benefited by the change. In addition the leading papers of this city have recently printed editorials favoring the employment of convict labor on roads.

If judicious "dabbling in politics" will aid us in having convict labor, and I see no reason why it may not, I say let's dabble.

Baltimore, Dec. 16, 1890. Chas. R. Sharretts.

THE PROPELLING FORCE IN BICYCLES.

It may be presumptuous in a youngster to try conclusions with one skilled in abstruse calculations, in the telling use of keen wit and who, furthermore, possess the friendship of that learned and powerful individual, the janitor of the leading college of this country, and yet it is considered the province and prerogative of youth to "rush boldly in where Angels dare not tread," and so I am going to venture, in all my ignorance, on the treacherous and slippery ground of mathematical discussion and then prepare for the scathing storm of satire and derision that is sure to break about my defenceless head. In view of his brilliant natural abilities, it is greatly to be regretted that Mr. Sterling Elliott's collegiate education was left to so late an hour as that of sundown, and was apparently confined wholly to the academical department of Yale, for if he had had time to visit the famous Sheffield Scientific School and struck up a friendship with the genial Stoddard there, he could hardly have left the shades of learning that hover about that college janitor's den without becoming cognizant with one of the primary principles on which the foundation of that noble seat of learning rests, namely, that action and reaction are equal and always in opposite directions. Taking Mr. Elliott's own examples, on account of their superior lucidity and clearness, we have been taught to believe, in accordance with the above rule, that the compressed spring between the breech of the gun barrel and the ramrod will act with as great force on the gun barrel as on the ramrod and, if both are free to move, will move in opposite directions in inverse proportion to the weight of each. If Mr. Elliott's supper had ever depended on the squirrels he could bring down, the backward "kick" of his gun might have opened his eyes to this important fact. In like manner the two arms of the hoop pole, when compressed will fly out equally in opposite directions in its efforts to straighten itself. Of course he may say that the end of the gun barrel and one end of the hoop pole is supposed to be immovably fixed at C (see his home made sketch), but he has not the *mathematical* right to make false suppositions in order to distort facts and thereby support his own, and apparently humorous, theories. As he is endeavoring to explain the force which propels a bicycle he must be consistent with his own statement that the "force has precisely the same effect that any other force acting *within and upon the machine* would have." Therefore, if the ramrod is placed at the axle at A, then the gun barrel end must be connected with the tire at C so that the force can act within and upon the machine, in which case as the ramrod urged the axle upward and forward, the gun barrel would urge the point C of the wheel downward and backward. But that the force does not act between the points A and C can be readily demonstrated by lifting the rear wheel of a bicycle clear from the ground and spinning the pedals and of course the rear wheel around, under which conditions the front wheel, resting on the ground, remains quiet and apparently ignorant of the immense force that is pushing its axle upwards and forwards. Its fallacious absurdity can be further shown by supposing the front wheel of a bicycle to be the driving wheel, in which case the force that vainly attempts to drive the front wheel forward will, according to Mr. Elliott's theory, drive the axle of the rear wheel backwards and upwards in the line drawn from the point of contact of the front wheel to the rear axle, B. So that the rider, notwithstanding his frantic efforts to advance, will find himself, like the lone fisherman in Evangeline, carried rapidly backwards until he disappears from mortal view.

It is greatly to be regretted that Mr. Elliott's theory is not the correct one, for as the angle of his wonderful "Keeley like" force with the ground remains ever constant, it would be as easy to ride up the steepest hill or even the side of a house as on a level surface, or again, by fastening a hickory board firmly to a bicycle so as to give a point of contact for the rear wheel at C, aerial navigation would be assured so that the rider by having his front axle forced upwards and onwards would go sailing through the blue empyrean accompanied perhaps by the strong man who lifts himself out of sight by his bootstraps. No. 12,493.

A MOST IMPRESSIVE CEREMONY.

The Buffalo *Tidings* remarked the other day in its Lockport notes that the Lockport Wheelmen are having more solid enjoyment to the square inch than any other club in town, and every member of the club is willing to admit that such is really the case.

Each one of the series of smokers given by this club this winter has developed some new and original feature of amusement, but the climax of the series so far was reached on Friday last when one of the most popular members of the club, Capt. Podunk, was united in marriage to Miss Fredericka B. King, the tallest member of the club.

The cosy club house was gaily decorated for the occasion, and at the appointed hour it was well filled with mourning relatives and sympathizing friends of the unhappy couple.

At precisely 8 30 the peals of the wedding march from Lohengrin burst forth, and the bridal party wended its way through the golden corridor, preceded by the orchestra (a solitary coon and fiddle especially imported for the occasion), following which came the Rev C. H. Cornes d—d—the only clergyman (?) belonging to the club. Then the bride appeared, six feet four in her stocking feet, leaning on the arm of her widowed mother, Mrs. Emilya Grosse. Solomon in all his glory was never arrayed like this most imposing bride.

She was attended by the following beautiful bridesmaids: Misses Allie Cooke, Lena Poole, Bertha Green and Anna Louise Davison, while the maid of honor was Miss Harriet Fenton. All of these dam-o-selles were attired in elegant costumes of more antique cheese cloth cut low in the neck and short sleeves, and they carried bouquets of cabbages, turnips and cauliflowers—the gift of the bride. At the spot where the marriage ceremony was to take place, with palpitating heart stood Capt. Podunk attended by his best man, Carl R. Seifert. At this point the ceremonies were interrupted by what the guests thought was an earthquake, but they were relieved by discovering that the shock was caused by the bride having fallen into the arms of the groom.

The following impressive service was then read by the officiating d—d·

Dearly beloved: We are gathered together here to-night in the face of this company to join together this man and this woman in the bonds of matrimony, which is commended of St. Paul of Minnesota to be honorable among all men, and therefore is not by any to be entered into inadvisedly or lightly, but discreetly, soberly and with both feet. Into this noose these two persons come to put their necks. If any man can show just cause why these may not be joined, or why the bride-elect became so intoxicated, let him now speak or forever hold his breath.

Capt., wilt thou have this woman to be thy wedded wife; to live together after the ordinances of the common council and the rules and by-laws of this club? Wilt thou take her, abuse her, make her saw wood, build fires, shovel snow and hustle coal hods so long as ye both shall live?

Frederica Anna Louise Cora Gertrude Evantine wilt thou have this terrible rake to be your old man? Will you hustle him about, take his wages every Saturday night, wash his socks and lock him out nights so long as ye both shall live?

Who giveth this woman to this man? Captain repeat after me: I, Capt Podunck, take your homely carcass to be my wedded wife, and all that therein is, for taller, for shorter, for fatter, for leaner, to fight with, and jaw with, until Pioneer Hill is paved with asphalt.

I, Frederica, etc., take thee, Captain, to be my wedded husband, to have and to hold, for better or worse, Lockport or Medina, Canandaigua or Gosport, to cherish and obey until the boys learn to spit in cuspidors instead of on the floor.

The following was then pronounced:

With this ring (the sound of a chestnut bell), I thee wed, and with my worldly goods endow.

The officious d—d delivered the following peroration: "Man that is married to woman is of many days and full of trouble. In the morning he draws his salary, and in the evening behold it is all gone; it goeth but he knoweth not where. He spendeth his shekels in the purchase of fine linen to cover the bosom of his family, yet he is seen at the gates of the city with but one suspender. He goeth forth as an ox or an ass and draweth the chariot of his offspring. He rises clad in the chilly garments of the night, and seeketh the sonambulent paregoric wherewith to heal the collicky bowels of his offspring. Yea, he is altogether wretched and full of misery. Wide is the road and broad the way that leadeth to the gates of matrimony, and many there be that go in thereat.

I now pronounce you duly wed, and it will be the privilege of all present to kiss the bride." In the rush which followed the bride lost some of her auburn locks, and several of the gentlemen got hairs from her mustache in their teeth.

After the bridal quadrille had been danced, the festivities became general and were continued till a late hours.

It is understood that the bridal couple are not living together. The groom claims that his elephantine bride don't know how to make bread, and the bride claims that the groom does not allow her sufficient spending money to keep her supplied with gum.

It is hoped that their differences will be amicably settled, but further information must be deterred till the next."

"The Professor."

"BARON MUNCHAUSEN, JR.," ON WHEELS.

It has been with a feeling of pain and oftimes anger that I have heard the veracity of my sire questioned concerning his great exploits throughout the earth, but I have solaced myself with the thought that they were the utterances of ignorant ones whose minds were steeped too deeply in the darkness of ignorance and held only too firmly by the envenomed serpent of jealousy to comprehend the lofty courage and high-minded spirit of one who was as much above them as the mid-day sun is above our heads.

I aim in these few narratives, by my own personal experience (the truth of which cannot be questioned), to show how our family have always been engaged in adventures and to which I have in no wise been an exception to a rule already long established and by so doing to do justice to a parent whose only fault was a too confiding nature.

One evening I was riding on my silent steed along a quiet road, but little travelled (although of great excellence), through a pastoral country, where droves of cattle covered the hills in every direction. The sun had set behind the distant hills and the gloom of night was casting long shadows into the twilight. For fear that I should be belated in this lonely country, I put forth a great effort and the wheels under me hummed like unto the strings of an Æolian harp. Suddenly a shadow loomed before me, disappearing on either side as I passed—I at the same time experiencing a considerable shock. My momentum being so great I was carried fully a mile before I could check my steed. On riding back I discovered that a large bull had been standing in the middle of the road with his front headed toward me. I had struck him head first, and my speed being so great I had divided him into two equal halves, which was shown by the hair and blood collected on my machine, both halves lying clean cut on either side of the road; in fact even the tail was split in half from end to end; there were in the tuft at the end of his tail 81 hairs (I having counted them), an odd number as you will notice, and when I got to the forty-first hair, lo! the hair was split in twain, each half of the tail having forty and a half hairs. I do not think he could have been more equally divided by weight and measure.

Again while coasting down one of the long grades of the Alleghenies mountains, the road sharply winding around steep hill sides, I unexpectedly came to a chasm hundreds of feet deep with perpendicular sides of huge gray rock, the bridge for some unaccountable reason, which had formerly spanned this wild canon, had fallen to the bottom of the rift and lay in the wild waters which tumbled over the rocks below.

When I first discovered that the bridge was gone I had like to give up the ghost with fear, as I saw I could not check my wild course, but the spirit of my father entering into me, I gained the pedals of my noble steed and tugging mightily at the handlebars and treading strongly with my legs I lifted my wheel by main strength from the ground and vaulted over the chasm, landing safely on the opposite side, although the width could not have been short of 100 feet. I would, however, caution any wheelman from attempting this feat as the great strain on my nervous system had like to bring me to death's door.

One early summer's morning, while riding a safety bicycle, close to the seashore, I felt strongly moved by seeing the powerful restlessness of the vast ocean to try my strength and speed, the uniform excellence of the roadway making the desire doubly great. While racing along ahead of a lightning express train my chain suddenly snapped and flew swiftly through the air out over the ocean.

This brought my trip to an end, and boarding a vessel in the evening I found myself in New York harbor the following morning, where a lately arrived ocean steamer was discharging her cargo. While engaged in watching this novel sight a sailor approached me and entering into a conversation with him, his curiosity having been excited by seeing my bicycle, I related to him my experience of the chain; he looked at me a moment as if in doubt, then at my wheel, and suddenly seeming to make up his mind to do something he rushed from my side, ran down into the interior

of the vessel and returned, bringing with him a safety chain, and wonder upon wonders—my chain.

He said that while they were about 100 miles off Sandy Hook in the early morning of the day before, this chain suddenly struck the deck with such a force as to break a large hole into the oaken deck and descended into the hold with such force as tended to knock a hole through the bottom of the vessel; as nearly as he could remember the time the chain struck the vessel coincided with the time I had lost my chain with the exception, as he thought, that it was some minutes later in the day, which naturally could be explained by the time it must have taken for the chain to travel this great distance. The captain and crew were thunderstruck when they heard of this and complimented me greatly on my strength, so much so in fact that my excessive modesty was like to have received a shock.

I have related these experiences of mine to a friend of my bosom who recalls the fact that there is living somewhere down East a wheelman who has ridden so hard and with such great speed as to blow all the hair from the top of his head.

I should greatly like to meet this man for the purpose of trying his strength against mine upon the arena, and should this greet his eye I herewith enter a formal challenge, providing he is a good and loyal member of the League of Truth, of which I am proud to say I am a member in good standing, to do battle with me before the people assembled on the day called the 30th of February, 1891, at 12.61 A. M.

BARON MUNCHAUSEN, JR.

A PROTEST.

Editor Bicycling World: May I raise my voice in a gentle murmur against the prostitution of the columns of our valuable organ in the ridiculous "booming" by otherwise good-intentioned correspondents? For some months past this bad practice has been indulged in by one correspondent in particular. "Judge" has brought into too common use the respected name of Mr. Griffin. To those with whom he is acquainted Mr. Griffin is sufficiently known, while in the eyes of foreign wheelmen the nonsense uttered by "Judge" is anything but courtesy and the slush poured out creates a false impression in the minds of those who will be in Detroit in '91 and meet Mr. Griffin. I have met many foreign wheelmen in my travels and almost the first question asked is "Who is 'Griff' that 'Judge' is slobbering over?" or some such remark that is not pleasant to a wheelman who was one of the first to mount the old "bone whacker" in old days. Let "Judge" drop his familiarity, remembering the old adage and not place Michigan in so ridiculous a light. We want our State to do itself justice in the entertainment of all who can be induced to come to the next national meet. "Judge" is not the only offender, but as a Michigan man I am loyal to Michigan and watching her welfare desire to protect her from the criticisms of other wheelmen who read our organ for its news and not for its freaks of hair-brained nonsense.

Respectfully, LEAGUE No. 15,462.

THE A. A. U. RESOLVES.

AT the board meeting of the A. A. U. held in New York the following resolutions were carried:

Resolved, That it is the sense of this board that no athletes should be suspended or disqualified either indefinitely or for a stated period until charges have been presented to him and he has had an opportunity to make a reply thereto, or until he has at least a preliminary examination, and that the committee on legislation of the A. A. U. be requested to prepare any legislation necessary to make the resolution effective.

Resolved, That after May 1, 1891, no club in this union shall give and no athlete shall receive any prize for excelling in competition except medals or other like emblems appropriately inscribed, and no such medal or emblem shall be of greater value than $30, and that any club violating this rule shall be liable to suspension or expulsion, and any athlete so violating shall thereby cease to be an amateur.

Both resolutions commend themselves to us. We never did see the justice of inflicting punishment without a hearing. If we are to have amateur racing, emblems of no great intrinsic value are the only suitable prizes.

CONTINUED ON PAGE 222.

NEW KODAK CAMERAS---FOR WHEELMEN.



"YOU PRESS THE BUTTON, WE DO THE REST."

(OR YOU CAN DO IT YOURSELF.)

SEVEN NEW STYLES and SIZES

ALL LOADED WITH

TRANSPARENT FILM.

For sale by all Photo. Stock Dealers. *Send for Catalogue.*

THE EASTMAN COMPANY, Rochester, N. Y.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street, BROOKLYN, N. Y.

HARTFORD

A Popular American Made Wheel

$100.00



$100.00

HARTFORD

At a Popular Price.

HARTFORD

HARTFORD

THE HARTFORD CYCLE CO., Manufacturers, Hartford, Conn.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 27.

ABBOT BASSETT, Secretary.

OFFICERS FOR 1890—91.

PRESIDENT,

JAMES R. DUNN.

40 Wall st., Room 69 New York.

SECOND VICE PRESIDENT,

GEO. R. BIDWELL.

308 W. 59th street, New York City

TREASURER,

W. M. BREWSTER.

117 No. 4th Street, Quincy, Ill.

SECRETARY,

ABBOT BASSETT,

12 Pearl Street, Boston, Mass.

Standing Committee.

Membership Committee.

Sanford Lawton.....Springfied, Mass.
George C. Pennell.....Elizabeth, N. J.
Geo. C. Arbuckle.....1962 Euclid ave., St. Louis, Mo.

Committee on Improvement of Highways.

Isaac B. Potter, Esq.....Potter Bldg., New York
Albert Mott.....203 Lenox St., Baltimore, Md.
Maj. Chas. L. Burdett.....Hartford, Conn.

Committee on Rights and Privileges.

Clarence Hodson.....Hodson Building, Crisfield, Md.
Chas. F. Cossum, Esq.....Poughkeepsie, N. Y.
J. S. Dean, Esq.....28 State St., Boston, Mass.

Committee on Rules and Regulations.

W. A. Davis.....340 S. Leavitt St., Chicago, Ill.
Michael Furst, Esq.....16 Court St., Brooklyn, N. Y.
A. B. Richmond.....Grand Rapids, Mich

Transportation Committee.

W. M. Brewster.....117 No. 4th St., Quincy, Ill
Amzi T. Dodd.....70 Park Place, Newark, N. J
Burley B. Ayers, "Rookery,".....Chicago, Ill

Racing Board.

Chas. S. Davol.....Warren, R. I.
George Collister.....147 Ontario St., Cleveland, Ohio
Robert D. Garden.....Chicago, Ill
W. H. DeGraaf.....47 W. 14th St., New York
Geo. D. Gideon.....17 No. 7th St., Philadelphia Pa

Hotel Committee.

George S. Atwater, 1424 Penn. Ave., Washington, D.C
H. H. Hodgson....13 Carondelet St., New Orleans, La
W. C. Marion....1255 Bedford Ave., Brooklyn, N. Y

Resignation of Dr. Emery.

To the Members of the Massachusetts Division:

During the time I have been Chief Consul of this Division I have worked hard and faithfully for it, neglecting my own business.

The Division has increased from 1244 to 2281 members, the funds have increased from $17.62 to over $1800. This is a record of which I am proud, though to accomplish this has cost me much time and money, which I have cheerfully given without compensation, but to continue to carry on this work is more of a burden than I am willing to bear. I have therefore decided to relieve myself of all office, and thereby be enabled to devote my time wholly to my personal interests.

I resign the office of Chief Consul, thanking you for the honor which you have conferred upon me.

The Vice Consul under the law assumes the duties of this of this office. Fraternally,

Boston, Dec. 16. WM. H. EMERY.

Resignation of Vice President Emery.

To the President of the League of American Wheelmen:

I hereby resign the office of First Vice President in order to devote my time wholly to my personal business.

Fraternally, WM. H. EMERY.

Boston, December 16, 1890.

Attention, Illinois Division Members.

A meeting of this Division will be called in Chicago the latter part of January or early in February to adopt a new Constitution and transact such other business as may come up. If any objections, file same with the Secretary-Treasurer, T. F. Sheridan, Springfield, or the undersigned. Fraternally yours,

W. A. DAVIS, Chief Consul.

Illinois.

Local Consul for '91.

Rock Island—P. Ramser.
Rushville—Fred Jackson.
Ravenswood—Frank Riggs.
River Forest—C. E. Fox.
Rood House—Wm. E. Sullivan.
Sandoval—J. B. Grice.
Seneca—W. Jones.
Spring Valley—J. F. Hoskinson.
Sparta—J. M. Nickles.
Sycamore—W. C. Stine.
Sterling—A. R. Hendricks.

Fraternally, W. A. DAVIS,

Chicago, Dec. 19, 1890.

Rhode Island.

I have appointed Clarence P. Johnson Consul at Johnston in place of S. James Foster, Jr., resigned.

GEO. L. COOKE, Chief Consul.

Providence, R. I., Dec. 22, 1890.

New Jersey Representative.

New Jersey being entitled, through increase of membership, to two more Representatives, I take pleasure in appointing John H. Hinners of Edgewater, Bergen County, N. J., and Theo. F. Merseles of Jersey City, Hudson County, N. J., to these positions.

G. CARLETON BROWN, Chief Consul.

Elizabeth, N. J., Dec. 22, 1890.

500—Missouri Division—500.

To Members:

It goes without saying that it is the American wheelmen who celebrate the Christmas festivities. This paper should reach you in time to wish you a Merry Christmas and a Happy New Year and many returns. This is just the time for you to speak to your cycling friends about joining our organization. It is true we did not reach the 500 mark this year, but whose fault was it? Ask yourself this question, and if you find you have not secured us your quotas of new members start in at once to make amends. Don't delay this matter, "All things come round—even bankruptcy—to him who will but wait." If you want to succeed go to work at once. Make the unattached riders feel your presence by your hustling. Interest them by showing various copies of the BICYCLING WORLD AND L. A. W. BULLETIN and then see how easily you will obtain their membership fees. We will not promise the performance of miracles for the sake of securing new members. But we do claim to give honest service and secure for our members more advantages for less money than can be obtained in any organization in the world. I make this statement boldly, and you can repeat it without fear of successful contradiction.

Fraternally yours, ROBT HOLM, C. C.

St. Louis, December 17, 1890.

Ohio Division.

December 13, 1889, Ohio, 840.
December 12, 1890, Ohio, 1181.
Still 819 short of the desired 2000.
"A sitting hen gathers no feathers."
Don't be a sitting hen.

Fraternally, M. A. HIGH,

Cincinnati, Dec. 19, 1890. Chief Consul.

New York Representative.

This certifies that E. Robert Emmons has been duly elected club representative to L. A. W. by the Onondaga Cycling Club at the annual election of officers held December 11, 1890. Yours truly,

E. L. LANCASTER, President.
H. E. ROSE, Secretary.

Syracuse, December 18, 1890.

New League Club.

The following clubs have qualified as League clubs and filed the certificate required in the office of the Secretary:

307—Rovers Wheel Club, New Haven, Conn. Geo. F. Booth, Secretary.

The name of the York Bicycle Club of York, Penn., No. 224, has been changed to York Cycle Club.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 39—Total 51—17,650.

BOSTON, Dec. 26, 1890.

CALIFORNIA DIVISION—4—533.

Alameda Bi. Club (unattached).

20816 Boyle, F. C., Lincoln ave., Alameda

Eureka C. C.

20818 Wisser, B. D., Eureka

Unattached.

20828 Hardy, Chas G., Box 217, Oakland
20829 Hardy, J. Ross 1383 Franklin st, "

CONNECTICUT DIVISION—5—1415.

Rovers Wheel Club.

20836 Booth, Geo. F., 80 Newhall st., New Haven
20837 Harty, William H., 178 Blatchley, "

Norwich Wheel Club.

20838 Otis, Robert W., 100 Cliff st., Norwich

Unattached.

20839 Adams, Charles Gridley, Drawer 11, Hartford
20840 Button, Wm. I., Willimantic

ILLINOIS DIVISION—8—1392.

The Vikings (unattached).

20817 Grundseth, Christ, 46 Tell pl., Chicago

Danville C. C. (unattached).

20818 Irwin, Frank P., 124 No. Jackson st., Danville
20819 Shutts, Ed, 1126 Mt. Vermillen st., "

Capital City C. C.

20841 Smith, Temple (P. O. Lawrenceville, N. J.) Springfield

Unattached.

20822 Camp, I. E., Brooklyn
20823 Lewis, T. D., "
20824 Prather, Wm. L., "
20820 Fucker, Burt, Williamsfield

IOWA DIVISION—1—192.

Unattached.

20830 Daut, P. G., Box 658, Sigourney

MAINE DIVISION—3—221.

Portland Wheel Club.

20825 Chenery, W. H., 211 Cumberland st., Portland
20826 Day, Chas. B., 143 Franklin, "

Unattached.

20827 Johnson, Henry, Box 246, Brunswick

MARYLAND DIVISION—2—597.

Maryland Bi. Club.

20809 Hoffman, Sam'l B., John Hopkins University, Baltimore

Riverside Wheelmen (unattached).

20842 Schenkel, Jno. H., 160 W. Stockholm st., "

MASSACHUSETTS DIVISION—4—2287.

Norfolk Bi. Club.

20810 Allen, John V., Main st., So. Weymouth
20811 Bates, Walter L., Union st., "
20812 Heald, Arthur C., Main st., "
20813 Stowers, Nathaniel, Pleasant st., "

MINNESOTA DIVISION—1—155.

Flour City Cyclists (unattached).

20843 *Snow, Winnie*, 1018 1st ave., No. Minneapolis

NEW JERSEY DIVISION—13—1023

Plainfield Bi. Club.

20844 Curtis, F. C. H., Plainfield
20845 Emerson, H. L., "
20846 Erickson, Roger W., "
20847 French, Ed. V., "
20848 Gilbert A., "
20849 Hinrichs, A. F., "
20850 Mahon, Geo., "
20851 Marsh, Craig A., "
20852 Patten, H. A., "
20853 Rogers, E. S., "
20854 Ryder, Ed. B., "
20855 Streuli, A. F. H, "
20856 Woltman, E., "

NEW YORK DIVISION—4—3026.

Brooklyn Bi. Club (unattached).

20814 Warner, Gordon L., 175 Atlantic ave., Brooklyn

Onondaga C. C.

20833 French, G. Ross, Jr., 207 Woodlawn ave., Syracuse
20834 Strong, Ralph C., 444 Burnet ave., "

New York Bi. Club.

20857 Averill, H. D., 131 West 82d st., New York

OHIO DIVISION—1—1184

Unattached.

20821 Cronacher, F. A., Ironton

PENNSYLVANIA DIVISION—1—2037.

Unattached.

20835 Emory, W. N., 4325 Osage ave., Philadelphia

TENNESSEE DIVISION—1—136.

Unattached.

20815 Fusch, E. A., Columbia

TEXAS DIVISION—1—58.

Unattached.

20858 *Smith, Miss A. C.*, Buckner House, Paris

NORTH DAKOTA—2—6.

Grand Forks Bi. Club (unattached).

20831 Kent, Frank V, 24 So. 3d st., Grand Forks.

Unattached.

20832 Roudiez, Lieut. Leon S., U.S.Army, "

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasuer, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1424 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No. Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 607 No. Alabama street, Indianapolis.

IOWA—Chief Consul, Ackley Hubbard, Spencer. Secretary-Treasurer, C. H. Curlew, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 65, Louisville. Secretary-Treasurer, G. E. Johnson, 1910 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 814 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

MAINE—Chief Consul, Howard M. Breen, 199 Franklin street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, A. W. Robinson, 10 Salem street, Charlestown. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 280, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI — Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, R. H. Scott, 39 Walnut street, Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 116 Broad street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK — Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Joseph R. Wilson, Jr., Clarksville. Secretary-Treasurer, B. A. Patch, Clarksville.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box 281, Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro'. Secretary-Treasurer, F. A. Roberts, Brattleboro

VIRGINIA—Chief Consul, Ira B. White, 16 Nolls court Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

STEABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1891. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 April 30. Enclose $1.50 with this blank on any date between date of paper and April 1, 1891. Write plainly—Printing preferred.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margin in using this blank.*

"BUILT ON HONOR."

ADOPTED BY THE UNITED STATES GOVERNMENT.

WARWICK PERFECTION CYCLES.

WEIGHT, 42 POUNDS.



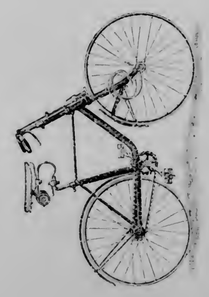
SPECIALLY CUSHION TIRES.

NO CAST METAL.

WARWICK CYCLE MFG. CO., - Springfield, Mass.

CATALOGUE. JANUARY. 1891.

BRIEF SPECIFICATIONS OF THE GIANT SAFETY BICYCLES, '91 PATTERN:



THE Giant has 30-inch wheels, tangent spokes, ball bearings all over, straight and hollow handle bar, rear brake, weldless steel tube backbone, Bolte spring fork, Yost saddle, an ample chain guard and is listed at $85.00.

The Giantess has a 28-inch rear wheel, 26-inch front (we make the front wheel smaller to secure the additional space needed by a lady), tangent spokes, straight and hollow handle bar, rear brake, weldless steel tube backbone, Bolte spring fork to both front and rear wheels, ample chain and skirt guards, and Yost saddle. By applying the Bolte spring to both forks, we offer our lady friends a spring framed machine devoid of all vibration at the seat. The Giantess is listed at $75.00.

The Ball Bearing Little Giant is similar in construction to the Giant, with ball bearings all over. All wearing parts are steel, the backbone tube is weldless steel, handle bar solid and straight, cranks drop-forged, wheels 24 inch with tangent spokes nickeled to intersection, and is listed at $45.00.

The Little Giant is precisely the same as the Ball Bearing Little Giant, excepting it has adjustable cone instead of ball bearings. It lists at $35.

Advance Circular now being mailed free on application.

H. A. LOZIER & CO., - Cleveland, O.

CONTINUED FROM PAGE 218.

WINDLE TO THE HERALD.

The following letter was sent by Windle to the *Herald*, but was not published:

WEST MILLBURY, Mass., Dec. 13th, '90.

To the Editor of the Herald: Dear Sir—In your evident desire to produce something new and startling on the much vexed subject of the recent suspension of racing wheelmen by the Racing Board of the L. A. W., you have been led into publishing in your issue of 11th inst., that which is weak and foolish in its statements and not worthy of the serious consideration of any sensible wheelman. But as you have openly named me as being a rider who is under the control of a certain firm of bicycle makers and so dominated by it that I am not free to follow my own desires and interest, but must in fear and trembling accept its dictum as to what wheel I must ride, I feel called upon to state that that portion of your article is utterly untrue in every respect.

I am under no obligation to any firm to use its bicycle and no firm ever threatens me with suspension in case I would not ride their wheel, and furthermore I would say that did any firm attempt to thus infringe upon the freedom and privilege which by nature belongs to me, of exercising my own choice in the matter, I would be the first to denounce such despotic conduct in the columns of the press.

I have always maintained the right to use in races and on the road the bicycle which I considered the best, and the fact that I have won every race of note and hold the championship of the world for a single mile on a solid tire wheel seems to me sufficientreason for me to cling to that wheel that has carried me swiftly and safely through.

In regard to the other portion of your article I would only ask in justice to the L. A. W., if you can believe that that cycling organization, which includes all the many makers of wheels, is controlled by one firm or that that firm which profits most by the victories of the men recently suspended is foolish enough to cut them off from future contests? In regards to my suspension: I have broken a rule of the L. A. W., though unintentionally and unknowingly. I do not deny that I have not and for such I am willing to suffer.

I am, sir, respectfully, W. W. WINDLE.





WARWICK COMBINATION SAFETY.

SAFETY cycles for lady or gentleman riders, suited to the uses of a family, have filled a vacancy that long existed in the cycle trade, and have met with popular favor. The Warwick Cycle Mfg. Co. have for three years past, placed with gratifying success on the market, their now well known Warwick Perfection Combination Safety, a wheel which in its various seasons, has become one of the standard Cycles of America, and secured official endorsement by the United States Government.

A cycle that can be used equally well by each member of a family, that is light as the majority of specially constructed ladies' wheels, yet strong enough (and so guaranteed) to carry as great a load, and successfully stand strains equal to any make specially made for men, has undoubted merit, and of necessity is very popular with that section of the riding public who do not wish to purchase more than one wheel.

Since its original appearance in 1888 this wheel has held first place as a high grade interchangeable family cycle. For the fourth season the Warwick Perfection, as a combination wheel of the highest class, is placed on the market, built practically upon the lines that have made it so popular, but with improvements that time and added experience suggests.

The machine has 30-inch wheels, geared to 54-inch, hollow rims, specially constructed cushion tires, tangent spokes, dust proof ball bearings, long centred ball steering, improved saddle and gracefully curved handle bars of ample width. The frame is the well-known "Warwick Perfection," being double tubes of cold drawn weldless steel tubes running parallel from the head to the rear axle in one piece.

Every part of this machine where metal is used is from wrought steel of selected stock, and the makers claim that in its "make up" no castings are used.

The finish is black enamel and nickel plate, the general appearance that of an elegant cycle. It is fully guaranteed and its weight is 50 pounds all on.

CONCERT OF THE DETROIT WHEELMEN.

THE Wheelmen's concert was a grand success. To Prof. Abel is due the chief credit. It was he who originated it and carried it forward, and his friends furnished the music in connection with him. Mr. Robert Deacon worked hard to make it a success financially and succeeded. The club clears in the neighborhood of $100.

Between the fourth and fifth numbers "Griff" stepped before the audience; it was not an audience of wheelmen only, but a representation of Detroit's best people. He spoke briefly of the wheel, its benefits and pleasures; he denied that the sport was a selfish one, and spoke of the hundreds of lady riders all over this broad land. He spoke feelingly of the friends it had made for him and of the many beautiful scenes it had taken him through. His speech, which was a very short one, was well received by the audience.

To Prof. Abel and the ladies and gentlemen taking part in the entertainment the Detroit Wheelmen extend their thanks, wishing them one and all a merry Christmas and a happy New Year.

"JUDGE."

BICYCLE STOLEN.

ON Monday, Dec. 15, 1890, one 48-inch American Champion bicycle, cowhorn handle bar, standard finish, nickel and enamel considerably marred. Had Lakin's standard cyclometer attached, brake lug broken and brake lever gone. Number of bicycle 5773. Ten dollars reward for thief and property. Arrest and hold thief and notify sheriff of Harlan county, Neb. Charley Sadler, Alma, Neb.

NOW READY: "Secretary's" Book. Price 50c.

THE manufacturers of the Eagle are erecting a new shop in Stamford.

CUSHION TYRES.

THE CLARK CYCLE CO.,

BALTIMORE, MD.,

Have now a large consignment of

NEW RAPID SAFETIES,

Both No. 3 and Ladies', fitted with our Cushion Tyres, and can deliver from stock.

ST. GEORGE'S ENGINEERING CO.,

Inventors and Sole Manufacturers of the New Rapid Cycles,

BIRMINGHAM, - ENGLAND.

Have your repairs made in the winter. No loss of riding time. Cheaper rates, better attention. Send for estimate, stating what your wheel needs

ST. LOUIS WHEEL CO.,
ST. LOUIS, - - - MO.

ELWELL BICYCLE TOURS.

BERMUDA—Jan. 29—Feb. 14.
EUROPE—June, July, August.
Circulars now ready.
F. A. ELWELL, 152 Pearl Sreet, Portland, Me.



One of the handsomest pins on the market. Fine gold plate. Garnet or ruby stone setting.

ONLY $1.00 EACH,

for either watch charm or pin, and your initials and League number on back.

Send stamp for new L. A W. Catalogue.



This size for Scarf Pins,
Only $1.00 Each.
Cuff Buttons,
$1.50 Per Pair.

JOHN HARRIOTT,
3 Winter Street, Boston.

Send for Complete Bicycle Catalogue.



MEACHAM
HIGH-GRADE
DIAMOND FRAME
SAFETY.

Ball Bearings to Both Wheels.
Both Pedals and Crank Shaft.
Ball Bearings to Head.
Hollow Steel Tubing.

List Price,
$115.00

COMBINATION WHEEL FOR EITHER GENTLEMAN OR LADY.

Selling Price,
$75.00.

WILL SUSTAIN A PERSON WEIGHING 225 LBS.
BY REMOVING TOP CROSS BAR, CAN BE RIDDEN BY A LADY.

Remit by Post Office Money Order

E. C. MEACHAM ARMS CO. ST. LOUIS, MO.

CLEARANCE SALE

Of a limited number of used and slightly shopworn Singer cycles, fitted with spring-wired **CUSHION** tires.

SINGER & CO., 6 & 8 Berkeley St., Boston, Mass.

THE KING

—FOR—

STRENGTH



A Cycle That Captures the Rider on First Trial.

"Economy is the Poor Man's Revenue."

It is economy to always buy the best. Are you thinking of buying a bicycle? If so, be sure to investigate the GOOD QUALITIES OF THE ECLIPSE.

It is the BEST BICYCLE FOR THE MONEY, therefore it is economy to PURCHASE THE ECLIPSE, which is equipped with an elegant spring fork, and the *finest saddle that ever a rider sat on.* Strictly first class, high grade. Built not only for the present, but the far off future.

Send for Catalogue. Price $100.

STEEL PULLEY & MACHINE WORKS,

Patentees and Sole Makers,

INDIANAPOLIS, IND.

Good Agents Wanted in all Unoccupied Territory.



The Victor Wrench. A genuine triumph! By actual tests over 80 per cent. STRONGER than the strongest wrench of its class heretofore in the market. Nickel-plated. Price $1.00.

—Overman Wheel Co., Makers, Chicopee Falls, Mass.—

THE GALES SAFETY.

THE GALES SAFETY is designed with a view of meeting the demand for an **ALL BALL BEARING** Safety at a moderate price. The frame is of weldless steel tubing and steel forging throughout. The rear wheel is 30 inches, with 7-8 inch tire, geared to 54 inches. 30 inch steering wheel, with 3-4 inch tire. Best quality moulded rubber tires, firmly cemented into the rims. The spokes are direct, of No. 12 special drawn steel wire. Straight front fork; corrugated rubber coasters. The handle bar is one piece steel tube 30 inches long, bent back, and is detachable and adjustable.



Both wheels, crank-axle and pedals are fitted with ball bearings. The pedal rubbers are soft and tough, and so made as to prevent the rider's foot from slipping. The saddle rests upon an L seat rod, and is adjustable to height, also forward and back. The saddle is the famous Fish patent Hammock, is adjustable in all directions. The brake is of the Plunger style and very powerful. Neat Lamp Bracket, Mud Guards over both wheels. Finely enameled, with bright parts nickeled on copper. Each machine is supplied with tool bag wrench and oiler.

PRICE, - - - - - - $75.00.

SCHOVERLING, DALY & GALES, - 302 Broadway, New York.

$2.75.

I will cut a single line, steel street die, monogram or cipher, with 5 quires fine writing paper and envelopes, paper stamped in colors for $2.75; all duplicate orders filled at $1.00 less, the die to remain in my possession; will mail samples on application.

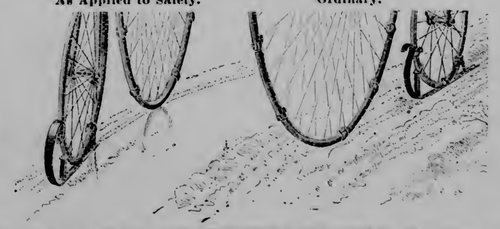
M. R. WARREN,

Stationer and Engraver,

336 WASHINGTON ST., BOSTON.

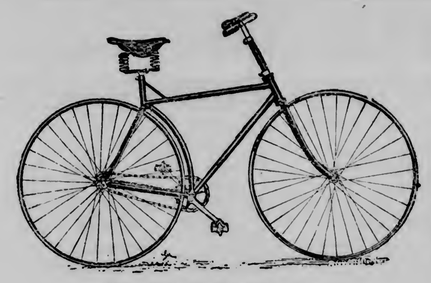
Mention this paper.

As Applied to Safety. Ordinary.



THE EXCELSIOR FOR WINTER CYCLING, (Pat. Oct. 2, '88)

Manufactured by OHIO CYCLE SUPPLY CO., St. Mary's, Ohio.



REFEREE ROADSTER.

REFEREE CYCLES

—FOR—

Lightness, Strength, Durability, Reputation and Satisfaction.

WHO SELLS THEM?

A. J. STREET CYCLE CO., Chicago.
GEORGE R. BIDWELL, New York.
W. J. NEWMAN, Boston.
J. B. & G. C. SWEET, Buffalo.
CHAS. HANAUER, Cincinnati.
PRINCE WELLS, Louisville.
MICHIGAN CYCLE CO., Detroit.
CAMPBELL & CO., Providence.
WILDER & LAING, St. Louis.
A. H. PERRIGO & CO., Omaha.
H. T. HEARSEY, Indianapolis.
BANKER BROS., Pittsburg.
L. B. GRAVES & CO., Washington, D. C.

OUR PRIZE PACKAGE.

One Pair all wool hose, REGULAR PRICE, $1.50
One Pair Rankin Toe Clips, " " .50
One Buffalo Stand, fits Safety or Ordinary, REGULAR PRICE, - - 1.00
Total $3.00

The responses to the above have come in so rapidly that our stock is about exhausted, only four dozen of the packages left, so send in your order before it is too late. Remember these goods are all of first quality and $1.50 takes the entire package.

ST. LOUIS WHEEL CO., 311 N. 14th St., St. Louis, Mo

Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee.

Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.

406, 408, 410 & 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.
Cloth, $2.25 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk, Edge's League color, white centre, Snake Buckle.....50
No. XX Worsted Solid, League color, Snake Buckle.....40
Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic.5.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,

241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia, 1032 Market St

New Haven 40 ONE PIECE WIRE CLUB PINS.
BADGES MEDALS, &c. C. O. REICHERT
L. A. W. 11425 828 CHAPEL ST. NEW HAVEN, CT.

CYCLING

FOR

Health and Pleasure.

CHAPTER I.

WITHIN the last few years one of the most striking features of American life has been the development of interest in athletic sports, not merely in imitation of English customs, but because it has slowly become recognized that athletic sports have great value, and that exercise is essential to health. This admitted, the question at once arose as to what is the easiest, the most agreeable, the most accessible and most beneficial form in which to take exercise. It soon became evident that Cycling is that form. Thousands took to the sport because of this, and the majority of them proved its efficacy in their own persons. Furthermore, they found that they had engaged in the most exhilarating pastime they had ever known.

The first full discussion of these points is found in Chapter I of Mr. Porter's "CYCLING FOR HEALTH AND PLEASURE." He argues with great force that Cycling excels all other sports both in the pleasure it gives and the health it produces; he explains why it is so, and quotes liberally from medical authorities to prove his position. Special attention is given to the advantages of cycling for women. One cannot afford to miss this discussion if he is interested in telling any one why cycling is the grandest of sports.

The volume, in which this is the first of nine chapters, is published by the WHEELMAN COMPANY, 12 Pearl street, Boston, Mass., and sent by them, postage paid, on receipt of fifty cents. They receive no postage stamps.

230 Pages, Illustrated.

50 Cents, Postpaid.

WHEELMAN COMPANY,

PUBLISHERS,

12 Pearl St., - Boston.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the Order.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*

FOR SALE—A Rushton cedar combined Row and Sail Boat, No. 107; 16 feet by 42 inches; copper air tanks, Radix folding centre board and nickel trimmings throughout; two pair oars, leg of mutton sail, 35 square feet; latteen sail, 50 square feet, with patent head and foot gear to hoist with halliards; used but little; cost $140.00. Will sell cheap. Address W. C. TOWNSEND, Utica, N. Y.

WANTED—Springfield Roadster with tangent spokes, or Special Star with direct. Give machine number. 31 Lyon street, New Haven, Conn.

WANTED—One first-class Bicycle Repairer with $150 to $200 to invest in the business; a splendid opportunity to the right man. Correspondence solicited. Address No. 24, Bicycling World.

FOR EXCHANGE—Gun, &c.; Parker Bros.; 16 gauge. Cost, with case and implements, $110.00.; in use three months; to exchange for 1890 Victor Safety. Will pay the difference. Address Drawer 34, Batavia, Ohio.

FOR SALE—52-inch Eagle; new; B. finish. Address J. F. P., Box 50, Peebles, Ohio.

WANTED—By a good salesman, a traveling position with some first-class Cycle Company; have had several years' experience in the line; can give first-class references. Address H., care this paper.

FOR SALE—VICTOR SAFETY, 1890; in first-class condition, as good as new, $110. Address 108, care of Bicycling World, Boston, Mass.

CANOE FOR SALE—A fine cedar canoe, with mahogany deck and top streak, drop rudder, plate centre-board, 16 feet by 36 inches, air-tight tanks; a splendid boat; cost $175; no reasonable offer refused; used but little. Address J. S. DEAN, 28 State st., Boston, Mass.

LADY'S AND GENT'S Columbia Safety Bicycle Cost $135.00; will sell for $100.00; as good as new WILSON BROS., 6 Hanover street, Boston.

Gentlemen, It's Not Safe

To buy a machine till you get our figures. Drop postal for our list of Ordinaries and list of Safeties, and the prices will surprise you. Pick out your wheel and send $5 and we send it for inspection, and then you will be surprised sure enough at its fine condition. We are selling them right along to fellows who want to save money on our *winter prices*.

KNIGHT CYCLE COMPANY,
207 N. 10th Street, - St. Louis, Mo.



AGENTS

Can MAKE MONEY

BY SELLING THE

PEOPLES TYPEWRITER.

Best $15 machine made. Territory given to good parties.

WHITE CYCLE CO., Trenton, N J,

★ SAFETIES ★

FROM $10.00 TO $135.00.

Write for our New and Second-Hand Reduced Price List. Issued Dec. 5, 1890. Clearance Sale—All wheels must be sold. Ordinaries for a song.

Address

WHITE CYCLE CO., - - Trenton, N. J.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

SPECIAL.

All Advertisements in this Department 20 cents a line.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*



L. A. W. BADGES

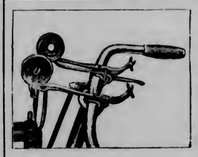
The official design in SOLID GOLD.

Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the inferior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better for $1.50, $2.00, and $2.50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.



LAMSON'S

Luggage Carrier

NO. 1.

Convenient, durable, noiseless, cheap. $1. Sold everywhere.

Made by

C. H. LAMSON,

Portland, - Maine.

"PERFECT" POCKET OILER.



One-half size.

For Bicycles, Guns, etc. No Leakage. Throws only small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50c. each. CUSHMAN & DENISON, 172 Ninth ave., N. Y.

The New "39" and "24" Star



NO MACHINE ON THE MARKET ITS EQUAL.

Easiest Running Wheel

—AND—

Best Hill Climbing Machine Ever Produced.

We Challenge Honest Criticism.

In this Machine we have combined ALL the advantages of a low wheel and the speed of a high one.

Send for Catalogue of STAR BICYCLES.

H. B. SMITH MACHINE CO.,

Smithville, N. J

SAVE YOUR PANTS!



IN USE. NOT IN USE.

OSTERGREN'S TROUSER GUARD.

(Patent Applied For.)

Three styles of finish. 15 cts. per pair, blued steel; 25 cts., enamelled; 35 cts., nickeled.

To be had of all dealers, or

A. K. & C. E. SCHAAP, - Richmond, Va.

Bicycles and Sundries.

FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. For sale by all Cycle Agents. Liberal discount to the trade.

JOHN W. WILSON, Cottage City, Mass.

PATENTS

Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. W. E. AUGHINBAUGH, Baltic Building Washington, D. C.





And ELECTRIC SUSPENSORY APPLIANCES are

Sent on 90 Days Trial

TO MEN (young or old) suffering with NERVOUS DEBILITY, LOSS OF VITALITY, LACK OF NERVE FORCE AND VIGOR, WASTING WEAKNESSES, and all those diseases of a PERSONAL NATURE resulting from ABUSES and OTHER CAUSES. Quick and Complete Restoration to HEALTH, VIGOR and MANHOOD. Also for RHEUMATISM, all KIDNEY TROUBLES and many other diseases. The BEST ELECTRIC APPLIANCES ON EARTH. Full particulars sent in PLAIN SEALED ENVELOPE. Address

VOLTAIC BELT CO., Marshall, Mich.

"BRONCHO,"

NOISELESS, CHAINLESS, LIGHT ROADSTER, SAFETY BICYCLE



127 ST. BOTOLPH ST., BOSTON, Dec. 9, 1890.

M. V. LIVINGSTON CYCLE MFG. CO., Boston, Mass.

Gentlemen—Now that the riding season of 1890 is over, I wish to write you and testify to the merits of "BRONCHO." In my opinion, there is no safety made that is its equal, and my reasons for that statement are:

"BRONCHO" is very handsome, strong and light, it is easily adjusted, its parts are mechanically exact, and do not get out of order. The rubber tire is most durable, the nickel parts very handsome, and the Enamel is the BEST I have ever seen on any cycle, and after the whole season's use, it is as bright and fresh as ever, and does not show the hard usage it has had.

The brake is the simplest, best and most efficient yet devised, and DOES NOT CLOG WITH MUD, as did the brake on my ——.

The "POSITION" we hear so much about is NOT unnatural; it is perfectly easy, and in view of the great advantage of increased power by virtue of that position, it is to be chosen before any other. I must say I don't find the vibration claimed for "BRONCHO" by riders of spring fork and spring frame machines, and owing to the weight on the front wheel being so greatly reduced, the vibration from the handle bars is hardly perceptible, and by rising on the pedals, the shocks from the rear wheel may be rendered unnoticeable.

I find the machine under perfect control at all times, and the story of its "tipping backward" is untrue, as it DOES NOT, when one has learned to ride.

The gearing in the rear hub is the principle feature, and it is simply PERFECT. It is at ALL TIMES, BETTER than the best CHAIN at its BEST.

What I say may sound pretty strong, but I trust "BRONCHO" is strong enough to bear out the weight of my statements.

Wishing you success, I am, Very truly yours,

(Signed) ALBERT G. FROTHINGHAM.

N. B. **REMOVAL.** **N. B.**

HENCEFORTH ADDRESS

M. V. LIVINGSTON CYCLE MFG. CO.,

No. 245 COLUMBUS AVENUE,

BOSTON, MASS.,

On all matters appertaining TO AGENCIES, ADVERTISING, PURCHASE OF MACHINERY, REPAIRS, CATALOGUES, &c.

Wheels needing repairs must be sent to the FACTORY at WESTBORO, MASS.

Notification of Shipment or Machine Must be Sent to BOSTON OFFICE.

SEND TO 245 COLUMBUS AV, MASS., FOR BOOK OF TESTIMONIAL LETTERS, NOW READY FOR DISTRIBUTION.

ADDRESS THOS. KANE & CO., 137 WABASH AV., CHICAGO, ILL., FOR PARTICULARS REGARDING AGENCY FOR THE FOLLOWING TERRITORY, VIZ:

MICHIGAN, OHIO, KENTUCKY, INDIANA, ILLINOIS, WISCONSIN, MINNESOTA, IOWA, NORTH DAKOTA, SOUTH DAKOTA, KANSAS, INDIAN TERRITORY, NEW MEXICO, COLORADO, WYOMING, MONTANA, WASHINGTON, IDAHO, OREGON, UTAH, ARIZONA, NEVADA, CALIFORNIA, ARKANSAS, TEXAS, LOUISIANA AND MISSISSIPPI.

1 doz. 2 ct. Stamps COLUMBIA CALENDAR FOR THE DESK.

QUIDPROQUO.

XL.

HAVING arrived at both XLence and the end o. the calendar year, Quidproquo may be permitted a word about both. For these forty times in 1890, he has written his little Monday or Tuesday message, which has got to you about Saturday, not with the mere exhuberance of a one-man dash, but with some sense of the responsibilities of his opportunity and the conservative reserve of one of a board or group working in harmony and who cannot afford, any or all of them, to tamper with the truth. He may have a more connected series of messages for 1891; but, however it be, he will stop whenever either he tires of what he has to say or his readers tire of the way he says it. He counts his readers all as his friends, some for a consideration and some without,—it's all included in the fair quid-pro-quo.



And all are friends of the Columbia Cycles, in a small way at least, for even their interested opponents respect them, and before a man is really your enemy he has ceased to respect you. Quidproquo is not, however, entirely oblivious of that difference between friends and friends so strongly illumined by La Fontaine:

Le bon Socrate avait raison
De trouver pour ceux-la trop grande sa maison.
Chacun se dit ami; mais fou qui s'y repose:
Rien n'est plus commun que le nom,
Rien n'est plus rare que la chose.

But Quidproquo is too little of a pessimist not to see that it's better to have make-believe friendship, too, so long as it is added to all the genuine friendship we can have. There's value in the courtesy that prompts one to *call* himself your friend,—but of course hypocrisy—another thing. To all my Readers, whichever kind of friends, I wish a "happy new year" in every way.



Of course one of the ways in which they will be happy will be in riding one of those famous "safety" cycles that promise to be as preeminent in the nineties as the genuine good old [—"ordinaries" demeans too much—] bicycles of the same make did in the eighties. Their fame has been increasing already for several years, like the cuts in this column; and the safety that *equals* the 1890 Columbia Light Roadster Safety has yet to be put upon the market, if it exist at all. 1891 will tell its own story, of course.

How the decades roll off. In **1870** bicycling in America was expiring, suffocated, swamped with an overproduction of thousands of cheap and poor machines, that when put to use on the road, were falsifying all the promises of the few good ones. It took nearly all the last half of the following decade to resurrect bicycling in America, and the Pope Mfg. Co. principally did it. When you come to consider all the circumstances of setting that humpty dumpty back on the wall, you'll find that the Pope Mfg. Co. *principally* did it. Then in **1880** the manufacture was established and business founded; but the Pope Mfg. Co. is the sole survivor,—"left to tell the tale." In their catalogue of that year, (which Quidproquo helped to write,) they said: "The organic necessities of the machine to be observed by any one attempting to improve it are, (1) lightness consistent with strength and durability; (2) least friction of bearing parts; (3) least exposure of surface to the wind; (4) compactness of design; (5) rigidity of structure in all fixed parts and directions; (7) elegance of proportion, lines and finish; (9) comfort in the adjustments of step, saddle, handles, pedals, brake, and other using parts; and (10) directness and simplicity of form and action in every detail." That's a pretty good chart to go by, even now, after ten years, isn't it? And its a good indication of the careful, conscientious, methodical way in which the Columbia machines have always been made.



SOME five or six years ago, Quidproquo bought for the convenient sum of two dollars, a convenient block calendar with a bronzed iron stand, for his desk. When the Pope Mfg. Co. a year later presented him with a sample of its first issue of the Columbia Calendar, for **1886**, he first took the pad off and put it on his iron stand, saving the price of a new pad and getting a better one. The next time he put aside his old stand took the Columbia blessing full size and was thankful for it,—as he has been every year since. It's a mighty handy thing for the desk, with its compact patented stand (you want to be a little careful in putting it together the first time, just as you are in putting on a new pair of gloves), which holds your pencil and pen-holder (a well regulated writer will not have but one pen-holder on his desk), and its plenty of plain figures to enable one to keep run of the days of the year and month, and its ample blank space for engagements and other memoranda, and its convenient lifting up to make these memoranda, and its stripping off neatly without leaving any waste stub, and—also—its terse sentences, statements of experience or other dates, now and then a good sentiment, etc., all well chosen, and mostly about bicycling, which are pleasant to see and often useful refreshers of memory. No less so because they refer occasionally to the cycles whose older name the calendar bears.

SOON EXHAUSTED.

THE matter contained on the leaves of these calendars is carefully prepared, selected with discrimination by the "calendar-editor," and is entirely fresh and new every year. It is largely extracts from the best things in the public print. It was first got up for the editors of the public press, and is this year being sent to some thirteen thousand of them. But they were soon so much in demand by *tout le monde* that many thousands more had to be printed. Nearly every year they are exhausted soon after the first of January,—the small price of 24 cents each conducing to that effect as well as their several conveniences. It is one of the things, this calendar with its goodly carriage of good things about bicycling and good impressions in its favor, which the Pope Mfg. Co. has always been doing for the general interests of bicycling.

A HAPPY NEW YEAR.

WELL, again the compliments of the season to all my indulgent Readers. During the coming months I shall try now and then to give you some paragraphs more full of substantial food for reflection than this is. Just at present we are all thinking of gifts and jollity for the little ones, and good resolutions for ourselves. Here's a sentiment which Quidproquo once offered in rhyme to the editor of the Columbia Calendar, and may-be as true now as it was then:

The cycler now "swears off" a while
From fragrant weed and liquid smile,
And lets the dancers whirl.
What makes him such a prudent man?
He means to buy soon as he can
A cycle for his girl.

THE BICYCLING WORLD & L. A. W. BULLETIN.
DEVOTED TO THE INTERESTS OF CYCLING.

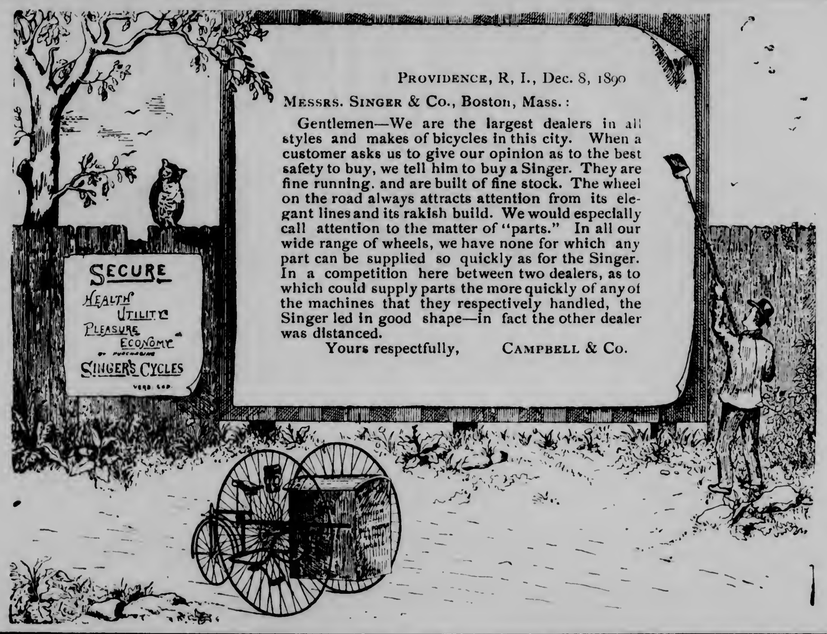
Volume XXII. Number 10. BOSTON, 2 JANUARY, 1891 $1.00 a Year. 5 cents a copy

It
was
a good
many years
ago that we
commenced to make
bicycles, and each year
we have done our utmost
toward the perfection of such a
system as would place us up and
away ahead of any other concern in the
field. Pardonable ambition, is it not? Every-
one should do his best and strive to excel. This
year sees another splendid addition to our big factory,
and now, in our modest, wood-violet little way, we make
our claim to the finest and best equipped bicycle factory in this
poor, imperfect world. So much for the producing end. Our
facilities for placing the goods in the hands of riders will
include establishments of our own in the cities of Boston,
Washington, Denver and San Francisco. These, with our
special agencies with Messrs. A. G. Spalding & Brothers
in New York, Chicago and Philadelphia, and our hundreds
of regular agents scattered over the country, make it
seem reasonably sure that the Victors will have a fair
show in the market—and with half a show, they will
find their way *to the front*. Watch for the Victors for '91.

OVERMAN WHEEL CO.,

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

Office and Factory, CHICOPEE FALLS, MASS.



PROVIDENCE, R, I., Dec. 8, 1890

MESSRS. SINGER & Co., Boston, Mass.:

Gentlemen—We are the largest dealers in all styles and makes of bicycles in this city. When a customer asks us to give our opinion as to the best safety to buy, we tell him to buy a Singer. They are fine running. and are built of fine stock. The wheel on the road always attracts attention from its elegant lines and its rakish build. We would especially call attention to the matter of "parts." In all our wide range of wheels, we have none for which any part can be supplied so quickly as for the Singer. In a competition here between two dealers, as to which could supply parts the more quickly of any of the machines that they respectively handled, the Singer led in good shape—in fact the other dealer was distanced.

Yours respectfully, CAMPBELL & Co.

BUY A CYCLE! BUY IT NOW!

BUY IT AT PEORIA AND SAVE MONEY!

Why? Because you cannot afford to do otherwise. We have purchased several large job lots of both safeties and ordinaries, and to make things interesting during the winter, have withdrawn all agent's discounts on job lot and second-hand machines, and are selling direct to the purchaser AT MUCH LESS THAN FORMER WHOLESALE PRICES. Speedwell Safeties, brand new, formerly $115 (and worth every dollar of it) now $85. Mercury Diamond Safeties—first-class, English made, all ball, all steel machines, formerly $100, now $75. American Champions reduced 25 per cent. and Light Champions 20 per cent. Springfield Roadsters reduced 40 per cent., and so on through a long list. Second-hand machines of all makes, safeties and ordinaries, at greatly reduced prices. Our list includes many rare bargains and it will pay intending purchasers to investigate, as we will save them big interest. 600 wheels now in stock and no 1891 wheels yet received. Easy payments, if desired, with no extra charge. Send for Cata., 2d hand and Bargain List and save money. Send on your repairs now, while we have time to do work without delay.

ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.

N. B. Which means No Bother to mail our 1891 Cata., which will be out about Feb. 1. Your name on a postal card with "1891" will bring you one as soon as issued.

"Finest Quality Produced in the World."

TRADE **"CREDENDA."** MARK.

THE ✱ CREDENDA ✱ SEAMLESS

W. C. STIFF, Managing Director. **STEEL ✱ TUBE ✱ Co., ✱ Ltd.,**
BIRMINGHAM,

TELEGRAMS:—"CREDENDA," BIRMINGHAM. ENGLAND.

A DEATH-BED REPENTANCE.

The way was rough, the night was cold,
His Cycle seemed infirm and old;
While twisted frame and shaky wheel
Proclaimed it not of high grade steel.
The rider gaunt, begrimed with dust,
Cried hoarsely out, "Pikes Peak or Bust!"
But this was only bluff you know,
As subsequent events will show.
For as he pedalled o'er the trail
I heard a melancholy wail
Borne backward on the wint'ry gale;
And following up his cycle's track
I found him lying on his back.
His eyes were dim, he spoke once more.
"Would I had seen this 'ere before,
How different would have been my fate,"
But echo cried, "Too late, too late."

I placed him gently on my shoulder,
And from his hand released a folder,
Then read this legend from the bill,
The "UNION CO., of HIGHLANDVILLE,"
And knew how great must be his grief
To find a cure when past relief.

Down where the weeping willows wave,
The peasants made his lonely grave.
And on a cross of *—— wood,
They carved, "He rode a 'Just as good.'"
While underneath appeared his name
And who he was and whence he came.
Then one on wicked mischief bent,
Wrote how he died and where he went.
The moral 's plain, apart from jest,
In North, or South, in East, or West,
The Spring Frame UNIONS are the Best.

* We respectfully decline to advertise Mr. Elliott's materials any more, until he settles up with us for the last time we boomed him.

UNION CYCLE MFG. CO., Highlandville, Mass.

Mr. Stokes, of Chicago, will tell you all about the Spring Frame UNION Wheels.

TIME TRIES THE TRUTH OF EVERYTHING.
—*Tusser.*



Two seasons of hard work have demonstrated that as a staunch, reliable roadster the IROQUOIS has no equal. A machine built on honor, from the choicest materials, and on scientific principles, must be good. If it is wanted with cushion tires we will furnish them.

SEND FOR CATALOG.

STOVER BICYCLE MFG. CO., - - Freeport, Ill

A Thing of Beauty is a Joy Forever.

THE CELEBRATED

CUSHION TYRES.
CUSHION TYRES.
CUSHION TYRES.
CUSHION TYRES.

SWIFT

PNEUMATIC TYRES.
PNEUMATIC TYRES.
PNEUMATIC TYRES.
PNEUMATIC TYRES.

SAFETIES

Will be fitted with a special patented *CUSHION TYRE* for 1891, and will be constructed so as to prevent the rims from cutting the tyres. We have been making *cycles* for 23 years, and claim to lead in design, simplicity, lightness, strength and durability. Be sure not to select your new mount until you have seen the 1891 pattern "Swift."

CUSHION TYRES NOW IN STOCK.

SEND FOR CATALOGUE.

COVENTRY MACHINISTS' CO., 239 Columbus Ave., Boston, Mass.

NEW MAIL,



THE

SAFETY

OF

SAFETIES

WITH AND WITHOUT CUSHION TIRES.

Surely send for Catalogue and List of 2d Hands.

WILLIAM READ & SONS, 107 Washington St., Boston.

ESTABLISHED 1826.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

For advertising rates address either the WHEELMAN CO., 12 Pearl Street, or NEUMANN BROS., 118 W. 19th Street, New York.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Wheelman Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

The management of this paper refuses to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 2 JANUARY, 1891.

THE conference which is to take place in New York to-morrow between the A. A. U. and the L. A. W. does not promise much. The League, in the persons of President Dunn, ex-President Luscomb, Chairman Davol, Secretary Bassett and Vice President Bidwell, will be well represented. No better body of men could be sent to cope with the questions likely to arise. We understand that the appointment of this special conference committee has caused some jealousy in the Racing Board and that one member has already resigned. If the object of this conference is to liberalize the policy of the League, its powers will be extremely limited. The amateur rule and the interpretation thereof is clearly defined in the Constitution, and no alteration can be made without a constitutional convention. The administration of the rule is in the hands of the Racing Board, and it seems disposed to enforce it rigidly.

NOTWITHSTANDING the fact that most of the large manufacturers have agreed not to exhibit at the Stanley Show, it will be held as usual. We admire the pluck and enterprise of the Stanley Club in carrying out its annual exhibition and not yielding to the attempted boycott. The extent of the trade in Great Britain is indicated by the announcement that no less than one hundred and forty firms will be on hand to display their productions at the Stanley Show of 1891. The show this year will be unusually interesting and instructive. The whole inventive force of the cycling world has of late been in the direction of the reduction of vibration. Spring frames and hollow tires have concentrated their force, and we doubt not that before the doors have closed upon the Stanley Show of this year the world will have been given something thoroughly efficient and reliable. Speaking of the Stanley Show, which has become a fixture in England, reminds us that the Associated Clubs of Philadelphia have in contemplation a similar exhibition to be held in February. We cannot but wish that Boston might maintain its prestige in this direction. Here was held the only cycle show of any importance, but we welcome heartily the proposal of our Philadelphia brothers, and will accord them our heartiest support. There are enough manufacturers and dealers in the United States to make a very creditible and interesting display.

Such an exhibition, if carefully and economically managed, could be made a source of profit to the promoting clubs. We hope the American Stanley Show will become an accomplished fact.

MR. J. H. ROBBINS, the editor and proprietor of the Chicago *Sporting Review*, unbosoms himself to a reporter of the Buffalo *Sunday News* in a marvellous degree. He starts out by asserting that he "has not the slightest hesitation in saying that the recent suspension of the amateur bicycle riders is unjust and made without the slightest foundation."

We cannot deny him the right to his opinion, though we may differ, but when he comes down flat and says the suspensions were made "without the slightest foundation," he slops over with a prodigious slop.

He then reiterates the charge made by a New York *Herald* man to the effect that the L. A. W. is run by a certain manufacturer, a matter on which we commented at the time of the *Herald's* "discovery." He then cries wolf, and says that the A. A. U. and the L. A. W. will amalgamate. As he proceeds he grows wilder and more frantic in his invectives, and he winds up by accusing the Racing Board of not daring to suspend a certain Chicago man because, forsooth, the aforesaid manufacturer dictated to the Board that they should not suspend him.

Mr. Robbins is one of those creatures who "knows it all." Having been a member of the League for the long period of about six months he feels prepared to give the "inside history." He writes himself down an ass. His statements are devoid of substantial truth. There never was any likelihood of the League amalgamating with any athletic association and there never will be. Mr. Robbins should make good his boast and prove that the Chicago man he alludes to is guilty. In the matter of road improvement the most active workers for the cause have never taken any other stand than that advocated by this Chicago gabbler. Mr. Robbins "is intoxicated with the exuberance of his own verbosity."

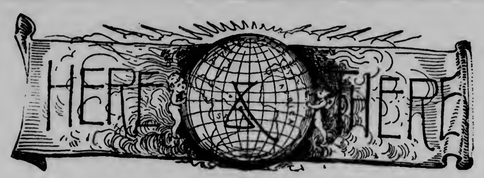
WE print in another column an exhaustive opinion by Mr. F. Chamberlin on the effect in this country of the recent decision made on the Bown-Centaur case in England.

THE ELWELL BERMUDA TOUR.

IMPORTANT NOTICE.

THE steamer which takes the party to Bermuda on January 29th is now rapidly filling up, and appearances now are that all berths will be taken by the 15th. It is therefore important that all intending to participate in this tour should notify the managers at earliest possible moment. Address F. A. Elwell, Portland, Me.

Bicycling News, England, is responsible for the following: "About as quaint a sight as we ever heard of in connection with cycling was that described to us the other day by one who had seen it. The rector of a certain country church lives a decent distance from it, and is not blessed with anything that can justly be called a vestry. He is an ardent cyclist, and he solves the difficulty by robing at home, and riding to church in full canonicals. The effect, as he hurries along the country road, working his very hardest, with his surplice floating gaily on the breeze, is said to be unique, imposing, and calculated to strike terror to the soul of the village wrong doer, especially if the dusk of an early winter afternoon is beginning to fall."



BOSTON NOTES.

"TONEY."

LAST year was certainly a glorious one for Massachusetts and her sister States of the East. Their riders during the year forced themselves to the front rank of cycling, defeating all the great cracks of the West, only to be eventually defeated by the rulings of that noble Racing Board. In previous years, or to be more precise, from the days of '86 to '89, Massachusetts had comparatively few first class riders, but last year a new field was developed with the result that Massachusetts men, although riding for a New York club, honored their native State by capturing many first and second prizes at the different tournaments of the season. Among the great surprises which the last cycling season was productive of was the introduction of the pneumatic tire, the last stroke to the dethronement of the stately ordinary and the common acceptance of the lowly safety; the many surprises in racing circles; the phenomenal lowering of records all along the line, and lastly the enforcement of the ban under which many of the country's best riders are now chafing. What will be the result of the coming season time alone will demonstrate, and fearing a repetition of last year's work and surprises the more careful writers are not willing to prophesy lest they should err.

As I have said before the members of the Medford Cycle Club, of which organization Mr. Perry is an active and influential member, are a set of energetic fellows, always ready to improve each fleeting moment. As they sat in their cosey quarters in the little town of Medford, and watched the snow flakes placing their white mantle on the frozen earth one evening last week, some one suggested the idea of enjoying a sleigh ride. The club immediately went into executive session of the whole, and by a rising vote announced its determination to enjoy at least one sleigh ride while the snow was with us. Consequently early Sunday afternoon an excellent turnout drove up to the club rooms, and in a few minutes the large sleigh was filled with the jolly men from Medford. The snap of a whip rang out like a pistol shot on the cold chilly air of the Sabbath, and the handsomely caparisoned horses started for the historic mile ground, where all persons "irrespective of sex, color, creed or previous servitude" congregate. Mr. Perry handled the ribbons in a manner that demonstrated to the experienced eye that he was no more a stranger to man's best friend, the horse, than he is to a bicycle.

NONE the less active, however, are the members of the Cambridgeport Cycle Club, who know how to appreciate a good thing when they see it and what pleasure it would afford their lady friends to be taken into confidence, and also to participate in any pleasure giving scheme. These gentlemen also decided to have a sleigh ride, but on a different scale than that of the Medford Club. The Cambridgeport men invited their possible future better halves to meet at the club rooms on Monday evening, and in compliance with general orders issued therefrom a number of young women and youth, whose faces were hidden from human sight beneath a thick covering of furs, assembled there. A drag was also on hand, and amid the merry peals of laughter, the chime of sleigh bells, and last, but no means least, the notes from the bugler, the merry party of 40 started off on their journey to Woodland Park Hotel. A full moon shone upon the party as over the frozen ground they rode, up hill and down dale, until the familiar old structure at Aburndale was finally reached. Here a steaming repast was awaiting their pleasure, and after satisfying the inner man and also woman, the party returned to their native city thoroughly at peace with themselves and the world at large.

THE dancing school under the auspices of the Rover Cycle Club, of Charlestown, was brought to a most auspicious close last Tuesday evening by the holding of a gigantic party, complimentary to the pupils of the school. As is usually the case with anything the Rovers take hold of, this party was a grand success, and the fine evening toilets of the ladies were displayed to advantage against the dark and gentlemanly evening dress of the men.

THE members of the Somerville Cycle Club evidently enjoy a little fun at their business meeting now and then, and at the last meeting of the organization they had all they wanted. The meeting was held last Monday evening, when W. J. Emerson was elected president, but the fun did not begin until the question of admitting several new members came up, and then came the exciting and interesting events of the meeting.

DAYTON, O.

"EAGLE."

YARNS are getting very "chestnutty" now that the winter season has set in and the members congregate at the club rooms of evenings. Some of the stories are very comic, while others are thrilling, even dangerous—that is, as they are told. Our secretary, E. H. Houck, related a very comic and laughable experience which he had while out riding with a few of his chums. I will try to repeat it, but, reader, if it sounds a little bit "cheesey" please stop. "It seems there was a party of five or six out enjoying the summer breeze on their wheels, spinning along the nice pike at a rapid gait, as all bicyclers know when they say they will go real slow before starting. Well, after riding along at a good gait they happened to catch up with a fast trotting mare, which was getting rather frisky as the silent steeds drew near. Naturally a couple of the boys pulled around to one side to get ahead and as they passed the horse became frightened and made a sudden standstill. Well, our friend Houck happened to be riding in the rear of the wagon within a few feet, and, as you know, he was riding the "good old ordinary," his wheel and the back part of the carriage suddenly met. Well, as he puts it, "I do not know how it was, but I must have turned at least two somersaults and landed on the driver's head, because I laid half in the wagon bed and half on the seat." Dear reader, judge for yourself.

ALL the members of the L. A. W. are quite anxious that the meet should be in Detroit. Our greatest wish is that the beautiful city gets it, as Dayton will make a good showing. Why shouldn't they have it? I am sure there is not a city in the States that is better located than Detroit; it being centrally located for many of the Western cities. Let us all hope for Detroit in 1891.

TALKING about roads or pikes being bad it would be an excellent idea if many of the officers could see our excellent pikes with their nice bed of gravel, which is a curse to bicycling.

DAYTON streets are worse than some of the old run down pikes. However, there will be a change in the near future as the city contemplates paving and hope that we will seen enjoy good riding.

CLUB skating is getting to be the go here, but it does not seem to last long. Many of the boys, however, enjoyed themselves the other night on our beautiful river.

PENNSYLVANIA.

"ARIEL."

NEW YEAR'S was a day of festivities among the clubs. The Centurions, as had been their custom for years past, kept open house, while the Park Avenue Wheelmen did likewise and spread themselves on this occasion. A number of the other clubs had informal reunions, while the Oxford Wheelmen issued invitations for a smoker and musicale.

ALTHOUGH the race meet of the Park Avenue and Quaker City Wheelmen was held Oct. 18th., the committee's final report has not yet been handed in; this is due to the fact that the entrance fee of a number of the competitors have not been settled for. As is usual in such cases it was decided that the entrance fee should accompany the entry, but this was waived at the request of several of the various athletic clubs, who stated that bills for the entrance fees of their men would be paid at presentation. One of these clubs is a New York organization, while another hails from Ridley Park, near this city, and entry was also received from a Reading man who promised payment of the fee upon his arrival in this city, but his amount in common with the others has failed to materialize, although repeated requests have been made. What to do in such cases is a question. The only effectual means would be the publication of the parties' names. Surely their can be no greater meanness than an entry for a prize without the common payment.

A NUMBER of local riders have a project on foot which may lead to the development of a European tour next season. Upwards of a dozen names are already booked and if carried through successfully the party will leave Philadelphia next May and two months will be spent in Great Britain, France, up the Rhine and to Venice.

AN inter-club pool tournament is being talked of between half a dozen of the leading clubs and as there is considerable talent lying around loose such a contest would prove highly exciting, particularly as valuable prizes will reward the winners.

ON Tuesday evening the Associated Cycling Clubs held a meeting at which it was decided to go ahead with the cycling exhibition proposed a few weeks since. Favorable replies have been received from about 25 of the leading manufacturers, who stated that they would exhibit if the affair were properly carried out. It is certain to make a hit in Philadelphia.

Hazleton goes to New Orleans to engage in the cycle business there in company with Crossley of the Camden Wheelmen.

THE attempt to get up an indoor race meet during the Christmas holidays did not carry through successfully. The owners of the hall, which it was proposed to rent, demanded a price that made the projectors inquire whether they expected to sell or simply rent and there was an end o't.

TAXIS has been under the weather for some time past, having had to give up school temporarily, but is now about again.

THE fair members of the Fairmount Lady Cyclers are giving some very enjoyable entertainments these winter nights, to a number of which, unfortunately, the sterner sex are not invited.

A NOVELTY last week was the Christmas tree entertainment given by the South Ends, at which suitable (?) prizes were presented to a number of the members. The affair was a jolly one, mirth, music and song contributing their share to the evening's pleasures.

PORKOPOLIS NOTES.

"STAR."

So it is all owing to the inadvertent use of that "offensive appellation 'Socialists'," is it? Well, that is the name they go by in this section of the country; in fact I do not remember of hearing them referred to by any other name. If, however, it will tend to smooth their ruffled feathers I will solemnly promise to never, never, never do so any more.

IN your issue of the 19th ult. you say that the Elwell party is rapidly filling up. Several anxious individuals would like to know whether it is with solids, liquids or gases?

IF the unfortunate 18 will only stay suspended there will be nothing to prevent the Crescents from gathering in all the prizes, medals, etc., that may be offered during the coming season. There are three of the members of that club who have been known to make a mile in less than 2 minutes and 30 seconds. Fact! It was done on wheels and on a track that had two rails. Steel ones at that.

I HAD hoped 'ere this to have been able to give full particulars as to the location of the new cinder track we are to have, but owing to a little hitch, which will no doubt be soon unhitched, the question of location has not been settled. Quite a number of our wheelmen are waiting quite impatiently the outcome of the scheme.

BUFFALO NOTES.

"SETAGEC."

VARIOUS ideas in relation to the withdrawal of the Buffalo Bicycle Club from the list of League clubs, has gone out from here, and none so far have been right. The Secretary of the Buffalos tells me that he has offered several of the news and wheel paper scribes a nice little sum to prove any of their statements. The truth of the matter is this: The club is as great a friend of the League as ever, only it, like an ever growing number, are of the opinion that the benefits of the League are for the individual wheelmen, and that while members of clubs as individual League members get certain advantages, as a club they receive no more by being a League club; again there are some of the Buffalo club who don't think it necessary that they should belong to the League, and yet in a League club they must be members. This question of allowing part of the members of a League club to belong to the League and others not to, was thoroughly discussed at Niagara, and was decided wrongly, so I think, and in my opinion there will be many clubs who will back up their belief on the subject by withdrawing. In the case of the Buffalos, nearly all will renew as individuals, at least 125 will, so I am told, so that most of the club will still be in the League. A score or more have from one reason or another given up riding and yet desire to stay in the club and enjoy the benefits of the club, and that is the only part of the club which will compose the social division which has been referred to as the "tail that is to wag the dog" as explained originally by a Western cycling correspondent and much quoted since. There is no division in the Buffalo Club and no danger of their splitting up, all but one of the fourteen who resigned at the annual meeting did so from other reasons than that of the League question, in fact the leader of the party in favor of withdrawal as a League club, is a strong believer in the L. A. W., and will always remain so, I think.

ALL'S quiet again. Wonder what will next disturb cycling and be a nine days' wonder?

THERE are many looking forward to the next annual League meet, and while Detroit has not been settled on definitely I think there will be no opposition to Detroit. I will not soon forget the day before Christmas which I spent in Detroit. The Detroit Wheelmen are the people and no mistake! I ran across Clarence Smith during the day who tells me he has the long felt want in the form of a new luggage carrier. In Detroit they dub him "Luggage Carrier Smith," and I noticed on his portrait which adorns the western wall of the club house, a vignette of his title; he says this last invention of his tells you when to take off your coat, and also when to replace it, all done automatically. I did not meet the WORLD'S hustling scribe "Judge," which I much regretted, though I derived some satisfaction by gazing on his picture which was shown me by some of his fellow club men.

DETROIT wheelmen have two mascots, the live one is Josephi's pet 'Gator, the other is Three Golden balls which graces one of the parlor entrances, whether this latter mascot keeps the club members from locking their wheels. I know not, but I looked in vain for "my uncle," though I saw a wheel in the next room, and several mysterious articles near by among which was a black box that my guide told me contained the club's stereopticon. I met the captain and his brother, two scorchers, and I noticed that they weren't slow with a cue either.

I WAS taken about the city by "Mac," the *American Athlete's* correspondent, and am under many obligations to Mr. Cole of the U. M. C. A., Will Hadger, and many other members of the Detroit Wheelmen whose names I have forgotten, for the many kindnesses that I received. Detroit forever, so say I.

CHICAGO.

"WAYNE SCOTT."

THE past week has been an ideal week for cycle riding. No snow on the ground and the roads frozen hard and worn down smooth. Last Sunday was bright and clear, as was also Christmas Day. In fact Chicago riders have lost not one good Sunday or holiday's riding this winter. The idea held by many that the wheel should be stored through the winter months is wrong as some of our best riding is enjoyed in the winter months.

ROY KEATOR of the Lincoln Cycling Club, the wonderful unicycle rider, is to have a running mate. "Sid" Black, a Cleveland boy, is coming to this city to live. He also rides nothing but a unicycle, his mount being a 44-inch, while Keator's is a 54-inch. Keator some time ago rode on one wheel 128 feet along the foot wide top of an 11 feet high stone wall. He has ridden from Waukegan to this city, 48 miles, on his unicycle, and with his new found friends in the Lincoln Club can be seen every good day scorching over our city roads.

THE Lake Views hold a meeting Tuesday evening, Dec. 30, to consider a proposition for a club house. This club has been one of the most active of our local clubs, but has not as yet come under cover. Now they have the refusal of a twelve-room house on Evanston avenue between Nellie avenue and Addison street, located in a nice large yard. A house was never built, they declare, that was better fitted for a club house, being built for a private family.

THE Æolus Club's indoor team tested the hospitality of the Ottawa people Christmas Day. The team was accompanied by about 30 members of the club, including the Waverly Quartet and Bachelors' Club. A special car was chartered, leaving Chicago Christmas morning at 8 o'clock. On arriving at Ottawa the party was escorted to the hotel by the Clover Club, a team from which club they were to contest with in two games of indoor ball. At the hotel a huge old-fashioned Christmas dinner was partaken of, and perhaps the boys ate too much, for the afternoon game was won by the Clovers—7 to 4—before a crowd of nearly 500 people. The supper was a counterpart of the dinner, but the game was not. The Æolus boys won by 10 to 7, the attendance being nearly 1000. In the evening game Keening of the Æolus knocked out a home run and amid the wildest enthusiasm crossed the plate. After the game about 75 (the players and invited guests) repaired to the banquet in the Clovers' club room. The speeches that were made and the toasts that were given were many and the Ottawa boys may be sure the Chicago boys appreciated their hospitality and will try to do as much for them at the rubber.

A TRIPLET was what we thought we saw, but on riding nearer it proved to be three people on one safety. The gentleman and lady were both on the seat—close quarters. His feet were on the pedals,

her's were on the coasters, while on the front in a basket was presumably the child of the pair. Rather unique if nothing else.

CORONER HERTZ, our Cook county coroner, came within an ace of not getting into the Æolus Cycling Club to which he had applied for membership. The first time his name was black-balled. Then there was war. A vote to reconsider was carried immediately with the result that the secretary declared him elected. Some one had hinted that it was their political pull he wanted. Being personally acquainted with Coroner Hertz I can safely declare him not that kind.

THE Chicagos' gymnasium will be as complete as any of the cycling clubs of this city. A competent instructor will be secured and our Western flyers will try gymnasium work as a conductor to speed.

THE Lake Views' skating races on Christmas Day proved a delusion and a snare. No permit was obtained and the races have been postponed until New Year's Day. A large crowd of spectators were sadly disappointed.

THE Illinois Cycling Club gave a stag party at their club house Christmas evening. Two hundred and fifty were present and thoroughly enjoyed an athletic programme, promoted by the club's athletic class. The members by popular subscription raised $75 as a Christmas present to their janitor, William Giles. Giles was cook on Gen. Hancock's staff during the war and it is very probable that his good cooking in the club's cafe touched the club boys' stomachs so well that their pocketbooks naturally followed.

A PLUCKY rider is Mr. Humphreys, an employe of the Chicago *Herald*. He lives at Oak Park, 10 miles from the office. As his work is not finished until after midnight he has either to ride home or stay in the city. Rain or snow this hardy rider takes that lonely ride home in the early morning and says he enjoys it too.

THE Ladies' Oak Park Cycling Club has 35 members and its membership is gradually on the increase. In all entertainments of the Oak Park Cycling Club a committee of three from their club acts in conjunction with a like committee from the gentlemen's organization, and all the entertainments are a huge success.

MISSOURI.

"LINNEUS."

THE track at Brotherhood Park, which is to be constructed in the spring, is a certainty, and our local cyclists who have in the past been obliged to put up with the poor accommodations offered at the Compton avenue track are jubilant in consequence. The St. Louis Driving Club will build the track, and as the club is backed by ample capital and enterprise it will be a success from the start and fill a long-felt want. Secretary A. H. Spink has furnished Chief Consul Holm with the following particulars: "We propose building a half-mile track in Brotherhood Park and on the ground adjoining it, which we have just secured from the Allen estate. Our intention is to build a track on the same principles as the one at Peoria, and we will be glad to make some sort of arrangement by which bicycle men can use the track on stated days during the year." This track is conveniently located and easily accessible from all parts of the city. A good grand-stand and dressing-room are already on the grounds and the proposed club house will make it about as well equipped for the purposes intended as any race track in the country.

DURING the dull months of last winter a series of fixtures was established for the riding season and it worked like a charm. This should again be done at an early date so as to give ample time to thoroughly advertise them.

WILL LAING tells me that the Cycling Club's entertainment at the Pickwick Theatre was a big financial success and the club's exchequer was enriched considerably thereby. There is some talk of the club's seeking larger quarters, but if the move is made it will not take place before spring.

NOTHING in the cycling line has ever rivalled the boom of the Missouri Bicycle Club. Since last August, when the last of the disgruntled members resigned, the club has been riding on the top wave of prosperity. At each meeting 12 to 15 members were admitted, and even now in the dead of winter 18 applications are hanging on the bulletin board to be acted upon at the January meeting.

AS the meeting of the Legislature approaches the attention of cyclists is directed with lively interest to the business of road improvements. The changes suggested are to make road overseers elective instead of appointive and that needed roads should be built or improved by contractors, special taxes for the purpose to be levied on the townships or the county at large, with the selection of the most intelligent and experienced men in each district as road overseers. At a recent meeting of the Farmers' Institute held at Mexico, Dec. 19 and 20, four papers were read on the subject of road improvements, namely: "A Road Law," by Judge Van Court Yantis, Marshall; "Importance of Railroads to Good Wagon Roads;" "Construction of Roads," Prof. T. J. Lowry; and "Roads an Important Factor in Civilization," Prof. H. C. Penn, ex-chairman of the Division Highways Improvement Committee.

A RED HOT scorch was indulged in by some eight members of the Missouris to Fenton on Sunday last; the 21 miles were covered in 38 minutes. While enjoying the fine dinner the boys collected all the spoons on the table and deposited them in P. Kramer's pockets without his knowledge. The discomfiture of the cyclist can be imagined when the landlord, who had been posted, sternly demanded the return of his property and threatened prosecution. The laugh which followed shook the house, and "Kramer hand over those spoons" is still heard at the club.

A SECOND pool tournament will be inaugurated at the Missouri's club house on Saturday, Jan. 3. It will be a continuous 50 ball match with suitable handicaps. Fully fifteen men have entered to date, and it is expected twenty-five will take part when the entries close. On account of the large number of contestants entries who are not on hand promptly will forfeit their right to compete.

THE telegraph brought us the startling news last week that Chief Consul Emery of Massachusetts had resigned on account of the troubles among the Division Board. If this is a fact the act is to be deplored, as no person who ever held an office has worked with such untiring energy for his Division as did Dr. Emery.

NOW that the riding season has come to an end, foot-ball has the call. Both clubs have good teams, but the obstacle which prevents the arrangement of a match is that the Missouris play under Rugby rules while the Cycling Club will have nothing but association rules. Last Sunday the Cycling Club's team was beaten by the M. A. A. C. Juniors, by a score of 3 to 0. To-day this club plays the Olympic A. C's team, and on New Year's Day the Missouris play the St. Louis University team.

BROOKLYN, N. Y.

"TREB."

MUCH surprise is evinced at the news of the resignation of W. H. DeGraff from the Racing Board. The general opinion is that there is much back of this resignation as Mr. DeGraff more widely known as "Pop" was known to have been widely interested in his work. He was working with much vim for the furtherance of the Bull racing circuit, and his resignation coming in now when he was working in with Mr. Davol for the purification of the amateur ranks, is a conundrum.

THE general cycling public is on the tip toe of expectancy as to what shall be the result of the meeting of the A. A. U. and L. A. W. on Saturday. There is a strong belief that everything will be amicably arranged, but under all this comes the rumor that the A. A. U. may desire some concessions before they agree to a joint rule, viz., the abolishing of all the suspensions. It would no doubt be a wise move for the L. A. W. to meet such a demand half way, for instance, if the Union is willing to frame a resolution agreeable to the wheelmen, if the latter will raise the suspensions the L. A. W. might, for the consideration of an easy settlement of all troubles, suspend the men for a short but definite period, which might be overcoming all obstacles.

THE committee appointed to arrange for a joint theatre party among the clubs in this city have appointed January 29 as the date, and the play to be witnessed the "Faker" at the Park Theatre. After the performance the bicyclists will enjoy a banquet at the Clarendon. The theatre party is not to be confined, as generally supposed to club men, as any unattached riders can, by communicating with B. M. Cole, 58 Prospect place, City, have arrangements made for their accommodation.

THE Brooklyn Bicycle Club will hold a euchre party and dance late in January.

THE clubs in this city and across the river held high carnival on New Year's eve. The Brooklyn clubs all rode the old year out. The Citizens, Riverside and Gotham clubs held entertainments at their club houses, while a number of the boys rode to Tarrytown for the wine offered by the proprietor of the Franklin House to the first bicyclist to reach his place from the city.

There is much truth in the assertion that the Citizens will amalgamate with the New York Athletic Club, in fact I learn that it is only the matter of a short time until the arrangements will all be consummated.



A VERTICAL POSITION

—— IS THE ——

MOST NATURAL AND GRACEFUL.

The vertical position is obtained to perfection on the Eagle, as the saddle is almost directly over the pedals, and the body is erect from the feet up.

Much more power is obtained from a downward thrust than from one partly forward, and the weight of the rider is used with much greater effect in aiding to propel the machine.

This is one reason for the success of the Eagle in the races this year, and to it is largely due the remarkably easy running qualities of the machine and the freedom from fatigue after long rides, which is noted by so many Eagle riders.

Every ounce of the rider's weight is utilized in each push on the pedals, and if he weighs 150 pounds, he can put 150 pounds pressure on the pedals at each step.

It has been repeatedly proved that an Eagle can be driven up a grade of 1 foot in 12 entirely by the weight of the rider, and without pulling an ounce on the handles.

The vertical position enables the rider to use the pedals to the best advantage, as he can stand on them clear of the saddle and virtually *walk on the machine.*

This gives a control of the wheel which can be obtained in no other way. It makes the rider seem a part of the machine, and gives a feeling of security and power which must be experienced to be appreciated. It renders unnecessary any anti-vibrating springs or appliances, as all the shock and vibration is taken up by the muscles of the legs. They are natural anti-vibrators and can hardly be improved upon.

There is a fascination about the Eagle which increases the pleasure of riding many fold, and it combines more good features than any other wheel.

All we have ever claimed for it has been more than proved by its records during the past two seasons, and no cycler's education is complete until he has learned to ride the "Bird."

CATALOGUE FREE.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

ROVERS GOT FORTY-SEVEN PRIZES

At the Leading Bicycle Tournaments this Season, the RESULT OF PROPER CONSTRUCTION.

General Western Agents
FOR THE
CELEBRATED
Garford Saddle.

Our Line for 1891 will be more elegant than ever.

PNEUMATIC
—AND—
CUSHION TIRES,

HOLLOW RIMS,
TANGENT SPOKES,
and BALL HEADS.



SIX STYLES
—OF—
ROVER ROADSTERS,
Ranging in weight from 35 to 48 pounds.

ROVER RACERS
WITH
PNEUMATIC TIRES.

THE FINEST LADY'S SAFETY EVER PRODUCED.

THE JOHN WILKINSON CO., Sole Importers, 269-271 State St., Chicago.

LOOK OUT FOR THEM!

Those "only practical spring frames," we mean. They are becoming multitudinous. but nearly all of them are new and untried and their practicability and "onliestness" have yet to be proven. It is a mill they all have to pass through. The Rambler went through it, but that was years ago, and to-day while others are offering experiments, the success and practicability of which is on paper only, in the Ramblers we are able to offer a line of spring frame machines on which no risks are taken,—a spring frame which has been tried by years of varied actual use and been found not wanting.

Possibly no better evidence of the value of spring frames could be offered than the number of new machines of that style being presented and in prospect, but it should be remembered that the Rambler was the original spring frame machine and set the fashion for spring frames. We use this "set the fashion" advisedly, too. These facts all carry weight with the judicious buyer.

N. B. Our '91 Catalog is nearly ready. Send for it. It will interest you.

GORMULLY & JEFFERY MFG. CO.,

NEW ENGLAND BRANCH HOUSE:
178 COLUMBUS AVENUE,
BOSTON, MASS.

FACTORY AND PRINCIPAL OFFICE:
222-228 N. FRANKLIN ST.,
CHICAGO, ILL.

CHICAGO RETAIL STORE, NO. 85 MADISON STREET

DETROIT. "JUDGE."

JAS. JOSEPHI, better known to the cycling public as "Mac" of the *American Athlete*, has shaken the dust of Detroit from his number nines, and will hereafter breathe the soft and balmy air that comes bowling over Lake Michigan into the "Windy City." It is but a week since his dear friend Flinn left here for the same city, and the separation was *too* much, and so he has sacrificed all and gone to join his beloved friend.

GEO. LANE is spending the holidays here with his family and renewing old acquaintances, also Frank Blodgett, the ex-President of the Star Club of blessed memory. Frank is getting very corpulent and fills out his natty cadet uniform to its fullest capacity.

HERM OSBORNE established his claim to the title of "Long Distance" by riding from here to Saginaw. This was accomplished just before Christmas, and the total (103 miles) distance made in less than one and a half days. The first day he made Flint, 68 miles, and early the next day his destination. Why lay up the wheel in winter?

THE club house of the Detroit Wheelmen was jammed all Christmas day, and the click of billiard balls was incessant, much to the enrichment of the club treasury.

A LARGE club run was planned for 28th, but a heavy snow storm again disappointed us. The roads everywhere in this section are in superb condition.

INADVERTENTLY I forgot to mention in my last week's notes that a fund to be known as the Detroit Wheelmen's memorial fund has been started, its object being to mark by stone tablets or otherwise the historic spots of Detroit. This will be done before either the L. A. W. meet or G. A. R. encampment. All who have read history know that there is a great deal of interest to the historian in and about Detroit. Most of the old landmarks have disappeared, but where they once stood will be commemorated. A few hundred feet from my home still stands an old house (on the grounds of a Mr. Huger) in which the noted Frenchman died (General Hamtranck). A trifle further on and we find the noted Pontiac tree standing as a grim sentinel guarding the dead warriors of Pontiac; many other points of interest centre in and about here, mementoes of the French and Indian war.

NEWS AND COMMENT.

COL. ALBERT A. POPE of Boston, Mass., spent the Christmas holidays in New Orleans, La., as the guest of Mr. H. H. Hodgson and was the recipient of much attention; on the evening of Dec. 24 he was tendered a reception at St. Charles Hotel by the wheelmen of the Crescent City between the hours of 8 and 10 P. M., and he was also entertained by the Pickwick Club on the same day.

THE Columbia Cycle Club of Worcester, Mass., are to have a social at Continental Hall, Jan. 16, '91.

THE second assembly of the Somerville (Mass.) Cycle Club was held in Odd Fellows' Hall, Winter Hill, on Tuesday evening, Dec. 16, the next will occur Jan. 6, '91,

THE magnificent cycling and athletic building at 310 W. 59th street, New York city, was formally opened to the public on Dec. 23 and a large number of people availed themselves by invitation of Manager Bidwell of the opportunity to view the various departments of the institution. Mr. Watson L. Savage will have personal supervision over the athletic classes.

THE Hagerstown (Md.) Bicycle Club is making preparations for a large meet in Hagerstown on July 4, '91; the Maryland Division of the League has already accepted an invitation to attend.

PROF. D. J. CANARY gave an exhibition of fancy bicycle and unicycle riding before a delighted audience at the Coliseum, Denver, Col., on Dec. 22.

"WHAT are you going to do?" asked a young man of his friend who was learning to ride a bicycle. "break the record?" "No, I don't think I'll do that," was the reply. "It will be either my neck or my bicycle."

THE Rhode Island Wheelmen held their annual burlesque Christmas tree at their cosey rooms on South Main stree., Providence, on the evening of Dec. 26, and about 40 members assisted in the raid on the tree. Light refreshments were in order and a very pleasant party was kept up till a late hour.

CHARLOTTESVILLE, Va., is behind the times. At the last meeting of the council, on motion of one of the members, the ordinances were so amended as to prohibit any bicycle or tricycle from being driven on the pavements of the city under penalty of not less than $1 nor more than $5.

THE annual meeting of the Columbia Bicycle Club of the Attleboro, Mass., was held Dec. 22. The committee on the late fair made a report which showed a clear gain of $560 50 to the club. A vote of thanks was tendered the committee having the fair in chair. There is now $664 in the treasury The annual ball will take place March 10, '91.

THE Keystone Bicycle Club of Pittsburg, Pa., recently laid claim to one of the standing rewards of $100 offered by the Pope Mfg. Co. for the arrest and conviction of any person or persons stealing one of the machines made by that company. Last summer a bicycle was stolen from a house on Broad street, East End. Some of the members of the club furnished a clew to Detectives Robinson and Fitzgerald of the person who stole the same. The thief was arrested by the officers, tried and convicted, and then the inspector wrote to the managers of the company stating that the detectives named were entitled to the reward. The Keystone Club officials made a similar claim on behalf of their members. A dispute arose, a compromise followed and the result was the lawyer in the case received $25, the wheelmen about $30 and the officers about $30 more. The balance was contingent expenses.

AT the annual meeting of Humber & Co., limited, the chairman announced that arrangements were being made for the development of the American trade. This company declared a dividend of 4 per cent., while Rudge & Co. paid 15 per cent.

THIS is the winter of our discontent.

NEW ORLEANS is to have a cycling club of racing men only, similar to those formed at Chicago and Philadelphia, only riders who can do a mile in 3m. 20s. or better, are eligible to membership. The club will be known as the Crescent City Cycling Club.

THE Lincoln Cycling Club of Chicago have just elected a remarkable wheelman to membership in that organization. He is but eighteen years of age, but has ridden continually since his sixth year, for the last three years he has ridden a unicycle, he rides altogether on one wheel, and with as much ease as an ordinary wheelman rides a bicycle.

FRED ROLLISON, the old time professional, is still in Australia, doing fancy and burlesque riding.

W. S. MALTBY has returned from Australia and is in San Francisco—he will come East and then return to the Hawaiian Islands as a permanent residence.

DR. E. B. TURNER, one of the English cracks who is contributing to the cycle press a very learned article on pacemaking, etc., in bicycle contents, proposes a cure for loafing tactics in scratch races, by a mutual agreement among the contestants to divide the pacemaking. It has met with so much favor on the other side that an association of racing men has been formed to carry out the principle of that idea.

AMONG the noted residents of Hartford, Conn., is Samuel L. Clemens known to the world as "Mark Twain." He was at one time an enthusiastic bicycle rider. One fine day, however, he took a ride, robed in a long linen duster, the tails of which caught in the spokes, and threw him so heavily that he became somewhat disgusted with the sport. He has again taken to cycling. The Hartford *Post* says that he was riding with the Rev. Joseph H. Twitchel, and while they were pedalling along together one day, the author of "Roughing It" suddenly took a header. Mr. Twitchel slowed up and was about to assist his friend, when Clemens shouted: "Don't stop, Joe, go right ahead; I think I will stay here a little and swear."

PERSONS sending in communication for publication will kindly send their names also, as we cannot publish any anonymous correspondence.

THE Baltimore, Md., Cyclers held a most successful reception at their house on Eutaw place on Christmas Day. The hours were from two to ten, but bright lights could be seen in windows until a much later hour, and it was fully eleven o'clock before the last of the 1500 guests had paid their respects to the committee of reception, of which Mr. James Stansbury, the President of the club, was chairman.

CHIEF CONSUL MOTT recently furnished some interesting statistics concerning wheelmen, in response to a request. He says that in 1876 there was one bicycle rider in the United States. In 1890 the number was estimated by the best authorities at 150,000. Of these on December 19, 1890, 17,599 were members of the League of American Wheelmen. As nearly as can be learned, the cities having the largest number of wheelmen are Chicago, Philadelphia, Washington and Buffalo in the order named. In Washington the proportion of L. A. W. members to bicycle riders is about 1 to 50. The ratio is more in favor of the League in Philadelphia and Chicago, and best in Buffalo, which is the home of Chief Consul Bull, and numbers a host of earnest workers among its 15,000 wheelmen.

THE Ladies' Bicycle Club of Rochester, N. Y., recently gave a reception which was attended by over 500 people.

A NORWICH, CONN., sidewalk rider was recently the principal actor in an object lesson that some of our public nuisances would do well to profit by. Following his favorite pastime, coasting down hill on the walk, his wheel became unmanageable and fired him over the handle bars, leaving him suspended between now and the hereafter on the business end of a picket fence.

DR. L. K. GARFIELD, who is over seventy years old, and resides at Algona, Ia., recently mounted and rode a safety without any previous instruction.

THE third social of New Bedford Cycle Club takes place, Cummings Building, Monday evening, January 5th, '91; all wheelmen invited, pleasant time anticipated.

IT is said that the 2.50 Club of Chicago expects to promote a road race to Pullman on June 1. The prize to be awarded the winner is a bottle of champagne and a fine dinner.

ONE hundred and seventy five dollars has already been subscribed towards the $250 Citizen's Cup by the New Orleans townspeople interested in bicycling. A series of handicap road races will be run for the cup, and the winner of each race will receive a gold medal, and his name and time will be engraved on the trophy. It will remain in his possession until he meets with defeat at the hands of one of the other contestants.

THERE seems to be some tall hustling among the New Bedford boys since their new rooms have been put in shape. Much interest is taken in affairs. The cosy rooms make one feel at home. Christmas Eve a musical was given; the singing by Messrs. Spooner and Hunt. Piano solos of Mr. Swan and the club orchestra rendered themselves full justice in manner of execution and selection. After ending of programme, cigars were passed, and the smoker lasted until the wee hours of the morning.

"TERTIUS," whose witty and hair-raising tales of adventure used to delight the cycling world, has evidently lost none of his old-time skill. His reply to "Baron Munchausen, Jr.," in another column is as breezy as ever and full of his amusing illogical logic.

DON'T forget that Rochester wants the State meet in '91. We want to show the wheelmen of this State what kind of entertainers we are. *Keep your eye on Rochester for the State meet of '91.*

THE entertainment of the Queens County Wheelmen on Dec. 22 was a huge success and the boys feel encouraged; they say they will try their little act again. From a financial standpoint the affair netted about $125, notwithstanding the heavy expenses, which exceeded the net return. The proceeds will go toward furnishing their new club house.

WE are just in receipt of the marriage cards of Mr. B. T. Bruce to Miss May Ella Cunningham. The newly married pair will spend the winter South, and will receive in March. We extend congratulations.

A. W. GUMP & Co.'s store at Dayton, Ohio, was broken into by burglars a few days before Christmas. The thieves got away with about $100 worth of goods.

WE are glad to notice that the charges against Zimmerman in regard to selling that race at Washington proved false. Our theory that "Sandy" was a confidence man working for his own interests without Zimmerman's or Berlo's knowledge we think is about correct.

LEGAL.

THE BOWN-CENTAUR CASE.

WE are in receipt of the following communication sent us by President A. H. Overman of the Overman Wheel Co., with the request that we give same space in our paper. The letter will speak for itself and we take pleasure in presenting same to our readers:

Mr. A. H. Overman, President of the Overman Wheel Company:

Dear Sir—In answer to your question as to what effect the decision of Justice Kekewich in the case of Bown v. Centaur Cycle Co., lately rendered in an English Court of Chancery, on the English ball-bearing patent of Sept. 17, 1877, to Joseph Hughes, assignor to Wm. Bown, can properly have upon the United States letters-patent to William Bown for the same invention, dated May 18 1880, or any suit for infringement of the same, I would say that I am clearly of the opinion that such decision can have no effect whatever upon the United States Bown ball-bearing patent or any such infringement suit.

I have read Judge Kekewich's decision, as reported in the Birmingham *Daily Post* of Nov. 20, 1890, the substantial and material parts of which are as follows:

"In this case I am called upon to decide a question of fact. The discussion of this question of fact occupied nine days. I had many witnesses and I had the assistance of all the strength and energy that the bar could command. At the end of those nine days I did what is entirely contrary to my usual practice—I reserved judgment. It is the first time that I have ever reserved judgment on a question of fact, because I have thought and said I do not see why a judge should not come to a conclusion in the same way that a jury does immediately after the trial and it may be with an hour or two to reflect. I reserved my judgment because I was completely puzzled in regard to the matter. During the trial I attended to the evidence of the witnesses and I listened to the arguments of the counsel, and since then I have spent much time and thought on the case I do not in the least grudge that. It is a part of my duty, and, quite apart from that, I know of nothing in which the human mind can be employed better than in the elucidation of truth. But my difficulty has been and it still remains, can I discover the truth? There is so much still wanting explanation; there is so much in the evidence without any satisfactory solution that I can find; that although I have thought it necessary to come to a conclusion, although I am not at liberty to adopt the grand solution of disagreement, I am by no means satisfied in my own mind that I now stand on firm ground. I have come to a conclusion and I believe it to be right on the evidence, but how much more there is behind, how much more there could be discovered, I can only guess." * * *

"After much deliberation I have framed this issue, as I think being the most correct: Had Lambert's bicycle, when delivered in July, 1877, bearings on either wheel such as were the subject of the subsequent patent now vested in the plaintiff?"

"I answer myself in the affirmative—yes, on the front wheel. The result is that the defendants have proved an anticipation and that the plaintiff's case fails. There must be judgment for the defendants accordingly, with costs on the higher scale."

It appears from the above that the justice found as a fact that a bicycle (Lambert's) had been made in England as early as July, 1877, with bearings such as were patented to Hughes in his patent of Sept. 17, 1877, and accordingly he decided under the English patent laws that defendant had proved an anticipation.

I.

Conceding the conclusion reached by Justice Kekewich to be correct—respecting which, in view of the grave doubts expressed by him, there must always be in the mind of the public a serious question—his decision cannot in any way affect Bown's United States Patent for Ball Bearings for the following reasons:

1. In the United States a patent cannot be invalidated by anticipating public use or sale of the invention covered by it, unless such sale or use took place *in the United States at least two years* prior to the application of the patentee for a patent, while in England, proof that anyone invented the device *before* the patentee, establishes the defence of anticipation.

The anticipating device which defeated the plaintiff in Bown v. Centaur Cycle Co. appears to have existed only about two months prior to Hughes' application for a patent, and therefore had Justice Kekewich been construing the patent laws of the United States his judgment upon the facts found by him would unquestionably have been for the plaintiff instead of for the defendant.

2. It is well settled in this country that *foreign* public use is not prior use. In fact, I believe that Curtis, Walker and Robinson, the leading authors upon patent law in the United States, in their treatises, all agree that such foreign use, under the provisions of our statutes in relation to patents, does not give the public in the United States any knowledge of the invention. Decisions of the Federal Courts without number might be cited declaratory of the same doctrine, but where text writers and judges all agree a recital of the cases is certainly uncalled for.

The existence of this Lambert bicycle in July, 1877—if it did really exist at that time, or ever—could not be a material fact in any suit upon the United States Bown Ball Bearing Patent, and evidence respecting it would, in any suit in this country, be regarded as irrelevant and immaterial as not tending to establish in any way a defence in our courts.

Had therefore Justice Kekewich been called upon in America to pass upon the validity of Bown's Ball Bearing United States Patent, upon the evidence before him as reported, his decision must have been in its favor, and his judgment against the defendant.

II.

There is another ground for believing that the testimony passed upon by Justice Kekewich would, under the rules of evidence applicable to defences of patent causes as established in the United States, have brought him to a conclusion in favor of the plaintiff.

It is a rule of patent law that a patent enjoys the same presumption of novelty that an unconvicted prisoner does of innocence. That he who attacks the validity of a patent on the ground of its want of novelty, or prior use, must furnish such evidence as will satisfy the trier—judge or jury—beyond a reasonable doubt.

That such proof was wholly wanting in the trial before Justice Kekewich, is abundantly shown by his own confessions of doubt and dissatisfaction. He says:

"I reserved my decision because I was completely puzzled in regard to the matter. * * *

"My difficulty has been and still remains, can I discover the truth? There is so much still wanting explanation, there is so much in the evidence without any satisfactory solution that I can find, that, although I have thought it necessary to come to a conclusion, although I am not at liberty to adopt the grand solution of disagreement, I am by no means satisfied, in my own mind, that I now stand on firm ground."

Clearly he had a reasonable doubt—a doubt that in a criminal case would have acquitted—a doubt, that, had he been at liberty to do so, he would have solved by the adoption of "that grand solution of disagreement" which has been by law reserved for juries only.

It seems to be quite probable that another case upon the testimony, even in England, might be decided in favor of Bown rather than against him, but however that might be, I feel confident for the reasons above given, that the decision of Justice Kekewich cannot affect in any way Bown's United States Patent for ball bearings of May 18th, 1880—or any suit for infringement of the same.

Furthermore, the effect of the long and exhaustive trial in the English Court of Chancery on the English ball-bearing patent is to strengthen the United States patent for the same invention.

The contest in England has apparently been a thorough one. Able counsel represented both parties; Justice Kekewich in his decision says, "I had the assistance of all the strength and energy that the bar could command."

But in spite of the thoroughness of the contest, it seems manifest that no defence was made, or could be made, save one, and that one of such a nature as will not admit of its being interposed as a defence to the United States Bown ball-bearing patent.

Very respectfully,

F. CHAMBERLIN, of Chamberlin, White & Mills.

Hartford, Dec. 22d., 1890.

"TOO PREVIOUS" WITH HIS OPINION.

Editor Bicycling World: Will you permit me in your columns to correct a statement which has been made in a Western bicycling paper, which, to say the least, is very misleading? The statement reads: "The very best authority is the law of the land under which the patent will become totally invalid should the recent decision be sustained," and as a matter of fact, the contrary is true.

If it should occur in appeal that this alleged anticipation, which is without doubt fraudulent, is sustained, it would have no effect whatever on the validity of U. S. patent.

It is certainly unfortunate that there are editors of bicycle papers who are willing to make haphazard statements without any regard whatever to the facts. Very truly yours,

A. H. OVERMAN.

"TERTIUS'" REPLY TO "MUNCHAUSEN, JR."

I AM always ready to accept a challenge—whether it be to drink a glass of Bass, eat pie or make love to a pretty girl. In the WORLD of last week the "Baron" expressed a desire to do battle with the "wheelman down East who has ridden so hard and with such great speed as to blow all the hair from the top of his head."

Now it happens that I am that wheelman. But, as I related at the time—some six years ago—my wheel blew the hair from the head of my friend who was riding ahead of me at a distance of about 40 feet. I was sorry that it happened, but as I explained in my article at the time, my friend did not hear me shouting to turn aside, as we were going faster than sound. The "Baron" brags about jumping over a little chasm of 100 feet. Pah! Why I once jumped my ordinary over a whole freight train by simply standing on the step and applying the brake. My old friend "Secretary" was with me at the time, and when I published the story he substantiated it. The "Secretary" and I are "old timers," dear "Baron," and had many adventures which would curl the hair of yourself or your lamented papa.

Many of my trifling little adventures I never thought worth writing up. Here is one in point. I started off on a morning ride one day last summer to a town 100 miles away. I was jogging along at a 25-miles-an-hour gait (I seldom ride fast on the road) and on reaching the brow of a hill, decided to coast it. The hill was exactly four miles long, with posts at each mile. I let my bike run rather freely, and so covered the first mile in a trifle over 2 minutes.

The road was clear, so I lifted the brake and the wheel began to jump. The second mile was made in 1.45 and the third in 57 11-15 seconds (I like to be exact when describing facts). Just then I remembered that the road took a sharp turn at the bottom of the hill to avoid a large pond of water. I knew it would be impossible to make the turn while going faster than a mile a minute, so I put on the brake. Horror of horrors! The rapid motion made so much heat that the brake melted in a second and the wheel went faster than ever. Before I could say "quidproquo" I struck the pond. There was a sizzle, a cloud of steam, and lo! the water had vanished. The heat generated by my rapid plunge had evaporated all the water in the pond, and I was left on dry land—after enjoying a refreshing sort of Turkish bath.

I walked into town, however, as the rapid coast had melted the ball bearings, and, worse than all, the cold air of the upper regions condensed the steam from the pond so that it rained hail Columbia, water, fish, tadpoles and bullfrogs for four days.

I seldom mention such a riding adventure as this, but I will meet the "Baron" as he requests on February 30th, at 12.61 A. M., prepared for slaughter. "TERTIUS."

THE BUFFALO CLUB AND THE L. A. W.

Editor Bicycling World: In your issue of December 26th appears the following:

"CHIEF CONSUL BULL of New York promptly resigned when the Buffalo Club left the League and he was followed by a dozen or more members. Perhaps the club may learn that there is some advantage attaching to League membership when they lose their strongest supporters."

While the Buffalo Bicycle Club does not desire to enter into a newspaper controversy regarding its actions it desires those actions to be honestly stated. Chief Consul Bull is the only man who has resigned from the club because of its withdrawal from the League and not one member has followed him, your statement to the contrary notwithstanding. Thirteen other men resigned before the meeting at which the League action was taken and all for business reasons, many of them not having ridden a wheel for years. The "strongest supporters" of a club are the men who bear its burdens by filling its offices. Of the retiring Board four voted to stay in the League, and of these three were naturally Messrs. Butler, Bull and Jenkins. Of the incoming Board only two favored remaining in the national organization, and in the entire club of 150 only eleven men could be found who were willing to stand up and be counted in favor of keeping the club in the League. Almost unanimously it was decided that it was better we should not be a League club, and there will be few withdrawals of individual memberships; in fact our Board has determined to do all in its power to keep up our members in the L. A. W. as individuals, and unless the WORLD and our over-zealous League officials, by publishing false statements and circulating false reports, shall incense our members, we believe that we shall be able to send to Secretary Bassett as many dollars as we have members.

We very much regret Mr. Bull's resignation; he is an old member of the club, and one who has had our best efforts in all his League ambitions, even so late as the Niagara Falls meeting, when he and Mr. Jenkins were authorized to cast the club's entire vote; but notwithstanding our regret, and our unbroken personal regard for him, we are not cast down and will continue in the even tenor of our way, soon filling our membership to its limit, and being ready to fight the battles of wheelmen, we hope as successfully as our Club Committee did the "sidewalk question" last summer.

Thanking you in advance for the space given this communication, I am, very respectfully, WM. M. BLOOMER, President.

Buffalo, N. Y., Dec. 29, 1890.

FROM A MEMBER OF NORTHERN CALIFORNIA.

Editor Bicycling World: The call from the California Division for voluntary contributions of funds from members is I think in bad taste without some explanation as to what disposition has been made of the large balance (I believe upwards of a thousand dollars) on hand last year, which it is presumed has all been spent by the administration that went out of office a short time ago and which has seen fit to render no report of disbursements, although repeatedly requested to do so.

The present Chief Consul's action in presenting "without comment" the "kick" of a Southern member does not in my opinion meet the requirements of the case. The Southern members ask why the Division needs money and they are not the only ones that want this information. As a member of that portion of the Division for whose "benefit" the funds were presumably used, I would

like the information before blindly contributing funds which may be used no one but the "finance committee" knows or is to know how.

It is understood that the chartering of a train used up some of the funds, but we don't know how much. The propriety of using funds for such a purpose when spent for the benefit of a mere handful of members is another question. League members are probably not generally favorably disposed toward contributing funds for such a purpose. I think each man should foot his own bill for an expense of that kind.

It should be reported to the Division members, among other things, how much this chartered train cost and how many Division members of the League were transported on it. My own impression is that it was for less than 20 out of a membership of upwards of 500.

Of course these remarks do not reflect upon the present Division officers as they did not engineer the matter, but it is considered they should see that it is shown exactly for what purposes the Division funds have been expended when pleading the necessity for more.

In former years with a smaller membership, and with a smaller proportion of the dues inuring to the Division, there was no lack of funds, but on the contrary the money was accumulated which was spent by the last administration, if such it may be called, and yet I believe it will be almost universally admitted that very much more was done in former years for the good of the cause than has been done of late.

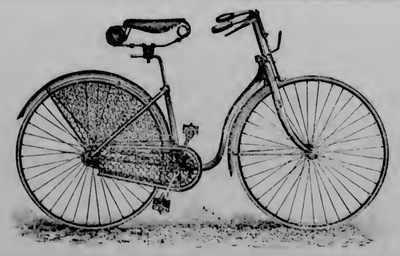
As a Division the League is practically dead in California at present and has been for a year past; there is no interest in it. It is only the interest that members feel in the national body and the cause at large and the percentage of dues received that keeps the Division going. It may be remarked that the Division officers are not overburdened with modesty in fixing the limit of the voluntary contribution from members at $1. Considering the fact that in the natural course of events the Division would only receive as its share from each member but half that sum as its dues for an entire year, that for the other half the members receive perceptible value in the shape of a weekly paper, their membership certificate, the paid labors of an able Secretary, the valuable services of President and Chairmen of several committees, and the prestige which a body of upwards of 17,000 naturally carries with it, it may be doubted whether the Division organization, as constituted and worked in this part of the country at least, comparatively considered, is worth supporting at such proportionate cost.

A MEMBER OF NORTHERN CALIFORNIA.

A GREAT WAY TO MAKE MONEY.

Mr. Editor: The "help or the talents" plan of raising money for mission work was new to me, but our Mission Band each agreed to invest $3. Some always made wonderful investments, but I felt sure I could not even double my "talent." During the week while reading your paper. I concluded to buy a Plater. I sent $3 to W. H. Griffith & Co , Zanesville, Ohio, got a Plater and went to work plating spoons, knives, forks and jewelry, and in a month I had cleared $116 40 and done all the work after school; in three months I cleared $406. This is certainly a rare chance to make money with ease and rapidity. MARY BRITTEN.

TRADE NOTES.



SPECIFICATIONS OF HARTFORD LADIES' SAFETY.

FRAME—Loop pattern, made of cold-drawn weldless steel tubing, 1 1-4 inch diameter, No. 13 gauge. Wheels—28 inch. Felloes—3-4 inch solid rolled steel, crescent shape. Tires—3-4 inch moulded gray Para rubber. Spokes—Direct No. 11 1-2 guage, 36 to each wheel. Bearings—Ball. Cranks—Forged steel. detachable, 5 1-4 inch and 6-inch adjustment.

Neck and Spindle—Forged steel, conical bearings.

Sprocket Wheel—Detachable. Handle Bars—3-4 inch cold-drawn weldless steel tubing, adjustable as to height in steering head and directly connected thereto. Handles—Vulcanite.

Chain—Humber pattern, with adjustment at rear forks.

Brake—To front wheel, of the well-known Plunger pattern.

Saddle—Kirkpatrick, specially adopted for the ladies' safety, with adjustable saddle rod.

Pedals—Ball, with the improved Hartford elastic rubbers.

Gear—50-inch. Dress guard—To rear wheel and driving gear.

Tool bag and complement of tools, including B. & S. wrench and C. & D. perfect oiler.

Spokes and small parts nickeled, balance enameled. Weight 46 pounds. Price, complete, $100. With cushion tires, $105.

A NEW "PNEU."

MR. I. W. BOOTHROYD of London, Eng., has gotten out a new "pneu" forwhich he claims the following advantages over the Dunlop patent:

Cheapness, greater strength for same weight material, ease of repair, will stand higher air pressure, simplicity in manufacture, can be used as an ordinary cushion.

In section this tire is like a cushion with a somewhat larger and an eccentric hole. Embedded in the rubber outside the hole is a canvass tube or hose. Then comes the outer rubber covering. All these three parts are really one solid piece welded or cemented together. We will speak further and fuller of this invention next week.

CHAS F. STOKES MFG. CO.

"NOTHING succeeds like success" is a maxim as truthful as it is old. One of the grandest methods to insure this success from a commercial standpoint is the united qualities of energy, perseverance and sound business principles faithfully applied towards achieving a certain end or accomplishing successfully the task undertaken. It is quite evident that the Chas. F. Stokes Mfg. Co. of Chicago, Ill., have thoroughly realized the truth of the above remark. Few engaged in the bicycle business can look back over such a long and pleasing array of continued successes as can this company. It is composed of Chas. F. Stokes, Philip Goetz and Chas. H. Sieg, a combination well adapted for the various channels in which their several efforts are directed. Mr. Stokes, the president of the company, is known throughout the cycling world, as well as by thousands of sewing machine dealers in this country, as a keen and shrewd business man. He is well versed in the various details of his business and possesses that magnetism which is a gift granted to comparatively few. He is a fluent conversationalist, a genial companion and a gentleman. Philip Goetz, the treasurer, is recognized as one of the best informed men on financial matters in the city of Chicago, shrewd, careful and thoroughly posted as to the reliability of the myriads of customers of the company. Chas. H. Sieg is secretary of the company, and is the cycle man of the concern. The selling department of the company is in his hands. Mr. Sieg has been engaged in the cycle business for many years, and having carefully studied the construction of the various American and English machines is recognized as an authority.

The firm represents a strong combination. They work in perfect unison and have so systematized the running of their well known establishment that they are capable of doing nearly three times the amount of business which one would naturally think would keep them busy. The business of the company has increased year after year, their business during the past season having exceeded by nearly 1000 per cent. that of any former year. From a modest beginning in the bicycle trade a few years ago, at which time the sales for the year were less than 500 wheels, the volume of business has steadily increased until now their output for 1890 is considerably more than 6000 machines. The arrangements for 1891, although not quite completed, show that this company have contracted for nearly 8000 bicycles. One of the most important changes in the business is that of the Union Cycle Mfg. Co. of Highlandville, Mass., surrendering to the Stokes Mfg. Co. the exclusive control of the sale of the Union cycles throughout the entire West ot the United States, starting from and including the States of Michigan, Indiana, Kentuckey, Tennessee and Louisiana. Mr. Stokes is interested financially to a large extent in the Union Co., and there is no doubt that the many friends of the Union will be pleased with this arrangement. It will facilitate the prompt delivery of goods and at the same time lessen the freight or express

charges, an item that would amount to considerable during the season with many dealers.

The Stokes Co. have arranged with a prominent manufacturing concern, which will build for them for their own exclusive trade a line of medium grade safeties which will be in all the popular sizes and convertible. This contract calls for 5000 wheels, a large per cent. of which have already been placed with prominent dealers throughout the East and West. The deal recently made with the Indiana Co. for 950 wheels for immediate delivery has been accepted by both concerns and the company is preparing to sell all of these wheels in the next 60 days. They propose to do this by selling only to the largest dealers and giving them the benefit of a price which will warrant them in ordering liberally.

Perhaps the largest order ever given for bicycles, the sale of which is restricted to one city only, is that which the Stokes Co. gave to H. A. Lozier & Co. of Cleveland for Little Giants. The order calls for 425 wheels. The company have various other arrangements now pending and have assured us that while they are not ready as yet to announce fully their plans for the coming year they expect to be shortly. Their new catalogue is being compiled by Mr. Sieg and will be ready for the mails in a few weeks. It will contain illustrations and descriptions of a line of wheels embodying all sizes and grades, selling at all prices, and for riders of all sizes in either sex.

MR. CLIFTON S. MERRIL is now connected with the John Wilkinson Co., and will look after the interests of the Rover "on the road." He started December 22 for a flying trip East and was in Boston for a few days this week.

THE Columbia catalogue for 1891 is out and shows the novelties the Pope Mfg. Co. intend to present the coming season. The most marked change in pattern is that presented in the Columbia Light Roadster Safety is that the '91 pattern will have double diamond frame. The frame is very fetching in its lines and strong in construction. The rear wheel guard is made of seamless tubing rolled into concave section, carrying the crank shaft bracket at its lower end and firmly bracing the frame itself. The brake operates on the rear wheel. Elliott self-oiling chain, specially made by the company's own process. The machine can be fitted with either solid or cushion tires. No castings whatever are used in the construction of the Columbia Light Roadster Safety. The spring joint on front fork will be retained as it has proved very satisfactory. The Ladies' Safety is pratically the same pattern as presented last year and a season's test has resulted most satisfactorily to both riders and manufacturers. The catalogue is most beautifully gotten up and the frontispiece is a most exquisite specimen of the engraver's art. A plan of the Columbia factory is also given and will prove of interest to riders and purchasers.

WE note with pleasure the appointment of Mr. G. Minturn Worden as New England manager for the Lozier & Yost Bicycle Mfg. Co., manufacturers of the Giant machines. Mr. Worden is too well and favorably known in New England to need any special introduction from us. He is thoroughly conversant with the possibilities of the territory, and is a most efficient salesman. His headquarters will be at Wm. Read & Sons, No. 107 Washington street, to which address all matters apertaining to the New England business should be sent to Mr. G. Minturn Worden.

THE Referee pneumatic tired machines have just arrived from England, and are said to be the prettiest balloon tire safety in existence. Bretz & Curtis Mfg. Co. say they are more than pleased with the appearance of the full roadster, which generally appears so unsightly on most machines. It weighs only 41 1-2 pounds, actual, with pedals and saddle. The racer, such as Jones used in breaking the world's record on, with a pneumatic tire, weighs 19 pounds. The price for the pneumatic has not yet been decided, but for the present the Referee will be sold at $165. Owing to great delay in getting rims which will not cut the cushion tire, the standard pattern Referee will not be in shape till about February 1st. It will be listed to sell at $140, and will weigh the same as the present machine. Speaking of the prospects for 1891, Messrs. Bretz & Curtis says: "We have already sold more machines than we contracted to take, and will have to more than double our order if we expect to supply the orders which are now pouring in on us. We have lately added a salesroom to our now large store, and we hope before many weeks to have one of the largest riding schools in the country. We have added the Warwick to our line this year, and we are anticipating a big trade for 1891.

THE HARTFORD STAND & TRAINER.

PATENTED July, 1890.

FITS ALL MAKES OF SAFETY BICYCLES.



RUNS NOISELESS.

PRICE ONLY $6.00.

It gives you a perfectly natural exercise on your own wheel and saddle, when you can't get out on the road; and every rider (lady or gentleman) knows that to stop riding a short time puts health, muscles and wind out of condition to thoroughly enjoy it.

The price is within the reach of all, and it not only gives you healthy exercise, but makes a perfect stand to hold, oil or wash the wheel on.

Ask your dealer to order a sample, which can be sent by express at small cost; all the parts pack between the two long pieces and are shipped in a paper package.

A liberal discount to dealers from any of the following firms:

COVENTRY MACHINISTS' CO., Boston, Mass.

R. L. COLEMAN & CO., 35 Barclay Street, N. Y.

CHAS. F. STOKES MFG. CO., Chicago.

D. SNITJER, St. Louis, Mo.

A. G. SPALDING & BROS., New York, Philadelphia, Chicago.

NEW KODAK CAMERAS---FOR WHEELMEN.



"YOU PRESS THE BUTTON, WE DO THE REST."

(OR YOU CAN DO IT YOURSELF.)

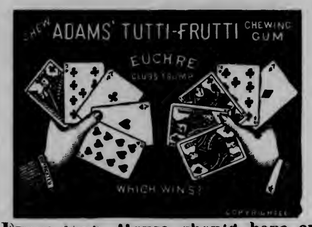
SEVEN NEW STYLES and SIZES

ALL LOADED WITH

TRANSPARENT FILM.

☞For sale by all Photo. Stock Dealers. *Send for Catalogue.*

THE EASTMAN COMPANY, Rochester, N. Y.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street, BROOKLYN, N. Y.

REDUCED PRICES

on second-hand wheels. From now on during the winter we offer special net reduced prices on our second-hand stock; same is large and complete, and you can buy almost any wheel wanted at prices that will surprise you. Also special bargains in brand new, high-grade, job lot machines. Special bargain list free.

ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.

HARTFORD

A Popular American Made Wheel

HARTFORD

$100.00



$100.00

At a Popular Price.

HARTFORD

THE HARTFORD CYCLE CO., Manufacturers, Hartford, Conn.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 27.

ABBOT BASSETT, Secretary.

OFFICERS FOR 1890—91.

PRESIDENT,

JAMES R. DUNN,

40 Wall st., Room 63 New York.

SECOND VICE PRESIDENT,

GEO. R. BIDWELL,

308 W. 59th street, New York City

TREASURER,

W. M. BREWSTER.

117 No. 4th Street, Quincy, Ill.

SECRETARY,

ABBOT BASSETT,

12 Pearl Street, Boston, Mass.

Standing Committee.

Membership Committee.

Sanford Lawton.....Springfied, Mass.
George C. Pennell.....Elizabeth, N. J.
Geo. C. Arbuckle..... 1962 Euclid ave., St. Louis, Mo.

Committee on Improvement of Highways.

Isaac B. Potter, Esq.....Potter Bldg., New York
Albert Mott.....263 Lenox St., Baltimore, Md.
Maj. Chas. L. Burdett.....Hartford, Conn.

Committee on Rights and Privileges.

Clarence Hodson.....Hedson Building, Crisfield, Md.
Chas. F. Cossum, Esq.....Poughkeepsie, N. Y.
J. S. Dean, Esq .....28 State St., Boston, Mass.

Committee on Rules and Regulations.

W. A. Davis.....340 S. Leavitt St., Chicago, Ill.
Michael Furst, Esq.....16 Court St., Brooklyn, N. Y.
A. B. Richmond.....Grand Rapids, Mich

Transportation Committee.

W. M. Brewster.....117 No. 4th St., Quincy, Ill.
Amzi T. Dodd.....70 Park Place, Newark, N. J.
Burley B. Ayers, "Rookery,".....Chicago, Ill.

Racing Board.

Chas. S. Davol.....Warren, R. I.
George Collister.....147 Ontario St., Cleveland, Ohio.
Robert D. Garden.....Chicago, Ill.
W. H. DeGraaf.....47 W. 14th St., New York.
Geo. D. Gideon.....17 No. 7th St., Philadelphia Pa.

Hotel Committee.

George S. Atwater, 1424 Penn. Ave., Washington, D.C
H. H. Hodgson. .13 Carondelet St., New Orleans, La
W. C. Marion.... 1255 Bedford Ave., Brooklyn, N. Y

State Representatives.

To James R. Dunn, President L. A. W.:

The Committee of Rights and Privileges, to which was referred the letter of Arthur Allen Dean, Chief Consul of Connecticut, asking a construction of section 3 of article IV of the Constitution, report that it is the opinion of the committee that each Division is now entitled to one Representative for each one hundred resident League members on the roll on the first day of July last; that the number of Representatives is not to be increased by reason of any addition of members to the State Division after July first until the next election. Under the Constitution as amended, there shall be elected at the next election one Representative for every one hundred members on the rolls of the Division on the first day of October.

In addition to these Representatives there may be elected one Representative from any League Club of not less than twenty members, and one additional Representative for every fifty additional members that were on its roll on the first day of July 1 st. All District and club Representatives must have been elected between the fifteenth day of July and the fifteenth day of August last.

No other Representative can be elected in the Division until the annual election in 1891, between October 15 and November 15, and appointments by Chief Consul can only be made to fill vacancies. The amendment to article IV, changing the date from July first to October first, does not take effect until January first, 1891.

CLARENCE HODSON,
CHAS. F. COSSUM,
JOSIAH S. DEAN,
Committee.

I concur in the decision of the Committee on Rights and Privileges (to whom was referred a letter of Mr. Arthur Allen Dean), which is appended hereto.

JAMES R. DUNN, President.

December 20th, 1890.

Massachusetts.

To the Members of the Massachusetts Division L. A. W.:

Dr. Wm. H. Emery having resigned his position as Chief Consul of Massachusetts. I hereby assume the duties of the above office in accordance with the laws of this Division.

Mr. Geo. A. Perkins of Cambridge is hereby appointed Vice Consul. Fraternally,

ARTHUR W. ROBINSON, C. C.

Connecticut.

Complementary Committee Appointments.

Rights and Privileges—J. M. Knous, Hartford; W. S. Mills, Bridgeport.

Improvement of Highways—E. H. Wilkins, Portland.

Representative Appointments—Geo. F. Booth, New Haven; Calhoun Latham, Bridgeport; W. H. Hale, Norwich.

Local Consul Appointments—E. L. Pemberton, Ansonia, vice C. E. Remer resigned.

The above named men are hereby officially appointed.

ARTHUR ALLEN DEAN, Chief Consul.

Danielsonville, December 21, 1890.

New York Representative.

At the last monthly meeting of the Lockport Wheelmen, Mr. Chas. E. Folger, was elected as club Representative, and under instructions from Chief Consul W. S. Bull, I hereby notify you to that effect.

Very respectfully, etc., A. S. COOKE,
Secretary Treasurer.

Lockport, N. Y., December 23, 1890.

Illinois Division.

The Illinois Board of Officers appointed at its September meeting a committee, consisting of Edgar S. Barnes, Fred Patce and E. N. Knight, to look after the arrangements for the annual meet for 1891, Illinois Division. This committee would be pleased to hear from any city or club that may desire to have the meet held in their locality. Address all communications to the Chairman, EDGAR S. BARNES,
Springfield, Ill.

New Hampshire.

Frank Crapo is appointed Local Consul for Concord.

F. A. MCMASTER, Chief Consul.

Missouri Wants 500.

To Consuls and Members:

Do you want to reach the wheelmen who do not belong to our organization? If so, send to the undersigned for a supply of recruiting circulars, which will be promptly mailed to you. Here is a hard, plain fact: If you have a good thing, and who doubts that membership in the L. A. W. is not a good thing, write about it, advertise it, talk it up. Intrinsic merit is all right; but in this hustling and bustling age, "he that blowth not his own horn, the same it shall not be blown." This is a homely way of stating an immortal truth. The new year is now upon us, and let us all make a resolve right at the beginning to add at least one more member to the ranks of our Division. You certainly have cycling friends who are not members, and you cannot offer this as an excuse for failing to act. We must pull together to place Missouri in the front rank, and is not your pride and interest in cycling sufficient to aid in the work of recruiting?

Fraternally yours, ROHT. HOLM,
St. Louis, Dec. 26, 1890. Chief Consul.

Ohio Consuls.

List No. 3.

Chief Consul M. A. High has appointed the following Local Consuls:

Alliance—Arthur Wright.
Arcanum—J. W. Mays.
Clyde—A. J. Reynolds.
Ga'ipolis—Frank M. Moore.
Lakewood—Frank F. Andrews.
Marion—Frank A. Huber.
Mt. Sterling—F. C Fritts.
Newark—Albert E. Turner.
Oran—O. W. Nisewonger.
Pataskala—W. H. Meade, Jr.
Salem—J. H. Blackburn instead of Chas. P. Hunt, resigned.

Chief Consul High has also appointed the following League hotels:

Arcanum—Commercial Hotel, per day, $1.50 to $2 00; meal or lodging, 40 cents.

Clyde—Nichols House, day, $1 50; meal or lodging, 40 cents.

Delaware—Hotel Donavin, day, $1 co; meal or lodging 50 cents.

Dupont—Beck House, day, $1.00; meal or lodging, 35 cents.

Fayette—Central House, day, $1.co; breakfast or supper 25 cents; dinner or lodging 35 cents.

Findlay—The Marvin, day, $1.50; breakfast or supper, 35 cents; dinner or lodging, 40 cents.

Germantown—Florentine, day, $1 50; meal or lodging, 40 cents; half day, 75 cents.

Girard—Girard House, $1.50; meal or lodging, 40 cents.

Hubbard—Pew House, $1.00; meal or lodging 25 cents.

Lockland—Birmingham House, $1.50; breakfast, 25 cents; supper, 30 cents; dinner or lodging, 35 cents.

Newark—Hotel Warden, $1.50; meal or lodging, 40 cents.

New Comerstown—Hotel Crescent, $1 25; dinner, 35 cents; breakfast, supper or lodging, 30 cents.

New Lisbon—Hostetter House, $1 50; meal or lodging, 40 cents.

Painesville—Stockwell House, $1.50; meal, 40 cents; lodging, 50 cents.

Portsmouth—Arlington, $2.00; breakfast, supper or lodging, 25 cents; dinner, 35 cents

Ravenna—Riddle Block Restaurant, $1.25; meal, 25 cents; lodging, 50 cents.

Sidney—Wagner House, $1 50; meal or lodging, 50 cents.

Springfield—Arcade $2.00; meal or lodging, 50 cents.

Toronto—Goucher House, $1 50; breakfast, supper or lodging, 35 cents; dinner, 45 cents.

Xenia—Bradley, $2 00; meal or lodging, 50 cents.

Fraternally, WILLIAM D. KEMPTON,
Secretary-Treasurer Ohio Division L. A. W.
Cincinnati, O., December 27, 1890.

A. A Zimmerman.

The charges against A. A. Zimmerman are dismissed and the su pension is hereby removed.

CHARLES S. DAVOL
Chairman L. A. W. National Racing Board.
December 23, 1890.

P. nnsylvania Delegates.

Delegates elected at the annual meeting of Pennsylvania State Board of Officers, September 26, 1890.

Kirk Brown, Philadelphia; P. S. Collins, Philadelphia; Henry Crowther, Philadelphia; H. C. Wheeler, Williamsport; C. P. Lusk, Harrisburg; S. H. Murray, Pittsburg; W. T. Fairbairn, Erie; Thos. J. Lee, Philipsburg; W. N. Seibert, New Bloomfield, Pa.

JOHN J. VAN NORT, Sec.-Treas.

Maryland.

The regular quarterly meeting of the officers of the Maryland Division was held at the Baltimore Cycle Club, Saturday evening, Dec. 20.

Chief Consul Mott presided. Messrs. Chism, Jackson, Lord, Le Cato, Zimmerman and Unverzagt were present.

The minutes of the last meeting were read and approved.

Report of the Secretary-Treasurer, showing total cash on hand Oct. 1, $892.06; expenses for three months $63.75, leaving balance $749.21 on hand, was read and approved.

Mr. Lord, Chairman of the Rights and Privileges Committee, reported verbally, that the case of Homer vs. Ditch had been compromised; another victory for the L. A. W.

Chairman Chism, of the Transportation Committee, reported verbally, that in case of a wheelman travelling with his wheel, and carrying extra luggage, the railroad company will only check the wheel.

There being no unfinished business, new business was taken up. The following communication was read:

HAGERSTOWN, Dec. 15, 1890.

Mr. Albert Mott, C. C Md. Div., Baltimore, Md.:

Dear Sir—At a meeting of the Board of Directors of the Hagerstown Bi. Club, held this evening, we the undersigned were appointed a committee on behalf of the Hagerstown Bi. Club to invite the Maryland Division to hold its annual Division meet at Hagerstown on the 2d, 3d and 4th of July next. Every effort will be made by our club to co-operate with you in making the meet a success, and we earnestly h pe that you will be able to accept this invitation. If you determine to do so the committee will be glad to hear from you at the earliest practicable time, and to arrange with you all details in reference to the holding of the meet at the time stated.

GEO. F. UPDEGRAFF, Chairman,
A. B. SCOTT, JR.,
HARRY B. IRVIN.

The following motion of Mr. E. F. Le Cato was carried:

"Moved, that the invitation of the Hagerstown Bi. Club to hold the Division meet in Hagerstown July 2, 3 and 4 be accepted, and that the Chief Consul appoint a committee of three to co-operate with the Hagerstown Bi. Club to secure a general meeting of all the Divisions in the Third Racing District in Hagerstown at that time."

Chief Consul Mott appointed Messrs. E. F. Le Cato, Arthur Cline and Charles L. Mitchell on this committee. Meeting adjourned at 9.40.

Respectfully yours, WM J. UNVERZAGT,
Baltimore, Dec. 20, 1890. Sec.-Treas.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the

Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 40—Total 43—17,693.

BOSTON, Jan. 2, 1890

CALIFORNIA DIVISION—2—535.

Alameda Bi. Club (unattached).

20860 Burrell, S. A., 1524 13th st., Alameda
20895 Bradford, E. W., 1901 Pacific ave., "

CONNECTICUT DIVISION—4—1418.

Hartford Wheel Club.

20861 Burdick, Howard H., 205 Sigourney, Hartford

Columbia C. C.

20896 Fuller, F. R., 682 Main, "

Unattached.

20897 Stevens, Harry E., Box 205, Norfolk
20898 Hoppen, H. R., So. Windham

ILLINOIS DIVISION—2—1395.

Unattached.

20891 Cowden, James, Rock Island
20892 Stafford, W. W., "

MARYLAND DIVISION—3—600.

Unattached.

20864 Davis, W. E., 106 Barre st., Baltimore
20865 Heninghausen, Fr. Ph., 115 W. Lee st., "
20899 Gustavus, Gerhard, 929 No. Mount st., "

MINNESOTA DIVISION—1—156.

Unattached.

20866 Pardee, Walter S., 404 Bank of Com. Bld'g, Minneapolis

NEW JERSEY DIVISION—3—1027.

H. C. W. (unattached).

20902 Holmes, Geo., 71 Crescent ave., Jersey City

Unattached.

20862 *Burt, Elisabeth*, 209 N. Pearl st., Bridgeton
20863 *Gibson, Edla R.*, 119 No. Laurel, "

NEW YORK DIVISION—23—3049

Gotham Wheelmen (unattached).

20868 Aarons, Walter D., 75 E. 91st, New York
20869 Lord, Wm. H., 541 W. 23rd st., "

Cortland Wheel Club.

20870 Bell, Frank, Hollenbrach's, Cortland
20871 Blodget, E. D, Normal School, "
20872 Clark, W. H., Standard Bl'g, "
20873 Cone, Ray, Wallace's, "
20874 Dalton, E. S., Wallace's, "
20875 Dalton, Burt, Price & Co., "
20876 Dalton, John, Price & Co., "
20877 Doubleday, W. A., 18 Maple ave., "
20878 Dunbar, Chas., Briggs & Peck, "
20879 Jepson, Frank, Hollenbrach's, "
20880 Van Marter, S. D., 18 N. Church, "
20881 Melvin, Frank, N. Main st., "
20882 Parsons, F. C, Tompkins st., "
20883 Richardson, Ed, cor. Potwatson and River sts., Cortland
20884 Smith, Chester, Greenbush st, "
20885 Tanner, L. D., Hopkins Bros., "
20886 Thompson, C. E., Madison st., "

Crescent Cycle Club.

20893 Harkness, W. J., 41 Hickory st., Rochester
20894 Parker, E. C., Pearl Park, "

Unattached.

20900 Conklin, Luther S., 38 East 36th st., New York
20901 Kennedy, E. S. T., 38 East 36th st., "

OHIO DIVISION—1—1185.

Dayton Bi. Club.

20857 Nolan, Harry F., 30 E. 3rd st., Dayton

PENNSYLVANIA DIVISION—1—2037.

Unattached.

20888 Wightman, Chas. G., Jr., 2136 Market, Philadelphia

RHODE ISLAND DIVISION—1—565.

Unattached.

20889 Easterbrooks, David F., Box 138, Newport

WISCONSIN DIVISION—1—230.

Oshkosh Wheelmen.

20890 McMillen, Robt., Jr., 621 Algona st., Oshkosh

MISSISSIPPI—1—9.

Unattached.

20867 Holt, Williams, care Russ, Yerger & Co., Jackson

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasuer, Oswald Granicher, 14 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1424 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No. Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 607 No. Alabama street, Indianapolis.

IOWA—Chief Consul, Ackley Hubbard, Spencer. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 65, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

MAINE—Chief Consul, Howard M. Breen, 199 Franklin street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, A. W. Robinson, 10 Salem street, Charlestown. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 280, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI — Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, R. H. Scott, 39 Walnut street, Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 116 Broad street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK — Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Wes minster street, Providence.

TENNESSEE—Chief Consul, Joseph R. Wilson, Jr., Clarksville. Secretary-Treasurer, B. A. Patch, Clarksville.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box 281, Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro'. Secretary-Treasurer, F. A. Roberts, Brattleboro

VIRGINIA—Chief Consul, Ira B. White, 16 Nolls court, Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

STEABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1891. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... ..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 April 30. Enclose $1.50 with this blank on any date between date of paper and April 1, 1891. Write plainly—Printing preferred.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margin in using this blank.*

"BUILT ON HONOR."
ADOPTED BY THE UNITED STATES GOVERNMENT.
WARWICK PERFECTION CYCLES.

WEIGHT, 42 POUNDS.



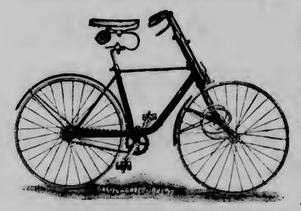
SPECIALLY CUSHION TIRES.

NO CAST METAL.

WARWICK CYCLE MFG. CO., - Springfield, Mass.

CATALOGUE, JANUARY, 1891.

Brief Specifications of the GIANT SAFETY BICYCLES, '91 Pattern:



The Giant has 30-inch wheels, tangent spokes, ball bearings all over, straight and hollow handle bar, rear brake, weldless steel tube backbone, Bolte spring fork, Yost saddle, an ample chain guard and is listed at $85.00.

The Giantess has a 28-inch rear wheel, 26 inch front (we make the front wheel smaller to secure the additional space needed by a lady), tangent spokes, straight and hollow handle bar, rear brake, weldless steel tube backbone, Bolte spring fork to both front and rear wheels, ample chain and skirt guard, and Yost saddle. By applying the Bolte spring to both forks, we offer our lady friends a spring framed machine devoid of all vibration at the seat. The Giantess is listed at $75.00

The Ball Bearing Little Giant is similar in construction to the Giant, with ball bearings all over. All wearing parts are steel, the backbone tube is weldless steel, handle bar solid and straight, cranks drop-forged, wheels 24-inch with tangent spokes nickeled to intersection, and is listed at $45.

The Little Giant is precisely the same as the Ball Bearing Little Giant, excepting it has adjustable cone instead of ball bearings. It lists at $35.

Advance Circular now being mailed free on application.

H. A. LOZIER & CO., - - - - Cleveland, O.

As Applied to Safety. Ordinary.



THE EXCELSIOR FOR WINTER CYCLING, (Pat. Oct. 2, '88.)
Manufactured by OHIO CYCLE SUPPLY CO., St. Mary's, Ohio.

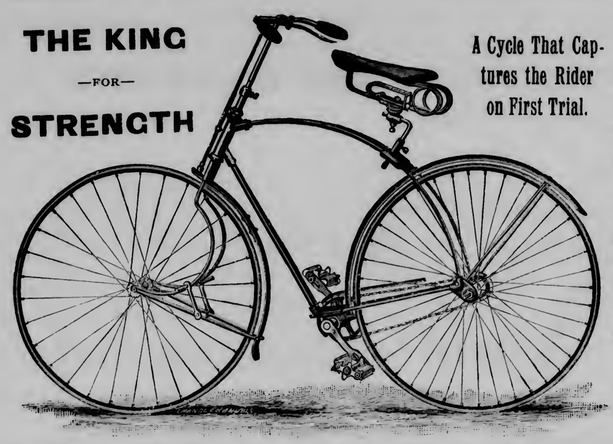


JOHN HARRIOTT.
PRIZE MEDALS
CUPS,
BADGES AND PINS.
3 WINTER ST.
BOSTON.

THE KING

—FOR—

STRENGTH



A Cycle That Captures the Rider on First Trial.

"Economy is the Poor Man's Revenue."

It is economy to always buy the best. Are you thinking of buying a bicycle? If so, be sure to investigate the GOOD QUALITIES OF THE ECLIPSE.

It is the BEST BICYCLE FOR THE MONEY, therefore it is economy to PURCHASE THE ECLIPSE, which is equipped with an elegant spring fork, and the *finest saddle that ever a rider sat on.* Strictly first class, high grade. Built not only for the present, but the far off future.

Send for Catalogue. Price $100.

STEEL PULLEY & MACHINE WORKS,

Patentees and Sole Makers,

INDIANAPOLIS, IND.

Good Agents Wanted in all Unoccupied Territory.



The Victor Wrench. A genuine triumph! By actual tests over 80 per cent. STRONGER than the strongest wrench of its class heretofore in the market. Nickel plated. Price $1.00.

—Overman Wheel Co., Makers, Chicopee Falls, Mass.—

Have your repairs made in the winter. No loss of riding time. Cheaper rates, better attention. Send for estimate, stating what your wheel needs

ST. LOUIS WHEEL CO.,

ST. LOUIS, - - - MO.

ELWELL BICYCLE TOURS.

BERMUDA—Jan. 29—Feb. 14.

EUROPE—June, July, August.

Circulars now ready.

F. A. ELWELL, 152 Pearl Sreet. Portland, Me.



One of the handsomest pins on the market. Fine gold plate. Garnet or ruby stone setting.

ONLY $1.00 EACH,

for either watch charm or pin, and your initials and League number on back.

Send stamp for new L. A. W. Catalogue.



This size for Scarf Pins,

Only $1.00 Each.

Cuff Buttons,

$1.50 Per Pair.

JOHN HARRIOTT,

8 Winter Street, Boston.

Send for Complete Bicycle Catalogue.



MEACHAM HIGH-GRADE DIAMOND FRAME SAFETY.

Ball Bearings to Both Wheels.
Both Pedals and Crank Shaft.
Ball Bearings to Head.
Hollow Steel Tubing.

List Price, **$115.00**

Selling Price, **$75.00.**

COMBINATION WHEEL FOR EITHER GENTLEMAN OR LADY.

Remit by Post Office Money Order

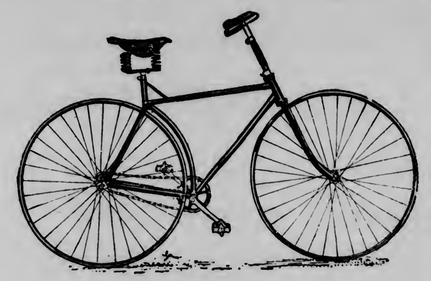
WILL SUSTAIN A PERSON WEIGHING 225 LBS. BY REMOVING TOP CROSS BAR, CAN BE RIDDEN BY A LADY.

E. C. MEACHAM ARMS CO. ST. LOUIS, MO.

CLEARANCE SALE

Of a limited number of used and slightly shopworn Singer cycles, fitted with spring-wired **CUSHION** tires.

SINGER & CO., 6 & 8 Berkeley St., Boston, Mass.



REFEREE ROADSTER.

REFEREE CYCLES

—FOR—

Lightness, Strength, Durability, Reputation and Satisfaction.

WHO SELLS THEM?

A. J. STREET CYCLE CO, Chicago.
GEORGE R. BIDWELL, New York.
W. J. NEWMAN, Boston.
J. B. & G. C. SWEET, Buffalo.
CHAS. HANAUER, Cincinnati.
PRINCE WELLS, Louisville.
MICHIGAN CYCLE CO., Detroit.
CAMPBELL & CO., Providence.
WILDER & LAING, St. Louis.
A. H. PERRIGO & CO., Omaha.
H. T. HEARSEY, Indianapolis.
BANKER BROS., Pittsburg.
L. B. GRAVES & CO., Washington, D. C.

THE GALES SAFETY.

THE GALES SAFETY is designed with a view of meeting the demand for an **ALL BALL BEARING** Safety at a moderate price. The frame is of weldless steel tubing and steel forging throughout. The rear wheel is 30 inches, with 7-8 inch tire, geared to 54 inches. 30 inch steering wheel, with 3-4 inch tire. Best quality moulded rubber tires, firmly cemented into the rims. The spokes are direct, of No. 12 special drawn steel wire. Straight front fork; corrugated rubber coasters. The handle bar is one piece steel tube 30 inches long, bent back, and is detachable and adjustable.



Both wheels, crank-axle and pedals are fitted with ball bearings. The pedal rubbers are soft and tough, and so made as to prevent the rider's foot from slipping. The saddle rests upon an L seat rod, and is adjustable to height, also forward and back. The saddle is the famous Fish patent Hammock, is adjustable in all directions. The brake is of the Plunger style and very powerful. Neat Lamp Bracket, Mud Guards over both wheels. Finely enameled, with bright parts nickeled on copper. Each machine is supplied with tool bag wrench and oiler.

PRICE,* - - - - - - *$75.00.

SCHOVERLING, DALY & GALES, 302 Broadway, New York

Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee.

Elliot W. Johnson
A. Malcolm Duckworth
E. P. Bissell
Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.



406, 408, 410 & 412 **Broome Street,** NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear..... 1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk, Edge's League color, white centre, Snake Buckle..... .50
No. XX Worsted Solid, League color, Snake Buckle..... .40
Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic.5.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,

241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia, 1022 Market St

CYCLING

FOR

Health and Pleasure.

CHAPTER II.

This is the historical chapter of the book; its subject is the "Evolution of the Bicycle." This is treated of succinctly and clearness is assured by the use of some sixteen illustrations, showing the different types of machines as they appeared at various times between 1816 and 1890. Very few wheelmen are familiar with all these types, nor do many know of the slow process of development through which the well-nigh perfect machine of today reached its form. Perhaps two-thirds or three-quarters of those now cyclists have begun riding within three years. This vast majority, as a rule, know only by hearsay of what has gone before. In the twenty three pages here given to the subject will be found a clear, concise and complete account of the growth of the bicycle, and it cannot fail to prove of interest both for the information it contains and the curious machines it shows.

230 Pages, Illustrated.

50 Cents, Postpaid.

WHEELMAN COMPANY,

PUBLISHERS.

12 Pearl St., - Boston.

Stamps not received.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ Cash must accompany the Order. ☜

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

TO EXCHANGE—52-inch Expert, with Lakin cyclometer, good condition, for typewriter or good collection of postage stamps. L. A. W., 2848, Box 577, Los Angeles, California.

WANTED—I am a first-class salesman and want a position with some established bicycle house; can furnish good reference. Address L. A. W., Box 395, Peoria, Ill.

EAGLE—53-inch; hollow rims; tangent spokes; rat trap pedals; about 35 pounds. Good order, except finish. Will trade for heavier Eagle or other wheel, or sell at a bargain. F. B. CATLIN, Winsted, Conn.

55-INCH Col. Light Roadster; '89 pattern; first-class condition. $50.00. Address W. VAN WAGONER, Newport, R. I.

FOR SALE—A Rushton cedar combined Row and Sail Boat, No. 107; 16 feet by 42 inches; copper air tanks, Radix folding centre board and nickel trimmings throughout; two pair oars, leg-of mutton sail, 35 square feet; latteen sail, 50 square feet, with patent head and foot gear to hoist with halliards; used but little; cost $140.00. Will sell cheap. Address W. C. TOWNSEND, Utica, N. Y.

WANTED—One first-class Bicycle Repairer with $150 to $200 to invest in the business; a splendid opportunity to the right man. Correspondence solicited. Address No. 24, Bicycling World.

FOR SALE—VICTOR SAFETY, 1890; in first-class condition, as good as new, $110. Address 108, care of Bicycling World, Boston, Mass.

CANOE FOR SALE—A fine cedar canoe, with mahogany deck and top streak, drop rudder, plate centre-board, 16 feet by 36 inches, air-tight tanks; a splendid boat; cost $175; no reasonable offer refused; used but little. Address J. S. DEAN, 28 State st., Boston, Mass.

LADY'S AND GENT'S Columbia Safety Bicycle. Cost $135.00; will sell for $100.00; as good as new. WILSON BROS., 6 Hanover street, Boston.

Gentlemen, It's Not Safe

To buy a machine till you get our figures. Drop postal for our list of Ordinaries and list of Safeties, and the prices will surprise you. Pick out your wheel and send $5 and we send it for inspection, and then you will be surprised sure enough at its fine condition. We are selling them right along to fellows who want to save money on our *winter prices*.

KNIGHT CYCLE COMPANY,
207 N. 10th Street, - St. Louis, Mo.

COVENTRY CYCLES $75
SWEETING CYCLE CO.
ALL BICYCLES FULLY WARRANTED CATALOGUE FREE
639 ARCH ST. PHILA.
RIVALS

SMITH'S "'91" TOUR
THROUGH EUROPE.
80 days. - - - Total Cost $300.
Sail July 29th, 1891.
Address C. H. SMITH,
211 Putnam Avenue, - - Detroit.



FOR TANGENT AND DIRECT SPOKES.
Nickeled, Price 75c., Postpaid.
Dealers send for Sample and Electrotype.
AVERY & JENNESS,
5756 Madison Ave., Chicago.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

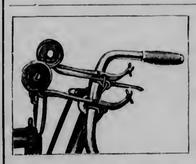


L. A. W. BADGES
The official design in SOLID GOLD.
Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the inferior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better for $1.50, $2.00, and $2.50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.



LAMSON'S
Luggage Carrier
NO. 1.
Convenient, durable, noiseless, cheap. $1. Sold everywhere.
Made by
C. H. LAMSON,
Portland, - Maine.

"PERFECT" POCKET OILER



One-half size.

For Bicycles, Guns, etc. No Leakage. Throws only small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50c. each. CUSHMAN & DENISON, 172 Ninth ave., N. Y

The New "39" and "24" Star



NO MACHINE ON THE MARKET ITS EQUAL
Easiest Running Wheel
—AND—
Best Hill Climbing Machine Ever Produced.
We Challenge Honest Criticism.

In this Machine we have combined ALL the advantages of a low wheel and the speed of a high one.

Send for Catalogue of STAR BICYCLES.
H. B. SMITH MACHINE CO.,
Smithville, N. J

SAVE YOUR PANTS!



OSTERGREN'S TROUSER GUARD.
(Patent Applied For.)
Three styles of finish. 15 cts. per pair, blued steel; 25 cts., enamelled; 35 cts., nickeled.
To be had of all dealers, or
A. K. & C. E. SCHAAP, - Richmond. Va.
Bicycles and Sundries.

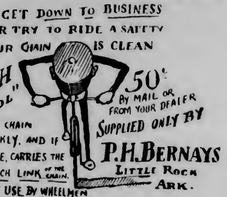
FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. For sale by all Cycle Agents. Liberal discount to the trade

JOHN W. WILSON, Cottage City, Mass.

New Haven 4-OZ. ONE PIECE WIRE CLUB PINS.
BADGES, MEDALS, &c. C. O. REICHERT.
L. A. W. 11425. 828 CHAPEL ST. NEW HAVEN, CT.

DON'T GET DOWN TO BUSINESS OR TRY TO RIDE A SAFETY UNLESS YOUR CHAIN IS CLEAN



CLEANS A SAFETY CHAIN THOROUGHLY. QUICKLY, AND IF DIPPED IN GRAPHITE, CARRIES THE GRAPHITE INTO EACH LINK OF THE CHAIN.
3000 NOW IN USE BY WHEELMEN

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.
For sale by all Cycle manufacturers and dealers.

H. H. BROWN,
Wappingers Falls, N. Y.
Patentee and Manufacturer of
Hard Rubber Bicycle Handles and Grips
FOR CYCLE MANUFACTURERS.

500 SCRAP PICTURES, VERSES, &c. PUZZLE LADIES AGE REVEALER CALENDAR and AGENT'S NEW OUTFIT, $5 PRIZE
All 2 cents for postage. YALE CARD CO., 24 NEW HAVEN, CONN.

"BRONCHO,"

NOISELESS, CHAINLESS, LIGHT ROADSTER, SAFETY BICYCLE



[CLIPPING.]

The performance of Charlie Woods on the "BRONCHO" Safety last Sunday was quite remarkable, when it is taken into consideration that it was his first road ride. He started from town at 8.20 A. M., arriving home at 5.30 P. M., in the meantime passing through Southboro, Northboro, Shrewsbury and Worcester, returning through Westboro and Woodville, and was compelled to dismount but twice, at Shrewsbury and Quinsigamond Hills.

A great deal of riding outside the regular course made the distance covered more than 43 miles. Charlie Woods is but 13 years old.

HOPKINTON, Mass., 10, 19, '90.

Gentlemen—The boy Charlie Woods is but TWELVE years old and weighs 78 pounds. The "BRONCHO" weighs 45 5-16 pounds. What is the matter with "BRONCHO"?

G. P. WOODS.

P. S.—The boy is my son.

N. B. **REMOVAL.** N. B.

HENCEFORWARD ADDRESS

M. V. LIVINGSTON CYCLE MFG. CO.,
No. 245 COLUMBUS AVENUE,
BOSTON, MASS.,

On all matters appertaining to AGENCIES, ADVERTISING, PURCHASE OF MACHINES, REPAIRS, CATALOGUES, &c.

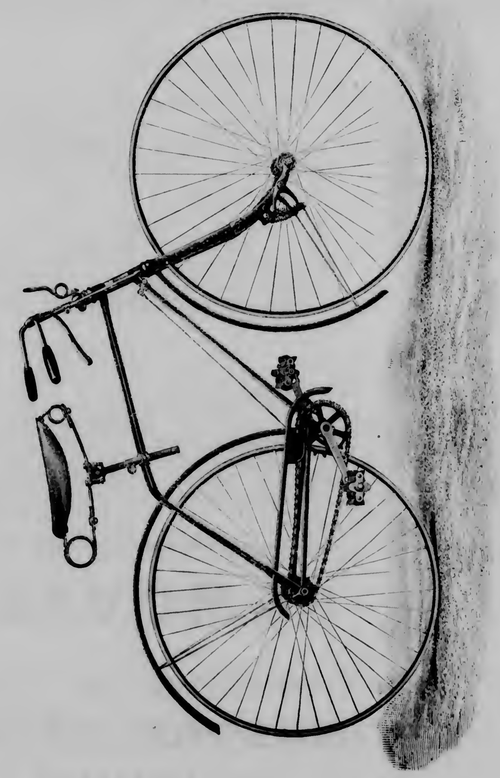
Wheels needing repairs must be sent to the FACTORY at WESTBORO, MASS.

Notification of Shipment with Number of Machine Must be Sent to BOSTON OFFICE.

SEND TO 245 COLUMBUS AVE., BOSTON, MASS., FOR BOOK OF TESTIMONIAL LETTERS, NOW READY FOR DISTRIBUTION.

ADDRESS THOS. KANE & CO., 137 WABASH AVE., CHICAGO, ILL., FOR PARTICULARS REGARDING AGENCY FOR THE FOLLOWING TERRITORY, VIZ

MICHIGAN, OHIO, KENTUCKY, TENNESSEE, INDIANA, ILLINOIS, WISCONSIN, MINNESOTA, IOWA, NORTH DAKOTA, SOUTH DAKOTA, NEBRASKA, KANSAS, INDIAN TERRITORY, NEW MEXICO, COLORADO, WYOMING, MONTANA, WASHINGTON, IDAHO, OREGON, UTAH, ARIZONA, NEVADA, CALIFORNIA, MISSOURI, ARKANSAS, TEXAS, LOUISIANA AND MISSISSIPPI.



A COLUMBIA for 1891.

QUIDPROQUO.

XLI.

THE holidays are over and the busy days of **1891** begin to demand the best energies of all. That is, of all of us who make up the greater part of this American people, which consists in a vast solution of energies in action upon useful things,—with of course a little froth on top and a few dregs at the bottom. While a goodly portion of this people were using the 1890 pattern of Columbia cycles, the Pope Mfg. Co. were busy not only in supplying those, but in designing, modeling and building a substantially new machine wherewith they might more irresistibly delight their patrons. It is their Twenty-Third (No. **23**) in their series of Columbia machines, (not including annual improvements of same patterns) and they offer all its improvements and perfections to you,—these and their new **1891** Catalogue which describes them,—promptly on time, as New Year's Presents. The price of the machine has not been increased. In such manufactures "experience teaches," and skill increases, and materials offer better choice, and wisdom gathers in from the many and is concentrated and applied, so that, if the same honest purpose and persistent will and careful work be continued, a better product can be turned out for each added year. This **1891** Columbia Safety for gentlemen will bear studying in every detail of its mechanism,—whether it be taken with or without "cushion tires,"—and for every departure from or retention of any feature in previous patterns, there are reasons which after careful trial won the unanimous vereict of a corps of discreet men who are beyond doubt as well qualified to represent the experience and the intelligence of both riders and makers of cycles as any that could be found. The result of their decision has been put in form by an apparatus of factory plant, machinery, skilled mechanics, practiced experts, and experienced officers, holding its unequalled position for years. So, it ought to be a fine machine, this 1891 Columbia gentlemen's safety.—— There are of course the same unrivalled saddle, pedals, rims, spring fork, rear-wheel guard-brace; but the new double diamond frame, new Elliott chain, new wheel hubs and spokes, new saddle supports, new steering head, and other new details of improvements, will enlist approval as soon as studied.—The machine is about five pounds lighter than the 1890 Col. L. R. S., and that will commend it to many. Upon this matter of weight and these new matters of improvement we shall have more to say as the weeks go by; but in the meantime send for the 1891 Columbia Catalogue and read that.—Address: Pope Mfg. Co., 77 and 79 Franklin street, Boston, Mass.

FOUNDED 1878

THE BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXII. Number 11. BOSTON, 9 JANUARY, 1891 $1.00 a Year. 5 cents a copy

VICTOR BICYCLES FOR 1891.

These will be fully described and illustrated in the Victor Catalogue for the year just opening up. We won't send you such a book as will be a burden to you and make your head heavy, but something that will be right to the point, plenty of illustrations, but all of them meaning business and no attempt at landscape. Send in your name for the '91 book. Price, nothing and a half, delivered.

OVERMAN WHEEL CO.

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

OFFICE AND FACTORY,

CHICOPEE FALLS, MASS.

Sixteenth Year in America.

1876 — The First Cycles in the United States



1891 — The Largest Cycle Manufactory in the World

SINGER & CO., 6 and 8 BERKELEY STREET and 2 WARREN AVENUE, **BOSTON, MASS.**

THE SYLPH

DURYEA'S LIGHT WEIGHT SPRING FRAME SAFETY.

Watch this space for cut of this machine, now perfected for 1891, and soon ready for the general market. We are now ready to place agencies for the coming season, and solicit correspondence from dealers looking for a strictly high grade, light weight, combination safety of best American manufacture, possessing distinctive features of merit, and peculiarly adapted for badly paved streets, poor roads or asphalt pavements alike. Cushion or solid tires, as desired, although the Sylph with solid tires is pronounced by many to be "Better than the cushion tire."

Catalogue, with full particulars, soon ready. **ROUSE-DURYEA CYCLE CO., 9 G St., Peoria, Ill.**

"Finest Quality Produced in the World."

TRADE **"CREDENDA."** MARK.

THE CREDENDA SEAMLESS STEEL TUBE Co., Ltd.,

W. C. STIFF, Managing Director. BIRMINGHAM, ENGLAND.

TELEGRAMS:—"CREDENDA," BIRMINGHAM.

THE BETTER LAND.

I hear thee speak of a better land,
Devoid of rocks and mud and sand,
With fairy views and asphalt ways,
Where the barbarous roadhog never strays;
A land where the season is never done,
And all the flyers race for fun;
Where springtime and flowers never fade,
And all the hills have a downward grade;
A land long sought, which I grieve to say,
Is still to the cyclist far away——
Far away.

But though the fact is, Alas! too true,
There's a way of getting a distant view;
A notion of what that land will be
In time to come, for you and me.
My friend, your cycle must have a spring,
It is going to be the final thing.
Then the roughened places smooth shall grow,
And you'll find the "Better Land" here below;
While the UNION wheels I'm proud to say,
Will glide from all others, far away——
Far away.

ON ORIGINALS.—Don't run away with the idea that the original is always the best. So far as we are able to find out, the Ark was the original ship, but how would it compare alongside the "City of Paris," for instance?

While we venerate the originator of any good thing, we hold that every contrivance is open to improvement at some period, and the original is only the crude idea ready for the perfecting process to begin.

"Mr. Stokes, of Chicago," will answer all enquiries from West and Northwest of that city, with regard to the UNION wheels. He knows all about them.

UNION CYCLE MFG. CO., Highlandville, Mass.

P. S. Our catalogues are listed at the same price as snow storms. only you will be able to get them when you want them, in a week or two.

"Now o'er one half the world Nature *seems* dead."



But it is not; and pretty soon you will be wishing you had ordered *that machine* when orders were not pouring in on the makers, so that you might have had it to ride in the early spring. Order your Iroquois or Paragon *now* and be wise.

SEND FOR CATALOG.

STOVER BICYCLE MFG. CO., - - Freeport, Ill.

A Thing of Beauty is a Joy Forever.

THE CELEBRATED

CUSHION TYRES.
CUSHION TYRES.
CUSHION TYRES.
CUSHION TYRES.

SWIFT

PNEUMATIC TYRES.
PNEUMATIC TYRES.
PNEUMATIC TYRES.
PNEUMATIC TYRES.

SAFETIES

Will be fitted with a special patented *CUSHION TYRE* for 1891, and will be constructed so as to prevent the rims from cutting the tyres. We have been making *cycles* for 23 years, and claim to lead in design, simplicity, lightness, strength and durability. Be sure not to select your new mount until you have seen the 1891 pattern "Swift."

CUSHION TYRES NOW IN STOCK.

SEND FOR CATALOGUE.

COVENTRY MACHINISTS' CO., 239 Columbus Ave., Boston, Mass.

NEW MAIL,



THE

SAFETY

OF

SAFETIES

WITH AND WITHOUT CUSHION TIRES.

Surely send for Catalogue and List of 2d Hands.

WILLIAM READ & SONS, 107 Washington St., Boston.

ESTABLISHED 1826.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

For advertising rates address either the WHEELMAN CO., 12 Pearl Street, or NEUMANN BROS., 118 W. 19th Street, New York.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Wheelman Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

The management of this paper refuses to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 9 JANUARY, 1891.

THE long-talked of conference between the committees of the L. A. W. and A. A. U. was held in New York on Saturday last. This conference grew out of a request received by the L. A. W. officials from the A. A. U. for a conference on the question of paying the expenses of athletes and cyclists who engage in competition. It was not a conference to discuss the recent suspensions, as has been erroneously stated in the press, for the request was made many weeks before the suspensions were ordered, the resolutions embodying the request said nothing whatever about the suspensions, and furthermore those who sent the resolutions and those who received them had no knowledge whatever that the suspensions were to be made. We say this because the press has from the first misunderstood and misrepresented the object of the conference. Agreeable to the request received, President Dunn appointed on the committee for the L. A. W., Chas. S. Davol, the Chairman of the Racing Board; Geo. R. Bidwell, the Second Vice President; Chas. S. Luscomb, Ex-President, and a man whose legal ability has on many occasions been of good service to the L. A. W.; Abbot Bassett, Secretary and formerly Chairman of the Racing Board; and for the fact that the President of the A A. U. was on the other committee, President Dunn took a place on the L. A. W. committee. The A. A. U. presented its President, H. W. McMillan, representing the Schuykill Navy; G. W. Carr, President of the Manhattan Club; C. F. Matthewson, of the Berkeley Club; Wm. B. Curtis, of the New York Athletic Club and J. E. Harder of the Turnverein.

The joint committee accepted the kind invitation of President Dunn to dine at the Lawyer's Club at 2 P. M. on Saturday. The door closed upon the committee at two o'clock and did not open till five hours later. It only opened then because the club rooms were about to be closed and it was necessary for the committee to find another place to continue the meeting. By invitation of the A. A. U. committee the conference dined at the Astor House and after that adjourned to parlor 47 for further deliberations. The conference adjourned at half past two on Sunday morning and the members dispersed. It was a long, earnest and energetic meeting, not "heated and stormy" as the press represents, for the members of the conference are of the calibre of man that never loses control of himself. We are not allowed to give out the results of the conference for, in fact there are, as yet, no results. The conference is not yet concluded and it is very probable that within a week another meeting will be held. The interests of the sport are in good keeping, and we look for important results growing out of the conference. In the meantime everything remains as it was before and no action will be taken on the suspensions till the conference reports

---

WHAT peurility is shown by some writers in trying to prove that the Racing Board in withdrawing the charges made against Zimmerman is "showing the white feather," and "doing it for policy's sake." The Racing Board made the charges on information received and were in duty bound to investigate. Mr. Zimmerman promptly denied the charge, and on investigation by the Board the charges were found to be false and promptly dismissed. There is no "white feather," no "policy" in the matter, only simple justice. If the principle that right or wrong charges once made must be true is correct, then of course the Board's action in Mr. Zimmerman's case is the "white feather," etc. But thank goodness the Board is not governed by any such principle. We congratulate Mr. Zimmerman, and we should like to see every suspended man disprove the charges made against him as readily and conclusively as did the "New Jersey wonder."

WE are pleased to hear that Mr. W. H. DeGraaf has withdrawn his resignation from the Racing Board. Mr. DeGraaf sent in his resignation under a misapprehension, which as soon as corrected he withdrew the resignation. Mr. DeGraaf is too good a man for the Board to lose, and we are pleased to note that the misunderstanding was satisfactorily explained.

WE look for the issues of the papers for this week with a good deal of curiosity as to what they will have to say of the results of the joint conference of the A. A. U. and the L. A. W. There will be some pretty tall guessing indulged in, but unless some member of the conference proves untrue to his pledge of secrecy until the basis of settlement has been reduced to writing and accepted by the joint committee to reconvene in about a week, all that is printed and said will be purely a matter of conjecture. We therefore warn our readers to accept all statements that will be made orally and in print *cum grano salis*.

ON New Year's Day the safety and ordinary riders of the Utica (N. Y.) Cycling Club contested for honor in a game of polo on the Rutger street ice rink. The teams were made up as follows: safeties, G. C. Hodges, J. R. Baxter, E. H. Crosby, Stephen Coram, G. W. Payne, W. W. Devine, F. J. Jenny. Ordinaries, A. H. Dobson, C. H. Ballou, L. R. Devine. J. B. Paddon, Jr., F. P. Miller, P. C. Hammes, A. R. Grant. The game was hotly contested, the score being 3 and 3 at the end of the time agreed upon. The deciding goal was won by the ordinaries in ten minutes, and the safety riders will buy an oyster supper as a penalty. After the polo game a team selected from the club was defeated in a bowling contest by the Y. M. C. A. team.



NOTES BY "HAWKSHAW."

I AM awfully thankful that I am not a correspondent on a French wheel paper, not that I am any more of a coward than most men, but because I would hate the expense and annoyance of having to go out and engage in a theatric duel every time I wrote something that did not please everyone who read it. The game isn't worth the candle, the honor is too dear a one. Recently a lady correspondent in a French cycling journal wrote something that did not meet with the ideas of a male correspondent on another and rival wheel journal; true to the ethics of Parisian journalism, the offended writer went at once to a *cafe* and "shot off his mouth" about the lady correspondent and her ideas, then the chivalrous hero appeared, cried "liar," threw his glove and card in the other's face, with the usual result—there's going to be one of those idiotic Parisian journalistic duels in which no one ever gets hurt, and every one's honor receives the satisfaction that these idiots claim is due to it. As long as they must meet in mortal (?) combat, why not "make the punishment fit the crime?" Do something that is original, something in which danger and originality both enter. I would propose that both men be mounted upon wheels, with their feet strapped to the pedals, the brakes removed, and the wheels started down a steep hill, the steeper the better, the one that gets down first to be declared the victor, and have the right to have his honor nickle-plated, so that in the future nothing could tarnish it. If both contestants should get killed, so much the better, two fools less in the world. Should this plan not be satisfactory, let them be mounted upon one of these new patterned safeties, which are equipped with a small Maxim gun, faced toward each other, say a half mile apart, and then at a given signal ride at each other, firing as they approached, firing to be kept up until one or both had placed a debt of gratitude upon the world by being killed. Perhaps though, both of these plans are too complex, too expensive, too dangerous for my French fire-eater, and the easiest and best way out of it is for us to chip in and see if we can't get up enough money to tempt the fool-killer to begin making up lost ground in France, beginning with these two idiots.

A FRIEND writes me that James Revell is running a cheap theatre somewhere or other in New Mexico. This fact may not prove very interesting to many of my readers, for the reason that Smiling Jimmie was a feature, both costly and unique, in cycling, before the time of many of those now riding. Revell was an Englishman, who drifted over here because the climate was good, the pastures of prospect newer and greener than they were in Albion; he declared that he came for the good of this country, though there were those who said that it was a more personal motive induced him to cast his lot with us poor benighted Americans; be that as it may, Revell came, saw, conquered, and skipped. New York was the place he chose for his first field of operations; the field was rich, the wheelmen enthusiastic and soft, the plunder speedy and successful, and we knew James no more. Beginning as an instructor for Rollins, he soon ingratiated himself into the good graces of everyone; cheerful, light-hearted, and as irresponsible as a child, no one could help liking him, or suspect him of any deliberate intention to defraud anyone; he simply did so in the same way that a child would steal jam, not criminally, but, nevertheless, successfully. From teacher of riding, to doing the wheel notes upon a small weekly called the *Courier*, was but a step upward, or downward, it is hard to determine which, and then James' chances for making a *coup* broadened. Upon the assurances of Revell that the time had come in New York, wheeling when we should arise and in our social pride smite the souls of the 400 with envy, we determined to give a ball, or rather Revell did, and we agreed to pay for it. We carried out our part of the programme, we paid, and paid liberally, but he only carried out the money he had collected from us, and when we went to the hall at which the event was to have taken place, we found it dark, and an irate proprietor on guard at the door, who declared no money, no fun, and requested us to pay in advance in case of fire, or otherwise he would have to keep us standing outside in the rain. We talked with each other, argued with the proprietor, and collectively and individually blessed the missing Revell, but the falling rain drowned out alike enthusiasm, argument and disgust, and we eventually went home, agreeing that you were not always sure of having been to to a ball until the band played "Home, Sweet Home," and the lights were turned out. Afterwards the missing manager returned, pleaded poverty and misfortune for his actions, was forgiven by many of us, and he started over again as an originator of a female beauty show as a dime museum attraction, but again tempted, he again fell, and until this I had not known whether he was dead or alive. Revell was a character in his way, expensive to us pioneers in wheeling, but then in his own peculiar fashion a necessity to us, since he enabled us to cut our eye-teeth at an early age, and in a manner that made New York ever afterwards an unprofitable field for wheeling adventurers to exploit in. I hope that Revell will not fail to remember that the climate of New Mexico is not suited for any similar line of action to the foregoing on his part, as the inhabitants have an unpleasant habit of hanging a man first and trying him afterwards, that makes the matter of conviction or acquittal one of no special interest to the accused.

WHEN the history of '91 comes to be written, I wonder if the events to be then recorded will be as favorable to cycling as those of its predecessor were; if they are, then the advance of cycling will indeed be beyond compare, but I much fear that the boom of inflated and cushioned tires will not be followed by any other marked improvement in the speed and comfort of the wheel; but who knows; only a fool will attempt to foretell what the future will bring forth in the world of wheels, and any one who values the reputation they may possess is not going to be caught in any attempt at prophesying in regard to any such uncertain thing as the possibilities of the wheel.

I MET a rider one time in the South, who had an original idea of what an amateur was. It appears that at the county fair a set of races were held for cash prizes varying from ten dollars down, and my informant was the winner of one of them, and another local light carried off the honors of the other. The managers of the fair then tried to get up a race between the two, when my acquaintance declined to compete because he said the other rider was a professional. Here was something that none of the officials ever heard of, and they asked him to explain how, when both he and the other rider had raced for money on the day before, that he remained an amateur and the other fellow became a professional. Putting his hand in his pocket he pulled out a savings-bank book and showed that he had that day deposited $10, the amount of the prize won, while he scornfully said the other man had "spent his money,' and that was the difference.

PENNSYLVANIA.

"ARIEL."

THE first head to fall under the recent sentence of the Racing Board is that of W. F. West of the Century Wheelmen who was accused of having sold a bicycle won as a prize. The notice of his expulsion was sent him last Friday. I had a conversation with Mr. Gideon, the Philadelphia Representative on the Board, in which he expressed the opinion that several others would follow West, although a number of the other men would in all probability be reinstated.

THE receptions given by the Century Wheelmen, Quaker City Wheelmen and Park Avenues on New Year's Day were the most successful yet attempted in this city. All day long the three club houses were thronged with visitors. Situated as they are within a radius of two or three blocks, a constant stream of wheelmen strolled from one to the other, in each case partaking of the cheer that had been provided. And then in the evening the crowd united and overflowed upon the defenceless quarters of the Oxfords, who good naturedly attempted to squeeze them all into the house with the usual result, but it was a happy party, and the evening passed merrily.

MR. W. S. MCCARTY of the Pennsylvania Bicycle Club, who has been connected with the Baltimore and Ohio Railroad some time, leaves this week to take up his residence in Irwin, Penn., a new industrial town near Pittsburg. Mr. McCarty will probably join the Keystone Bicycle Club of that place, to which he will be a valuable adjunct.

NOW my dear "Flyer," do you know I think it very unkind of you to bring up against me an illustration of long ago as apparently of the current period. When I spoke of "that small but growing club recently formed in the vicinity of Broad and Columbia avenue," did it not correctly describe the C. C's? But that you know was ever so many moons off, and the vigorous growth of your club has been noted with great pleasure by yours truly.

TAXIS and Zimmerman propose to ride as a team on the tandem bicycle this coming season, and with practice they ought to make some of the others hustle. Their successful attempt on the five mile road record made over the Lancaster Pike course last fall was done the second time they had mounted a machine together. The news of the removal of Zimmerman's suspension was received with great pleasure in this city, where he has many friends.

THE Century Wheelmen claim credit for the largest club run for the year. On New Year's Eve twenty men under the leadership of Captain C. W. Dalsen, braved the snow and ice with which the streets were covered, riding to the park entrance and back to celebrate the advent of '91. The Park Avenues were there also, as more than one weary sleeper discovered upon being aroused from his slumbers by the wails of the calliopes and the shrieks of the club yells, and with them came representatives of a number of the other clubs, all of whom contributed their share to making night hideous.

THIS week the Quaker City Wheelmen have a whist tournament at the club house; the annual meeting and election of the North West Wheelmen comes off; and the Time Wheelmen hold their theatre party at the Chestnut Street Opera House.

THE European tour mentioned by me in last week's issue has developed into an assured fact; President O. F. Bunnell of the Park Avenue Wheelmen is the projector, and it has been decided that the party will leave May 5th for a two months' jaunt abroad, returning in time for the League meet, which is now thought will be held in Detroit the beginning of July. A number of names have already been secured—nearly all of them Park Avenue men by the way—and it is thought that quite a pleasant little party can be made up. It is more than likely that Draper of the Athletic Club Schuylkill Navy and Park Avenue Wheelmen may accompany the tourists, in which case he will probably get himself in condition and do a little racing while across the water.

THE Century Wheelmen—whose entertainment committee is nothing if not original—are proposing for their delectation and that of their many friends a novelty in the entertainment line, being nothing more nor less than a regular minstrel show, which is to be held in the wheel room on the 16th of this month. Lew Simmons, one of the old timers in minstrelsy, will contribute his mite toward the evening's pleasure.

NEW HAVEN.

"ELM CITY."

A VERY enjoyable time was had at the club house of the New Haven Bicycle Club Christmas Eve when a Christmas tree was enjoyed by the members. Everybody had a present on the tree, and some two or three; the presents were not valuable, but were hits on the different members. Mr. Thompson, our President, who is a temperance (?) man got a snake and a bottle of wine, and others equally good and appropriate were greatly enjoyed by the crowd, before which each member had to open his gift.

THE Rovers Club here also had a Christmas tree for its members, the presents being distributed New Year's Eve. They number about eighty now and are a League club. Mr. Geo. F. Booth, President of the Rovers, has been appointed a Representative at large.

WITH the commencement of the New Year the New Haven Bicycle Club changed the manner of conducting club business; instead of a monthly meeting of the club, all business is now transacted by a Board of Governors composed of eleven men. The officers were elected for the ensuing year.

CONSIDERABLE interest is taken in the games of the Connecticut Wheelmen's Polo League. Bridgeport leads at present, Hartford and New Haven tied for second place, and Meriden third. The Bridgeports have the best team in the League.

PAULINE HALL plays here Saturday evening, January 10th, and a theatre party from the New Haven Bicycle Club of fifty will attend in a body in uniform.

BROOKLYN, N. Y.

"TREB."

UNDER the heading, "Notes of Interest," the Chicago *Bearings* says: "The Brooklyn Bicycle Club has withdrawn from the League." Pray enlighten we Easteners how this is to be defined. The Brooklyns left the L. A. W. some years ago, and are now members of the Wheelmen's Bowling League, with no idea of resigning. A club whose name began with a B left the League in Buffalo a short time ago.

THE euchre party and dance to be given by the Brooklyn Bicycle Club on January 26th, will take the place of the cotillon which the club had intended giving.

AT the annual meeting of the Riverside Wheelmen last Friday evening officers were elected for the year 1891.

THE Orange Wheelmen at their meeting on Saturday evening elected officers for the ensuing year.

WEARING a well feigned smile William F. Murphy, of the New York Athletic Club, is met around New York most every day, and in conversation appears to the casual observer entirely indifferent as to the outcome of his case, but this is not really so, as W. F. Murphy is one of the most anxious of men as to how his case will be disposed of. He is particularly wrathy at present over what he calls being misrepresented in an interview in one of the New York City dailies, where he says he is quoted as going to raise a fuss if Windle was re-instated, which he says is untrue. The trouble with Murphy is he talks too much; ever since his suspension he has been filling reporters up with matter, I should judge from the papers, and then personally half-denying the matter afterward. The wisest course after all the unpleasant developments during his suspension would be for him to keep very quiet.

CHICAGO.

"WAYNE SCOTT."

TWENTY-THREE resignations from the Washington Club at their last meeting. W. L Whitson, C. E. Graham and G. W. Cornell some time ago committed an infringement of the rules of the club. They were summoned before the Board of Directors to show cause why they should not be punished. This resulted in the expulsion of the first two and suspension for thirty days of the latter. As a special meeting called to accept or reject the decisions of the board, the law and order side were in the majority and the Boards action was sustained. Then it was that twenty-three of the members tendered their resignations and had them accepted so quickly that they were considerably surprised. The club has more than half as many applications for membership now. They will be stronger than ever in the future.

NEW YEAR'S EVE the Washingtons gave a musicale, an informal card party followed and supper was served by Eckhart.

NEW YEAR'S EVE the Lincolns gave their first annual club dinner. The club parlors are 41x17 feet. Two long tables were spread in these rooms and at 10.30 a merry crowd of seventy-five men were seated. A good old fashioned turkey dinner with all the "fixin's" occupied their attention until nearly the close of '90. Toasts (dry) were answered to by different members. 1891 was then ushered in with blare of trumpet and sound of guns. For two hours and more following the members indulged in an informal stag party.

THE Illinois Club gave one of their receptions at Martine's West Side Hall, New Year's night. This was their third, and like its predecessors both this winter and last, was a very swell affair. Fitzgerald's incomparable orchestra provided the music. A. J. Street and Miss Oswald led the grand march, followed by full eighty couples. Full dress it was, and the costumes of the ladies were very pretty. Supper was served during the evening.

NEW YEAR'S EVE the Chicagos held a watch night dance at Rosalie Hall. Fifty couples were in attendance and that a good time was enjoyed by all goes without saying. Supper was served in the club house next door.

NEW YEAR'S DAY Munger, Roe, Van Sicklen, Barrett and Thorne rode (?) to Pullman through the mud and rain. Walked might come nearer to the truth. The cause of all this mud slinging was a "hot mince pie and a bottle of wine" at the other end offered by the landlord of the Hotel Florence to the first man in. Birdie Munger was the lucky man; he came in a good ten minutes ahead of the rest.

TUESDAY EVE, Dec. 30th the Englewoods gave a ladies' night. Dancing, card playing, pool and billiards served to pass away a very pleasant evening.

THE Lake Views have raised their dues to $1.25 per month, $1.00 if paid before the tenth. They will devote all their time and attention to securing a club house in the early spring. The Evanston Avenue House they decided not to take on account of the location being too far north.

THE Lincoln Board of Directors have secured the services of Mr. Jno. West as gymnasium instructor. Free instruction in all branches of gymnasium work will be given to club members on Tuesday and Friday evenings. The Lincoln's gymnasium is 50x25 feet and two stories, furnished with everything a first-class gymnasium should contain. President Knapp of the Equitable Gas Co. has proven a veritable Santa Claus, furnishing the "gym" with hundreds of dollars worth of needed apparatus.

THE Æolus Club have an eruption at their next meeting, when

the club will be purged of a number of unruly members. This is the crowd who black balled our Cook County Coroner when he applied for membership, to spite one of the officers for censuring them because they gambled in the club house. The members who will resign will form a rival club called the Columbia Cyclers. They have rented a cottage near the Æolus club house. The Æolus will not be hurt at all by these resignations, as they have good backing and applications constantly coming in.

C. P. SMITH of the Illinois Club is an expert in wrestling. He has formed a class of club members and for two months will instruct them in this art. He will then offer a medal valued at twenty-five dollars, to be wrestled for by members of this class.

THE Illinois Club will give a stag party and athletic entertainment on Jan. 17th. Some time ago they gave an entertainment of this kind which proved so successful that another has been arranged. This club have two nights a week a gymnasium class of from thirty to forty who receive free instruction in all branches of gymnasium work.

NEW JERSEY NOTES.

"PALISADES."

CHIEF CONSUL BROWN has appointed T. F. Merseles, Jr., of Jersey City and John H. Hinners of Edgewater as State Representatives. Both of these gentlemen are enthusiastic League members, Mr. Merseles being one of the older members thereof, and Mr. Hinners, while not so long in the ranks, has proven himself a worker as captain of the Bergen Co. Wheelmen. Mr. Merseles served for a few years as a member of the Transportation Committee, and his good work as a member of that committee is yet fresh in the minds of many wheelmen.

THE Passaic Wheeling Club has widened its scope, changed its name, hired quarters and hustled for new members. Result—name is now Passaic Athletic Club, 119 members, well appointed gymnasium, bath, pool and billiard tables, and a lively interest exhibited by all. As the officers of this club are all wheelmen, it is likely that the wheeling feature of the club will remain prominent.

THE Passaic City Wheeling and Athletic Association was organized much the same way as the above club but some time previous. They have 165 members, beautiful club house, fine gymnasium, bowling alleys, billiard tables, baths and all club blessings. Its social features are most prominent at present.

ABOUT twelve inches of beautiful snow has caused cycling to take a back seat. The article in the last issue was written before the fall of snow.

THE Palisade Wheelmen held their regular semi-annual election for officers this month. Their first reception and ball takes place January 14th, and judging from the number of invitations distributed, it should prove a success.

NEW JERSEY has over 1000 L. A. W. members and was the "Banner" State on renewals at the first of this season. Her members take an active interest in all League matters, and yet it is *true* that New Jersey has never had a Representative on the Executive Board of the League. Why should we not have a representation, and why will not the name of Chief Consul Brown commend itself to the National Assembly as such Representative, or even better as Second Vice President?

SECRETARY J. V. L. PIERSON, of the Bloomfield Cyclers, is wintering in the "Sunny South," at Macon, Ga.

ATTENTION is called to an article in another column by "New Jersey."

DAYTON, O.

"EAGLE."

CHRISTMAS EVE was spent in various ways by the Dayton (Ohio) Bicycle Club members; some going to dances, while others whiled away the evening at the club rooms. However, the majority congregated at the Octo Club rooms, which are in addition to the Dayton Bicycle Club rooms. Here the boys lost control of themselves, playing foot ball with each other, and a game of base ball with dishes, etc. Towards midnight an elegant lunch of raw potatoes, sliced cheese and a few drinks (not beer or Tom and Jerry) was placed at their disposal. After this refreshing meal, indoor sports were again indulged in. Jigs, waltzs, polkas were played on the piano, a great pedesdal act was performed on the stove, and the greatest of all feats, a double hand stand on the billiard table was shown. The boys then departed for home, and none who were there can ever forget Christmas Eve of "90."

NEW YEAR'S the club wished to invite all its friends, and for their sake kept open house. In spite of the mean, damp and rainy weather the club rooms were crowded. A most tempting collatiou was spread in the parlors. A marked feature of athletic and bicycle clubs is the cordiality which is ever present where such men congregate, and the members of this club proved no exception to the rule. "Hail fellow well met" is most manifestly their motto. It was very gratifying to note the presence of quite a number of ladies—friends of the wheelmen and their trusty steeds.

SEVERAL selections were rendered on the mandolin and guitar by Messrs. Speck and Whiteside accompanied by B. Gerber on the piano, which were pronounced excellent by the enthusiastic audience. Several ladies also entertained the company with vocal and piano music.

THE rooms were tastefully decorated with cedars of every description draped from window to window, and graceful festoons of cedars were suspended from the chandeliers and ceiling. Clusters of palm leaves waved good cheer from their places on the walls. Evergreens of every description drooped from cabinets and pictures and every available nook evidenced the decorative taste of the entertainers.

ABOUT four o'clock in the afternoon a number of the members of the Jefferson, Jackson and Garfield clubs, headed by a lively drum corp, paid their respects to the Dayton Bicycle Club and mingled in the festivities. Mr. Nolan on behalf of the visiting clubs made a few brief and appropriate remarks, expressing thanks for the cordial reception, which was answered by cheers of the bicyclers.

EVERY visitor was presented with a beautiful souvenir in the shape of a beautiful bow ribbon of the colors of the club—"orange and blue"—on which was printed the following: "Happy New Year, 1891—Dayton Bicycle Club."

THE attendance was about 800 during the day. As the guests dispersed, expressions of appreciation of the efforts of the club and well wishes for a prosperous New Year were heard on every side.

DETROIT.

"JUDGE."

CLARENCE (Luggage Carrier) SMITH is already booking tourists for his European tour next summer. The number will be limited to twenty-two. Passage is engaged for that number on the City of Berlin, leaving the 29th of July. Eight persons have already agreed to go. Chief Consul Richmond and wife and Griff are among the number. The cost for 80 days will be $300. The following is a summary of the tour: Start at Liverpool, England, to Birmingham, Coventry, Warwick, Kenilworth Castle, Stratford-on-Avon, Oxford, London, New Haven, across the Channel to Dieppe, France, Rouen, Paris, Geneva, Lucerne, Strasburg, down the Rhine, Cologne, Brussels, Battlefield of Waterloo and Antwerp, Oct. 3, and home via Red Star Line. To all who go on this tour with this veteran wheelman I can assure a grand time. He is full of fun, an excellent companion, and business from the word go.

FOR the last few Sundays Griff has been giving Sunday afternoon talks. It is hardly necessary to comment on them; everybody knows how Griff can talk. I wish to give Mr. Jos. Bressler and brother great praise; their stereoscopic views greatly increased the force of the speaker's descriptions. In last Sunday's talk a view was shown of one of the many pools in Yellowstone Park. Lawson in all sincerity asked "if fish lived in these pools." Before the speaker could reply Engells cried out, "ah, yes, *Pool* sharks!" A roar greeted this sally, and Engells will hereafter be called the club wit.

A LETTER from a well-known Boston wheelman is published elsewhere in these columns. It is a better reply than I can make to the attack made on me by 14,562, and attack that showed mean, low malice and green-eyed jealousy on the face of it. By the way, if the gentleman (?) has been "bone-whacking" such a great length of time, how is it that he has such a high number. This one statement brands him as a man not regardful of truth. I might add that the letter referred to was a complete surprise to me, as the editor can certify it was sent to "Judge," in care of him, and then forwarded to me. "Pegasus," I thank you.

NEW YEAR'S was spent very quietly here. At midnight, as the new year came in the boys congregated on the club house steps and gave the club yell several times and three cheers for Detroit in '91, and then repaired to the "lower regions" of the club and ate and drank to the health of "Billy," the janitor. It rained steadily all day, but to-day is snowing heavily.

To every League Club and to all the other unattached clubs we could get track of the club sent a New Year's greeting. If your club did not get one it is a mistake; send us the address. [We received one, and it is a most charming little souvenir.—ED.]

AT the Sunday afternoon "talk," word was received of the supposed mortal illness of Miss Emma Abbott, an honorary member of



IT IS A FACT

THAT YOU WANT AN

Eagle Mileage Book

FOR 1891.

Our mileage book for 1890 was so popular and so much appreciated, that we shall issue it again for 1891, and on the same terms, viz: *Free to all on application.*

Do not stand on the order of your coming, but send in your name, and at the same time remember that

YOU ALSO WANT AN EAGLE

FOR YOUR 1891 MOUNT.

The Eagle is so popular and so much appreciated that we shall continue to sell it at the same price, viz: $135.

The Eagle and the Mileage Book go well together. On the one you can make the fastest time and cover the greatest number of miles, and in the other you can keep the best record of it.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

ROVERS GOT FORTY-SEVEN PRIZES

At the Leading Bicycle Tournaments this Season, the RESULT OF PROPER CONSTRUCTION.

General Western Agents
FOR THE
CELEBRATED
Garford Saddle.

Our Line for 1891 will be more elegant than ever.

PNEUMATIC
—AND—
CUSHION TIRES,
HOLLOW RIMS,
TANGENT SPOKES,
and BALL HEADS.



Get our prices on Sundries before placing your orders with any one else.
* *

SIX STYLES
—OF—
ROVER ROADSTERS,
Ranging in weight, from 35 to 48 pounds.

ROVER RACERS
WITH
PNEUMATIC TIRES.

THE FINEST LADY'S SAFETY EVER PRODUCED.

THE JOHN WILKINSON CO., Sole Importers, 269-271 State St., Chicago.

SOMETHING ELSE TO LOOK OUT FOR.

During last year we had considerable to say concerning small steering wheels. We will have quite a little more to say on the same subject in '91. True, it is early, very early during the new year, dear reader, but early as it is, we urge you to keep your eyes open for the proverbial straws which make their appearance along about this time. There will be many of them fluttering in the breeze and every one of them will contain an object lesson. You will see many "positively perfect" wheels of last year so changed as to mystify you; you will see an abundance of "only (on paper) practical spring frames;" you will see the first wheels of many new makers, and, if you are keenly alive, you will notice that they are very generally built with small steering wheels; you will notice, too, if you are wide awake, that more than one of the older makers will present small steering wheeled safeties. There may be "ifs," and "buts," and ' ands" connected with it, but the small wheel will be there just the same. And, reader, you will be sensible and logical, and you will draw your own conclusions from all this. We want to send you our new catalogue, too. We want you to study the lines, the design, the principles of construction and general make-up of our wheels. It does not necessarily follow that you will purchase either a Rambler or a Champion, but the book will interest you, of that we feel sure. It may set you to thinking,—it may create a desire to try our wheel. If it does no more, we will not carp. The catalogue is large, it is comprehensive, it is artistic. If you desire a copy, drop us a postal; we'll do the rest.

GORMULLY & JEFFERY MFG. CO.,

NEW ENGLAND BRANCH HOUSE:
178 COLUMBUS AVENUE,
BOSTON, MASS.

FACTORY AND PRINCIPAL OFFICE:
222-228 N. FRANKLIN ST.,
CHICAGO, ILL.

CHICAGO RETAIL STORE, NO. 85 MADISON STREET

the Detroit Wheelmen. Miss Abbott is greatly beloved by every member of the club, and a motion was immediately put and carried, ordering a message of condolence wired at once. "Griff" spoke feelingly of her beautiful character and useful life, and a silent prayer was wafted up to heaven from each heart, praying that she may stay a little longer. [Miss Emma Abbott died at Salt Lake City, January 5th.—ED]

I YELL
From break of dawn to set of sun,
Hurrah for Detroit in ninety one.
ALL'S WELL.

NORTHERN CALIFORNIA

"S. F."

DETROIT "Judge" is about right; we do sometimes (particularly after reading the accounts of sleighing, skating and winter parties in the merry East), long for a little ice or snow just for a change. And how like a lot of insane people the people here in San Francisco do act when once in seven or eight years we do have a little fall of snow. Men, women and children get out and snowball each other, even the very dignified members of the City Council. I remember having seen a grave and reverend City Father throwing snow balls near the City Hall, and a very good shot he was too. He learned, I suppose, when he was a boy Do you know I believe the wheelmen of this coast would be far more enthusiastic in cycling matters were we compelled to stow away our wheels (not "silent steeds" this time) for three or four months every year, instead of being able to enjoy a ride almost any day out of the 365. Between the showers in the fall and spring is really the most delightful season for wheeling with us, as the sun is always at its best, warm and pleasant, and the roads usually in No. 1 condition.

THE Bay Citys hold a smoker the third Saturday in January. Needless to say a good time will be enjoyed by all attending. Probably the musical team of which we have heard so much will make its appearance then.

WE note from a circular recently issued by the Bay Citys that they intend holding a series of road races during the spring, being for their own members only; one or two scorches each month; also that they have changed their old time suit of gray to one of dark green, with very plain trimmings, and very similar I believe to that of the Harlem Wheelmen. They on the second Tuesday in January also start another whist tournament. This with their billiard matches, etc., ought to keep them busy for some time.

THE Oak Leaf Wheelmen of Stockton held a "high jinks" for their members some time ago, and judging from all accounts was highly satisfactory to all interested. The club has a membership of about seventy-five, partly social members, and is in a very prosperous condition, They have changed their club rooms from Hunter street, where they were when the last meet was held at Stockton, to Masonic Hall. We wish them all success in their new quarters.

THE Division Officers are travelling in hard lines from all accounts that reach us. It is a pretty hard job to "draw blood from a stone," more particularly so when the "stone" happens to be a hard one and don't want to be "drawn," and certainly without money the Board can accomplish but very little. The members of the Division, at any rate those who received so much benefit from the League last year, ought to be willing to "pungle" a little as suggested in the Secretary's letter, and so tide the officers over their temporary difficulties.

THE new roller skating rink has had several exhibitions by Maltby lately, and seems to be frequented a good deal by the wheelmen.

NEWS AND COMMENT.

MR. F. T. MERRILL of Portland, Oregon, tells the following story on himself. It seems that when he concluded to come East a brother of his gave him a list of some thirty relatives whom he was charged to visit. As the relatives named were rather scattered, Mr. Merrill felt as he was reading the list that he had a contract on hand, but when the final instructions were read to the effect that he "get off at Bucksport, Me., and visit a graveyard containing the remains of many of his ancestors," Mr. Merrill collapsed. "In the name of old Boreas himself" said Mr. Merrill, "did my brother expect me to shovel through five feet of solid snow and brave the blasts of a Maine blizzard with the thermometer at 'steen below zero? I'm fond of excitement and I have the utmost respect for my ancestors, but for whom I would not be in existence, but I *do* draw the line at burrowing in the snow in order that I may be "exhilarated" at the sight of my ancestors' graves. I have enough *live* relatives to engage my leisure time pleasantly."

WE are in receipt of the following mileage records: Mr. A. M. Beers' (of Everett, Mass) riding record for the past three years 1888, 6888; 1889, 8549; 1890, 5565. Mr. A. W. Swan of New Bedford has a record of 6055 for the year 1890.

MR. F. T. MERRILL of Portland, Oregon, is in Boston this week on business. It is now some four years since Mr. Merrill was East and the kind of climate he finds here does not come up to the Oregon kind.

AMONG our cycle exchanges there is none more welcome than the *American Athlete*, published and edited by that brightest of cycling scribes, Arthur H. MacOwen. The success of the *Athlete* under Mr. MacOwen's fostering care is deserved, and we wish him and his paper continued prosperity.

THE following from Hawkshaw: "Dr. Richardson in a recent lecture advised cycling for lunatics; in doing so the doctor probably thought he was advocating something entirely new, but he wasn't. Cycling has always had more than its just share of them, and we who are sane owe Dr. Richardson no thanks for his endeavor to increase the number of them. Who that is charitable can look upon the ballet dancer rider with his frame clothed in tights as anything else but a lunatic; surely he is not sane? Who, but one demented would race through a crowded park or city street as many wheelmen do? Who but an idiot would deck himself out in all the colors of the rainbow, and with ribbons flying, parade before the public like a strutting jack-daw, imagining that the onlookers admired him? These are but a very few of the most aggravated specimens of lunatics that cycling is burdened with, but goodness knows, even this small list is large enough, without anyone advocating any increase of it. If Dr. Richardson really has any kindly feeling towards either cycling or lunatics, let him show it for both by advising lunatics to forsake, not adopt, wheeling."

THE monthly meeting of the Cyclers Social Whist Club of Malden and Everett was held last week Monday evening at the residence of Mr. Gilbert McArthur, Oak Grove, Malden. The first prizes were awarded to Miss Beers and Mr. Kirkwood, and the second prizes to Miss Dillingham and Mr. Beers. The next meeting will be held Monday evening, January 26, at the home of Mr. Sam'l Dillingham, Vine street, Everett.

W. S. MALTBY is in Portland, Oregon; he is giving exhibitions of fancy riding in that city and Seattle.

THE following pretty sentiment is the subject matter of a beautiful Christmas and New Year's card received from Mr. Henry G. Priest of the Quadrant Tricycle Co.

"True friendship lives
And lives forever,
And chance and change
Shall reach it never."

To our New England readers: We are watching our mailing department carefully, and we find that if there be delay in delivery it is not the fault of the mailing department, but that the delay is somewhere in the post office. The Boston post office officials assure us that they are forwarded from this city promptly.

THE "Club Grumbler" sends us the following: "Seventeen members of the Norumbega Wheel Club of Waltham, Mass., slipped up to Bailey's at South Natick from Waltham the other night over the old familiar road. Music, singing, recitations and eating made the hours glide pleasantly by until near midnight when we "glode" rapidly home, well pleased with the first of the series of winter cycling meets. The supper, by the way, was one of Bailey's usual "feeds." The piano, however, seemed to be a trifle flat in the six upper octaves; the lower octave we forgot to notice, so do not care to make assertions concerning that part of the instrument.

THE annual banquet and election of officers of the Binghamton, N. Y., Wheel Club occurred on the evening of January 1st. After the appointment of road officers by Capt. Earle the members present adjourned to Fowler's Cafe where an elegant spread awaited them, and it took the boys two hours to do the meal justice. Landlord Fowler, who is a valued member, had decorated the dining room very tastefully with the club colors, and every one went home declaring they would be on hand at the next annual. The club has a large membership, and it is expected that in a few months it wi become an L. A. W. club.

AN Irish bull by an Irish paper is appropriate, quoth the *Irish Cyclist*, as follows: "Bicycles will be useful in war because a man *riding* one can *run* away without being heard!"

A WRITER from Cincinnati, signing himself "Non-Contestan , takes the following item from our paper: "So far as heard from, F. J. Allsup of Cincinnati, Ohio, stands at the head of the mileage

record scorchers with the very tidy figures of 9808 for six months' riding, from May 1st to Nov. 1st. His opponent (name not given) rode 7500 miles in the same time." "Non-Contestant" then proceeds to analyze the claim made by Mr. Allsup of 2670 miles for the month of October. "There were 31 day in October, out of which it rained at least 7, leaving 24 riding days; assuming, however, that the longer rides on 4 Sundays would compensate for time lost on 4 rainy days, 28 days remain in which this 2670 miles could be ridden. This requires an average of 95.4 miles per day, which we will assume was ridden at the rate of 12 miles per hour (pretty fast riding for the time and distance.) Each day, for four weeks, must have been spent somewhat in this wise: Work, as claimed, in business, 9h.; noon hour (without riding), 1h; to and from work, 30m.; dressing and undressing, three times a day, 1h.; breakfast and supper, 40m.; bath and rubdown before retiring, 20m.; 95.4 miles riding, 7h. 57m.; sleep, 3h. 33m.; total, 24h. The person believing that this can be done by any living man is a fit subject for an inquiry as to his sanity. If the rider never ate, washed or dressed he would have but about five and one-half hours for sleep!! I know that some people at first believed that the 'Big Six' from Chicago rode from Indianapolis to Cincinnati in one day, but that is mere 'baby's play' compared to this alleged performance."

ERNST VON MEYSENBURG, son of Baron Von Meysenburg, the Austro-Hungarian Consul at New Orleans, collided with a street car, Dec. 29, and was instantly killed. The boy was a beginner, and in racing with other boys he lost control of his bicycle, and colliding with the car he fell under the wheels and was crushed to death. The car driver was exonerated from blame.

CAPTAIN DIMON of the Century Wheelmen is addicted to black tights (Hawkshaw please note), and on the occasion of the club Christmas tree he was given a very pretty ballet dancer's skirt.

HAVE you ordered a copy of "Cycleland" by "Secretary"? The most delightful series of sketches ever published, fifty cents, Wheelman Co., 12 Pearl St., Boston.

THE New York *Express* says: "If there is one thing beyond another which seems to get a driver's blood up, particularly if he is young, it is to have a bevy of bicyclists hover around him as he trots along through the park, keeping alongside without apparently any undue exertion, and darting past his horse when so inclined with the greatest ease. It takes a good horse to get away from a wheel, and cyclists know it."

THE Berkshire County Wheelmen, of Pittsfield, Mass., have sold out their lease and personal property to a temperance and literary organization. The purchase includes the furniture, billiard-tables, etc., formerly owned by the wheelmen.

MR. A. G. MOTT is mentioned prominently as a candidate for Vice President of the L. A. W. Well, what is the matter with Mott? Can any one say nay to the nomination?

ZIMMERMAN, so the *Ledger* of Philadelphia says, will commence suit against the paper which first started the story of his selling that race at Washington.

MR. F. WHITE, of the White Cycle Co., has returned from Europe after an extended stay "over there."

"THE Melbourne bicycle club has framed a new amateur definition. A man may accept money and still be a 'Simon pure,' only those who actually live by their winnings being considered professionals. Melbourne is evidently the place for our suspended racing men."—*Exchange.*

MR. ROBERT P. SCOTT speaks of the use of the bicycle by ladies as the "most daring innovation." It may be daring, but it is an innovation that has come to stay and increase.

THE annual meeting of the National Assembly will be held at Willard's Hotel, Washington, on February 16

THE uniform committee has selected a very neat cloth for the new L. A. W. uniform, and Divisions may now appoint League tailors to make it up. It is very probably that every large division will have a tailor of its own, while there will be as before a National tailor to whom any person may send orders. The Secretary will sell the cloth the coming season.

THE proposed basis of amalgamation between the Citizens' Bicycle Club and the New York Athletic Club is as follows: That the Citizens' Club consolidate with the New York Club. That as soon as the consolidation is effected, the members of the Citizens' Club shall become active members of the New York Athletic Club. That the present club-house of the Citizens' Club shall be maintained for three years after the consolidation, and that it shall be open to the members of the Athletic Club, as the Athletic Club building will be open to the members of the Citizens' Club. At the end of three years the present club-house is to be given up.

MR. ISAAC B. POTTER called in this office last Tuesday on his way home from Portland, Me., where he had been confined by sickness for some two weeks. Mr. Potter left New York about Christmas to indulge in a little hunting in the Maine woods. Just before starting he fell and hurt himself, as he thought only slightly; the injury, however, proved more serious, and instead of proceeding on the hunting expedition he had to go to bed. He is O. K. now, though he does not like going to Portland to be sick.

MR. W. F. WEST of Philadelphia is adjudged a "professional" for selling his prizes.

THE Clark Cycle Company, of Baltimore, Md., January 2, made a deed of trust for the benefit of creditors to Thomas R. Clendinin, trustee, who gave bond in the penalty of $30,000, indicating assets at half that amount. The trustee stated yesterday that the liabilities would not be in excess of the assets, and that the company would be enabled to pay its obligations in full. Capt. Philip R. Clark is a preferred creditor to the amount of $15,087.65.

C. H. Peck of 105 40th street, Chicago, claims a mileage record of 7,000 miles for the year 1890.

THE annual ride of the New York Wheelmen to Tarrytown to secure the bottle of wine offered by the proprietor of the Franklin House brought out about twenty men, representing the Harlem, Citizens, New York and Riverside Clubs. The start was made at midnight. The roads were horrible; only half a dozen men finished. The first three men in were R. B. Morrison, Geo. M. Nisbett, Geo. H. Bird.

"*In statu quo*," that is the condition of the suspension cases.

"SECRETARY'S" charming collection of sketches under the title of "Cycleland" is meeting with a ready sale. "The best thing of the kind ever published." Fifty cents, Wheelman Co., 12 Pearl St., Boston.

MR. H. T. HEARSEY of Indianapolis, Ind., was in Boston this week. He called on us and reported business in his section as being most promising for the coming season.

THE Manhattan Athletic Club and the New York Bicycle Club are informally negotiating an amalgamation scheme. The matter has not yet received the official notice of either organization.

MR. E. F. LECATO, late of the Clark Cycle Co., Baltimore, has accepted a position with A. G. Spalding & Bros. of Chicago. Mr. LeCato will have charge of the Chicago cycle department of that firm.

CHIEF CONSUL MOTT'S name appears as one of the stockholders of the Clark Cycle Co., and much unnecessary sympathy has been extended to him over the supposed heavy loss in consequence of the suspension of the Clark Cycle Co. Considering the fact that "Good old" Mott is only interested to the extent of a $10 share of stock, we do not imagine his family will suffer for want of the necessaries of life.

THE good old Syracuse (N. Y.) Club will hold its annual banquet on Monday evening, January 19.

CHIEF CONSUL HOLM of Missouri sends out his "compliments of the season" in the form of a handsomely engraved card. Same to you Robert.

ABOUT forty of the workmen at the Union Cycle Factory in Highlandvile, have started a new cycle club, and a meeting for the choice of officers will be held next Saturday afternoon.

MR. NELSON A. BRADT of Johnstown, Pa., started on January 1st to roll up a year's mileage of 10,000 miles for 1891. Mr. Bradt has cut out a task the performance of which we do not envy him.

"SECRETARY" sends us a little "reminiscence" with his compliments to "Munchausen, Jr." It will appear next week.

THE good results to be derived from a wise highway improvement law are exemplified in Union County, New Jersey, where such a law has just been given a fair trial. At an expense of $10,000 per mile nearly thirty miles of country roads have been put in fine condition, and as a result where people were leaving on account of the bad roads the population is now increasing. The expense has been provided for by the issue of long term bonds, thus rendering payments easy and distributing the burden upon future as well as present users of the road.

THE Zig Zag Bicycle Club of Buffalo, N. Y., will hold its fifth grand ball at Orpheus Parlors, Music Hall, on the evening of January 15. We desire to acknowledge receipt of complimentary.

THE Hyde Park (Mass.) Ramblers held their second select assembly in Everett Hall last Wednesday evening. We regret we could not avail ourselves of the kind invitation to be present.

RICHARD DAVIS has accomplished a feat which is not likely to be soon equalled. He has won the one, five and 10-mile championships and the great Australia wheel race, the value of his prizes being about $4000.

"CHAIRMAN DAVOL'S BOMB".

Editor Bicycling World: The explosion of Chairman Davol's bomb seems to have excited every fellow in the wheeling world who possesses a pen to seize it and write something on the subject. In all the mass of this literatur that has come under my notice the writers seem to take it for granted that the men now under suspension are solely to blame, and no one attempts to look beyond them and locate where it may belong the responsibility for the existence of a state of affairs that has made these suspensions necessary. I am, therefore, also impelled to take up *my* pen and say my say, hoping to open up a new line of discussion, and possibly do some good.

Many wheelmen who have had the best interests of the sport at heart have watched for years past, with feeling of regret and alarm, the gradual lowering of the amateur standard in the minds of large numbers of riders, and the lack of consistent effort on the part of League officers to check the tide.

In every group of wheelmen, whether organized as a club or not, are many unruly fellows who have been playing fast and loose across the dividing line between amateurship and professionalism; divided in their affections, by their enjoyment of amateur standing on one side and their love of professional gain on the other. Such men cannot or do not of themselves make that nice distinction which governs the true amateur and keeps him so far away from the line as to be above suspicion.

They have constantly trespassed on forbidden ground, and when reminded of it and warned that such actions were in violation of the rules they deride the rules and express their contempt for the officials who should enforce them.

The examples they have set and the impunity they have enjoyed has been highly detrimental to the sport, in that it has disgusted all thinking men, and caused many who have become hopeless of a remedy to withdraw from League membership; while the more thoughtless elements dazzled by the successes and imbued with the spirit of contempt for authority of the law breakers, have set their standards accordingly.

Now in my opinion the responsibility for this state of affairs rests very largely, if not altogether, on the League officials, particularly on the Racing Board which has by its past actions fostered and brough about, unconsciously perhaps, the very conditions that it is now seeking to remedy. It is governed by a splendid set of rules, as clear and explicit as they can be made.

Has the Board lived up to these rules itself, or sought to enforce them uniformly on others?

Has it not rather by its own past weakness in the infliction of penalties, or when inflicted by their remission in violation of a rule or by-law that seems absolutely prohibitory, done much to bring the rules and the Board too into contempt, and invite the very delinquencies it now wishes to stop.

I have in mind particularly the practice of reinstating men who, having once been convicted of professionalism were expelled from the amateur ranks. I cannot from memory call off all the names of men in this category, but as examples can mention Prince Wells, Percy Stone, George M. Hendee, Grant Bell, F. F. Ives, E. P. Burnham and Charles E. Kluge.

This practice of the Board has been indulged in so many times and in such questionable cases that the only corrective measure in its control has lost its influence and force, and rank delinquents have boasted openly that suspension amounted to nothing serious, as it was no trouble at all to get back into the amateur fold.

How often, when declaiming and protesting against petitions for the restoration of a man who had deliberately made a professional of himself have we been met with the argument that he was no worse or not so bad as so and so, or so and so who had previously been re-instated.

In fact I have it from good authority that this is one of the stock arguments in the Board itself, and its members undertake to justify a present wrong action on the ground that the Board had previously committed an error as grievous or even worse than the one under contemplation. This of itself is enough to merit serious consideration, but the real question I think lies deeper.

How can a man who has once forfeited his amateurship be restored to his original standing in the League? By what authority or power does the Board undertake to restore to a man that which under the rules he has deliberately destroyed?

Amateurship once forfeited, is, under the rules, as much beyond recovery as the virtue of a fallen woman. It may be regretted, and repented of, but for all that it is gone. Article III, Section 9, of the constitution defines an amateur as follows: "An amateur is one who has never engaged in, nor assisted in, nor taught cycling, nor any recognized atheletic exercise for money, or other renumeration, nor knowingly competed with or against a professional for a prize of any description."

Now when an amateur is defined as one who has *never* engaged in, etc., it cannot mean one who *has* engaged in and *then repenting of his action seeks to evade the penalty.*

The language is plain, clear and strong; leaving no room for repentance, and certainly conferring no pardoning powers on the Board.

If it means anything at all it means that a man who has once become a professional must remain so until the Constitution and By-Laws are amended, and I question the power of the Board to forgive or condone his offence and restore him to amateur standing. Article IV of the By-Laws, Section 7, paragraph C, says:

"It shall be within the province of the Racing Board to receive the request of any wheelman for re-instatement as an amateur to make full inquiry and to decide the case upon its merits. A unanimous vote shall be required for re-instatement." I understand this to empower the Board to investigate such cases as may come before it, and if satisfied that the applicant has been *wrongfully convicted* to undo the wrong and re-instate him.

I do not think it confers any such general pardoning powers on the Board as it has exercised in the past, and if this is so the legality of many of its re-instatements may well be questioned.

It gives the Board power to right an injustice, but not to pardon an offence.

Under the present Constitution and By-Laws, amateurs only are eligible to membership, and as amateurs are those who have *never* been professsionals, the League itself cannot legally restore a professional to his amateur standing.

In the present crisis are not some of the questions here raised well worthy of consideration? They lie close to the root of the evil, and I should much like to have the views of others, especially our old and reliable wheel horse "Hawkshaw."

I do not wish it to be understood that this criticism is levelled at all the members of the present Racing Board. Most of them are new men in their positions and are not therefore responsible for the action of their predecessors, though in some recent cases they seem to have been too much influenced by the precedents established by earlier Boards. Until Davol struck his splendid blow at the evil, the case appeared to be as hopeless as of yore, and those of us who held that amateurship should be like the virtue of Cæsar's wife, above suspicion, could only wait and hope for better things. A champion seems to have been raised up for us at last, and as long as he pursues the course upon which he has entered fearlessly aud without favor to individuals or influence, he will be sustained by the very best sentiment in every amateur organization.

Cleveland, O., Dec. 31st, 1890. WM. A. SKINLLE.

AN OPEN LETTER.

Dear Judge: I have always read your notes in the BICYCLING WORLD with much interest, and have read your remarks about "Griff," and it never struck *me* that there was anything out of the way in the remarks. It now appears that a member (No. 15,462), is "protesting."

If you had spoken ill of a man it would be another thing, but don't stop your praise of your "Griff" just because some one is jealous of his exalted position.

It appears to me that it would be far more gentlemanly in No. 15,462 to have written directly to you instead of publishing his envy.

Hurrah for Detroit in Ninety-one!
For Eighteen Ninety is surely gone;
I live in Boston, but it's my plan,
To go to Detroit, that is, if I can.

"PEGASUS."

"THE SECOND VICE PRESIDENCY."

Editor Bicycling World: I heartily agree with the remarks made by "Veteran" in the WORLD of week before last, in regard to "Giving New Jersey a Show."

The New Jersey Division is fourth in the order of seniority and has always been loyal to the League, even when she sacrificed her own interests by so doing. Her members have held from time to time responsible positions, have proved themselves hard workers and true and faithful to the cause they represented.

New Jersey was among the first, if not the first, in percentage of renewals this year and has increased her membership nearly fifty per cent. She has taken the lead in road improvement legislation and has been most successful, having the finest riding districts of any Division in the League.

To her present Chief Consul Dr. G. Carleton Brown, a great deal of this good work is due. His persistent and persevering efforts and his untiring zeal has accomplished all and we feel sure

that his work for the League would be done with the same spirit and zeal that has done so much for his Division. Dr. Brown has always been prominent in League work and has a host of friends among the members. He has been chairman of the Membership Committee, and of several important special committees in the old days, where, by his justness and straightforwardness he made countless friends. He is among the handful left who have been members of the National Assembly, since the fifth annual meet at Washington, D. C., and was on the ticket for Treasurer at the St. Louis meet but withdrew in favor of Illinois. He has for over four years (not consecutive), been Chief Consul of the New Jersey Division, and the Division is never in such good condition as when under his able management.

We think the time has come that good old New Jersey should be represented on the Executive Committee of the L. A. W. and we know of no one we would rather have to represent us or we think better fitted to fill the office than Chief Consul Brown of Elizabeth, N. J., as Second Vice President of the League of American Wheelmen. "NEW JERSEY."

DETROIT FOR THE NEXT LEAGUE MEET.

MANY of us have frequently visited the City of the Straits by railroad, and some of us have dared the sands of Southern Michigan, while others have, after a pleasant trip over Canadian roads, crossed the river from Winson and come in by that way, but whichever way we go we will all be there at the League meet which will take place at Detroit next July, and so having had the pleasure Christmas week of visiting that city, what I say I hope will be considered appropriate. Detroit has some asphalt streets, and on the whole, quite smooth pavements, while in all directions are nice country roads that are as good as the average roads in this country, and all wheelmen know what that means. The Detroit Wheelmen have a pleasant and interesting club house on one of those broad avenues, and the club is made up of lively, sociable cyclers who are always ready to welcome visiting wheelmen. The drives of Belle Isle make an easily reached ride, and surrounded by the usual charms found in suburban parks, will be a source of pleasure to all riders, while the interesting sights in which Detroit abounds will keep League members busy enough for two days, not to mention the convenient race track which will be the scene of some interesting races; surely we will all be there. Some of the runs which can be quickly taken are a visit to Winson, Manhattan Beach, Brighton, Ypsilanti, up to the Lake and over to the island. Hurrah! for the City of the Straits. "SETAGEC."

CENTURY WHEELMEN (PHILA.) NOTES.

THE total mileage of the Century Wheelmen of Philadelphia foots up 151,300 miles. The names of those who made 4000 miles and better are: Capt. Dalsen, 5042; Lieut. Keim, Jr., 5006; Lieut. Degre, 4500; Theo. Jones, 4426; E. Raymond, 4246, D. M. Keim secured the President's cup with a record of 3497 miles. F. H. Garrigues receives the Spier medal for the highest twenty-four hour record of 181 1-2. The captain's gold medal goes to C. P. Allen, Jr., for attending the greatest number of club runs.

During the year members of the club have won 29 track contests and 12 road events, lowered the 10 mile pike record, the Paoli-52d street record, the Myerstown-Reading record, the Lancaster pike 5-mile record, the Fort Hill record and local single day record for 1890. In a run from Newark to Philadelphia the club made a mileage of 3400 miles, the largest single day record for the year. The membership is now 193 active, 25 associates, four non-resident and two honorary, total, 221. A gymnasium will be built in the spring which will cost $5000. Financially the club is prosperous.

"POORMAN ROAD RACE" FOR 1891.

OWING to the great success of the Poorman Road Race last July 4th, I have concluded to make it an annual fixture in Cincinnati cycling, and wish to announce that the second annual Poorman Road Race will be run from Hamilton to Cincinnati, July 4th, 1891. It will be a handicap race and open to all amateurs. Entry blanks will be ready May 1st. The list of prizes will be larger than last season, and will include several safety bicycles.

J. E. POORMAN.

MEET OF THE HAGERSTOWN, MD., BI. CLUB.

THIS wide awake club (the Hagerstown, Md., Bi. Club) is more than usually awake in making the early announcement as to the dates of the club's tournament. The dates selected are July 2, 3 and 4. See advertisement on page 268.

TRADE NOTES.



THE MULLER TANDEM.
PATENTED BY V. H. MULLER OF NEW YORK.

JUST at this time, when the entire attention of the inventors of cycle improvements seems to be turned to the all absorbing theme of cushion, pneumatic, spring and ball tires, the wheeling public will be somewhat interested at the appearance of a tandem safety, which many competent judges say is sure to be ridden the mile under 2.20 next season.

From the accompanying engraving one can get a good idea of the great compactness attained, and the small number of pieces employed, both of which have a tendency to reduce weight. To give an idea of its simplicity I have compared it with single wheels of several well known makes, and I find it *several inches shorter and lighter than these singles.*

The tandem roadster of the "Muller pattern" has been given a thorough trial by many different riders in and about New York, and in spite of its sixty-four-inch gear with only five and a half inch cranks, it climed in good time all the hills ridden by the ordinaries and safeties, and went ahead of everything encountered on the road.

The frame (on which Mr. Muller holds his patent) can be applied to any size wheel, and made its appearance about three seasons ago, when, fitted with two fifty-six "Expert" wheels, Mr. V. H. Muller and his brother rode it defeating that year Crist and Brown and all other tandem teams of prominence.

Last spring they gave the frame a thorough trial on a pair of fifty inch Springfield Roadster driving wheels, and on it made a tour of Europe where its novel lines attracted much attention among the cycle manufacturers. The Humber Co. made a heavy bid for the patent right in England, but the offer was refused.

This season, the last and by far the most successful experiment was made in connection with a couple of regular "Broncho" driving wheels, and the machine as shown above, is readily acknowledged to be the fastest, neatest and most perfect tandem cycle ever produced. This opinion, as expressed by all who have seen or ridden the machine, is amply backed by the offer of a prominent manufacturer to pay seven thousand five hundred dollars cash for the patent, while another firm has gone even higher than this.

The specifications are: Two thirty-two inch driving wheels geared to sixty-four, with "Broncho" hubs; cranks five to six inch throw; tangent spokes; five-eights inch solid tires; ball head; weldless, cold-drawn steel tubing, fitted throughout; cow-horn bars and spade handles. There are no chains, "middle axles," ratchet wheels, chain guards, mud guards, guard supporting rods or handle bar connecting rods. Nickel everywhere except spokes and rims.

The machine has been ridden up and down curbstones and submitted to every practical test that could be suggested. Its appearance on the track will be made early next spring, and it is expected to prove as much faster than the chain tandem as the pneumatic is than the solid tire.

Several photographs have been taken with Messrs. Muller sitting still on the machine without supports. Nearly all of the tricks that can be accomplished on the ordinary are as easily done on this, which is certainly a new departure in the tandem line.

Trusting that the machine will fulfill, and even surpass, the great expectations of those who have seen and ridden it, I would have you believe me to be, as I am, Yours very sincerely,

C. PERSONS,
Manager Southern Department, Livingston Cycle Co.

THE BOOTHROYD AIR TIRE.

LAST week we referred to the Boothroyd air tires, and this week we give a little more in detail the special features of the new tires. Our information is taken from the London *Evening News and Post*: "* * * Mr. Boothroyd's pneumatic tire may be simply described. Its appearance in section is that of a cushion tire with a somewhat large eccentric hole; on examination it is found that embedded in the rubber outside the hole is a ring of canvas. Comparing it with the component parts of the original pneumatic, we find first, that the part which answers to the bladder inside the canvas is rather stouter than the bladder of an ordinary pneumatic. Then comes the canvas circle, this being a continuous tube or hose, is obviously stronger than the built up and "solutioned" canvas envelope of the Irish tire, if it be made of the same thickness of canvas, whilst the outer layer of rubber can of course be made as thick or thicker than in the original tire. Each and all of these component parts in Mr. Boothroyd's contrivance acquire additional strength from the fact that they are all intimately welded together in one solid tire. * * The question first asked is "how are you going to mend it if it bursts" * * * As an experiment a penknife was thrust into an inflated tire and the air rushed out. The repairer approached the tire *with a syringe*. It is a microscopical little affair, perhaps an inch in length, made of metal. He opens it, drops in a few, a very few, drops of solution, inserts the nozzle in the puncture, depresses the plunger steadily, removes the nozzle from the aperture, and the thing is done.

* * * The injected solution passes through the hole, necessarily forcing its way into every part and oozes out on the inside. Here (as is shown by samples in Mr. Boothroyd's hands) it forms a bead, larger or smaller as the case may be; if a superfluity drops away it does not matter. the thin stream pressed together through the tire ends in a beady head *and a perfect non-return valve is made.* Put by for a short time the repaired puncture is impervious to air, and the tire may be pumped up hard. * * * Mr. Boothroyd has decided to throw his invention open to the trade at large; he only asks that he may have the credit of having discovered a solution of the problem. *The tire may be made by anyone.* * * *."

ONE of the neatest advertising folders we have ever seen is that issued by David Pettitt & Co., manufacturers of "The Common Sense Bicycle." It is an illustrated parody (if we may use the term in this case) on "This is The House that Jack Built." It is very clear and shows great originality. Send for a copy to D. Pettitt & Co., 1219 Collowhill street, Philadelphia.

TOM T. ROE of the Chicago Cycling Club has been added to the Gormully & Jeffery staff of travelling men, and is now doing Pennsylvania in their interests.

GORMULLY & JEFFERY have a cushion tired ordinary—an American Light Champion—on exhibit at their Chicago store, the first we believe in this country. Gormully & Jeffery also claim they turned out the first cushion tired safety, a Rambler of course.

A CHANGE has occurred in New Haven, Ct., in the cycle business, the Wm. M. Frisbie Co. having made an assignment on account of the mismanagement of the financial part of the business, which was conducted by Fred M. Case. The concern goes out of business and the Columbia and other wheels handled by them will be taken by the New Haven Cycle Co., which has gone into the control of Messrs. F. M. Bailey and W. P. Weaver.

ONE of the neatest little spoke grips is that made by Avery & Jenness of Chicago, Ill. One of these useful little instruments should be in the possession of every rider. See page 274 for Messrs. Avery & Jenness' announcement.

MESSRS. SINGER & Co. have passed through a most prosperous year, and Mr. W. L. Ross, the American manager, has made most satisfactory arrangements for the coming season, and will place at least three times the number of machines in this country during 1891 than during the past season, prosperous though it was. The reputation of the Singer wheels for excellence in every way is one that is deserving, and we look for a still greater increase in the business of the future of the United States branch of Singer & Co. Mr. Ross has made an extended trip West, and among other good things done the appointed Messrs. Thorsen & Cassidy, No. 60 and 62 Wabash avenue, Chicago, as sole agents for that city, and selling agents in the near West and Northwest. Both members of the firm are lively, bright, young business men such as have made Chicago a possibility, and they will drive the business for Singer & Co. in a manner characteristic of the men. Mr. Ross will soon leave for the South on an extended business trip.

"SENATOR" MORGAN has decided not to open a store for the sale of cycle sundries in Chicago. He will remain in Portland, Oregon, and will probably engage in the bicycle business on the Pacific Coast.

ROUSE, HAZARD & Co. have just received two car loads of '90 pattern Crescent and Juno safeties, as an advance shipment of a large job lot of those makes they have just purchased from the Western Wheel Works. They are listing the full ball Crescent at $70, the regular Crescent at $60, and the Juno at $50, from which price they will allow dealers very liberal discounts. This firm is making a stronger specialty of their job lots than ever and already have upwards of one thousand of that class of machines purchased and now mostly in store at Peoria, including such wheels as the Speedwell at $85, Springfield Roadsters at forty per cent off, Mercury Diamond Safeties at $75, Champions, Light Champions, etc., etc.

THE following letter has been received by the H. B. Smith Machine Co., the manufacturers of the "Star," from Assistant Secretary W. H Wharton: "I have to inform you that the Department of State has received through the Consul-General at Melbourne a certificate of award by the International Centennial Exhibition, Melbourne, 1888, of the first order of merit, and a silver medal granted you for bicycles. Upon the return of the enclosed receipt the certificate and medal will be forwarded to you."

BRONCHO No. "405" on which Mr. Barr rode over 3000 miles across the continent is on exhibition at the Boston store of the Livingston Cycle Co. The excellence of the material is shown in that the machine scarcely shows any wear at all, the tires are almost intact and the enamel and nickel are almost in perfect condition. In fact, to look at the machine, one can scarcely conceive that it has had 3000 miles of hard usage. By the way, while speaking of the Livingston Cycle Co. and the "Broncho," we are pleased to note that Messrs. Keafe and Becannon of New York have been appointed agents for Eastern New York for the Broncho.

THE Knight Cycle Co. of St Louis, Mo., now occupy both first and second floors at 207 N. 10th street, giving ample room and steam power. They report a good winter trade and speak highly of the WORLD as an advertising medium.

MR. C. W. DALSEN of the Century Wheelmen will represent the Coventry Machinists' Co. in Philadelphia.

DON'T put your cycle away because the ice and snow have come but just write to the Ohio Cycle Supply Co. of St. Mary's, Ohio, for a set of their attachment by which ice and snow cycling becomes not only possible, but an actual joy. It is the best thing of the kind ever invented. See page 271.

ON January 1st the name of the Weed Sewing Machine Co. at Hartford was changed to the Pope Mfg. Co The factory has been greatly enlarged during the past year, and the Company is driving for all it is worth to get the '91 machines on the market in time for the spring trade.

THE 1891 catalogue of the St. George's Engineering Co. is before us and it shows the 1891 patterns of the New Rapid wheels In speaking of the illustrations they say: "A woodcut can only be expected to illustrate the design of a machine, and we strongly advise intending purchasers to call upon one of our numerous agents and see the actual machines which the woodcuts are intended to represent." This Company guarantees their wheels, "That only the best materials are used and skilled workmen employed * * * and we undertake to make good at any time within a year any defects in them not caused by use, misuse or neglect. * * * * " They reproduce a paragraph on tires written in 1889, in which they show that in that year they favored large tires and fitted them to their wheels. As to cushion tires this is what they have to say about the matter: "These tires at the present time bid fair to effect a complete revolution in cycling. Something of the sort happened a few years ago when the safety bicycle was first introduced, but if we are correct in our surmise, this will be greater and more lasting than any previous radical change the cycling world has witnessed; because the great objection to the safety lies in its excessive vibration * * * We have been very successful indeed with our cushion tires, *not having had a single one cut.* * * *" The catalogue is artistically gotten up in two colors and it contains fifty pages of descriptive matter and cuts. Send for a copy of catalogue to the St. George's Engineering Co., Birmingham, England,

HARTFORD $100.00 HARTFORD



A Popular American Made Wheel

At a Popular Price.

HARTFORD $100.00 HARTFORD

THE HARTFORD CYCLE CO., Manufacturers, Hartford, Conn.

ANNOUNCEMENT!

In order that there will be no conflict of dates, the

HAGERSTOWN BICYCLE CLUB,

Of Hagerstown, Md., announces that they will hold a THREE DAYS' RACE MEETING on

JULY 2d, 3d and 4th, 1891.

Many Valuable Prizes, both for winners and for best time, will make this Meet especially interesting to all racing men.

THE ORMONDE,

(HIGHEST GRADE.)

A Full Line Now Ready for 1891 Trade.

The Ormonde Special, Cushion Tires, 38 lbs.
The Ormonde Light Safety, " " 32 "
The Ladies' Ormonde, " " 38 "
All of the above also furnished with solid tires.
The Ormonde No. 2, Diamond Frame, Cushion Tires, - - - $125
The Ormonde No. 2, Diamond Frame, Solid Tires, - - - - $115
The Rex Roadster, Cushion Tires, 100
The Rex Roadster, Solid Tires, - 85

"Good wine needs no bush." The Ormonde has spoken for itself at every important tournament of 1890, and if "Imitation is the Sincerest Flattery," then the importers of the Ormonde have good reason to feel that their wheel is receiving the sincerest flattery possible.

A. B. RICH & CO., 1790 Broadway, New York,
Sole Importers for NEW ENGLAND, NEW YORK, MARYLAND, PENNA., VA., W. VA., OHIO, MICH., N. J, DELAWARE and DISTRICT OF COLUMBIA.

ROUSE, HAZARD & CO., 9 G Steet, Peoria, Ill.,
Sole Importers for the remainder of the U. S., except Northern Illinois and Eastern Wisconsin, controlled by Spooner & Peterson, Chicago.

NEW KODAK CAMERAS---FOR WHEELMEN.



"YOU PRESS THE BUTTON, WE DO THE REST."
(OR YOU CAN DO IT YOURSELF.)
SEVEN NEW STYLES and SIZES
ALL LOADED WITH
TRANSPARENT FILM.
For sale by all Photo. Stock Dealers. *Send for Catalogue.*
THE EASTMAN COMPANY, Rochester, N. Y.



Every Club House should have an Automatic Box.
Address ADAMS & SONS, 150 Sand Street, BROOKLYN, N. Y.

BEST CYCLES! LOWEST PRICES!

It will pay you to write for information. Dealers wanted everywhere.

Wholesale and Retail. J. E. POORMAN, Agent, 8th and Race Sts., Cincinnati.



LEAGUE HEADQUARTERS:
12 Pearl Street, - - - - Room 27.
ABBOT BASSETT, Secretary.

OFFICERS FOR 1890—91.

PRESIDENT,
JAMES R. DUNN,
40 Wall st., Room 63 New York.

SECOND VICE PRESIDENT,
GEO. R. BIDWELL,
308 W. 59th street, New York City

TREASURER,
W. M. BREWSTER.
117 No. 4th Street, Quincy, Ill.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committee.

Membership Committee.

Sanford Lawton.....Springfied, Mass.
George C. Pennell.....Elizabeth, N. J.
Geo. C. Arbuckle.....1962 Euclid ave., St. Louis, Mo.

Committee on Improvement of Highways.

Isaac B. Potter, Esq.....Potter Bldg., New York
Albert Mott.....203 Lenox St., Baltimore, Md.
Maj. Chas. L. Burdett.....Hartford, Conn.

Committee on Rights and Privileges.

Clarence Hodson.....Hodson Building, Crisfield, Md.
Chas. F. Cossum, Esq.....Poughkeepsie, N. Y.
J. S. Dean, Esq. .....28 State St., Boston, Mass.

Committee on Rules and Regulations.

W. A. Davis.....340 S. Leavitt St., Chicago, Ill.
Michael Furst, Esq.....16 Court St., Brooklyn, N. Y.
A. B. Richmond.....Grand Rapids, Mich

Transportation Committee.

W. M. Brewster.....117 No. 4th St., Quincy, Ill.
Amzi T. Dodd.....70 Park Place, Newark, N. J.
Burley B. Ayers, "Rookery,".....Chicago, Ill.

Racing Board.

Chas. S. Davol.....Warren, R. I.
George Collister.....147 Ontario St., Cleveland, Ohio.
Robert D. Garden.....Chicago, Ill.
W. H. DeGraaf.....47 W. 14th St., New York.
Geo. D. Gideon.....17 No. 7th St., Philadelphia Pa.

Hotel Committee.

George S. Atwater, 1424 Penn. Ave., Washington, D.C
H. H. Hodgson...13 Carondelet St., New Orleans, La
W. C. Marion....1255 Bedford Ave., Brooklyn, N. Y

New York.

To the Board of Officers New York State Division:

In accordance with section 1 of article II of the New York State Division By-laws notice is hereby given that the semi-annual meeting of the New York State Division Board of Officers will be held on Monday, February 9th, 1891, at the Hotel Kenmore, Albany, convening at three o'clock P. M.

W. S. BULL,
C. W. WOOD,
DR. G. E. BLACKHAM,
Executive Committee.

January 3d, 1891.

W. F. West Disqualified.

For violating article III, section 9, clause *c*, L. A. W. Constitution, (amateur rule), W. F. West of Philadelphia is hereby declared to have forfeited his amateur status. This declaration carries with it expulsion from the League of American Wheelmen. Amateurs are warned not to compete with W. F. West.

CHARLES S. DAVOL,
Chairman L. A. W. National Racing Board.
Warren, R. I., December 31, 1890.

New Jersey Division.

I take pleasure in announcing the following Standing Committees of the New Jersey Division for 1891:

Rights and Privileges—Joseph McDermott, Chairman, Freehold; J. M. Coward, Trenton; C. Frank Ware, Camden.

Rules and Regulations—Geo. C. Pennell, Chairman, Elizabeth: F. S. Bennett, Ridgefield; G. C. Thomier, Jersey City.

Transportation—Amzi T. Dodd, Chairman, Newark; G. H. Earl, Jersey City; G. W. Hilman, Plainfield.

Improvement of Highways—L. H. Porter, Chairman, East Orange; C. C. McBride, Elizabeth; W. H. Stanffer, Asbury Park.

Racing—Aug. P. Ballinger, Chairman, Elizabeth; F. Eveland, Jersey City: Thos. Newell, Atlantic City.

G. CARLETON BROWN, C. C.
Elizabeth, N. J, June 1, 1891.

Ohio Division.

Dec. 27, 1889, Ohio, 845.
Dec. 26, 1890, Ohio, 1184.
Still 816 short of the desired 2000.
Are you still incredulous?
Are you therefore making no effort to increase the membership?
You must remember that this is a bustling age, and that the individual or the organization that sits down to rest will soon be left in the rear.
Do you realize this?
Well then, go to work on your friends with renewed vigor, and give them no peace till you get their applications. Get them now if you can, but be sure and get them! Fraternally, M. A. HIGH, Chief Consul.
Cincinnati, Jan. 3, 1891.

California.

The Hotel Alhambra is hereby appointed the League Hotel of Alhambra, only five miles from Los Angeles, over a fairly good road. Hotel rates to L. A. W. members $1.50 a day; meals 50 cents.

THOS. LOCKER HILL, C. C.
San Francisco, Dec. 26, 1890.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 41—Total 59—17,752.

BOSTON, Jan. 9, 1891.

CALIFORNIA DIVISION—1—536.

Unattached.

20942 Hamilton, Fred R., 1165 Jackson, Oakland

CONNECTICUT DIVISION—2—1420.

New Haven Bi. Club.

20043 Hogan, John J., 30 Canal New Haven
20044 Garlock, F. R., Box 858, "

ILLINOIS DIVISION—8—1403.

Æolus Bi. Club (unattached).

20030 Hasse, Wm. C., 570 Milwaukee ave., Chicago

Illinois C. C.

20031 Arnold, E. J., 1130 Wash. Boul., "
20032 Beardsley, R. F. W., 881 Monroe, "
20033 Cleveland, W. R., 964 Madison, "
20034 Falvy, F. R., 455 Warren ave., "
20035 Perriolot, A. L., 275 Warren ave., "
20036 Richardson, M. Arthur, 1212 Wash. Boul., "
20037 Spink, A. E., 1240 Wilcox ave., "

KENTUCKY DIVISION—2—140.

Independent Cyclers (unattached).

20907 Fleck, M. J., Halls Safe and Lock Co., Louisville
20908 Sauer, Dan. L., care Aetna Ins. Co., "

LOUISIANA DIVISION—12—126.

Arlington Bi. Club (unattached).

20948 Hubener, L. F., 284 1-2 Third st., New Orleans

Louisiana Bi. Club (unattached).

20945 Cook, Frank M, 584 Magazine, "
20946 Guillotte, A. J., 503 1-2 Barronne, "
20949 Harris, A. B., 35 Union, "
20952 Lagman, Octave A., 100 Euterpe, "
20953 Lichtenstein, D. M., 737 St. Chas. ave., "
20954 Sherrouse, B. F., 230 Canal, "

New Orleans Bi. Club (unattached).

20950 Johnston, Geo., Jr., 129 Race st, "

Unattached.

20947 Glenny, J. W., 107 Gravier st., "
20951 Joor, S. F., 939 Laurel, "
20955 Unsworth, Chas., 663 St. Charles, "
20956 Wenck, Jeff. C., 158 Common st., "

MARYLAND DIVISION—1—601.

Unattached.

20957 Taylor, John, 1835 N. Chester st., Baltimore

MASSACHUSETTS DIVISION—3—2291.

C. B. C. (unattached).

20909 Wonson, Waverly T., 208 Dartmouth, Boston

Unattached.

20910 Burnham, Gilbert O., Box 53, Essex
20911 Woodward, Benj. F., Box 821, Pittsfield

MICHIGAN DIVISION—2—558.

Unattached.

20903 Farmer, Frank M., Leslie
20958 Hughes, Robert T., 149 Pitcher st., Detroit

MINNESOTA DIVISION—1—157.

Flour City Cyclists (unattached).

20938 Hodsdon, H. H., 3333 Stevens ave., Minneapolis

NEBRASKA DIVISION—3—98.

Unattached.

20939 *Nye, Ray,* Fremont
20940 *Nye, Annie,* "
20941 Schrage, Gus, Box L, "

NEW HAMPSHIRE DIVISION—10—120.

State Capital Wheelmen (unattached).

20912 Bateman, Chas. W., 17 Green, Concord
20913 Chase, Daniel F., Box 887, "
20914 Clough, E. E., 11 No. Spring, "
20915 Drew, Frank A., 54 Church, "
20916 Emmons, Oscar F., 6 So. State, "
20917 George, Cortis K., Box 634, "
20918 Hall, Harry W., 100 So. State, "
20919 Luscomb, Aubrey, 14 Bailey's Block, "
20930 Schuckford, Alfred L., 149 No. Main, "
20921 Webster, Fred E., 31 Perley, "

NEW JERSEY DIVISION—6—1033

Asbury Park Wheelmen.

20924 Hope, Arthur H., Box 803, Asbury Park
20925 Jones, W. H., cor. 2d ave. and Main, "
20926 Rue, H. M., 806 Bond st., "

Elizabeth Wheelmen.

20922 Reed, John O. S., 452 Maple ave., Elizabeth
20923 Ridley, A. C., 57 Orchard, "

H. C. W. (unattached).

20904 Mecabe, William E., 54 Clinton ave., Jersey City

NEW YORK DIVISION—4—3053

Niagara Falls Bi. Club.

20927 Taylor, Harry H., Niagara Falls

Syracuse C. C.

20959 Thurwachter, Fred'k B., 418 James st., Syracuse
20960 Wisehoon, Robert, 713 Laurel st., "

Unattached.

20905 Slauson, W. G., Middletown

PENNSYLVANIA DIVISION—4—2041.

Duquesne Club (unattached).

20906 Highlands, E. M (Po. O. Clinton, Iowa) Pittsburg

Unattached.

20929 Pitcairn, Jno., 2008 Spring Garden, Philadelphia
20928 Glenn, Robert M., 555 No 17th, "
20961 Pixley, Geo. H., Elm st., Bradford

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellowes' Bldg, San Francisco. Secretary-Treasuer, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1424 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No. Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 607 No. Alabama street, Indianapolis.

IOWA—Chief Consul, Ackley Hubbard, Spencer. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 95, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

MAINE—Chief Consul, Howard M. Breen, 199 Franklin street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, A. W. Robinson, 20 Equitable Building, Boston. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 280, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI—Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, R. H. Scott, People's Ins. Co., Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 116 Broad street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK—Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Joseph R. Wilson, Jr., Clarksville. Secretary-Treasurer, B. A. Patch, Clarksville.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box 281, Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro'. Secretary-Treasurer, F. A. Roberts, Brattleboro

VIRGINIA—Chief Consul, Ira B. White, 16 Nolls court, Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1891. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 April 30. Enclose $1.50 with this blank on any date between date of paper and April 1, 1891. Write plainly—Printing preferred.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margin in using this blank.*

"BUILT ON HONOR."

ADOPTED BY THE UNITED STATES GOVERNMENT.

WARWICK PERFECTION CYCLES.

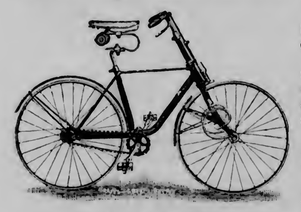


NO CAST METAL.

WARWICK CYCLE MFG. CO., - Springfield, Mass.

CATALOGUE. JANUARY. 1891.

Brief Specifications of the GIANT SAFETY BICYCLES, '91 Pattern:



The Giant has 30-inch wheels, tangent spokes, ball bearings all over. straight and hollow handle bar, rear brake, weldless steel tube backbone, Bolte spring fork, Yost saddle, an ample chain guard and is listed at $85.00

The Giantess has a 28-inch rear wheel, 26 inch front (we make the front wheel smaller to secure the additional space needed by a lady), tangent spokes, straight and hollow handle bar, rear brake, weldless steel tube backbone, Bolte spring fork to both front and rear wheels, ample chain and skirt guard, and Yost saddle. By applying the Bolte spring to both forks, we offer our lady friends a spring framed machine devoid of all vibration at the seat. The Giantess is listed at $75.00

The Ball Bearing Little Giant is similar in construction to the Giant, with ball bearings all over. All wearing parts are steel, the backbone tube is weldless steel, handle bar solid and straight, cranks drop-forged, wheels 24-inch with tangent spokes nickeled to intersection, and is listed at $45.

The Little Giant is precisely the same as the Ball Bearing Little Giant, excepting it has adjustable cone instead of ball bearings. It lists at $35.

Advance Circular now being mailed free on application.

H. A. LOZIER & CO., - - - - Cleveland, O.

As Applied to Safety. Ordinary.



PRICE $10.

Attachable On all CYCLES.

THE EXCELSIOR FOR WINTER CYCLING, (Pat. Oct. 2, '88.)

Manufactured by OHIO CYCLE SUPPLY CO., St. Mary's, Ohio.

SAVE YOUR PANTS!



IN USE. NOT IN USE.

OSTERGREN'S TROUSER GUARD.

(Patent Applied For.)

Three styles of finish. 15 cts. per pair, blued steel; 25 cts., enamelled; 35 cts., nickeled.

To be had of all dealers, or

A. K. & C. E. SCHAAP, - Richmond, Va.

Bicycles and Sundries.

THE KING

—FOR—

STRENGTH



EVERY rider who has an Eclipse bicycle will tell you that it is the best wheel he has ever ridden. He will also tell you that he can ride the Eclipse three times as long as any other wheel he knows of, without re-adjusting the bearings. The Eclipse is the only wheel on the market that has the cones so arranged as to revolve on the shaft and which are not screwed to the shaft by threads.

Do not make a mistake and buy until you have seen the Eclipse, with its elegant spring fork and the saddle that is unequalled

Strictly high grade and material and workmanship the best

STEEL PULLEY & MACHINE WORKS,

Patentees and Sole Makers,

INDIANAPOLIS, IND.

Send for Catalogue. Price $100. Good Agents Wanted in all Unoccupied Territory.



The Victor Wrench. A genuine triumph! By actual tests over 80 per cent STRONGER than the strongest wrench of its class heretofore in the market. Nickel plated. Price $1.00

Overman Wheel Co., Makers, Chicopee Falls, Mass.

Have your repairs made in the winter. No loss of riding time. Cheaper rates, better attention. Send for estimate, stating what your wheel needs

ST. LOUIS WHEEL CO.,

ST. LOUIS, - - - MO.

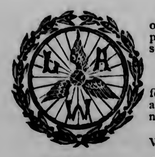
ELWELL BICYCLE TOURS.

BERMUDA—Jan. 29—Feb. 14.

EUROPE—June, July, August.

Circulars now ready.

F. A. ELWELL, 152 Pearl Sreet, Portland, Me.



One of the handsomest pins on the market. Fine gold plate. Garnet or ruby stone setting.

ONLY $1.00 EACH,

for either watch charm or pin, and your initials and League number on back.

Send stamp for new L. A W. Catalogue.



This size for Scarf Pins,

Only $1.00 Each.

Cuff Buttons,

$1.50 Per Pair.

JOHN HARRIOTT,

3 Winter Street, Boston.

Send for Complete Bicycle Catalogue.



MEACHAM

HIGH-GRADE

DIAMOND FRAME

SAFETY.

Ball Bearings to Both Wheels.
Both Pedals and Crank Shaft.
Ball Bearings to Head.
Hollow Steel Tubing.

List Price, $115.00

COMBINATION WHEEL FOR EITHER GENTLEMAN OR LADY.

Selling Price, $75.00.

WILL SUSTAIN A PERSON WEIGHING 225 LBS. BY REMOVING TOP CROSS BAR, CAN BE RIDDEN BY A LADY.

Remit by Post Office Money Order

E. C. MEACHAM ARMS CO. ST. LOUIS, MO.

CLEARANCE SALE

Of a limited number of used and slightly shopworn Singer cycles, fitted with spring-wired CUSHION tires.

SINGER & CO., 6 & 8 Berkeley St., Boston, Mass.



REFEREE ROADSTER.

REFEREE CYCLES

—FOR—

Lightness, Strength, Durability, Reputation and Satisfaction.

WHO SELLS THEM?

A. J. STREET CYCLE CO., Chicago.
GEORGE R. BIDWELL, New York.
W. J. NEWMAN, Boston.
J. B. & G. C. SWEET, Buffalo.
CHAS. HANAUER, Cincinnati.
PRINCE WELLS, Louisville.
MICHIGAN CYCLE CO., Detroit.
CAMPBELL & CO., Providence.
WILDER & LAING, St. Louis.
A. H. PERRIGO & CO., Omaha.
H. T. HEARSEY, Indianapolis.
BANKER BROS., Pittsburg.
L. B. GRAVES & CO., Washington, D. C.

THE GALES SAFETY.

THE GALES SAFETY is designed with a view of meeting the demand for an ALL BALL BEARING Safety at a moderate price. The frame is of weldless steel tubing and steel forging throughout. The rear wheel is 30 inches, with 7-8 inch tire, geared to 54 inches. 30 inch steering wheel, with 3-4 inch tire. Best quality moulded rubber tires, firmly cemented into the rims. The spokes are direct, of No. 12 special drawn steel wire. Straight front fork; corrugated rubber coasters. The handle bar is one piece steel tube 30 inches long, bent back, and is detachable and adjustable.



Both wheels, crank-axle and pedals are fitted with ball bearings. The pedal rubbers are soft and tough, and so made as to prevent the rider's foot from slipping. The saddle rests upon an L seat rod, and is adjustable to height, also forward and back. The saddle is the famous Fish patent Hammock, is adjustable in all directions. The brake is of the Plunger style and very powerful. Neat Lamp Bracket, Mud Guards over both wheels. Finely enameled, with bright parts nickeled on copper. Each machine is supplied with tool bag wrench and oiler.

PRICE, - - - - - *$75.00.*

SCHOVERLING, DALY & GALES, - 302 Broadway, New York.

Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee.

Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.

406, 408, 410 & 412 Broome Street, NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk, Edge's League color, white centre, Snake Buckle.....50
No. XX Worsted Solid, League color, Snake Buckle.....40
Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, str ng, elastic.5.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,

241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia, 1022 Market St

CYCLING

FOR

Health and Pleasure.

CHAPTER II.

This is the historical chapter of the book; its subject is the "Evolution of the Bicycle." This is treated of succinctly and clearness is assured by the use of some sixteen illustrations, showing the different types of machines as they appeared at various times between 1816 and 1890. Very few wheelmen are familiar with all these types, nor do many know of the slow process of development through which the well-nigh perfect machine of today reached its form. Perhaps two-thirds or three-quarters of those now cyclists have begun riding within three years. This vast majority, as a rule, know only by hearsay of what has gone before. In the twenty three pages here given to the subject will be found a clear, concise and complete account of the growth of the bicycle, and it cannot fail to prove of interest both for the information it contains and the curious machines it shows.

230 Pages, Illustrated.

50 Cents, Postpaid.

WHEELMAN COMPANY,

PUBLISHERS.

12 Pearl St., - Boston.

Stamps not received.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ Cash must accompany the Order. ☜

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

SLEIGH to trade—Brand new; cost $70 to make, for good Safety. Lots other goods to trade. 2d ☞ and new wheels cheap. ZOOK, Lititz, Pa.

WANTED—By a young man with six years' experience and good reference, a position with some good bicycle house. Address "R.," care Bicycling World.

WANTED—Steady position desired with Bicycling Agency or Sporting Goods House as Salesman or other opening; A1 reference given; Address L. A. W. 13,333. Westfield, Union Co., N. J. P.O. Box 167.

WANTED—Second-hand Safety, Victor or Columbia. P. O. Box 1251, Norwich, Conn.

FOR SALE—A Rushton cedar combined Row and Sail Boat, No. 107; 16 feet by 42 inches; copper air tanks, Radix folding centre board and nickel trimmings throughout; two pair oars, leg of mutton sail, 35 square feet; latteen sail, 50 square feet, with patent head and foot gear to hoist with halliards; used but little; cost $140.00. Will sell cheap. Address W. C. TOWNSEND. Utica, N. Y.

FOR SALE—VICTOR SAFETY, 1890; in first-class condition, as good as new, $110. Address 108, care of Bicycling World, Boston, Mass.

CANOE FOR SALE—A fine cedar canoe, with mahogany deck and top streak, drop rudder, plate centre-board, 16 feet by 36 inches, air-tight tanks; a splendid boat; cost $175; no reasonable offer refused; used but little. Address J. S. DEAN, 28 State st., Boston, Mass.

LADY'S AND GENT'S Columbia Safety Bicycle. Cost $135 00; will sell for $100.00; as good as new WILSON BROS., 6 Hanover street, Boston.

The Cycling Psalm of Life.

Tracks of weary men remind us,
Walking makes us tired of limb,
But cycle riding leaves behind us
Lines that prove we're in the swim.

Let us then be up and riding,
With a heart for setting pace;
Still a-pedalling, still a-gliding,
Learn to ride a winning race.

Drop a line to us, then, brother,
And we'll send a list to you;
Finally, like many another,
You will say we've used you true.

KNIGHT CYCLE CO., - St. Louis, Mo.

COVENTRY $75 SWEETING CYCLE CO. BICYCLES ALL BICYCLES FULLY GUARANTEED 639 ARCH ST. PHILA. RIVALS

SMITH'S "'91" TOUR

THROUGH EUROPE.

80 days. - - - Total Cost $300.

Sail July 29th, 1891.

Address C. H. SMITH,
211 Putnam Avenue, - - Detroit.



FOR TANGENT AND DIRECT SPOKES.

Nickeled, Price 75c., Postpaid.

Dealers send for Sample and Electrotype.

AVERY & JENNESS,
5756 Madison Ave., Chicago.

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All Information free. W. E. AUGHINBAUGH, Baltic Building Washington, D. C.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜



L. A. W. BADGES

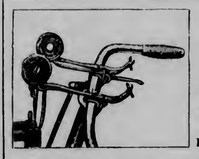
The official design in SOLID GOLD.

Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the inferior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better for $1.50, $2.00, and $2.50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.

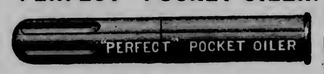


LAMSON'S
Luggage Carrier
NO. 1.

Convenient, durable, noiseless, cheap. $1. Sold everywhere.

Made by
C. H. LAMSON,
Portland, - Maine.

"PERFECT" POCKET OILER.



One-half size.

For Bicycles, Guns, etc. No Leakage. Throws only small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50c. each. CUSHMAN & DENISON, 172 Ninth ave., N. Y

The New "39" and "24" Star



NO MACHINE ON THE MARKET ITS EQUAL.

Easiest Running Wheel
—AND—
Best Hill Climbing Machine Ever Produced.

We Challenge Honest Criticism.

In this Machine we have combined ALL the advantages of a low wheel and the speed of a high one.

Send for Catalogue of STAR BICYCLES.

H. B. SMITH MACHINE CO.,
Smithville, N. J.

FOUND

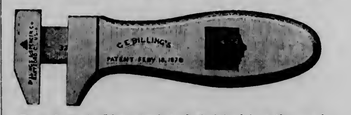
What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. For sale by all Cycle Agents. Liberal discount to the trade.

JOHN W. WILSON, Cottage City, Mass.

New Tower 40¢ ONE PIECE WIRE CLUB PINS. BADGES MEDALS, &c. C. O. REICHERT. L. A. W. 11425. 828 CHAPEL ST. NEW HAVEN, CT.

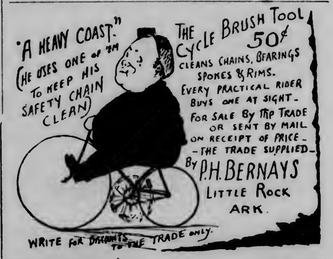
The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.

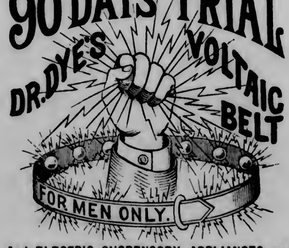


Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.



90 DAYS TRIAL



And ELECTRIC SUSPENSORY APPLIANCES are

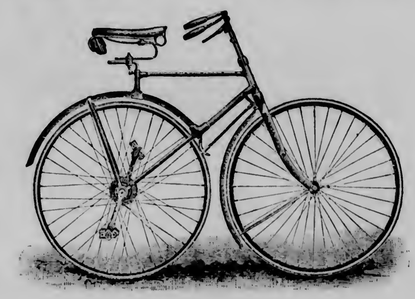
Sent on 90 Days Trial

TO MEN (young or old) suffering with NERVOUS DEBILITY, LOSS OF VITALITY, LACK OF NERVE FORCE AND VIGOR, WASTING WEAKNESSES, and all those diseases of a PERSONAL NATURE resulting from ABUSES and OTHER CAUSES. Quick and Complete Restoration to HEALTH, VIGOR and MANHOOD. Also for RHEUMATISM, all KIDNEY TROUBLES and many other diseases. The BEST ELECTRIC APPLIANCES ON EARTH. Full particulars sent in PLAIN SEALED ENVELOPE. Address

VOLTAIC BELT CO., Marshall, Mich.

"BRONCHO,"

NOISELESS, CHAINLESS, LIGHT ROADSTER, SAFETY BICYCLE



[CLIPPING.]

The performance of Charlie Woods on the "BRONCHO" Safety last Sunday was quite remarkable, when it is taken into consideration that it was his first road ride. He started from town at 8.20 A. M., arriving home at 5.30 P M., in the meantime passing through Southboro, Northboro, Shrewsbury and Worcester, returning through Westboro and Woodville, and was compelled to dismount but twice, at Shrewsbury and Quinsigamond Hills.

A great deal of riding outside the regular course made the distance covered more than 43 miles. Charlie Woods is but 13 years old.

HOPKINTON, Mass., 10, 19, '90.

Gentlemen—The boy Charlie Woods is but TWELVE years old and weighs 78 pounds. The "BRONCHO" weighs 45 5-16 pounds.

What is the matter with "BRONCHO"?

G. P. WOODS.

P. S.—The boy is my son.

N. B. **REMOVAL.** N. B.

HENCEFORWARD ADDRESS

M. V. LIVINGSTON CYCLE MFG. CO.,

No. 245 COLUMBUS AVENUE,

BOSTON, MASS.,

On all matters appertaining to AGENCIES, ADVERTISING, PURCHASE OF MACHINES, REPAIRS, CATALOGUES, &c.

Wheels needing repairs must be sent to the FACTORY at WESTBORO, MASS.

Notification of Shipment with Number of Machine Must be Sent to BOSTON OFFICE.

SEND TO 245 COLUMBUS AVE., BOSTON, MASS., FOR BOOK OF TESTIMONIAL LETTERS, NOW READY FOR DISTRIBUTION.

ADDRESS THOS. KANE & CO., 137 WABASH AVE., CHICAGO, ILL., FOR PARTICULARS REGARDING AGENCY FOR THE FOLLOWING TERRITORY, VIZ

MICHIGAN, OHIO, KENTUCKY, TENNESSEE, INDIANA, ILLINOIS, WISCONSIN, MINNESOTA, IOWA, NORTH DAKOTA, SOUTH DAKOTA, NEBRASKA, KANSAS, INDIAN TERRITORY, NEW MEXICO, COLORADO, WYOMING, MONTANA, WASHINGTON, IDAHO, OREGON, UTAH, ARIZONA, NEVADA, CALIFORNIA, MISSOURI, ARKANSAS, TEXAS, LOUISIANA AND MISSISSIPPI.

Columbias

"OLD RELIABLE"



·ALWAYS UP TO DATE·

Pope Manufacturing Co

·BRANCHES· ·NEW YORK· ·CHICAGO·

·PRINCIPAL OFFICES· BOSTON

·FACTORY· ·HARTFORD· CONN.

Our Columbia Calendar, suggested above, finely lithographed in fourteen colors, on heavy cardboard, sent upon receipt of 15 cents to cover package and postage.

ADDRESS, 77 FRANKLIN ST., BOSTON, MASS.

THE BICYCLING WORLD & L. A. W. BULLETIN.

FOUNDED 1878

DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXII. Number 12. BOSTON, 16 JANUARY, 1891 $1.00 a Year. 5 cents a copy

CUSHION TIRES---

an apt term, is it not? One which has been heard oftener in the past year than any other term connected with bicycles.

Please note that we do not put quotation marks on this term. We would if it were borrowed. Do you know where the term "cushion tires" originated? We will tell you; it was first seen in the Overman Wheel Co.'s catalog of '87, where a tire is described having a hole in the bottom and is described as a new tire "which provides for an inner open space into which the rubber can cushion." This is illustrated in the same catalog.

In 1884 we made a tire on these lines and patented it in 1885. This is the starting point for cushion tires. We have constantly experimented since, and have been well aware that it was only a question of time with the old fashioned solid tires. The principle of the solid tire is wrong, and the day is already here when, unless mounted in a thorough spring fork, the wheel with solid tire must be abandoned as a thing of the past.

You have heard much talk during the last few months concerning cushion tires. While others have been talking we have been working. We have tried many costly experiments, and are of opinion to-day that we have solved the problem, and are ready to place upon the market a tire which shall embody the best results of all our experimenting, and shall give to riders the effect for which they have been striving.

Our cushion tire is not the ordinary hose-pipe section, which is known in the trade as a "cushion"—it is entirely different and better. One feature of our cushion tire is that it will be thoroughly warranted—that it is guaranteed to be in every way better than a solid tire.

Please note that this is the first time during the past year that we have publicly expressed our opinion with regard to cushion tires.

We are owners of the best and latest patent devices for pneumatic tires, but it is our conviction that inflated tires are a thing of the future, that they are far from perfect as now made, and cannot receive the approval of the best bicycle critics until much more experimenting has been done in order to perfect them; in fact it is still a problem as to whether or not pneumatic tires will ever be of permanent value.

The Victor cushion tires will be illustrated in this space next week, and description of the Victor line for '91 will follow in rapid succession.

The Overman Wheel Co. will place upon the market for the coming season 5 high grade Victor Safety Bicycles and 4 medium grade machines, making 9 Safeties in all, or the largest line in America.

Sixteenth Year in America.

1876 — **1891**

The First Cycles in the United States



The Largest Cycle Manufactory in the World

SINGER & CO., 6 and 8 BERKELEY STREET and 2 WARREN AVENUE. **BOSTON, MASS.**

"COVENTRY * RIVALS"

TO THE FRONT.

The unparalleled success of this wheel has proved most gratifying to the manufacturers, Messrs. Warman & Hazlewood, Limited, of Coventry, England, and the Importers, the Sweeting Cycle Co., of Philadelphia. The Coventry Rival Safety is a striking illustration of the truth that good goods and low prices always command a market. We do not wish to be invidious in our remarks, but we cannot help being gratified by the fact that out of the multitude of English machines that flooded the market, the "COVENTRY RIVAL" is the ONLY *imported wheel* sold under $135 that still holds its own, and is in its third season. From all over the country we have testimonials from dealers and riders, praising the wheel. Many consider our No. 1 Rival at $85 equal to any $135 wheel; and there is no doubt that many riders can get as much pleasure and health from it as from one costing $50 more. We are now registering the names of all who desire catalogues, and a postal card with your name and address will bring the catalogue as soon as printed.

We desire a live, hustling agent in every place where we are not represented.

THE SWEETING CYCLE CO., *Sole U. S. Importers of the Famous "Coventry Rivals,"* **Philadelphia, Pa., U. S. A.**

"Finest Quality Produced in the World."

TRADE **"CREDENDA."** MARK.

THE * CREDENDA * SEAMLESS

W. C. STIFF, Managing Director. **STEEL * TUBE * Co., * Ltd.,**

BIRMINGHAM,

TELEGRAMS:—"CREDENDA," BIRMINGHAM. **ENGLAND.**

ALL HIGH GRADE.

ALL GUARANTEED.



U N I O N



ALL RIDERS ALLOW

ALL RELIABLE.

ALWAYS.



U N I O N



ALL UNIONS ARE ALL RIGHT.

You may probably say if you never rode a UNION, that the wheel you ride is good enough for you. You may, if you are easily satisfied, be quite right in saying so—but the phrase 'good enough" will not satisfy the progressive man; it is the BEST he wants and wants it every time, consequently he writes to the

WESTERN HOUSE:
CHAS. F. STOKES MFG CO.,
293 and 295 Wabash Avenue,
CHICAGO, - - ILL.

UNION CYCLE MFG. CO.
Office and Factory,
HIGHLANDVILLE, MASS.

'—— *As the Ancients say, wisely have a care to the Main Chance, and look before you ere you leap, for as you sow, so must you reap.*"—HUDIBRAS.



THE IROQUOIS.

There is a moral in the bit of wisdom above for both the maker and the rider. We are here to stay; we build a high-grade machine and we sell it at a high-grade price, and we guarantee every one. If we do not perform what we promise, we cannot last long, and don't deserve to; on the other hand, the rider who is wise will ride a machine that has a guarantee behind it. The IROQUOIS will satisfy you.

SEND FOR CATALOG.

STOVER BICYCLE MFG. CO., - - **Freeport, Ill.**

IT WILL COST YOU NOTHING.

OUR 1891 CATALOGUE OF

CUSHION TYRES.
CUSHION TYRES.
CUSHION TYRES.
CUSHION TYRES.

S
W
SWIFT
F
T

PNEUMATIC TYRES.
PNEUMATIC TYRES.
PNEUMATIC TYRES.
PNEUMATIC TYRES.

SAFETIES

GET YOUR NAME ON OUR LIST AT ONCE.

If you want to be "in the swim" this season, ride a "SWIFT" Safety. They "get there" every time. Our 1891 models are the acme of perfection. Elegantly designed, light, strong and fitted with our patent tempered anti-friction roller chain, they stand to-day "without a rival."

CUSHION TYRES NOW IN STOCK.

COVENTRY MACHINISTS' CO., - - Boston, Mass.

NEW MAIL,



THE

SAFETY

OF

SAFETIES

WITH AND WITHOUT CUSHION TIRES.

Surely send for Catalogue and List of 2d Hands.

WILLIAM READ & SONS, 107 Washington St., Boston.
ESTABLISHED 1826.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Wheelman Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

The management of this paper refuses to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 16 JANUARY, 1891.

THE Stanley Show of 1891 will be of more than usual interest from the fact that the exhibit of tires will be of great value to the riders and to the trade. Tires of every conceivable shape will be shown and out of the mass there is no doubt but a comparative few will survive the test of practice and expert opinion. It will be an exhibition of tires in which the cycle itself will have to play a secondary part. The years 1890-91 will be long remembered as the "tire years." It is excusable to even hint at a pun editorially, but, chestnutty as it is, we cannot but think there will be to some people a significance in the name we give the present period (i. e.), the "tire years."

SOME months since we printed an urgent appeal from Mr. Isaac B. Potter, Chairman of the Committee on Improvement of Highways, asking members to furnish photographs showing the ills of bad roads and the advantages of good roads.

Alas! this urgent appeal has been practically barren of results, but the offer made by the New York and the Connecticut States Divisions to pay $100 in prizes for three of the best collections of photographs may stimulate the "camera contingent" to bestir themselves. We are sorry that the motive which should have been strong enough (i. e.), the good of the cause, did not prove adequate to bring about the results desired by Mr. Potter, but probably this is one of the cases where everybody's business is nobody's, hence the appeal to the members of the League failed of results.

In the official columns of this issue will be found the details in full as to the offer of the above mentioned prizes. Read the conditions carefully, and above all see that the New York and Connecticut Divisions' enterprise meets with fitttng and generous results. There are three prizes, $50, $30 and $20 waiting for somebody.

AS intimated last week the fellow what "knows it all" has appeared, and allows his imagination to run riot in dealing out "*facts*" (?) as to the doings of the joint committee of the A. A. U. and L. A. W. It is very amusing to note that those who claim to be specially well posted, still insist that the question of the suspensions was what occupied the attention of the Committee. Until the official results are given we can look for guesses of more or less (especially less) accuracy.

THE Joint Committee of the L. A. W. and A. A. U. have not yet reconvened to give their approval of the terms of agreement reduced to writing as arrived at verbally on the 20th December. Probably within the next week the matter will be finally settled and the results given to the public.

GOV. HILL of New York continues to place himself on record as being in favor of "advanced civilization" by renewing his plea in his message for a change in the road laws of the State. Among the many good suggestions he says:

"* * * The plan suggested involved merely the construction at State expense and under State supervision of two highways running tranversely through each county, intersecting in about the middle of the county or at its principal place, and so connected as to form a network of well built roads through the State.

It was not intended that the State should assume greater responsibility than this, but it was believed that to this extent the matter of Road Improvement was one of State importance—adding largely to the wealth and attractiveness of the State, as it would, by bringing agricultural lands into easier and closer access to the towns, enhancing the value of rural property, and attracting, especially in the summer months, large numbers of strangers to the State. * *. I need not remind you of the present disgraceful condition of our highways. For a great part of the year many of them are almost, if not quite, impassable. They are, as a rule, inferior to those in other States, especially in New England, and they are said to compare most unfavorably with those of England and the continent. The fault has been in ignorance of construction, in lack of responsibility and in waste of energy and money in maintenance. Sooner or later our State must begin a systematic attempt at improvement, or our farming lands will depreciate still further in value, and other States will attract the wealth and population to which our resources and natural advantages entitle us. * * *."

HARLEM WHEELMEN NOTES.

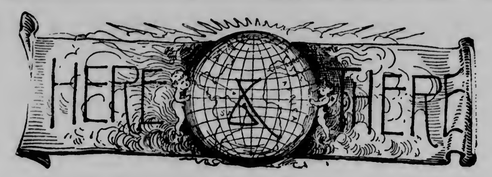
THE Harlem (N. Y.) Wheelmen intend putting up a fine club house at the expiration of the lease of their present quarters. This club held its annual meeting last Thursday night. The election of officers for the coming year was very lively. Three tickets were in the field and the wire pulling was something great. The friends of the retiring Captain, after having him defeated for Vice-President, tried to put him before the club as a candidate for Captain, but the boys would have none of that and elected their popular "bottle winner," R. B. Morrison, by a large majority.

The club will be represented in all the principal track and road races this year by Messrs. Macy, Olmstead, Osborn, Bellmer, Putney, Litchhult and Morrison. The club will take more interest in racing than ever before.

There is a rumor that Powers, the fast rider who defeated Rich, will again make his appearance on the track this year. He will probably ride for the H. W. The H. W. not only beat the New Yorks for the "Tarrytown Bottle," but gave them their first defeat in the bowling league.

"JONES."

AMONG those who will be in the Elwell Bermuda party are Wm. C. Roseboum, Junius E. Beal and lady, P. H. Van Alstyne and lady, Geo. E. Tyler and lady, Mrs. C L. Bolton, J. Washington Hare and others. The party leaves New York on the 29th. The trip cannot fail to be a most delightful one to all who participate. There is just time enough to join before the time of starting. Send in application to Mr. Elwell at once.



BOSTON NOTES.

"TONEY."

MANY ways and means have been resorted to by the curious wheelmen to ascer ain the identity of "Toney," but so far but few have been productive of anything but deluding theories. The latest is the invitation recently sent to me by a local bicycle club to attend its annual masquerade party in Union Hall, Cambridgeport, on the evening of January 23, for which I am very thankful, and request that the hospitable gentlemen of the Cambridgeport Club to bear in mind the fact that I shall be there, if not in person in spirit. Every effort will be made by me to accept of the kind invitation, and for the benefit of those who desire to gaze upon my feminine form I give this description of what I shall wear. The dress will be of a sky pink material, cut decollette back and front, with a long court train such as is befitting the occasion. The number of the ticket I shall present to the gentlemanly door keeper will be No. 165. Now remember that I shall also wear in my corsage a large bunch of Jacquiminots presented by my admirers in Pigtown.

"'Tis Nothing to Speak of," but then it might as well be known that the gentleman who has appeared before the public in the role of Sir Rowdon Slolmondley McAllister in the Cadets theatricals, is no other person than our old friend Tom Hall of the Rovers Cycle Club of Charlestown.

THE members of the Wakefield Bicycle Club held high jinks at their annual meeting last Monday evening. After routine business had been transacted they adjourned to the banquet hall where a flow of wit followed in a 2 30 clip on the heels of a feast of reason. That it was nothing more that a feast of reason was evidenced by the scarcity of "small hats" the following morning.

ARRANGEMENTS for the pool tournament and the dancing school of the Rovers Cycle Club having been completed, the members are now striving to defeat each other in a whist tournament. Three tables were necessary at the opening of the tournament last Saturday evening to accommodate the entries. Capt. Robinson and "Little Tot" led at the close of the evening.

A LITTLE bird whispered in my ear not many days ago that another one of the Rovers had "gone and done it." I naturally asked myself if it was Little Wrighty, but before the echo had time to answer the above mentioned little bird said it was Totman, and that the young lady was Miss Sawyer, a popular school teacher of that district.

THE Charlestown Rovers have issued neat invitations to the annual party which occurs in the Cadets armory on January 20, and which never fails to attract a large number of the leading wheelmen of this State.

THE Somerville Cycle Club men are getting into trim for their annual minstrel show, which occurs shortly. The local jokes and severe jibes at the individual members of the organization are warranted to convulse one with laughter. The whole aggregation of talent which the club possesses will be put to the test when the pretty maids and gallant youths of that city sit in deliberation upon the entertainment when it occurs.

NOTES BY

"HAWKSHAW."

I SAW a girl dismount from her wheel the other day and the picture of health and grace that young athlete exhibited I will not soon forget. Removing her heavy gloves from a pair of hands that were by no means tiny, but strong and capable hands, she gave her wheel to the attendant and passed from view, leaving upon me a lasting impression of what wheeling can do for woman. For my own part I admire not the fragile maiden so much as she who rejoices in her strength. Youth, in woman as well as in man, should be brave and lusty; clean of limb as well as of heart; strong of leg and arm as well as of will, enduring hardness of voluntary labor as well as of involuntary pain; with feet that can run and walk and with hands that can hold on. Such a girl as the wheelwoman I have referred to, so tall, so strong, so healthy, offers, methinks, a home ready made for all the virtues, and especially the virtues feminine, to house themselves therein. Here they will remain, growing stronger every day, until at last they have become part and parcel of the girl herself and cannot be parted from her. Whereas, when they visit the puny creature who never exercises, weak, timid, delicate—but, no—'tis best to remain silent.

THE able-bodied man who will crouch down shiveringly in a corner of a street car—in air rank and fetid from the pack of humanity breathing therein—when he has only two or three miles to go, deserves to be assailed by the demons of influenza, neuralgia, coughs, colds and headaches that lurk therein. Even a ride in a carriage robs the trip of half its benefits. The air is good, to be sure, but the exercise is lacking and its resulting benefits to the blood and the muscular and nervous system. Winter cycling, whenever the roads permit, is a cure for cold feet. It banishes the "creep-crawls" from the spinal column and sends the sluggish blood about its business. As a "nervine" it is a million times better than medicine, and for improving the complexion it is worth a whole harbor full of lotions and washes. It will put an edge to the appetite that you can't buy at the doctor's, and in promoting digestion is better than a corner drug store's entire stock of bitters and pills. If you have never tried, take a ride; if you have tried it you know that these assertions are true, then why neglect to keep up the practice? Keep your mouth closed, dress only in woollen garments, don't lean over like a grasshopper in a fit, give your lungs a chance to expand, and remember that your legs—especially your ankles—were given you to ride with, at least that is what wheelmen should use them for when cycling. Some people ride with bodies, shoulders and arms, and no wonder they don't like it. Who would? There is an art in riding as in other things. If you don't believe it observe the action of some one who knows how to ride well, and see how easily and safely even the roughest bit of road is negotiated by him. There ought to be a professor in cycling in every gymnasium and school throughout the land. By this I do not mean a teacher in the rudimentary art of propulsion, but of the more advanced and not less necessary knowledge of correct form, and in the principles of perfect riding, i. e., the maximum of speed, comfort and safety from a minimum of strength and exertion. But do not let the absence of such a professor prevent my readers from using the wheel at any and all times in winter and in summer that the roads and weather will permit them to; each ride they take is a deposit of health in the savings bank of life and none can afford to risk overdrawing there since to do so is physical bankruptcy and an early death.

HERE'S one for use at an amateur minstrel show: "What is the difference between the present excitement among the Indians out West and a bicycle?" Answer—One is "war feeling" and the other is for wheeling.

I NEVER had a man come to me for advice upon which was the best wheel for him that before he got through he did not have more advice to offer than to ask for.

"NOTHING is impossible but a bicycle without wheels," said Smart Aleck, "and if you come up to the club you'll see it." "See what—the bicycle, or that there's nothing else impossible," chorused the astonished listeners. "Neither," replied Smart Aleck, "but you will see the club." Awful, was'nt it?

DENHAM (not Thompson, though) says:

> "'Tis the most certain sign the world's accurst,
> That the best things corrupted are the worst."

A couplet containing so much wisdom as this one is of course beyond the mental capacity of a "scorcher's" brain, but at least he can get it near to that minute organ by cutting these lines out and pasting them in his cap, and whenever he starts out on one of those body destroying rides of his let him take off the cap, read the lines, and thank God that Denham lived and wrote them, then remount and like a man of sense proceed leisurely on his way.

CHICAGO NOTES.

"WAYNE SCOTT."

THE Associated Cycling Clubs held a meeting Thursday evening and started the ball a rolling appointing President C. E. Randall of the Chicago Club a committee of one to make arrangements for the great Pullman road race. It was voted to ask that the national L. A. W. meet be held in this city the World's Fair year; also deciding to hold a show (*a la* Stanley) at the same time.

THE Illinois Cycling Club, the largest L. A. W. club in the United States and the wealthiest organization in the city, held their annual election of officers Tuesday evening, Jan. 6 Voting by proxy was not allowed, which accounts for the number of votes cast. A number of the members had sent proxies. One hundred and six votes were cast. The club has 285 members, only about 20 of whom are associates. The main fight was between W. A. Davis and Geo. Kertz for Secretary, Davis winning by a majority of 50 votes. A. J. Street, the retiring secretary, in his annual report did himself proud. During the last year over $7500 was taken in and Jan. 1 the club had in the treasury $1100 and all bills paid. The cafe in three months, including the cigar stand, has yielded monthly nearly $450 receipts.

THE Oak Park Cycling, the Lake View Cycling, the Washington Cycling and Douglas Cycling Clubs also held annual elections.

THE 20 or more members of the Washingtons who resigned have formed the Cook County Wheelmen with a charter membership of 57 Within this organization has been formed the Jackson Club for literary purposes. A membership in the cycling organization entitles one to a membership in the literary club also without additional dues. The latter club will issue $5000 worth of bonds at 75 cents on the dollar, payable in five years at 4 per cent. They are now looking for quarters on Jackson boulevard.

THE Æolus Club at their meeting Wednesday evening accepted the resignations of 20 or more of their younger members. The latter have formed the Columbia Wheelmen and have already a charter list of over 50. They have rented and partly finished a club house at 737 North Hayne avenue. Their reasons for leaving the Æolus Club were of a political nature. They objected to the admission of political schemers to membership.

THE Oak Park Cycling Club handicap billiard tournament has 50 entries. On account of the great number of games which would have to be played this number will be reduced by trial games to 12. The whist tournament has now been in progress two weeks, playing every Monday night. Twenty players are entered, of whom Mills, Fox, Ludlow and Turner are leading.

THE Lincolns are also arranging for a whist tournament. There are a number of good whist players in the Lincolns and a very interesting series of games will be arranged.

A COMMITTEE of West Siders has been appointed and the wheelmen of that quarter of the city may soon have boulevard riding to the centre of the city and connection with the great South Side boulevard system. Jackson street this committee will try to gain, laying asphaltum from Michigan avenue to the western terminus of the street. As it is now the West Side wheelmen have no good roads into the centre of the city, and many would have bought wheels could they have used them conveniently to ride to business.

THOSE who were members of the old Ashland Club wish me to correct an impression which now prevails. They are not nor will they be members of the Garfield Cycling Club, which club is composed of members of the Americus Club, the successors of the Ashland Club. The Americus was disbanded last fall and the old-time Ashland members will reorganize in the spring.

BUFFALO NOTES.

"SETAGEC."

AND still they grow. Another club this time on Richmond avenue. Press Cycling Club held a meeting last Friday evening at which, besides much other business, President Schooley was instructed to place a member of the press at the head of each committee. The club is growing fast and has many members who are not pencil pushers.

ON Wednesday evening the Roamers had a very pleasant bal masque at the Metropolitan Hall.

THE bicycle contingent of the Iroquois Athletic Club are to stay in the club and those that race will not desert the Tomahawk. Charlie Doentge, their flyer, was elected one of the directors at the last meeting.

THE Ramblers now have a harrier's team and will do more running.

IN last Sunday's papers there appeared a portrait of Bert Myers, who is well known to most of my readers; the cut bore no resemblance to Bert as I could see. I have noticed this coincident in most of the cuts of cycling celebrities sent out by the syndicates. Who is to blame?

One firm in town has contracted for over a thousand safeties and two other firms have ordered nearly as many each, while four dealers are importing, two of which have taken agencies for the whole country.

THE Press Cycling Club will rent rooms till May, when they will open up a roomy club house. They don't propose to climb two or three flights of stairs just for the sake of being down town like some of the other clubs. They will have room for wheels, too; none of the clubs here have wheel rooms at present.

THE Ramblers have an athletic entertainment in their "Gym" on the evening of the 17th, each member being allowed to bring one friend.

MOST of the cycling clubs are now holding pool tourneys, while the Buffalos are enjoying a whist tournament.

THE Roamers are very proud of their convenient club house and were thinking quite generally of adding a "Ladies' Annex," but after thoroughly debating the subject at the January meeting the members thought 'twouldn't do to take in the ladies, so if the Press Cycling Club does not decide to allow ladies to become members when they get in their club house there will be no club in the Bison City open to both ladies and gentlemen.

THE Women's Wheel and Athletic Club is very much alive every Saturday afternoon. They have either a walk, talk or bowling contest. Their walks generally end at the factory of some interesting industry and all go through the establishment, so that the walks are largely attended and make up for the lack of cycling runs which the weather taboos. The walking mileage is recorded same as though done by wheel. At present the club is deciding on what kind of athletics to follow; the evenings of this week illustrated lectures on the Delsarte and Swedish movements and other styles of gymnastics were given in the gymnasium, and one system will be taken up thoroughly when decided upon. The ladies also listen to health talks and have one or more lectures a fortnight; so the ladies don't have much time to waste, aside from what is taken by society or business. All our bicycle clubs might profit by the example set by the Women's Wheel and Athletic Club.

MISSOURI.

"LINNEUS."

DETROIT will make a big mistake if she fixes the dates for this year's meet on July 2, 3, 4, 5, as numerous Divisions, including Missouri, hold their meet on these dates. I would suggest some days later in the month of July, as I understand holding the meet in May or June in that city would be impossible. Without a question of a doubt Detroit is the best place to hold the meet, and the attendance from the western Divisions will be large. Missouri Division will hold its meeting at Carthage this year. The programme, which extends over July 3, 4 and 5, embraces a fine afternoon's racing, a hill climbing match, a smoker, a banquet, and tours and runs without number. Fully $150 has been submitted towards the entertainment fund, and twice that much is in sight.

I WAS lately shown a sample of the cloth for next year's uniform and was greatly pleased with it. Now if the prices would only be reduced to a reasonable figure, say $10 or $11 per suit, the uniform would be universally worn. I understand there will be no reduction from present prices, which are entirely too high. Local tailors will furnish clubs of 25 or 50 men with good, serviceable uniforms for the prices I named, and no rider, however loyal he may be to the League, will pay the increased cost just for the privilege of wearing the National uniform. Why not advertise the contract and award it to the best bidder?

CLUBS which are making a special bid for young men are springing up like mushrooms in the West End, and where formerly the Missouri's club house was the only one within a radius of five miles which catered to this class of people, there are now the Office Men's Club, Marquette Club and Pastime Athletic Club. The former is elegantly housed, and the latter's building will be completed by May. As all of these organizations charge less than half the dues which are at present demanded from active members by the local cycling clubs, I think it perfectly proper to call attention to this matter and suggest that the dues be reduced so as to be as nearly equal as those of the organizations named as possible. If this is done the membership will be largely increased, and the danger of wholesale desertions be avoided.

LOCAL CONSUL BREWINGTON writes me that Chas. Patterson of Kirksville was paralyzed at the supper table on December 31 and died on January 1. He was one of the best known wheelmen of that town, and his sudden taking off is greatly regretted.

THE coming club elections are furnishing a good deal of discussion among the Missouri's members, and the renewed interest which is being taken in them augurs well for the club's prosperity. For the last three years the elections lacked the usual excitement and were generally very tame affairs. This year a number of candidates will be in the field, and the men spoken of for President are E. W. Pattison, Dr. Keith and Robt. Holm. Treasurer Hildebrand will surely be re-elected unanimously, as his administration has been all that could be asked for. The road officers will be selected with special care, as it is intended to boom this feature the coming season for all that it is worth.

SOME weeks back a committee was appointed to confer with Street

Commissioner Murphy relative to the sprinkling of our asphaltum streets. Through the exertions of Secretary Gardner, the meeting was finally arragned, and on last Monday Chief Consul Holm and Secretary Gardner appeared before Mr. Murphy. He gave them the assurance that next season the streets would remain dry the larger part of the day as he had already decided to adopt a plan which would make sprinkling almost unnecessary. To say that the committee was gratified is putting it mildly, and this decision will boom cycling like it never has before.

NEXT Monday the damage suit of H. A. Canfield vs. P. & B. Donnelly comes up in Circuit Court No. 1, and Horton Pope, Esq., Chairman of the Rights and Privileges Committee, has been retained to prosecute the case. The case is causing a great deal of interest, as it will bring about the first decision in Missouri recognizing the bicycle as a vehicle. This, it is said, will be denied by the defence, and on this the case will rest to a certain extent.

THE handicap pool tournament of the Missouris opened last night in the presence of a large number of members. As the number of entries is very large each player will only play one game of 15 balls with every other player, instead of 50. The scratch men are: Blossom, Nicholls, Bowman, Ludwig, Platt; 1 ball—Hurck and Corneli; 2 balls—Lewis A. Sheldon, S. Sheldon, Young; 3 balls—S. A. Pratte; 4 balls—Wright; 5 balls—Knapp; 6 balls—Cummings. Games will be played on every Tuesday, Thursday and Saturday night, and the prizes will be a finely inlaid cue and a gentleman's smoking set.

A RUMOR has come to my hearing that the cycling club was about to consolidate with the Missouri Gymnasium and Athletic Club, but I could not have it confirmed. Many wheelmen hope that this is not the case, as the loss of the club as a distinctive cycling organization would be keenly felt. For some time the club has had a committee on the still hunt for larger and more convenient quarters, and as it has always been in good financial condition I would think the consolidation scheme to be hasty and ill-advised.

CHICAGO.

"ALERT."

I NOTICE your little editorial anent our Mr. J. H. Robbins of the *Sporting Review* (or as it is sometimes called the "tri-monthly" because it comes out one month and "tries" to come out the next. Can it be possible that the fame of Robbins has not reached the editor of BICYCLING WORLD? Why, he was the man who "chased Tom Roe across the continent" and wrote all the "scare heads" about that "wonderful" tourist. 'Tis Robbins who tells the cyclers of this town what they want, and in justice it must be said that his opinion is always listened to as he is invariably on the wrong side of every question on which he sheds the light of his dense ignorance and they always heed his advice and do just opposite. 'Twas he who engineered the celebrated transcontinental cyclist through 106 miles of roads over which no wagon should venture and where the mud came to within an inch of the pedals (i. e., mud 22 inches deep?). Verily, Mr. Robbins is great in his own estimation. Mr. Robbins has one great redeeming trait, that is his imagination. O, what a vivid imagination he has! He can make a prosaic ride of ten miles over good roads, a daring flight over the worst roads in the country. He never does think by halves, does this disciple of Munchausen. I know he is a Chicagoan, but even that fact cannot cover up the many "imperfections" (to be charitable) in his character.

IT'S funny, very funny, how a man's wealth will cover up his defects. A man may be poor in body and mediocre in mind, but let his estate amount to more than four figures and he has the world at his feet. This has had an examplification in the case of one of our cyclists. He has in the last seven years fallen heir to three fortunes, aggregating over $100,000 and they went almost as suddenly as they came. When he had money he had friends and the flattery of those sycophants was meat and drink to his soul and a loosener of the strings of his purse. But each time there came a day when the exchequer was at the lowest ebb, then his followers floated gently from him, and he might say "Poor Tom's a-cold" with very good grace. Each time it has been whispered around that more money had come and immediately (as in the stories of the fairies, where they "press a button" and summon the fairies, brownies, etc.,) there came back the host of friends (?) to share in his new fortune, only to "evaporate" when the fickle goddess turned her face away. A week or so ago the tocsin was sounded for the fourth time and once more the buzzards of the cycling world fly round, seeking some inroad to the new fortune and generally finding it. The heir of these fortunes is more to be pitied than blamed, more to be petted than scolded.

THE member of the Illinois Cycling Club who was never defeated for any office in the gift of Chicago cyclists has again been elected to an office, of which I will have something to say next week.

LOUISVILLE.

"GX. EX. JX."

THINGS wheelingly in this city are not booming, but socially the cyclers are having gay times. The Lousville Cycle Club is becoming famous for its entertainments and receptions and many ladies now wear and swear by the blue and white. The last entertainment was an exclusive club affair, and it was way up. Twenty-six couples, all in full dress, occupied the dancing floor, which was as smooth as ice. At midnight the band sawed out a march and to its enlivening strains Mr. Charles Crush led the way to the supper room, where a banquet was spread by Club Caterer Hehl. The feast lasted an hour after this; dancing was indulged in until 2 A. M., when carriages came and the company dispersed.

THE Louisville Cycle Club at its meeting last Tuesday night elected officers for the ensuing year. The club now has 47 members and is in a prosperous and harmonious condition.

THE Independent Cyclers are getting on swimmingly. Their present quarters are too cramped for their increased membership and they expect to move shortly to a larger and better home on Fourth avenue.

THE dates for the Kentucky Division meet have been decided on —June 26 and 27, Friday and Saturday, and work is now going on actively. The programme will be issued early in March. Some entertaining and new features will be brought out at the meet. One will be a trip to Mammoth Cave.

PRINCE WELLS is booming the Division meet in the right way. On all of his envelopes and billheads he has had printed an announcement with the dates.

STANLEY HUBER, a veteran wheelman and one of the best liked riders in the city, leaves shortly to go into business in Detroit. He has long been a member of the bicycle firm of Huber & Allison in this city.

DETROIT.

"JUDGE."

EMMA ABBOTT died the same night I penned the note which appeared in last week's WORLD. She was an honorary member of but few organizations and the Detroit Wheelmen have the honor of being one of them. It is but a little while since she presented each member of the club with a fine photo of herself. These will be highly prized by us all now. She was a noble, sweet woman, and her memory will long be cherished. Her body will be brought here to be cremated and the ashes will be buried beside her husband at Gloucester, Mass. A set of resolutions has been forwarded to her father by order of the Board of Directors.

DETROIT is being indorsed on every side. "Setagec" of Buffalo praises us to the skies. The "Eagle" of Dayton screams for us and the "Coaster" of Jersey City coasts into line for Detroit.

FRED ABEL (of Old Goggle's fame) leaves soon for St. Augustine to fill a musical engagement.

He will scrape away on his 'cello,
And bask in the sun of the South,
And flirt with the frisky mosquito,
With an orange in his mouth.

GEO. LANE (ex-champion of Michigan) has accepted a position with H D. Edwards & Co. and will remain in this city. This will be welcome news to all wheelmen in this vicinity.

WE acknowledge the receipt of a complimentary ticket to a concert and social given by the Belmont Bicycle Club of Taunton, Mass., on Jan. 14. Please accept the thanks of the Detroit Wheelmen.

MR. R. PHILIP GORMULLY spent two days in Detroit this week. While being shown through the club house he noticed we needed a mantel clock and before he left presented the club with a very handsome reminder of the club rules, viz.: "Rooms will be closed at 12 promptly." Mr. Gormully will please accept our thanks.

MR. A. H GRIFFITH ("Griff") has accepted the position of director of the Detroit Art Museum and as a result will remain in Detroit for an indefinite number of years. The deal with the museum directors has been going on a long time and was only brought to a focus to-day (the 10th). The members of the club do not as yet know of this splendid news, but will be informed to-morrow. They will be the happiest crowd of wheelmen in this country. It looked very much as though we were going to lose him. He is almost worshipped by every member. It is hardly necessary to say that the Detroit Wheelmen may well be proud that their President is thus honored. Many artists, whose talent is unquestioned, were applicants for the position, but "Griff" was the chosen one. This means much good for the meet in '91, and with "Griff" at the tiller we may well say,

Hurrah for Detroit in '91.



IT IS A FACT

THAT YOU WANT AN

Eagle Mileage Book

FOR 1891.

Our mileage book for 1890 was so popular and so much appreciated, that we shall issue it again for 1891, and on the same terms, viz: *Free to all on application.*

Do not stand on the order of your coming, but send in your name, and at the same time remember that

YOU ALSO WANT AN EAGLE

FOR YOUR 1891 MOUNT.

The Eagle is so popular and so much appreciated that we shall continue to sell it at the same price, viz: $135.

The Eagle and the Mileage Book go well together. On the one you can make the fastest time and cover the greatest number of miles, and in the other you can keep the best record of it.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

ROVERS GOT FORTY-SEVEN PRIZES

At the Leading Bicycle Tournaments this Season, the RESULT OF PROPER CONSTRUCTION.

General Western Agents
FOR THE
CELEBRATED
Garford Saddle.

Our Line for 1891 will be more elegant than ever.

PNEUMATIC
—AND—
CUSHION TIRES,
HOLLOW RIMS,
TANGENT SPOKES,
and BALL HEADS.



Get our prices on Sundries before placing your orders with any one else.
* *

SIX STYLES
—OF—
ROVER ROADSTERS,
Ranging in weight from 35 to 48 pounds.

ROVER RACERS
WITH
PNEUMATIC TIRES.

THE FINEST LADY'S SAFETY EVER PRODUCED.

THE JOHN WILKINSON CO., Sole Importers, 269-271 State St., Chicago.

GIVEN: A man or woman without prejudice or preference, a desire to purchase the most satisfactory mount and trials of the several high-grade safeties, to decide the selection. RESULT: (In three cases out of five), the purchase of a Rambler.

A COUPLE OF PRACTICAL ILLUSTRATIONS.

HOUSTON, Tex., Dec. 23, 1890.

I hereby confirm my wire of the 21st, requesting you to ship an American Rambler by express. The boys here are slow in making up their minds, but when they do conclude to buy, nothing slower than electricity will suffice to convey their wishes. I am particularly pleased to sell this wheel. It is for a Mr. George Sims, whom I consider the most expert safety rider in the state. Had him in view for some time, but he put me off until he had tried the ••••••• and ••••••, (each having an agent here), not to mention off grades, but Saturday morning he came in and said: "Wire for the Rambler. It is the boss."

With best wishes for a year of prosperity for the 'Americans" and success to yourselves, I am, Yours truly, N. C. MUNGER.

BALTIMORE, Md., January 5, 1891.

My Rambler is perfect. I tried about all the different makes of wheels before I purchased one, and found none that would come anywhere near the Rambler for ease of riding over Cobble Stone and Belgian Block, which I have to do, as I use my wheel in my business. My wheel attracts a great deal of attention, being full nickeled, and is considered very pretty. I have had no trouble with it whatever.

WM. F. FOCKE, Proprietor,
Monumental Plating Works.

GORMULLY & JEFFERY MFG. CO.,

NEW ENGLAND BRANCH HOUSE:
178 COLUMBUS AVENUE,
BOSTON, MASS.

FACTORY AND PRINCIPAL OFFICE:
222-228 N. FRANKLIN ST.,
CHICAGO, ILL.

CHICAGO RETAIL STORE, NO. 85 MADISON STREET

NEWS AND COMMENT.

THE ladies of the Buckeye Cycling Club of Columbus, Ohio, gave a reception at the club house on New Year's afternoon. It was a great success. The house was beautifully decorated with evergreens and potted plants, and a bicycle decorated with flowers and club colors. Notwithstanding the rain the attendance was large, and refreshments were served to all. The correspondent who sent us the above item gailantly winds up with, "Long live the Buckeye ladies!"

WE constantly hear about the grand effect the salubrious climate of California has on mankind, but we have never seen a more conclusive evidence of the aforesaid salubrity than in the person of Col. Pope, who has returned from the Pacific slope with 15 pounds added to his weight. We shall never smile superciliously again on hearing any one crack up the "glorious climate of California."

WE do not marvel that we are receiving many expressions of wonder at the marvellous announcement made in a late issue that eight St. Louis wheelmen *covered 21 miles in 38 minutes!* The fact is we strongly suspect that the comps. and the proof reader had received something more than copy from "Linneus." A case of Anheuser-Busch we think it was. As both comps. and proof reader have been sojourning for a long time in Maine, it will be seen that the indiscretion is pardonable and easily explained. The 21 miles were covered in 1h. and 38m. (Mem. to "Linneus:" The *empty* bottles will be returned immediately.)

THE Zig Zags of Indianapolis, Ind., held their first smoker on the evening of Jan. 13, last Tuesday.

JOE GOODMAN'S most excellent of all monthlies will hereafter be known as the *American Cyclist*. This will prevent any confusion arising from confounding the English and American publications. Mr. Goodman has been deservedly successful with his paper. May that success continue is our hearty wish.

MR. HUNTINGTON in his article printed in the January number of the *American Cyclist* avers that "the League has yet to learn the A. B. C. of amateurism!" While we have the utmost respect for Mr. Huntington's opinions on every subject we must say we cannot agree with him in condemning the Racing Board for inforcing the rules as they stand on the books.

THE Rover Bicycle Club of Charlestown, Mass., will hold their fourth annual party at Cadets' Armory on the evening of Jan. 20th.

MR. R. M. JAFFRAY, of the Chicago *Referee*, has been in Boston during the past few days in the interest of his paper.

CHIEF CONSUL BULL is known to the League and wheelmen generally as being a hustler. His latest is a beautiful calendar and recruiting card combined, which is as fine artistically as it is useful. By getting out the combination Chief Consul Bull reasoned that he was getting out a card that would be used to the end of the year. He was the originator of the recruiting card and the '91 issue is an improvement of the first effort. The artistic portion of the card was intrusted to the care of Mr. R. W. Rummell of 7 Warren street, New York, but formerly of Buffalo, and Mr. Rummell is an old-time wheelman and he made and donated these beautiful drawings to New York State Division. The illustrations represent good and bad roads. The heavy roads showing straining horses, drawing empty wagons, broken-down wagons and *walking* cyclist The other picture shows smooth, hard surfaces, horses trotting along merrily drawing heavy loads and cyclists skimming along free from care and fear. Much credit is due Chief Consul Bull and Designer Rummell, and the thanks of the Division are due the latter gentleman for his generous and artistic contribution to the cause.

STEPHEN H. BAKER of Elizabeth, N. J., was committed lately to the insane asylum at Morris Plains. He was violently insane. Baker fired off a shotgun at some bicycle riders who were passing his house. He insisted they were birds on the wing.

MR. P H. SERCOMBE of Milwaukee has been East for a week or two. We were pleased to make the acquaintance of this enterprising gentleman and get from him some pointers which we shall use at an early date.

MR. HARVEY DUCROS, having settled the Dunlop pneumatic tire business for the United States, started from Chicago to visit Niagara Falls. He will sail for home in a few days.

"IF your wheel is so nicely polished, its enamel so unbroken, its spokes so firm and straight that you are afraid to lend it to a careful fellow who knows how to ride and owns no wheel, or if, for fear of damaging its glitter, you will not take it out on muddy days or damp days, I seriously advise you to kick in a spoke or two and scrape off some enamel, and pour a dipperful of water over the saddle. Better is a banged-up bicycle with a brotherly love and usefulness than the most beautiful wheel and selfishness and pride therewith. —*Philadelphia Item.*

MR. A. MACOWEN, of the *Athlete*, sailed last Wednesday on the Brittanic for England. Mr. Richwine also sailed on the same ship.

MANY of our readers are thinking of going to Europe this summer. The Elwell tours afford one of the most enjoyable ways of accomplishing this desire. They will conduct two tours this summer, one starting June 6 and the other July 8. The latter will be a round trip of 70 days and cost $290. They also have in contemplation a wheeling trip around the world to start in the fall of '92. They now invite correspondence in regard to any of their tours. Their address will be found in our advertising columns.

MR. L. D. AYLETT of Charlottesville, Va., sends in the following: *Editor Bicycling World:* In your issue of the 2nd of January appears the following: "Charlottesville, Va., is behind the times. At the last meeting of the Council, on motion of one of the members, the ordinances were so amended as to prohibit any bicycle or tricycle from being driven on the pavements of the city under penalty of not less than $1 nor more than $5." This is a mistake. There are a great many old fogies here, but they do not go so far as to try to do away with bicycles. The object of the recent ordinance is to prohibit wheelmen from riding on the sidewalks—not on the pavements in the streets.

THE following ill-tempered and unjust criticism on the lady cyclist was printed in a Southern paper from a Washington correspondent. We will bet sixpence the item was penned by either an ill-favored old maid or an ossified woman hater: "I have yet to see a really pretty, refined-looking lady bestriding a bicycle. They are generally sharp-faced, masculine-looking creatures who affect some characteristics of male attire. There is not a great deal of difference, so far as women are concerned, between riding a horse man-fashion, and few daring equestriennes have essayed to introduce the latter innovation."

COPIES of "Cycleland" by "Secretary" are selling like hot cakes. Better send in your 50 cents to the WHEELMAN CO. "The brighest and most entertaining lot of cycle sketches ever written."

MR. JOSEPH GOODMAN of the *American Cyclist* was in Boston last Monday and Tuesday and called on us. We always like to have Goodman call as he always has a fund of cyclic information and lore with which to enliven and inform us. There is not a better posted man in the cycling editorial fraternity than "Joe" Goodman.

IRELAND gives America the Dunlop pneumatic tire and America gives Great Britain the Richwine ball tire. "A fair exchange is no robbery." Mr. Richwine sails for England to attend the Stanley Show. Mr. DuCros has been here, disposed of the right to sell his tires in the States, and he will return home also in time to be present at the great annual show.

MR. E. H. WILSON, secretary of the Stover Bicycle Mfg. Co. of Freeport, Ill., has been in Boston during the past few days. Mr. Wilson is a veteran wheelman, having bought and ridden one of the "Duplex Excelsiors," which were on exhibition at the Centennial in 1876.

THE Wilmington men have not yet given up record breaking this season. The local record for the six miles between the Centreville school house and the Baltimore and Ohio Railway, made by Thomas Jefferies on January 7th of 21.55 was beaten by Mr. W. C. Seeds in 20.55.

THE Baltimore Wheelmen very properly mourn the loss of Mr. E. F. LeCato who is soon to leave that city and take up his abode in Chicago. Mr. LeCato is one of the most popular and best liked wheelmen in Baltimore, or in fact in Maryland. It is Chicago's gain, however, and Mr. LeCato will carry with him those qualities which have made him so well and favorably known in Baltimore. Even in that city of popular hustlers, Mr. LeCato will not be overshadowed.

MR. G. HOWARD AVERY, one of the four members of the Syracuse (N. Y.) Cycle Club expelled, has been reinstated. He was expelled for his supposed connection with a race meeting held in that city a few months since, and in furthering which the name of the Syracuse Club was claimed to have been improperly used. Mr. Avery applied for readmission to the club, and his application was signed by 103 members.

DETROIT IN 1891—CHICAGO IN 1893.

Editor Bicycling World: It is my pleasure to inform you that at the last meeting of the Associated Cycling Clubs of Chicago held last evening, the 8th, it was the sense of the meeting that the annual meet of the League of American Wheelmen in 1893 should be held in Chicago. The meeting further endorsed the application of the Detroit Wheelmen for the meeting in 1891. Yours truly,

S. A. MILES, Secretary.

A SMALL "MUNCHAUSEN, JR.," RIDE.

I FELT satisfied when I read "Baron Munchausen, Jr's.," account of his coast that "Tertius" would relate one of his rides, and I now will relate one of my own trifling adventures.

Some years ago, not satisfied with the wheels then made, I constructed one on my own ideas, one of which was an inflated tire with an automatic attachment that pumped in the air as I rode along. Another idea in its make-up was an oscillating ball of quicksilver, weighing 100 pounds that oscillated between the centre of gravity and arc of suspension.

The above and several other attachments formed a wheel on which I could attain a speed of six hundred miles per second, it traveled so fast that I had to put on an extra little wheel as one couldn't keep up with it. I also had air brakes which enabled me to come to a dead stop in two one-thousandths of a second.

Like Tertius I like to be minute in my minutes of the previous meeting

I was compelled to give the wheel to a messenger boy, as the slowest gait at which I could travel was sixty miles per minute, and I was so often arrested for fast riding it very nearly bankrupted me.

The messenger boy told me that he lost his job by having it. He went on errands so quickly that people died from the shock to their nervous system.

I was coasting down a mountain early one morning, going at full speed, when on looking ahead I saw danger. I couldn't cry for help because the air resistance was so great I couldn't open my mouth.

The danger I saw was not a sudden turn in the road, or a pond of water, or a cow, or an L. A. W. sign, a railroad train or any other every day danger, but 'twas the absolute disappearance of the road. Right ahead of me there wasn't any more road; what had become of it I don't know, but it was gone, and there was nothing there but empty space.

In my excitement I forgot to strap myself to my seat, so when I put on the air brakes and the machine came to a dead stop my momentum was so great it overcame the attraction of gravity and I went flying along through space. As I went sailing along thousands of sportsmen, it being Thanksgiving Day, shot at me and all the papers had accounts of the wonderful meteor.

As I was crossing a wide river the sun began drawing up the water and drew me up with it. For several weeks I floated around the air eating nothing but little bits of clouds that I would tear off and swallow.

Finally the clouds marshalled together, and what a tornado we had.

As we were passing over a house I thought I saw an opportunity to escape, so seizing its roof I clung on, but the storm wasn't willing to give me up, but swirled me along, but so desperately had I held, I tore the roof off, and seeing three men walking along a road I dropped it on them and crushed them to death. That was some satisfaction to me.

The storm next carried me through a forest where I tore up trees by the thousands, endeavoring to escape from its clutches. Finally I saw my best chance.

A mile ahead arose a stone wall three feet thick. Putting my hands above my head like one preparing to dive, I guided myself at it. There came a terrible shock that stunned me. When I regained consciousness there I was embedded in the wall, head sticking out one side, feet the other. So fast was I stuck that I had to stay there until the wall crumbled to pieces from old age and the disintegrating forces of time.

I have never before related the above, for, as "Tertius" says, such minor, such trivial adventures are not worthy the telling.

"SECRETARY."

QUEENS COUNTY WHEELMEN.

ON Jan. 7th the Queens County Wheelmen of Brooklyn held its annual meeting in its new club house, which is almost completed. In a week or so it will be ready to occupy. The chief business of the meeting was the election of officers for the ensuing year

The treasurer made his annual report, showing a balance of $105 61. The mileage committee reported a total of very nearly 30,000 miles ridden during the past year. The highest individual mileage was that of Mr. Kimber, who had 2312 miles. Mr. Berton was second with 2207 miles.

Messrs. Kimber, Salt and Roberts were appointed a committee to furnish the club house and procure prices for a pool table.

The $165 worth of bonds remaining to be raised in order to complete the payment of the club house was raised after the meeting during the intervals between the recitations and songs rendered by the members.

Our entertainment came off on Monday evening, Dec. 22, '90, and was a grand success. The spacious Jamaica Opera House was well filled and the performance went off very smoothly.

The circle rendered several solos and choruses, which were well received and repeatedly encored.

The O'Connor brothers, masters of their art, gave us some splendid pieces on the banjo.

The club quartet then rendered several pieces very skillfully and Mr. McGowan delighted the audience with his performances on the bones.

The feature of the evening was the duet sung by Messrs. Hadley and Birch. Their rendering of "Our Sports," "Dougherty's Party" and "Fishing Up McGinty" brought down the house. The quartet sang "Where's My Wandering Boy To-night," and the wandering boy in the shape of Mr. Magee, one of the minstrels, wheeled across the stage with two fine large hens squawking at his back.

Messrs. J. Birch and Lenz following with a very pretty duet upon their zithers.

In the afterpiece a representation of a plantation scene "Before the War" was very realistically presented.

Count Ciani, the great and only, gave one of his inimitable performances upon the horizontal bar.

The programme ended with a tableau of some of the members in full uniform, with their wheels, while the club colors in colored fire lighted up the stage.

The whole affair reflects great credit upon the committee, Messrs. Hadley, Magee and M. W. Birch and put a neat sum in the treasury—more than enough to furnish the house. "TREBOR."

"BIG DEAL IN PNEUMATICS."

THE Chicago *Referee* got in a big scoop on the DuCros-Featherstone deal, in which Mr. A. Featherstone of Chicago controls the Dunlop patents for the United States. Mr. DuCros since his arrival in the States has emulated "Brer' Rabbit" by "laying low and saying nuffin," that is he avoided and dodged the ubiquitous newspaper man with a persistency worthy of a better cause. At last, however, when the contract was signed, sealed and delivered, Mr. DuCros consented to talk, and Mr. Miles in the *Referee* of Jan. 9 has an exhaustive article on the matter, thus making a fine scoop on this most important item of news.

After giving the history of the origin of the pneumatic, which has been treated of more or less before, Mr. DuCros came down to practical points as to the tire thus proposed to be put on the market during 1891. He said:

* * "As a matter of fact the 1890 tire is to the 1891 as a $10 suit to a $40 suit. Commencing right at the root we find the rubber air chamber just double as thick and of infinitely better material than formerly. The tube was formerly inclosed in a bag of canvas, fastened together by a solution. This canvas serves as a protection, at the same time fastens the tube to the rim and relieves it of the strain of the compressed air. The constant strain was occasionally too great for the solution, the case opened at the side, the rubber tube was pushed through the opening over the edge of the rim and thus cut, of course bursting the tire. This has been prevented by using double the thickness of canvas, and stitching it thoroughly as well as using the solution, rendering a flaw in this direction practically impossible. Another fruitful cause of bursting was riding the tire when not thoroughly inflated. When the least bit soft, the tire must necessarily bulge out over the rim, and was in this way cut. The best remedy in the world for this is to keep the air chamber well filled, but, for the benefit of those who are too careless to give this attention, a double thickness of this year's canvas has been placed between the edge of the rim and the rubber tube."

"The bursting," said Mr. DuCros, "was frequently due to the inexcusable stupidity of riders. When we shipped racing tires to England we took the greatest pains to impress on the men that they must not, under any circumstances, be used on the road. They were built, just as a light wheel is, for use on perfectly smooth paths. Despite this, and the fact that the heaviest pneumatic would be faster than the solid tire, the men rode in road races with them and of course ruined them. However, having, as we claim, overcome the bursting trouble, we decided that more protection was needed to prevent puncturing. This could have been gained by placing another stout covering of canvas over the first one—between the canvas bag and the outer covering of rubber, but you will easily understand that the more layers of covering to the air chamber the less life the tire will have and the less speed. To overcome this we took stout canvas so made, to our order, that it would stretch lengthwise only. This we had vulcanized to the outer covering, which is of rather stouter and much superior rubber to last year, thus making it all one piece and yet as elastic and lively as ever."

"Now, as to oil. Everyone knows that it has an injurious effect on rubber, and we found that in cases where it had been allowed to run down to the tire it had rotted the solution which bound the canvas casing. I have already explained how we have stitched this, but we have gone even further and placed around the rim, and far enough up the tire to prevent any possibility of its getting beneath it, a coating of a solution which is impervious to oil and damp."

There were many other points which the speaker pointed out, which all go to make the new tire much superior to the old one. The improvements will be covered by six patents, now pending in this country and England.

The agreement with Mr. Featherstone covers the whole United States. The Pneumatic Tire Co. are now able to make 1000 tires a week, and for the present the American supply will come from Ireland. Later on, possibly, they may be made in Chicago. Mr. DuCros is determined that the tire shall make a good impression from the start in America. He will send over to Mr. Featherstone the best man in his employ, who is thoroughly posted on the tire and its peculiarities. This man will be sent to everyone who purchases of Mr. Featherstone to thoroughly instruct them in fitting and otherwise handling the tire. One of the points in the agreement is that everyone shall be entitled to purchase tires at the same price. No one maker or importer is to be given the slightest advantage over another, except that of course a man who buys 500 tires will buy cheaper than a man who buys 10. A scale of prices will be drawn up in a few days and submitted to the trade. * * "

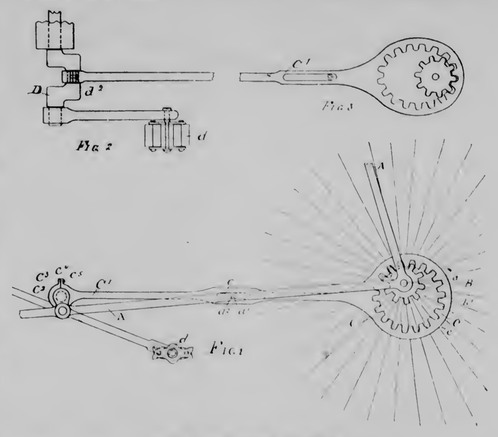
TRADE NOTES.

IT is getting to be an old story that "the Overman Wheel Co. have been compelled to enlarge their factory," but the oft recurring statement as above is a most eloquent proof that the necessary expansion means increased business, and increased business is the most conclusive evidence of merit and excellence. The Overman Co. are just completing an addition which will give them 75,000 square feet more floor space to its already large factory. This, the company claim, gives them the largest factory in the country which is exclusively devoted to the manufacture of high grade bicycles. The plant of the company is in extent and excellence equalled by few and excelled by none. The Overman Wheel Co. will, during the coming season, put on the market five patterns of high grade safety bicycles particulars of which will receive our attention as soon as the company can furnish us data. It has been remarked in the press of this country and abroad that the Overman Wheel Co. in 1884 produced the first hollow tire to be used on bicycles, and it is we believe a fact that the word "cushion" as applied to this style of tire was first adopted by them in 1887 catalogue where they allude to this hollow tire "which provides for an inner open space into which the rubber can cushion." The word "cushion" as applied to tires, therefore, seems to have had its origin with the Overman Wheel Co. as did the tire

MR D SNITJER of St. Louis, Mo., has issued in pamphlet form the article written by Lucy M Hall, M. D., for *Chautauquan*. In the last paragraph Mrs. Hall says: "* * It is not a passing craze with most people, but a steady, permanent source of pleasure, satisfaction and health. * *" Mr. Snitjer handles a full line of high grade and also second grade, and boys and girls' safeties. If you are in St. Louis call on him at 1118 Olive street, but if you live out of town send for his price-list and his delightful little pamphlet referred to above.

DO you use a bell on your bicycle? Well if you do not you ought to. In some localities it is compulsory, but no matter whether it is on the Statute Book that cyclists must carry bells or not, we repeat, you *ought to carry and use a bell*. Having struggled with your conscience and decided that you will get a bell, then the next thing is to decide what bell will you get? It is always cheapest to get a good thing no matter if it does cost a bit more at first. This axiom being admitted, the final question comes up for decision. Reader, did you ever see a "Daisy," not the flower but the bell? Here is a bell that has all the requirements It gives a sweet but loud *continuous* ring. It is handsome, it is durable. *It does not wind, but has a perpetual positive movement*, and it is warranted. When such houses as W. Read & Sons, Overman Wheel Co., Jno. P. Lovell Arms Co, W W. Stall and others unreservedly pronounce it the best, why the excellence cannot be questioned. (See page 291). This bell was pushed for the first time among cyclists last year, and the sales were very large. This season the "Eureka Door Bell Co." have already booked big orders for houses mentioned above and others. A good thing is bound to take, and in the "Daisy" will be found qualities which go to make the very best cycle bell ever put on the market.

A. W. GUMP & CO.'s sales for 1890 have increased 50 per cent. over that of 1889. They are now fixed up in their new rooms. They report that their safety sales for 1890 were just double those of the uprights.



THE BROOKS GEAR.

THE above cuts represent a device, patent applied for by Henry O Brooks of Lowell, Mass., intended to displace the chain on safety bicycles. AA. is the frame of the bicycle. CC is the connecting rod and the internally toothed ring which engages the pinion b1., which is attached to the axle of the driving wheel. "a1" is the stud fastened to the frame A. and on which the slot "c1" slides back and forth. At the point, which is usually occupied by the chain sprocket, a U shaped crank is fitted to the bearings, the ends of which are fitted on to the regular pedal cranks (see Fig. 2). The rotation of the crank shaft not only gives the connecting longitudinal movement, but will cause the front end of the connecting rod to describe a circle and will cause the rear end of the rod or the toothed circle to describe a curve which will be more or less a true circle according to the position of the stud on the frame. It is apparent if the stud is placed other than equal distance from centre to centre of the driving shaft and driving wheel the curve described by the rear end of connecting rod will be more or less of an ellipse. (See Fig. 3.)

With the cuts as above and the brief description the working of the device will be plain to any one with the slightest knowledge of mechanics. Mr. Brooks in writing of the invention says:

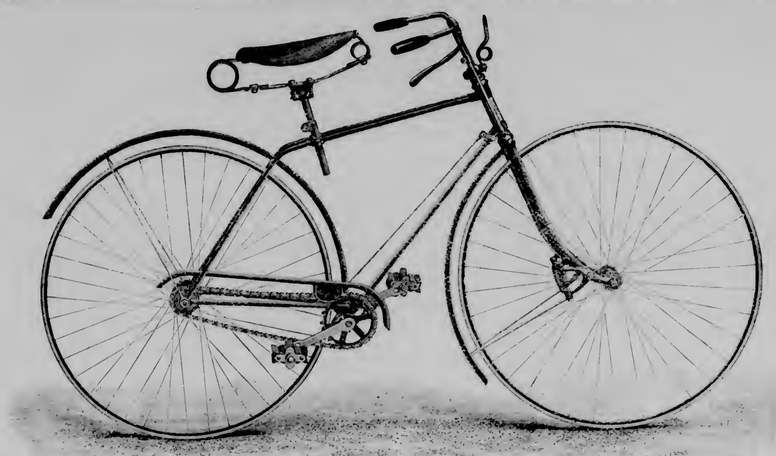
"We claim that it is superior to a chain and sprocket wheels because it is much simpler, having half a dozen parts to replace say 400. The usual chain has some fifty joints, every one of which moves with each revolution, and all such movements cause friction. This device being solid gets rid of the joint friction, and once adjusted for length needs no further tinkering.

With this device only three or four teeth are in mesh instead of 15 to 18 with the chain. The power is transmitted from the crank axle to the driving wheel as directly and economically as with the chain, and with much less friction, so that we claim that it will run easier, which is the great desideratum. Other advantages will suggest themselves to any thoughtful rider."

THE Overman Wheel Co. has enlarged its Boston branch by moving back into No. 182, and this gives the Overman Co. the same rooms they had when first they moved up on to Columbus avenue, and before they moved the main office to Chicopee Falls. The Boston address will hereafter be No. 182 and 188 Columbus avenue as of yore, and Mr. W. C. Overman, the New England Manager, will be glad to see all who will give him a call.

SIDWELL & SABEN have moved into much larger quarters at No. 243 Columbus avenue, the store lately occupied by Murray. Messrs. Sidwell & Sabin are making preparations for a big increase in their trade during 1891, and with a prospective increase in business the accommodations had to be expanded in a like ratio. Old friends and new will be welcome at No. 243 Columbus avenue by Messrs. Sidwell & Sabin.

MR McDOWELL of the Union Cycle Mfg. Co. was in Pittsburg, Pa., last week, and placed the agency of the Union Safeties with Banker Bros Cycle Co. The Pittsburg firm placed an order for 50 Unions. They will also handle the Referee, Meteor, Broncho, Eclipse and Giant safeties.



THE COLUMBIA SAFETY—1891 PATTERN

WE take pleasure in presenting cut and particulars of the Columbia safety for 1891. In outline the machine speaks for itself, being extremely graceful and business-like. It is a diamond frame of the most approved form, the upper part of the diamond being made of double tubing, while the mud guard is made of concaved piece of steel tubing connecting the frame at the bracke end with upper double frame, thus making an extremely strong frame.

A departure in the way of spokes has been made. Instead of tying the spokes at the point where they cross they are inserted in such a way that they do not touch at the crossing point, thus they are much easier to draw and the wheels are more elastic. Both ends of the spokes are enlarged, so that the necessary cutting of the threads does not weaken the spoke at all. Great care has been taken to make the bend of the spoke at the hub "easy" so that breakage at this point be avoided. The rear sprocket wheel has been made detachable, so that in case of excessive wear it can be replaced easily. A new and simple device for the chain adjustment has been fitted.

The chain is self-lubricating, of the Elliott pattern. Each block of the chain carries an absorbent capable of carrying enough oil to lubricate the chain for a distance of at least 500 miles.

The pedals have been fitted with dust caps so that when the wheel is laid or falls in the dust the ends will be protected from the dirt and dust that would otherwise be forced into the bearings.

There is not an ounce of cast metal in these wheels, every piece being of forged steel.

The wheel is a beauty, and it is bound to find its full meed of favor in the eyes and opinion of the riding public. These machines will be fitted with either solid or cushion tires. The machine will be made in two forms, spring joint on front fork for solid tires, while rigid forks will be used if desired by those wishing cushion tires.

THE Rouse-Duryea Cycle Co. completed arrangements with the Ames Mfg. Co. of Chicopee, Mass., some time ago to build the Sylph spring frame safety for 1891, and that Company is now busily engaged building machines for the 1891 trade, and will soon have machines ready for the market. The facilities, reputation and ability of the Ames Mfg. Co. are so well known as scarcely to require mention. The Rouse-Duryea people are to be congratulated on having secured the co-operation of such a firm. The Rouse-Duryea Cycle Co have not been in haste to market their goods before fully perfecting the same. They have spent two entire years and a large sum of money in perfecting their machine and the tools and processes for its manufacture, until they feel sure they have a machine, although weighing less than 45 pounds all on, which will stand any weight rider over any roads. Mr Duryea is well known to all old-time wheelmen as the inventor of the original hammock saddle, and one of the most prolific of cycling inventors. He has perfected a new type of cushion tire, avoiding the difficulties encountered and embodying new points of advantage. It is now in the patent office, hence details are not given, but sample tires are promised soon, and from the ability Mr. Duryea has shown in other directions, something good is expected.

A. W. GUMP & Co., Dayton, O., are using extra efforts to save money for their customers in job lots. They have just purchased a job lot of over $40,000 worth of safeties and will probably list full ball bearings men's safeties, new, as low as $50. They are getting several car loads in at once and will be ready to fill orders this month.

HAVE you sent for one of those handsome Columbia Calendars? "The finest cycling calendar ever issued" is the verdict. Send for one and beautify your home or your office.

FIXTURES.

MAY.

31—Chicago-Pullman Road Race at Chicago, Ill.

JUNE.

26 and 27—Kentucky Division Meet at Louisville, Ky.

JULY.

2, 3 and 4—Hagerstown (Md.) Bicycle Club Race Meet.
3 and 4—Missouri Division Meet at Carthage, Mo.

NEW KODAK CAMERAS---FOR WHEELMEN.



"YOU PRESS THE BUTTON, WE DO THE REST."

(OR YOU CAN DO IT YOURSELF.)

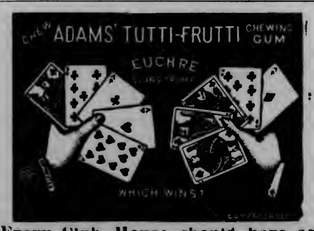
SEVEN NEW STYLES and SIZES

ALL LOADED WITH

TRANSPARENT FILM.

☞For sale by all Photo. Stock Dealers. *Send for Catalogue.*

THE EASTMAN COMPANY, Rochester, N. Y.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street, BROOKLYN, N. Y.

HARTFORD

A Popular American Made Wheel

$100.00



$100.00

HARTFORD

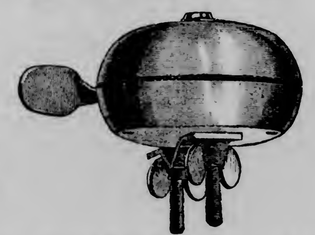
At a Popular Price.

HARTFORD

HARTFORD

THE HARTFORD CYCLE CO., Manufacturers, Hartford, Conn.

THE "DAISY"



TESTIMONIALS.

BOSTON, Sept. 3, '90.

"EUREKA" DOOR BELL CO.:

GENTLEMEN—In reply to your inquiry, "What do you think of the 'Daisy Bicycle Bell?'" we are pleased to say it is the handsomest and best selling bell we ever had, and the fact that we sell no others is enough to show we appreciate it. Yours truly,

WM. READ & SONS.

WASHINGTON, D. C., Dec. 10, '90.

MESSRS. "EUREKA" DOOR BELL CO., 86 Beverly St., Boston, Mass:

GENTLEMEN—In reply to your inquiry of the 9th, regarding our handling your goods for next season, we have no hesitation in saying we desire to do so. Your bells are the best we have had, and give perfect satisfaction to our patrons. Your policy in the matter of repairs is such that we never hesitate to recommend your goods without reserve. Very truly yours,

OVERMAN WHEEL CO.

TESTIMONIALS.

BOSTON, Sept. 3, '90.

"EUREKA" DOOR BELL CO., Boston, Mass.:

GENTLEMEN—In answer to your inquiry, "What do you think of our 'Daisy Bicycle Bell?'" will say that it has no equal and no rival.

Respectfully yours, JOHN P. LOVELL ARMS CO.

BOSTON, Oct. 29, '90.

"EUREKA" DOOR BELL CO., 86 Beverly St., Boston, Mass:

GENTLEMEN—With regard to your inquiry as to the success of the "Daisy" Bicycle Bell with us, we will say that it has a *happy faculty of "getting there" every time!*

We expect under your liberal policy to handle a great quantity of them the coming season.

Wishing you success, I remain,

Yours, W. W. STALL.

It has NO EQUAL in DESIGN, WORKMANSHIP or DURABILITY. Its SALES OUTNUMBER ALL OTHERS. Many testimonials we could give of its POPULARITY. The few we publish are all from well-known houses and will suffice. All EXPERT cyclists join us in saying "IT'S A DAISY."

This Bell YOU DO NOT WIND. It has a PERPETUAL or POSITIVE MOVEMENT. EVERY BELL WARRANTED.

Any imperfection will be made good at our Factory, FREE OF COST.

WESTERN DEPOT:

Messrs. Hibbard, Spencer, Bartlett & Co., Lake and Wabash, CHICAGO, ILL.

MESSRS. OVERMAN WHEEL CO., 715 Thirteenth St., N. W., WASHINGTON, D. C.

MESSRS. JOHN P. LOVELL ARMS CO., 147 Washington St., BOSTON, MASS.

MESSRS. SCHOVERLING, DALY & GALES, 302 Broadway, NEW YORK CITY.

MESSRS. WM. READ & SONS, 107 Washington St., BOSTON, MASS.

W. W. STALL, 509 Tremont St., BOSTON, MASS.

Eastern Depot, "EUREKA" DOOR BELL CO., - Boston, Mass.

JOB LOT EXTRAORDINARY!!

Two Car Loads of 1890 Crescents and Junos at Greatly Reduced Prices. Liberal Discounts to the Trade.

We have just purchased and now have in store, two full car loads of latest '90 pattern Crescents and Junos, which we list at the following unheard of prices, from which we will allow dealers liberal discounts:

	Mfrs. List.	Our List.
Regular Crescent, balls both wheels, - - -	$75.00	$60.00
Full Ball Crescent, balls to both wheels, crank shaft and pedals,	90.00	70.00
Regular Juno, balls to both wheels, suitable for lady or gentleman,	60.00	50.00
Full Ball Juno, balls both wheels, crank shaft and pedals, -	75.00	60.00

These machines sold on easy payments with no extra charge. Order now while these machines are to be had. You will get some use out of them before spring, and the interest on the notes will be small rent for the use of the machine, and not to be considered when the certain saving in cost is considered. Send for job lot list showing numerous other rare bargains—Speedwells worth $115 for $85; Springfield Roadsters at 40 per cent. off list; 1889 Columbias reduced 20 and 25 per cent., etc., etc. Correspondence solicited. Cata. free.

ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.

"1891" with your name and address on a postal will bring you our 1891 cat., as soon as issued, which will be soon.



LEAGUE HEADQUARTERS.

12 Pearl Street, - - - - Room 27

ABBOT BASSETT, Secretary.

OFFICERS FOR 1890–91.

PRESIDENT,
JAMES R. DUNN,
40 Wall st., Room 6, New York.

SECOND VICE PRESIDENT,
GEO. R. BIDWELL,
308 W. 59th street, New York City

TREASURER,
W. M. BREWSTER.
117 No. 4th Street, Quincy, Ill.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committee.

Membership Committee.

Sanford Lawton.....Springfied, Mass.
George C. Pennell.....Elizabeth, N. J.
Geo. C. Arbuckle.....1962 Euclid ave., St. Louis, Mo.

Committee on Improvement of Highways.

Isaac B. Potter, Esq.....Potter Bldg., New York
Albert Mott.....203 Lenox St., Baltimore, Md.
Maj. Chas. L. Burdett.....Hartford, Conn.

Committee on Rights and Privileges.

Clarence Hodson.....Hodson Building, Crisfield, Md.
Chas. F. Cossum, Esq.....Poughkeepsie, N. Y.
J. S. Dean, Esq .....28 State St., Boston, Mass.

Committee on Rules and Regulations.

W. A. Davis.....340 S. Leavitt St., Chicago, Ill.
Michael Furst, Esq.....16 Court St., Brooklyn, N. Y.
A. B. Richmond.....Grand Rapids, Mich

Transportation Committee.

W. M. Brewster.....117 No. 4th St., Quincy, Ill.
Amzi T. Dodd.....70 Park Place, Newark, N. J.
Burley B. Ayers, "Rookery,".....Chicago, Ill.

Racing Board.

Chas. S. Davol.....Warren, R. I.
George Collister.....147 Ontario St., Cleveland, Ohio.
Robert D. Garden.....Chicago, Ill.
W. H. DeGraat.....47 W. 14th St., New York.
Geo. D. Gideon.....17 No. 7th St., Philadelphia Pa.

Hotel Committee.

George S. Atwater, 1424 Penn. Ave., Washington, D.C
H. H. Hodgson. 13 Carondelet St., New Orleans, La
W. C. Marion.... 1255 Bedford Ave., Brooklyn, N. Y

Annual Meeting of the National Assembly L. A. W.

To the National Assembly, L. A. W.:

In accordance with Section 1 of Article V. of the Constitution, the annual meeting of the National Assembly of the League of American Wheelmen will be held on Monday, February, 16, 1891, at Willard's Hotel, Washington, D. C., convening promptly at 10 o'clock A. M.

The following gentlemen are hereby appointed a committee on Credentials: Sanford Lawton, Mass.; Geo. F. Updegraff, Maryland; A. H. Griffith, Mich. Proxies may be mailed to the Chairman, care of Willard's Hotel, and members having proxies should report to the Committee immediately on arrival at the hotel. Fraternally yours, JAMES R. DUNN,
President.

New York, January 7 1891.

The Secretary will be at Willard's Hotel on the day before the meeting, and communications for the Assembly may be sent to his address, and should reach Washington on Saturday, February 14.

On the printed notices sent to members of the Assembly the name of E. F. LeCato appears as a member of the committee on Credentials. The resignation of Mr. LeCato has been received since printing, and the name of Geo. F. Updegraff is substituted as above.

ABBOT BASSETT, Secretary.

Proposed Amendments to the By Laws.

Complying with the terms of Article XII of the By-Laws, I here by give thirty days' notice that I shall at the meeting of the National Assembly, to be held in Washington, February 16, 1891, move the following amendments to the By-Laws:

Article I., Section 5. Expunge the words "National Assembly" and insert the word "League."

Article III., Section 1. Expunge the figure "2" and insert "3."

Article III., Section 4. Expunge the entire section and make Section 5 to be Section 4.

*Article III. Insert a new section to be numbered 5 and to read as follows: "If a Division shall fail to elect delegates to the National Assembly as provided in Article IV., Section 5 of the Constitution, the President shall appoint to fill the vacancy or vacancies thus caused."

Article IV., Section 2. Expunge the last sentence of the first section beginning, "In the case of a," and expunge clause *b* entire.

Article IV. Expunge Section 4 entire and insert in its place the following: "To the Committee on Rules and Regulations shall be referred all amendments to the Constitution published in the official organ in compliance with Article X. of the Constitution, and all amendments to the By-Laws published in the official organ in compliance with Article XII. of the By Laws. All such amendments the committee shall consider and present in proper form to the body authorized to act upon the same; but this provision shall not prevent the proper body from acting upon any amendment legally given notice of if the committee fail to consider the same and report upon it."

Article IV., Section 7, Line 1. Expunge "are" and insert "shall be." Same section, expunge the word "they" in lines 2 6 and 7, and insert "it" in each instance.

Article IV., Section 7, clause *b*. Expunge the words "their duty" in the first line and insert "the duty of the Board." Same clause, line three, expunge "will" and insert "shall," Same clause, line sixteen, expunge "will" and insert "shall."

Article IV., Section 7 clause *b*. Expunge "for a removal of the reasonable doubt" and insert the following: "or a satisfactory explanation of the circumstances which gave rise to the doubt."

Article IV., Section 7, clause *c*. Insert in third line following the word "merits," "If the Board shall be satisfied that the best interests of the sport will be enhanced by the restoration of the applicant to the status of an amateur it may declare him to be re-instated and invest him with all the rights and privileges enjoyed by amateurs."

Article IV, Section 7, clause *d*. In second line expunge "they" and insert "it." Same clause, third line, insert after the word "dealing" the words "in connection with cycle racing." Same clause, sixth line, close sentence with the word "Board," expunge "and" and begin new sentence with the word "any."

Article IV., Section 7, clause *e*. In second line expunge "its" and insert "cycle." In fourth line expunge "their" and insert "its."

Article IV., Section 8, clause *b*. Expunge "his" and insert "the."

Article V Expunge the entire article and number all subsequent articles one less than the number they now bear.

*Article VI. Expunge clauses *a*, *b* and *c*, and insert the following: "*(a)* Any member holding a position in the League, either as an officer, member of a committee, or member of the National Assembly, who shall be charged in writing by ten members of the League with malfeasance in office, or with conduct prejudicial to the interests of the League, may be suspended by the President pending an investigation of the charges.

(b) Any member against whom charges have been preferred as above, shall be furnished with a copy of the charges, and shall be heard in his own defence, after not less than twenty days' notice, before a committee consisting of the President and the Chairmen of the Committees on Rights and Privileges, Rules and Regulations, Membership and Improvement of Highways, and if found guilty of the charges preferred may be reprimanded, suspended for a specified time, removed from his position, or expelled from the League.

(c) Any member found guilty and sentenced as above shall have the right of appeal to the National Assembly, a two-thirds vote of which shall be necessary to overrule the decision of the committee. Such appeal shall be filed with the Secretary within twenty days after the finding of the committee, and until it shall be decided the judgment shall stand."

*Article VI. Expunge section *d* and insert the following, to be called Section 2: "Any member of the League, not holding a position, charged with conduct prejudicial to the interests of the organization may be protested in writing by four members of the League. In case of such protest the charges and specifications shall be sent to the Secretary, who shall make a record of the protest, and forward all the papers to the Membership Committee. The Membership Committee shall furnish the protested member with a copy of the charges and hear him in his own defence. If, after a full hearing, the committee shall find that the charges are sustained, it may impose a penalty of reprimand, suspension or expulsion, but in the latter case an appeal may be taken to the Rights and Privileges Committee.

Article VI. Add new section to be marked Section 3: "A member of the League charged with being a professional wheelman may be protested in writing by any member. In case of such protest the charges and specifications shall be sent to the Secretary, who shall make a record of the protest and forward all the papers to the Racing Board. In a case of this nature the Racing Board shall proceed as provided in Article IV., Section 7 of these By Laws, and its judgment shall be final and without appeal."

Article VI. Add new section to be marked Section 4: "An applicant for membership may be protested in writing by any member, but the protest must be in the hands of the Secretary within two weeks from the date on which the applicant's name is published in the official organ. All such protests shall be regarded as confidential so far as a disclosure of the protesting member's name is concerned. The Secretary shall make a record of the protest, and forward all the papers to the Membership Committee. If after a full hearing the Committee shall find that the protest is a just one it shall sustain the charges and deny the applicant admission. In case the applicant is denied admission his fee shall be returned."

Article VI. Clause *e* shall be Section 5.

Article VII. Expunge the entire last line and insert —"an equitable share of the fee and dues paid to the League during the year current by the member asking for the transfer."

Article IX. Expunge in Section 2 the words, "said tailors to obtain the cloth of the Secretary of the League," and insert, "under such regulations and restrictions as the Committee on Uniform may make and impose."

Article IX, Section 4. New section to read, "Wearing the uniform or the badge shall not be compulsory, nor can they be held to indicate membership in the League, the League ticket being the only reliable certificate of membership."

Article XI. Expunge the entire article and substitute—"All officers of the League shall be elected by written or printed ballot, and a majority of all the votes cast shall be necessary to elect. Each officer shall be elected by a separate ballot."

*Article XII. Add Section 1 to read as follows: "The Executive Committee may amend these By Laws at any time when a Constitutional Convention shall have amended the Constitution and rendered these By-Laws inconsistent therewith. But this power to amend shall be limited to such changes as shall remove the inconsistences. Announcement of all such amendments shall be published in the official organ.

Article XII. Mark the article as it stands "Section 2." Expunge "no amendment shall be made" and insert, "it shall make no amendment"

The above amendments contain very few, if any, changes of policy or routine. The amendments marked with an asterisk look to changes of a moderate nature. Nearly all the amendments proposed are called for in order to make the By-Laws in harmony with the Constitution as amended at Niagara Falls, and a few verbal changes are necessary to make them in harmony with the English Grammar. I have rewritten several sections in order to make them less obscure than they now are, and I have introduced several sections which embody certain unwritten laws of the League which have always been employed but never before expressed. Notable among the latter are the sections which give the Racing Board power to reinstate, and the sections which provide for protests against League officials and against applicants for membership

I have suggested that the President have power to appoint delegates in case a Division fails to elect, because under the present rules a Chief Consul has the power to default an election and throw the choice of delegates into his own hands. With this provision in the By-Laws there is little doubt but that Divisions will hold elections for Delegates. I have given the Executive Committee the right to correct inconsistences between Constitution and By-Laws that we may never again see, as we have this year, the two codes at variance and no power to correct the inconsistencies till the February meeting of the National Assembly.

Respectfully submitted, ABBOT BASSETT, Sec.

Photographers, Attention.

To stimulate the collection of photographs to be used in showing the need of improved roads in the United States, we hereby offer three prizes aggregating

ONE HUNDRED DOLLARS IN GOLD.

as follows:

1. One prize of Fifty Dollars (Gold) for the best collection of not less than three photographs.
2. One prize of Thirty Dollars (Gold) for the second best collection of not less than three photographs.
3. One prize of Twenty Dollars (Gold) for the third best collection of not less than three photographs.

This offer is made subject to the following conditions and suggestions, which should be observed:

(a) All photographs must be accompanied by negatives, unless the latter have been destroyed.

(b) Competition will close on the first day of May, 1891, and all photographs must be submitted on or before that date.

(c) Photographs must be confined to such subjects as most strongly illustrate the unfitness of the present public roads (especially the common "dirt" roads), to be used as public highways.

(d) To aid you by a suggestion we will say that we want:

Photographs showing the common spectacle of the farmer's team and wagon, hub-deep and knee-deep in the muddy road;

Photographs showing rough, rutty and muddy roads in their worst condition;

"Stuck in-the-mud" photographs, showing the farmer or the merchant with his loaded wagon, vainly trying to drive his patient team and load out of the inevitable mud-hole;

Photographs showing the every-day break down caused by rough or muddy roads or steep grades;

Photographs showing smooth, hard-surfaced roads, and (if possible) teams hauling loads over the same;

And other pictures illustrating the goodness of good roads and the badness of bad roads; your own opportunities and observation will suggest the proper thing in this line.

(e) Each photograph must be accompanied by a full statement of particulars, giving date, location, &c., by which the picture may be identified. (Blanks for this purpose will be supplied on application.)

(f) All photographs and negatives submitted must be sent marked with a fictitious name or pseudonym, by which the competitor is to be known until the date of award. Each competitor must also send a sealed envelope containing his (or her) real name and address marked upon the outside with the fictitious name of the competitor.

(g) At least ten persons must compete in order to insure the award here offered.

(h) *All* photographs and negatives submitted in this competition are to remain the permanent joint property of the New York and Connecticut Divisions of the League of American Wheelmen.

(i) In deciding upon the respective merits of the works submitted the following points will be considered:

1. The subject of the photograph and its force in illustrating the necessity for better roads;
2. Clearness and general excellence of photographic work;
3. Location (giving preference to those views which show bad roads in important counties, suburbs of large towns, &c.);
4. Size of photograph. The question of size will be considered leas and last of all.

The prizes will be awarded before May 15, 1891, by a committee to be selected by the Chief Consuls of State Divisions of New York and Connecticut. All communications will be in every respect confidentially treated, and further information will be furnished on application to either of the undersigned, to whom all photographs and negatives should be sent.

ISAAC B POTTER,
Chairman Roads Imp. Com. N.Y. State Div.,
278 Potter Building, New York, N. Y.

CHARLES L. BURDETT,
Chairman Roads Imp Com., Conn. State Div.,
Hartford, Conn.

New League Club.

The following clubs have qualified as League clubs and filed the certificate required in the office of the Secretary:

308—Cortland Wheel Club, Cortland, N. Y. C. E. Thompson, Secretary.

Owen T. Morgan Disqualified.

For violating clause B, Section 9, Article III. of the L. A. W. Constitution (amateur rule) at San Francisco on December 25, 1890, Mr. Owen T. Morgan of Swansea, Wales (present address San Francisco) is hereby declared to have forfeited his amateur status. Amateurs are warned not to compete with Mr. Morgan.

CHARLES S. DAVOL,
Chairman L. A. W. National Racing Board.
Warren, R. I., January 8, 1891.

Racing Board.

Mr E. F. LeCato has tendered his resignation as a member of the 3rd District Racing Board, and it has been accepted. CHARLES S. DAVOL,
Chairman L. A. W. National Racing Board.
Warren, R. I., January 8, 1891.

Ohio Consuls.

List No. 4.

Chief Consul M. A. High has appointed the following Local Consuls:

Ironton—F. A. Cronacher.
Nipgen—U. C. Eubanks.
Richwood—Joseph Embrey.

No appointments have been made in Districts 4 and 10 as no reports have been received from the Representatives in charge.

The addenda to the hand book cannot be given to the printer till these districts are heard from.

Fraternally, WILLIAM D. KEMPTON,
Secretary-Treasurer Ohio Division L. A. W.
Cincinnati, January 10, 1891.

E. F. LeCato Resigns.

Mr. Albert Mott, Chief Consul Maryland Division, L. A. W. City:

Dear Sir—Please accept my resignation as a delegate appointed by the Board of Officers of the Maryland Division L. A. W. to the National Assembly. I take this step because the question of my eligibility might arise in view of the fact that after the 19th inst. I shall no longer be a resident of this city. Yours fraternally,

Baltimore, Md., Jan. 5th, 1891. E. F. LECATO.

The above resignation is accepted with sincere regret. Mr. Joseph T. Chism is appointed a delegate to the National Assembly to fill the vacancy.

ALBERT MOTT, C. C. Md. Div.

Baltimore, January 8, 1891.

Connecticut Board of Officers.

In accordance with Article IV. of the rules of the Connecticut Division the following question has been submitted to the Board of Officers:

It is moved that this body instruct the Chief Consul to expend at his discretion a sum of money not exceeding $75 in the collection of photographs of "bad roads," the photographs to be used in the furtherance of Highway Improvement work.

The Board of Officers, by a mail vote taken between December 30, 1890 and January 7th, 1891, vote: "yes," 19; "No," 2 on the above question.

The above is respectfully submitted to the Board of Officers and to the Connecticut Division.

ARTHUR ALLEN DEAN, Chief Consul.
EDWARD A. DEBLOIS, Sec.-Treas.
Hartford, Conn., January 8th, 1891.

Kentucky Division.

It is time for us to brace up and get to moving. The committee having the State Meet in charge has accomplished much work, and will do a great deal more in a short time. The programme will be out early in March, and it will be novel and entertaining. A track is now being arranged for, on which the races may be run, and the Entertainment Committee is at work devising schemes for fun and pleasure. One thing already practically decided on is a trip by rail to Mammoth Cave.

But the members of the Division must help the Louisville contingent. First we need and must have 200 members by the 1st of June. Let every Local Consul and every member of the L. A. W. promise himself that he will get at least one name, and then let him do it. This Meet is going to be the biggest thing on wheels in Kentucky, but the Louisville boys must be aided and encouraged by their brethren throughout the State.

The dates are June 26 and 27, Friday and Saturday. Paste these figures on your tool bag.

Louisville, Ky. G E. JOHNSON, Sec.-Treas.

Missouri Division.

The regular semi-annual meeting of the Board of Officers of this Division will be held at the Missouri Bicycle Club at eight P. M., Saturday, February 3d. A full attendance is urgently requested. Reports are expected from the Chairmen of the Racing, Touring and Highway Improvement Committees, and on such other matters as may properly come before the Board.

Fraternally yours, ROBT. HOLM, C. C.
St. Louis, January 9, '91.

Missouri Division.

To Members:

Not a single application for membership has been published from this Division for three weeks in spite of the fact that I have called your attention to the great necessity of recruiting in each issue of this paper. It is certainly not encouraging to receive such support, and I earnestly hope for an early improvement. The answer to the question of how much can you lift? depends on what you lift with. Archimedes said, "Give me a fulcrum on which to rest and I will move the earth." Many a Division has enough capital and energy, and yet barely holds its own or fails altogether because these forces are not wisely utilized. Hundreds of non-League wheelmen are scattered throughout the State, you doubtless have many friends among them, who only wait to be asked to become members of our organization. Wont you lend us your aid in this matter?

Fraternally yours, ROBT. HOLM, C. C.

Illinois.

A constitutional convention of the Illinois Division will be held in Chicago, Saturday, January 31, 10.30 A. M. W. A. DAVIS, C. C.
Chicago, January 9, 1891.

Illinois Local Consuls for 1891.

Toulon—D. S. Hewitt.
Tallula—I. S. Babcock.
Taylorville—C. C. Phinney.
Trenton—T. Gaffner.
Turner—H. E. Hills.
Tremont—A. D. Davis.
Tuscola—F. W. Hammett.

W. A. DAVIS, Chief Consul.
Chicago, January 8, 1891.

Illinois Division.

The Illinois Division at their annual meeting held at Bloomington, 1890, ordered the drafting and issuing of a hand-book of the Division for the general information of our members.

The Board of Officers at their September meeting of 1890, appointed a committee to take charge of that work, and at the same time to revise our Constitution and By-Laws to conform to the National Organization, and submit the same to the Division for their approval or rejection. Our Constitution says in relation to amendments Articl. XIX, "Additions or amendments to this Constitution may be made at the annual meeting after publication in the official organ of the L. A. W. at least one month previously."

Recognizing the fact that according to our Constitution no alteration or additions could be made to our Constitution until our July meeting, and that they must be made to conform to the L. A. W. Constitution in order to provide for our annual election, also that it is the desire of this committee to have the new Constitution printed and made a part of the Division hand book, your committee desiring to have the same printed and distributed this coming season so that the members may be able to have the use of it as soon as possible, take the stand that any body has the power to change its laws in Constitutional Convention when unanimous consent has been given therefor.

Unanimous consent can be obtained by asking that objections be filed after due notice of call has been given to all members of the organization or body. Therefore your committee ask that unanimous consent be given for the adoption of a new Constitution and By-Laws to govern our Division on the date to be fixed by our Chief Consul. Fraternally yours for the hand book Committee, THOS. F. SHERIDAN, Chairman.

Springfield, Ill., January 7th, 1891.

Illinois Division L. A. W.

FINANCIAL STATEMENT.

1890.	*Cr.*		
July 1.	By cash on hand, July report.	$700.73	
July 15.	By check A. Bassett, applications to July 4	897.05	
Oct. 1.	By check A. Bassett, applications, &c., to Oct. 1	314.00	
Dec 30.	By check A. Bassett, applications, &c, to Jan. 1, '91.	107.25	
			$2019.03
1890.	*Dr.*		
July 4.	To expressing books, &c., to and from Div. meet	$ 75	
July 15.	To postage books, Sec-Treas.	2.00	
July 25.	To recruiting com.'s printing, Franks & Sons	70.00	
July 25.	To recruiting com.'s printing, H S. Hill	8.00	
July 25.	To expense on mail vote, annual election"	20.30	
Aug. 4.	To recruiting committee, postage and sundries	10.00	
Aug. 4.	To nominating committee, postage and telegrams	1.45	
Aug. 4.	To clerical help to Secretary	8.00	
Sept 23.	To postage, "Secretary's office"	2.00	
Sept 27.	To two medals, "annual meet racing"	55.00	
Sept 27.	To two medals, Peoria race meet	35.00	
Sept 28.	To railroad fares Div. Board to Sept. meeting—E. H. Knight, Kankakee, $3.35; H. W. Foltz Joliet, $1.05; G. S. Webb, Aurora, $1.05; T. F. Sheridan, Springfield $13.00;	18.35	
Sept 28.	To Chief Consul's expenses to date	11 63	
Oct. 4.	To counsel's fees in the Ransom vs. Talbot case, "Conkling & Grant"	40.75	
Nov 24.	To Chief Consul's printing, "S. H. Little"	25.50	
Dec. 4.	To circulars to Local Consuls sent by Sec.-Treas., printing and postage	9.54	
Dec. 4.	To clerical help on same	1.00	
Dec. 4.	To clerical help on new index by towns, countries and districts	6.00	
1891.			
Jan. 1.	To cash on hand, "Marine Bank, Springfield"	1693.76	
			$2019.03

THOS. F. SHERIDAN, Sec. Treas.
Springfield, Ill., Jan. 3, 1891.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be

eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 42—Total 42—17,794

BOSTON, Jan. 16, 1891

CONNECTICUT DIVISION—4—1424

Co t Bi. Club.

20977 *Cook, Mrs. Thomas H.*, 40 Retreat ave, Hartford

20978 MacCallan, Arthur T., 50 Church st., "

20979 Tracy, Richard B., 170 Seymour, "

Columbia Cycle Club.

20980 Annis, Fred H., Box 1047, "

DISTRICT OF COLUMBIA DIVISION—1—231.

Unattached.

20962 Bush, Philo L., 224 Second N. E., Washington

MARYLAND DIVISION—5—666

Chesapeake Wheelmen (unattached).

20963 Ashman, W., 17 W. Lexington, Baltimore

Unattached.

20998 Brish, J. Murray, 10 West Patrick, Frederick

20999 Gambril, C. Staley, City Hotel, "

21000 Gambril, Robt. G., City Hotel, "

21001 Gaver, Joseph W., "

MASSACHUSETTS DIVISION—4—2295

Lawrence Bi. Club (unattached).

20964 Silver, Daniel, 265 Essex, Lawrence

Fall River Cycle Club.

21002 Brown, Chester J., 221 Second, Fall River

Unattached.

20981 Jones, George H., 159 Shurtleff, Chelsea

21003 Prince, George F., Box 461, Whitinsville

MISSOURI DIVISION—3—459

Kahoka Wheelmen (unattached).

20982 Gilhousen, Clarke E., Box 46, Kahoka

Unattached.

20965 Morgan, E. L., 1023 Clarke ave., St. Louis

20983 Conkle, Brose, Luray

NEW HAMPSHIRE DIVISION—2—122.

State Capital Wheelmen (unattached).

20966 Hood, Harry R., Box 728, Concord

20967 Simmons, Alfred F., Box 774, "

NEW JERSEY DIVISION—2—1035.

Unattached.

20972 Farlos, Charles H., Box 112, Jamesburg

20968 Lutz, Elwood S., 116 Jefferson, Passaic

NEW YORK DIVISION—14—3067.

New York Bi. Club.

20984 McCormick, W. J., 53 West 05 st., New York

Rome Cyclers.

20985 Chamberlain, Jack, 229 W. Dominick, Rome

20986 Esselstyn, Ben W., 158 W. Dominick, "

20987 Fessenden, Geo. P., Arlington Hotel, "

20988 Howland, C. B., 320 W. Embargo, "

20989 Hughes, Owen B., 410 W. Thomas, "

20990 McGinnis, Will, 511 W. Liberty, "

20991 Northrup, Frank R., 607 N. Washington, "

20992 Sanders, Edward G., 126 W. Dominick, "

20993 Van Dyke, Robert E., 603 N. Jay, "

20994 Whitehead, George, 406 W. Park, "

Queens Co. Wheelmen.

20969 Cann, Charles, Ozone Park

Berkeley Athletic (unattached.)

20970 Savage, Dr. Watson L., 19 W. 44, New York

Unattached.

20974 Smith, Geo. H., Mt. Zoar st., Elmira

OHIO DIVISION—2—1187.

Chillicothe Wheelmen.

20975 Mosher, S. E., 85 S. Paint st., Chillicothe

Unattached.

20995 Carpenter, C. C., 900 W. Sandusky, Findlay

RHODE ISLAND DIVISION—1—566.

Unattached.

20976 Himes, S. Winfield, Phenix

TENNESSEE DIVISION—1—137.

Memphis Cycle Club.

20973 Sawyer, J. Ralph, J. S. Menken Co., Memphis

TEXAS DIVISION—1—58.

Unattached.

20971 Thiele, A., Sixth st., San Antonio

VIRGINIA DIVISION—2—62.

Unattached.

20996 Cunningham, Thomas J., Hampton

20997 Walden, A. C., Old Point Comfort

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasurer, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1424 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No. Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 607 No. Alabama street, Indianapolis.

IOWA—Chief Consul, Ackley Hubbard, Spencer. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 65, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

MAINE—Chief Consul, Howard M. Breen, 199 Franklin street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, A. W. Robinson, 20 Equitable Building, Boston. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 280, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI — Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, R. H. Scott, People's Ins. Co., Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 116 Broad street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK — Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Joseph R. Wilson, Jr., Clarksville. Secretary-Treasurer, B. A. Patch, Clarksville.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box 281, Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro'. Secretary-Treasurer, F. A. Roberts, Brattleboro

VIRGINIA—Chief Consul, Ira B. White, 16 Nolls court, Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1891. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 April 30. Enclose $1.50 with this blank on any date between date of paper and April 1, 1891. Write plainly—Printing preferred.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margin in using this blank.*

"BUILT ON HONOR."

ADOPTED BY THE UNITED STATES GOVERNMENT.

WARWICK PERFECTION CYCLES.



WEIGHT, 42 POUNDS.

SPECIALLY CUSHION TIRES.

NO CAST METAL.

WARWICK CYCLE MFG. CO., - Springfield, Mass.

CATALOGUE, JANUARY, 1891.

Brief Specifications of the GIANT SAFETY BICYCLES, '91 Pattern:



The Giant has 30-inch wheels, tangent spokes, ball bearings all over, straight and hollow handle bar, rear brake, weldless steel tube backbone, Bolte spring fork, Yost saddle, an ample chain guard and is listed at $85.00

The Giantess has a 28-inch rear wheel, 26 inch front (we make the front wheel smaller to secure the additional space needed by a lady), tangent spokes, straight and hollow handle bar, rear brake, weldless steel tube backbone, Bolte spring fork to both front and rear wheels, ample chain and skirt guard, and Yost saddle. By applying the Bolte spring to both forks, we offer our lady friends a spring framed machine devoid of all vibration at the seat. The Giantess is listed at $75.00

The Ball Bearing Little Giant is similar in construction to the Giant, with ball bearings all over. All wearing parts are steel, the backbone tube is weldless steel, handle bar solid and straight, cranks drop-forged, wheels 24 inch with tangent spokes nickeled to intersection, and is listed at $45.

The Little Giant is precisely the same as the Ball Bearing Little Giant, excepting it has adjustable cone instead of ball bearings. It lists at $35.

Advance Circular now being mailed free on application.

H. A. LOZIER & CO., - - - - Cleveland, O.

As Applied to Safety. Ordinary.



PRICE $10.

Superior to Tobogganning or Skating.

THE EXCELSIOR FOR WINTER CYCLING, (Pat. Oct. 2, '88.)

Manufactured by OHIO CYCLE SUPPLY CO., St. Mary's, Ohio.

SAVE YOUR PANTS!



IN USE. NOT IN USE.

OSTERGREN'S TROUSER GUARD.

(Patent Applied For.)

Three styles of finish. 15 cts. per pair, blued steel; 25 cts., enamelled; 35 cts., nickeled.

To be had of all dealers, or

A. K. & C. E. SCHAAP, - Richmond, Va.

Bicycles and Sundries.

THE KING

—FOR—

STRENGTH



EVERY rider who has an Eclipse bicycle will tell you that it is the best wheel he has ever ridden. He will also tell you that he can ride the Eclipse three times as long as any other wheel he knows of, without re-adjusting the bearings. The Eclipse is the only wheel on the market that has the cones so arranged as to revolve on the shaft, and which are not screwed to the shaft by threads.

Do not make a mistake and buy until you have seen the Eclipse, with its elegant spring fork and the saddle that is unequalled

Strictly high grade and material and workmanship the best

STEEL PULLEY & MACHINE WORKS,

Patentees and Sole Makers,

INDIANAPOLIS, IND.

Send for Catalogue. Price $100. Good Agents Wanted in all Unoccupied Territory.



The Victor Wrench. A genuine triumph! By actual tests over 80 per cent. STRONGER than the strongest wrench of its class heretofore in the market. Nickel plated. Price $1.00.

——Overman Wheel Co., Makers, Chicopee Falls, Mass.——

BEST CYCLES!

LOWEST PRICES!

It will pay you to write for information. Dealers wanted everywhere.

Wholesale and Retail. **J. E. POORMAN, Agent, 8th and Race Sts., Cincinnati.**

Have your repairs made in the winter. No loss of riding time. Cheaper rates, better attention. Send for estimate, stating what your wheel needs

ST. LOUIS WHEEL CO.,

ST. LOUIS, - - - MO.

H. H. BROWN,

Wappingers Falls, N. Y.

Patentee and Manufacturer of

Hard Rubber Bicycle Handles and Grips

FOR CYCLE MANUFACTURERS.

Elwell European Cycle Tours.

JUNE 6th to AUGUST 19th.

EVERYTHING FIRST-CLASS.

Descriptive Catalogue by addressing

F. A. ELWELL, Portland, Me.

Send for Complete Bicycle Catalogue.



MEACHAM

HIGH-GRADE

DIAMOND FRAME

SAFETY.

Ball Bearings to Both Wheels.
Both Pedals and Crank Shaft.
Ball Bearings to Head.
Hollow Steel Tubing.

COMBINATION WHEEL FOR EITHER GENTLEMAN OR LADY.

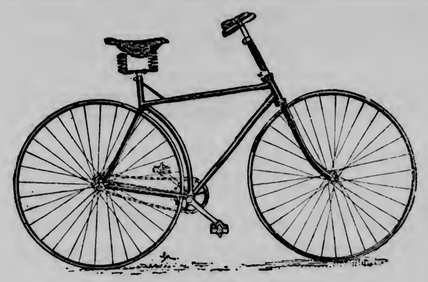
List Price, $115.00

Selling Price, $75.00.

Remit by Post Office Money Order

WILL SUSTAIN A PERSON WEIGHING 225 LBS. BY REMOVING TOP CROSS BAR, CAN BE RIDDEN BY A LADY.

E. C. MEACHAM ARMS CO. ST. LOUIS, MO.



REFEREE ROADSTER.

REFEREE CYCLES

—— FOR ——

Lightness, Strength, Durability, Reputation and Satisfaction.

WHO SELLS THEM?

A. J. STREET CYCLE CO., Chicago.
GEORGE R. BIDWELL, New York.
W. J. NEWMAN, Boston.
J. B. & G. C. SWEET, Buffalo.
CHAS. HANAUER, Cincinnati.
PRINCE WELLS, Louisville.
MICHIGAN CYCLE CO., Detroit.
CAMPBELL & CO., Providence.
WILDER & LAING, St. Louis.
A. H. PERRIGO & CO., Omaha.
H. T. HEARSEY, Indianapolis.
BANKER BROS., Pittsburg.
L. B. GRAVES & CO., Washington, D. C.

THE GALES SAFETY.

THE GALES SAFETY is designed with a view of meeting the demand for an **ALL BALL BEARING** Safety at a moderate price. The frame is of weldless steel tubing and steel forging throughout. The rear wheel is 30 inches, with 7-8 inch tire, geared to 54 inches. 30 inch steering wheel, with 3-4 inch tire. Best quality moulded rubber tires, firmly cemented into the rims. The spokes are direct, of No. 12 special drawn steel wire. Straight front fork; corrugated rubber coasters. The handle bar is one piece steel tube 30 inches long, bent back, and is detachable and adjustable.



Both wheels, crank-axle and pedals are fitted with ball bearings. The pedal rubbers are soft and tough, and so made as to prevent the rider's foot from slipping. The saddle rests upon an L seat rod, and is adjustable to height, also forward and back. The saddle is the famous Fish patent Hammock, is adjustable in all directions. The brake is of the Plunger style and very powerful. Neat Lamp Bracket, Mud Guards over both wheels. Finely enameled, with bright parts nickeled on copper. Each machine is supplied with tool bag wrench and oiler.

PRICE, - - - - - $75.00.

SCHOVERLING, DALY & GALES, - 302 Broadway, New York.

Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee.

Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.

406, 408, 410 & 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25

Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear..... 1.00

Stockings. Our celebrated Linen Sole Stocking, League color.....1.00

Belts. No. X Silk, Edge's League color, white centre, Snake Buckle..... .50
No. XX Worsted Solid, League color, Snake Buckle..... .40

Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic. 5.00
No. 1, Canvas, leather trimmings. 3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,

241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia, 1039 Market St

CYCLING

FOR

Health and Pleasure.

Chapters III. and IV.

How to use a wheel, in Learning, Riding and Touring is the subject of these two chapters, but there is much that is fresh and striking in the exhaustive treatment, and such suggestions as are trite from iteration are put in a clearer and more forcible manner than is usual. The skilled rider (none too common) and the adept (still more rare) can find pertinent suggestions in them, and others will discover much to ponder over. Many hints will also be discovered, showing what misuse of the ordinary has allowed it to be so easily displaced The important questions of Economy of Power, Proper Position, Suitable Reach, Good Form and the like, are carefully elaborated. Veterans who have read the work are most pronounced in its praise.

230 Pages, Illustrated.

50 Cents, Postpaid.

WHEELMAN COMPANY,

PUBLISHERS.

12 Pearl St., - Boston.

Stamps not received.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ *Cash must accompany the Order.* ☜

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

CATFORD FREMIER Safety; ridden but little; without a blemish; new '91" Fish Saddle, Arlington Lamp; machine geared to 59 inches, with long cranks. Price $115. DR. WM. L. FISH, Newark, N. J.

FOR SALE—Victor Safety; good as new; little used; with Cyclometer, Bell and Lamp; must sell. Bargain. Address S. P. KURZMAN, 15 Wall street, New York City.

WANTED—A Partner, with capital, by a Machinist, with an experience of twenty years in Cycle construction. Address PRACTICAL, Bicycling World, 12 Pearl street.

FOR SALE—56 inch Rudge L. R. Bicycle; ball bearings; good condition; $25. 48-inch Special Star; enamel finish; in very good condition; price $40. 45-inch Special Star; full nickel; first-class order; $5. WM. VAN WAGONER, Newport, R. I.

SLEIGH to trade—Brand new; cost $70 to make, for good Safety. Lots other goods to trade. ad ☜ and new wheels cheap. ZOOK, Lititz, Pa.

FOR SALE—A Rushton cedar combined Row and Sail Boat, No. 107; 16 feet by 42 inches; copper air tanks, Radix folding centre board and nickel trimmings throughout; two pair oars, leg of mutton sail, 35 square feet; latteen sail, 50 square feet, with patent head and foot gear to hoist with halliards; used but little; cost $140.00 Will sell cheap. Address W. C. TOWNSEND, Utica, N. Y.

FOR SALE—VICTOR SAFETY, 1890; in first-class condition, as good as new, $110. Address 108, care of Bicycling World, Boston, Mass.

CANOE FOR SALE—A fine cedar canoe, with mahogany deck and top streak, drop rudder, plate centre-board, 16 feet by 36 inches, [illegible] splendid boat; cost $175; no reasonable offer refused; used but little. Address J. S. DEAN, 28 State st., Boston, Mass.

LADY'S AND GENT'S Columbia Safety Bicycle. Cost $135.00; will sell for $100.00; as good as new WILSON BROS., 6 Hanover street, Boston.

The Cycling Psalm of Life.

Tracks of weary men remind us,
Walking makes us tired of limb,
But cycle riding leaves behind us
Lines that prove we're in the swim.

Let us then be up and riding,
With a heart for setting pace;
Still a-pedalling, still a-gliding,
Learn to ride a winning race.

Drop a line to us, then, brother,
And we'll send a list to you;
Finally, like many another,
You will say we've used you true.

KNIGHT CYCLE CO., - St. Louis, Mo.

The New "39" and "24" Star



NO MACHINE ON THE MARKET ITS EQUAL

Easiest Running Wheel

—AND—

Best Hill Climbing Machine Ever Produced.

We Challenge Honest Criticism.

In this Machine we have combined ALL the advantages of a low wheel and the speed of a high one.

Send for Catalogue of STAR BICYCLES.

H. B. SMITH MACHINE CO.,
Smithville, N. J.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

CLEARANCE SALE

Of a limited number of used and slightly shopworn Singer cycles, fitted with spring-wired **CUSHION** tires.

SINGER & CO., 6 & 8 Berkeley St., Boston, Mass.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜



L. A. W. BADGES

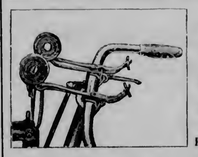
The official design in **SOLID GOLD.**

Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the inferior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better for $1.50, $2.00, and $2.50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.



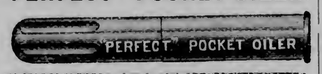
LAMSON'S

Luggage Carrier

NO. 1.

Convenient, durable, noiseless, cheap. **$1.**
Sold everywhere.
Made by
C. H. LAMSON,
Portland, - Maine.

"PERFECT" POCKET OILER.



One-half size.

For Bicycles, Guns, etc. No Leakage. Throws only small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50c. each. CUSHMAN & DENISON, 173 Ninth ave., N. Y



FOR TANGENT AND DIRECT SPOKES.

Nickeled, Price 75c., Postpaid.

Dealers send for Sample and Electrotype.

AVERY & JENNESS,
5756 Madison Ave., Chicago.

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. **W. E. AUGHINBAUGH,** Baltic Building Washington, D. C.

FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. For sale by all Cycle Agents. Liberal discount to the trade

JOHN W. WILSON, Cottage City, Mass.



The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.



SMITH'S "'91" TOUR

THROUGH EUROPE.

80 days. - - - Total Cost $300.

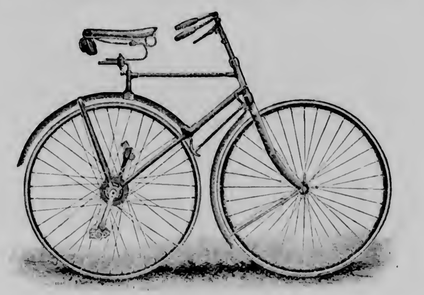
Sail July 29th, 1891.

Address C. H. SMITH,
211 Putnam Avenue, - - Detroit.

500 SCRAP PICTURES, VERSES, &c. PUZZLE, LADIES AGE REVEALER CALENDAR and AGENT'S NEW OUTFIT. All 2 cents for postage. **$5 PRIZE** YALE CARD CO., 24 NEW HAVEN, CONN.

"BRONCHO,"

NOISELESS, CHAINLESS, LIGHT ROADSTER, SAFETY BICYCLE



[CLIPPING.]

The performance of Charlie Woods on the "BRONCHO" Safety last Sunday was quite remarkable, when it is taken into consideration that it was his first road ride. He started from town at 8.20 A. M., arriving home at 5.30 P. M., in the meantime passing through Southboro, Northboro, Shrewsbury and Worcester, returning through Westboro and Woodville, and was compelled to dismount but twice, at Shrewsbury and Quinsigamond Hills.

A great deal of riding outside the regular course made the distance covered more than 43 miles. Charlie Woods is but 13 years old.

HOPKINTON, Mass., 10, 19, '90.

Gentlemen—The boy Charlie Woods is but TWELVE years old and weighs 78 pounds. The "BRONCHO" weighs 45 5-16 pounds.

What is the matter with "BRONCHO"?

G. P. WOODS.

P. S.—The boy is my son.

N. B. # REMOVAL. **N. B.**

HENCEFORWARD ADDRESS

M. V. LIVINGSTON CYCLE MFG. CO.,

No. 245 COLUMBUS AVENUE,

BOSTON, MASS.,

On all matters appertaining to AGENCIES, ADVERTISING, PURCHASE OF MACHINES, REPAIRS, CATALOGUES, &c.

Wheels needing repairs must be sent to the FACTORY at WESTBORO, MASS.

Notification of Shipment with Number of Machine Must be Sent to BOSTON OFFICE.

SEND TO 245 COLUMBUS AVE., BOSTON, MASS., FOR BOOK OF TESTIMONIAL LETTERS, NOW READY FOR DISTRIBUTION.

ADDRESS THOS. KANE & CO., 137 WABASH AVE., CHICAGO, ILL., FOR PARTICULARS REGARDING AGENCY FOR THE FOLLOWING TERRITORY, VIZ

MICHIGAN, OHIO, KENTUCKY, TENNESSEE, INDIANA, ILLINOIS, WISCONSIN, MINNESOTA, IOWA, NORTH DAKOTA, SOUTH DAKOTA, NEBRASKA, KANSAS, INDIAN TERRITORY, NEW MEXICO, COLORADO, WYOMING, MONTANA, WASHINGTON, IDAHO, OREGON, UTAH, ARIZONA, NEVADA, CALIFORNIA, MISSOURI, ARKANSAS, TEXAS, LOUISIANA AND MISSISSIPPI.



1891

COLUMBIA

CATALOGUE

HANDSOME,

COMPREHENSIVE,

COMPLETE.

FULLY ILLUSTRATED, WITH BEAUTIFUL LANDSCAPE FRONTISPIECE, DESIGNED BY COPELAND, AND EXECUTED BY "CENTURY" ENGRAVERS. THE FINEST WORK IN BICYCLING ART.

SENT FREE UPON APPLICATION.

POPE MFG. CO.,

BRANCH HOUSES:
12 Warren Street, NEW YORK.
291 Wabash Avenue, CHICAGO.
Factory, HARTFORD, CONN.

77 Franklin Street, BOSTON.



FOUNDED 1878

THE BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXII. Number 13. BOSTON, 23 JANUARY, 1891 $1.00 a Year. 5 cents a copy

What maker in America made the first high grade bicycles with tangent spokes, hollow rims, dropped handle bars, etc.?

Who first reduced prices on bicycles in America?

Who made the first Rover type safety bicycle in America?

Who made the first square rubber pedals in America?

Who established the price of $135 for Rover type safety in America?

Who originated the term cushion tires?

Who made the first cushion tires?

Who has the largest and finest bicycle plant in America, devoted exclusively to the production of high grade bicycles?

We have the documents in hand to prove that there is one answer which fits each of the above questions, and that answer is, THE OVERMAN WHEEL CO.

"COVENTRY * RIVALS"

TO THE FRONT.

The unparalleled success of this wheel has proved most gratifying to the manufacturers, Messrs. Warman & Hazlewood, Limited, of Coventry, England, and the Importers, the Sweeting Cycle Co., of Philadelphia. The Coventry Rival Safety is a striking illustration of the truth that good goods and low prices always command a market. We do not wish to be invidious in our remarks, but we cannot help being gratified by the fact that out of the multitude of English machines that flooded the market, the "COVENTRY RIVAL" is the ONLY *imported wheel* sold under $135 that still holds its own, and is in its third season. From all over the country we have testimonials from dealers and riders, praising the wheel. Many consider our No. 1 Rival at $85 equal to any $135 wheel; and there is no doubt that many riders can get as much pleasure and health from it as from one costing $50 more. We are now registering the names of all who desire catalogues, and a postal card with your name and address will bring the catalogue as soon as printed.

We desire a live, hustling agent in every place where we are not represented.

THE SWEETING CYCLE CO., *Sole U. S. Importers of the Famous "Coventry Rivals,"* **Philadelphia, Pa., U. S. A.**

"Finest Quality Produced in the World."

TRADE **"CREDENDA."** MARK.

THE * CREDENDA * SEAMLESS

W. C. STIFF, Managing Director. **STEEL * TUBE * Co., * Ltd.,**

BIRMINGHAM,

TELEGRAMS:—"CREDENDA," BIRMINGHAM. ENGLAND.



The Victor Wrench. A genuine triumph! By actual tests over 80 per cent. STRONGER than the strongest wrench of its class heretofore in the market. Nickel plated. Price $1.00.

Overman Wheel Co., Makers, Chicopee Falls, Mass.

Have your repairs made in the winter. No loss of riding time. Cheaper rates, better attention. Send for estimate, stating what your wheel needs

ST. LOUIS WHEEL CO.,

ST. LOUIS, - - - MO.



FOR TANGENT AND DIRECT SPOKES.

Nickeled, Price 75c., Postpaid.

Dealers send for Sample and Electrotype.

AVERY & JENNESS,
5756 Madison Ave., Chicago.

Elwell European Cycle Tours.

JUNE 6th to AUGUST 19th.

EVERYTHING FIRST-CLASS.

Descriptive Catalogue by addressing

F. A. ELWELL, Portland, Me.

Send for Complete Bicycle Catalogue.



MEACHAM

HIGH-GRADE

DIAMOND FRAME

SAFETY.

Ball Bearings to Both Wheels.
Both Pedals and Crank Shaft.
Ball Bearings to Head.
Hollow Steel Tubing.

List Price, **$115.00**

COMBINATION WHEEL FOR EITHER GENTLEMAN OR LADY.

Selling Price, **$75.00.**

WILL SUSTAIN A PERSON WEIGHING 225 LBS. BY REMOVING TOP CROSS BAR, CAN BE RIDDEN BY A LADY.

Remit by Post Office Money Order

E. C. MEACHAM ARMS CO. ST. LOUIS, MO.

THE DRUMMER'S GUILE.

A pretty maid I call to mind,
Once loved a dry goods' drummer.
'Tis said that love's considered blind,
Especially in summer.
Her friends who saw how matters blew,
And watched the moves between the two,
All positively said they knew
She'd wed the dry goods drummer.

But sentimental promises
Are not to be relied on,
And very likely you will guess
Another suit was tried on.
He was a tailor from the West,
Named Thomas J. De Quincy Guest
O'Brien,—never mind the rest,
Enough, his suit he tried on.

With hatred gleaming from each eye
The rivals came before her,
Requesting her to signify,
The fortunate adorer.
This was a point where judgment sound
Was needed much, to get around
The difficulties which are found
In choosing an adorer.

O'Brien's chance was very good,
His cognomen was spotless;
The drummer's worth she understood
And found she loved him not less.
I know you think from what I've said
That Thomas J. had turned her head,
And that the drummer's hope was dead,
Although she loved him not less.

But no, the drummer did not squeal,
—A match for wealth and station—
He purchased him a UNION wheel
Without much hesitation,
And sent it by the first express
All carriage paid, to her address;
I'm glad to say he gained the day,
She wrote and said she wished to wed,
Without much hesitation.

It is almost needless to say that it was a No. 13, and the young man's foresight is to be commended.

Young men finding themselves in the same position as was our friend, the drummer, should write immediately for assistance to the

WESTERN HOUSE:
CHAS. F. STOKES MFG CO.,
293 and 295 Wabash Avenue,
CHICAGO, - - ILL.

UNION CYCLE MFG. CO.
Office and Factory,
HIGHLANDVILLE,
MASS.

P. S. Watch this space for cut of No. 13.

"First in the Race came Odessus."—HOMER.



And first on path and road comes

THE PARAGON,

The King of Safety Bicycles.

SEND FOR CATALOG.

STOVER BICYCLE MFG. CO., - - Freeport, Ill.

IT WILL COST YOU NOTHING.

OUR 1891 CATALOGUE OF

CUSHION TYRES.
CUSHION TYRES.
CUSHION TYRES.
CUSHION TYRES.

S W SWIFT F T

PNEUMATIC TYRES.
PNEUMATIC TYRES.
PNEUMATIC TYRES.
PNEUMATIC TYRES.

SAFETIES

GET YOUR NAME ON OUR LIST AT ONCE.

If you want to be "in the swim" this season, ride a "SWIFT" Safety. They "get there" every time. Our 1891 models are the acme of perfection. Elegantly designed, light, strong and fitted with our patent tempered anti-friction roller chain, they stand to-day "without a rival."

CUSHION TYRES NOW IN STOCK.

COVENTRY MACHINISTS' CO., - - Boston, Mass.

★★★ LOOK OUT ★★★



—FOR THE—

1891 NEW MODEL

New Mails.

WM. READ & SONS, 107 Washington St., BOSTON.

THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the **Wheelman Co.**

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

The management of this paper refuses to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 23 JANUARY, 1891.

THIS week's issue has a lot of interesting trade notes. We regret to say that some of our correspondents who sent in their contributions l te will have to lay over one week. Notably "Toney," "Salina," "Palisades" and some miscellanous communications.

THE Committee on Rights and Privileges of the Massachusetts Division has rendered an opinion to the Chief Consul on the recent muddle. The committee decides that there was no election of delegates at the September meeting on account of an informality in the notice, and that the Chief Consul had no power to appoint delegates under the By-Laws. This leaves Massachusetts this time with no representation in the National Assembly except that of its delegates ex officiis. The Committee has further decided that a new election can be held at a properly called meeting. In accordance with this opinion a meeting of Massachusetts Board of Officers will be held to-morrow evening for the purpose of discussing the selection and choosing a delegation.

AS the time draws near for the meeting of the National Board of Officers at Washington, February 16, it will be of interest to notice the candidates that are in the field for election to the offices.

In the first place we hear of no opposing candidate to the re-election of Mr. James R. Dunn as President of the L. A. W. Mr. Dunn has done faithful and efficient service, and his undisputed re-election is only a just acknowledgement of his careful administration.

For Vice Presidents we have the names of Albert Mott of Baltimore, Maj. C L. Burdette of Hartford, Conn., Dr. G. Carleton Brown of New Jersey, and W M. Brewster of Quincy, Ill. Here certainly is a list of names, out of which a selection can be made, and the election of either one will bring to the Executive Committee strength. Sectional feeling will of course govern many of our readers in their choice, but a mistake cannot be made by electing any one of the named gentlemen for second and third positions on the ticket. The probable reason why Mr. Bidwell's name is not mentioned for re-election is because both he and President Dunn now hail from New York City, hence it was thought good policy to name men from other sections of the country. Mr. Bidwell's record as Vice President is certainly worthy of recognition in the form of re-election, and were it not for the reason as above alluded to, there is no doubt but that Mr. Bidwell would be up as candidate for re-election.

In regard to the probable outcome of choice as between Mr. Mott, Maj. Burdette, Mr. Brewster and Dr. Brown, we are very much at sea. Connecticut is working for Burdette all it can, and the same can be said of New Jersey for Dr. Brown, while Messrs. Brewster's and Mott's strength is really unknown.

We never knew an election to be so close at hand without some straws to show the probable trend of the membership opinion.

This time last year the positions of the different Divisions were pretty well defined, and some forecast could be made. This year "pledges" seem to be scarce outside Connecticut and New Jersey; we doubt if any of the States are pledged to support any particular candidate. We venture an opinion, however, that Dr. Brown has a pull on one of the offices, and that the contest will come on the selection of the others for Second Vice President.

THE CALIFORNIA DIVISION MUDDLE.

Editor Bicycling World: The subject of forming a separate L. A. W. Division for Southern California has lately been rather seriously considered here in the southern portion of the State, as we seem to have nothing in common with our northern neighbors.

When one stops to consider that California is larger than all the New England States this does not seem strange. We have for a long time stood the burden imposed upon us by the northern wheelmen uncomplainingly, but when we are asked to advance money to defray the expenses of a century run to which we were not invited the last straw is placed upon our backs, which are now ready to break

Much has lately been said in the BICYCLING WORLD by northern correspondents about our lack of interest in League matters, while really we have done as much to advance cycling as any one, and have produced fully as many fast men in proportion to the number of wheelmen as the whole north combined. From all "S. F." has said in regard to our withdrawing and forming a new Division, I trust our desire to withdraw is mutual. Yours, etc., X. Y. Z.

Los Angeles, Dec. 22, 1890.

A CARD FROM MR. HUNTINGTON.

Editor Bicycling World: In your excellent paper of January 16, I find a reference to an article of mine in the *American Cyclist* which quite staggers me. Really, Mr. Editor, if you will look again you will find nothing whatever in that article which could be taken as "condemning the Racing Board for enforcing the rules as they stand on the books." Said article condemned, not the Racing Board, but the absurd, misshapen, illogical set of alleged rules which it becomes the unlovely duty of the Racing Board to see executed. The trouble is with the law, not with its servants.

Great and glorious is the L. A. W.! Well may it be proud of its record of good things accomplished for American cycling, but until it finds some more excellent criterion for distinguishing between the Ephraimites and the Gileadites, it will never be able to handle racing properly. Amateurism might very possibly be fashioned into a term of some genuine and useful significance, but the present shibboleth is ridiculousnes unspeakable. C. G. H.

WE alluded to the "Queens Co. Wheelmen of Brooklyn" last week. We should have said the Queens Co. Wheelmen of "Richmond Hill, L. I."



NOTES BY "HAWKSHAW."

AROUND this season of the year when the wordy war of canvassing for candidates is followed by the conflict of the ballot, usually is sown the seeds of future trouble in most wheel clubs. The defeated side is often chagrined at the uncalled for jubilation of the winning one and seeks with the sharpened knife of revenge to blot out the magnified dishonor of defeat, cliques are formed, the club becomes a house divided against itself, and the result is most always disaster as far as the prosperity of the organization is concerned. Democratic equality is the only basis on which a club can establish social relations between its members. When the discordant elements, caste and cliques, enter a club they bring with them a discomfort that robs club life of its principal charm. The desire to "run the thing" gets permission of a certain class of members and if they are allowed to follow out their lofty aspirations they invariably run the "thing" off its legs. Business meetings and discussions undo much of the pleasant ties formed on friendly runs and often induce enmity where before was staunch friendship. This is merely because the men who take the front rank in wheeling have to take a back pew when the tongue lashing begins, and the men who are imaginary club leaders in business affairs get badly left in wheeling events. There is nothing better than a little philosophic resignation in one case and a little democratic courtesy in the other.

SHE was young, she was pretty, she was a Sunday school teacher and it was her first day at the business. She had been telling her class of youngsters that the near approach of Lent made it desirable that in its solemn season her chagesr should make some sacrifices. Seeing that her little speech seemed unheeded by all the children except one fair-haired cherub, whose sunny locks the summers of not more than eight years had kissed, she smiled so sweetly at him, that, young though he was, the witchery of it won him, and he said:

"Would it make you very happy, teacher, if I gave up something?"

"Yes, my child."

"Then, teacher, dear, I'll give up coming to Sunday school on foot and come on my bicycle." She never taught the infant class after that.

THERE isn't quite as much anxiety among large cities as there used to be for the honor of holding the annual meet of the League. Nowadays any one of them that wants the experience and laborious honor of host usually succeeds in getting it without much of a struggle. When the first meet was to be held great was the rivalry between Boston, New York and Philadelphia, and finally the first-named won and they did the honors nobly; the succeeding year but one found New York ready to take her share of hostess, and she too acquitted herself with credit; in the natural course of events it would have followed that the third meet would have been captured by the Quaker City, but it wasn't. From the day of the first annual meet until the present, Philadelphia, with all her clubs and wheelmen, has never made any bid for the honor of having the League for guest, and the list of the L. A. W. entertainers stands Boston (twice), Chicago, New York, Washington, Buffalo, St. Louis, Baltimore, Hagerstown and Niagara Falls, each in turn undertaking the role of hosts in the order named. It seems strange that with these examples Philadelphia has never seen fit to ask the League to eat "scrapple" within her gates. Does it not?

MANY newspapers in the South and West are offering bicycles as premiums to all children who succeed in getting over a certain number of subscribers for them. The plan is not a bad one for many reasons. It spreads the gospel of cycling; it causes the papers who make premiums of bicycles to become ever afterward defenders of the use and users thereof; it makes practical converts to wheeling of the rising generation and it benefits the manufacturer by opening up a new market for his wares. It is, indeed, one of the few schemes in which projector and participator are both equally benefitted. It makes the bicycle take the place of the Waterbury watch as a business bait, and though the number of wheels in the bicycle are certainly less than those in the watch, yet it does not follow that the recipient of the latter is getting less for his labor than he did in the days of the everlasting winder. If some energetic publisher really wants to boom his paper though let him agree to give a wheel to every subscriber, and if he carries out his contract without going broke at it I will guarantee him a circulation greater than ever periodical saw before.

WHY shouldn't the wheelman defeat the trotting horse when the latter is forced to drag behind him a vehicle that is always a "sulky" one?

MILO is said to have gone around the Olympic course with an ox upon his back. So great has become the love for athletics in this country since the birth of cycling that I believe if I was to ask the readers of this column which they would prefer to have this strength of body or be gifted with the intellectual powers of Pythagoras, that even a respectable minority of them would be a triumph which the father of metempsychosis could hardly expect to secure. The racing man would of course want to be a combination of both, while the average rider confined to a choice of one of them would have no hesitancy in selecting Milo, as the visions of profitable pot hunts, in long distance road races and hill climbing contests would prove too alluring to him to cause any delay in his making a decision.

CHICAGO.

"WAYNE SCOTT."

FROM a membership of 300 in the Chicago Cycling Club but 60 votes were cast. The Illinois Club have 285 members and 106 voted. The Lincolns have 175 and 50 voted and 46 of the 75 members of Englewoods cast a ballot. No such excitement will probably ever occur at the Lincoln Cycling Club as that of two years ago when F. N. Gerould was elected President to succeed Edwin Oliver.

THE Oak Park Cycling Club is probably the most wide awake club of all the 21 clubs in this city. They are making the winter season one constant round of pleasure for their members. A whist tournament is in progress every Monday evening with 20 players. These players drew lots for their first positions at the five tables and progress as they win, the losers of course going down one table each time. Three prizes are offered and a large amount of friendly rivalry is brought about. Every other Thursday night the club gives some sort of an entertainment in conjunction with the Ladies' Cycling Club and occasionally a dancing party is given. A handicap billiard tournament will be played this winter, the trial games are now in progress to reduce the 50 entries to 12. An indoor base ball team is in course of formation. The membership has passed the century mark and the club's prospects are so good that they have offered to take the League Hotel with its 44 elegantly furnished rooms. This was offered them at $150 per month some time ago, but they refused it then.

THE Æolus Club is gradually working its way upwards toward those in the front rank. Their new club house will be ready for occupancy May 1, and their membership is most decidedly booming.

THE Englewood Cycling Club gave a well attended and very enjoyable stag party Saturday evening, Jan. 17; W. L. Bush entertained the members with a few of his comic selections. Tuesday evening, Jan. 20, this club gave a reception and dance.

THE Viking Cycling Club held its annual election lately.

THE Æolus Club masquerade ball was a great success. Two hundred couples were present and a good time was enjoyed by all. The club treasury was enriched by $200.

CHICAGO is to have a club or association similar in many respects to the Boston and Manhattan athletic clubs. Before '92 the Chicago Athletic Association will build on Michigan avenue, near Madison street, a seven-story building. Accommodations for the wheeling membership will be a special feature. On the ground floor a large wheel room and locker room adjoining will be built with a special entrance. Wheelmen may then ride to work in knickerbockers and leave their wheels and bicycle suits at the club house. Other accommodations will be furnished. The club house will be a boon to the Chicago wheelmen who can stand the initiation fee and dues.

THE Lincolns, thanks to a faithful and efficient corps of officers, finished the year in a prosperous condition. F. W. Gerould was elected President and J. M. Erwin Captain.

THE C. F. S. C. C., U. S. A., have issued very elaborate invitations for their annual banquet to be held in this city Feb. 6. This will be a game dinner and will be held at French's restaurant, one of the swellest of our Chicago restaurants.

THE Columbia Wheelmen have now nearly 75 members. They are rapidly fitting up their club house at 737 North Hayne avenue. Their membership is composed chiefly of active young riders, over 30 of whom belong to the L. A. W. They have now under way plans for an opening reception, which they say will far eclipse anything ever held in that part of the city.

THE Cook County Wheelmen and Jackson Club have rented and are fitting up an elegant and commodious club house at 709 West Adams street. These clubs have over 20 applications for membership. Friday evening, Jan. 16, they gave a "Hard Times" carnival. Over 100 couples were in attendance at the rink. Skating and tobogganning passed away a very pleasant evening.

PENNSYLVANIA.

"ARIEL."

SECRETARY-TREASURER, George C. Pennell, of New Jersey, was in Philadelphia the other day and was very chatty on League politics. The New Jersey Division feel that they are entitled to some recognition at the hands of the powers that be, and think that an excellent method of obtaining this recognition would be by having Chief Consul Dr. G. Carleton Brown nominated for the Second Vice Presidency. As Pennsylvania and New Jersey have always stood together, this Division would be pleased to see Dr. Brown slated; but for First Vice Presidency Pennsylvania is, I am inclined to think, for Mott. Mott of Maryland you know.

ROAD BOOK details took up a good bit of our time. Mr. Pennell is one of the Jerseymen who engineered their excellent new road book through, and with the bright prospect this Divisions' Road Book Committee has before it, in the compilation of an entirely new issue, I feel that any stray scraps of how it was to be done which I could beg, borrow or steal from Mr. Pennell would be just so much gained. The one great drawback to the work is the difficulty in getting the local consuls to put their shoulders to the wheel and write up the various routes in their vicinities.

THERE will be a meeting of the Racing Board in this city February 13th, prior to the meeting of the National Assembly at Washinoton, when a number of important questions will be brought up. Quaker hospitality will endeavor to render the visit of Davol and his confreres a pleasant one.

THE Pennsylvania Bicycle Club have decided on adopting a junior membership plan on the same general lines as that just accepted by the Philadelphia Club, which briefly is the admittance of riders eighteen years old by reducing or waiving the initiation fees and putting the dues at a nominal figure. This is a good move in the right direction.

I STUMBLED across a new idea in cycling manufacture the other day, which its projectors believe is going to revolutionize the process of wheel construction, and it happens to have among its backers several substantial and clear headed business men who are not given to putting their money into wildcat schemes. It is no less than a newly discovered process by which, on the introduction of a certain chemical, cast steel tubing can be manufactured so as to be not only perfectly ductile, but also by actual test, of greater tensile strength than the best Credenda cold drawn weldless tube. Full details will be given later.

NEW ORLEANS.

"LA. DODGE."

WE can shake hands with the wheelmen of Northern California when we consider the climate best suited for wheeling, and agree perfectly with "S. F." when he speaks of the delightful riding between showers in the fall and spring. At no season of the year is riding unpleasant in New Orleans, and there are numerous riders who hardly ever miss a day, and that only when rains interfere, and even then a few hours after a shower when the sun comes out warm and bright it takes but a short time to dry the smooth surface of our asphalt paved avenues. And frequently the rain does more good than harm to the surrounding roads, as it lays the dust, and when thoroughly dried they are harder and better suited for riding than before the shower.

A FINE gravel road is being constructed through Audubon Park from St. Charles avenue to the Horticultural Hall, the most favorable rendezvous of the cyclists of New Orleans. This is one of the loviest spots in this city, situated near the river in the midst of a grove of the finest oaks festooned with the clinging Spanish moss, and around which still linger the pleasant reminders of the gay and happy times of the World's Exposition.

THE officers of the Louisiana Division are working quietly and earnestly, and the increasing membership evidences that they are not working in vain. Keep it up Messrs. Born and Chapman, and in a few years the number 126 reversed will be the figures that will stand at the head of the list of applications in the official part of the WORLD.

THE other night at the Grand Opera House where Keene was playing Richard III., just when he rushes out and yells for "A Horse! a Horse! My kingdom for a Horse!" one of the "gallery gods" shouted, "What's the matter wid er Bicycle?

PORKOPOLIS NOTES.

"STAR."

"TEDDY" ALLSUP feels very much aggrieved to think that after working so faithfully to make that mileage record that some one should question the accuracy of the figures. "Non-Contestant" in his startling array of figures falls into several errors. If he will go to Hanauer's and consult the daily mileage during October he will see that "Teddy" rode 30 days instead of 28 as he states, and that on Sundays he rode from early in the morning till late at night, making on one Sunday 153 miles. His Sunday average was nearer twice what was done on week days, so that in finding the daily average he should divide the mileage for the month—2671.7—by 34 instead of 28, when he would get an average of 78.5 instead of 95.4 as he states, quite a difference. Again, "Teddy" did his riding during the week days from four A. M. to seven A. M., and from seven P. M. to 11 P. M., when, as all local wheelmen know, there are very few vehicles on the streets. Now as the riding during October was done on asphalt streets, and as a pace of from 12 to 15 miles an hour is nothing uncommon with "Teddy," one need not be "a fit subject for an inquiry as to his sanity" to accept the record. If "Non-Contestant" or any one else who doubts the record will put up a medal "Teddy" declares that he will not only repeat the performance, but will add several miles to the record.

THE following from the *Wheel* shows that the editor did not recognize a joke when he saw it: "The Cincinnati *Commercial* of Sunday last devoted two columns to a lurid and highly sensational story about the annual election of a wheel club in which two factions were working for office, and topped it all with a fourteen line heading. It gave the affair very nearly as much prominence as a New York paper would a municipal election." The club mentioned never had any existence, and is a companion piece to the Society for the Prevention of Music that amused the readers of that paper several years ago.

"AH!" exclaimed a local wheelmen on passing a confectionery store and seeing some candy pigs in the window, "If there isn't 'Star' and his pet club!"

THE Porkopolis Wheelmen will celebrate the anniversary of their organization, March 11, with an elaborate banquet at the Palace Hotel.

THE Cincinnati and Covington Suspension Bridge Co. have made a sweeping reduction in their total rates. The toll on hogs has been cut down from three cents to one and one half cents each.

THE Crescents are organizing a team, and if there should be a team race at the State meet they expect to——.

THE ORANGES.

"ESSEX."

WITH this issue I start my corresondence from the Oranges, the land of perfect roads and mosquitoes. I am going to start recklessly, by stating that we have as many riders to the square man as any other place in this whole country, with perhaps the exception of Washington, D. C. (not Washington, N. J.). This is a large statement, but you only want to visit the Oranges during the riding season to be convinced. So, Wie gechts?

NATURALLY in a locality where there are so many riders there would be some good clubs, and in this respect we are not behind. The East Orange Cyclers and the Orange Wheelmen are a couple of A1 clubs.

IN regard to racing men, Grosch, Wheeler, Brock, Coggeshall, Coffin and Pring are good ones. Of these Paul Grosch easily leads. I predict that this young man will surprise some of the fast ones next year. He lives at the top of the Orange Mountains, and has developed his muscles and wind in a wonderful manner by riding up and down every day on an ordinary. Harry Wheeler probably comes next among our talent. He has any number of medals, prizes, etc., won last season. He distinguished himself last season by winning first place in the mile safety at the Union County games at Rahway, where he defeated Lersner of the N. J. A. C. Both Grosch and Wheeler are young, and are comparatively novices at racing.

A GREAT many "fair" riders can be seen about the Oranges at

lmost any time. Several of them do not hesitate to start on club runs when the sterner members fall out on various excuses, and hey always are first at the finish. A run of twenty miles at night over rather heavy roads makes some of the boys hesitate, but several of our fair riders have accomplished this a number of times, and have come in as fresh as a d isy.

LATE last fall John Clarke of the Cyclers began to develop considerable speed, and showed himself especially clever at turning corners. The other day he brought out his 1890 wheel and happened to run across Frank Fieger. Now Fieger has lately come forth with a brand new cushion tire, but Clarke, not knowing the virtue of that latest wrinkle, proceeded to give him a brush. Mr. Clarke found himself "wid out his gait" so to speak.

RACEY and Coggeshall of the Wheelmen have secured the agency for a couple of well known wheels, and are about to start in for themselves in the business. Tha boys have a host of friends in town and are sure of success.

One of our riders was guilty the other day of springing on an unsuspecting crowd of listeners the following conundrum: "Why is a person continually using pins like the '91 wheels? Because he is cushion tired."

BUFFALO NOTES.

"SETAGEC."

THE beautiful calendar of the State Division is out, and every wheelman in the country should have one. In addition to the calendar there is a perpetual application blank holder, which can be renewed as often as desired. The photogravure illustrations of good and bad roads say more than any words can for needed improvement in the highways of the country.

THE next great wheeling event here will be the indoor tournament of the 65 Regiment A. A. assisted by the Ramblers Bi. Club on the evening of Saturday, January 31.

MUCH important business will come up at the next meeting of the State Division, which will be held at the Delavan House, Albany, February 9. Chief Consul Bull's plan for a State racing circuit will probably be settled on at that meeting, and the Chief Consul tells me that clubs who fail to elect representatives up to the tin e allowed will not have representation hereafter. This is right, many League Clubs don't seem to know "beans when the bag is untied."

PENSEYERES and Conn of the Press Cycling Club; Kane, Lewis, Spitzmiller, Crooks and Klipfel of the Ramblers; Dorntge of the Iroquois, and several other local wheelmen will compete in the races at the indoor tournament.

A LOCAL rider has been treated with Prof. Koch's lymph.

ANOTHER Buffalo rider carries a large family on his safety.

HOWARD SMITH expects to soon open up a cycling store on Cycle Row.

TWENTY-FIVE HUNDRED safety bicycles have already been ordered by our dealers, and this to start with, part of which have been delivered.

Among the events of the indoor tournament, January 31, will be the following: 5-mile championship of city, 1-mile Ramblers indoor safety championship, 1-mile 65 Regiment A. A. indoor safety championship, 1-mile novice safety, 1-2 mile safety, 1-mile open, etc. "Pendragon" of the *News* will be general referee, and Consul Bull referee of cycling events. The rest of the officers are made up from the two clubs. Capt. Johnson of the Press Cycling Club will be a flyer on the ordinary this season.

SEVERAL rational patterns of ordinaries were used here last season, and many rationals will be used this year by safety riders of last season who did not find the safety the thing for country roads.

STEIN is still ahead in the Ziz Zags pool tourney.

THE Columbia Bicycle Club are to have a ball at Turn Hall.

THERE has been a wordy war going on in the columns of one of the evening papers over Frank Brinker as champion safety rider of the city. Brinker don't seem to be interested in it though.

A LOCAL cycling manufactory is turning out a large lot of light ladies' bicycles.

THE Zig Zag's annual ball was largely attended and much enjoyed.

IT has long been a wonder to me that the Ramblers, Zig Zags and Koaxes do not take the money they have to pay for suits of rooms on the third or fourth floor, and hire a house where they can enjoy themselves and not have to climb so many stairs.

Now is a good time to arrange for that annual road race from Buffalo to Rochester so as to get even with the Flower City. Evidently Buffalo will be just as slow in the next century. There seems to be plenty of good riders here, and lots of material to make racing men out of, but somehow there is a lethargy in the air, or is it in the beer?

ANNA SYLVESTER, who once did charm the world as a fancy rider, is giving exhibitions with a variety company in the theatre of the Musee here, yet I have heard none of the wheelmen rave over her.

THE Ramblers' "Gym" was filled last Saturday night to witness their athletic exhibition; fully two hundred and fifty were present. The programme consisted of boxing bouts and wrestling The most exciting event was the last set-to between Dempsey and Fitzsimmons; three rounds were all they were allowed; another round would have terminated in a knock out. "Fitz" had the best of it.

THE Columbia's first annual ball Monday night was a success, and these hustlers have the making of a great club.

L'HOMMEDIEU, of the Zig Zags, is named as a strong man for the indoor races of the 29th. Racers from Rochester, Niagara Falls and Lockport are expected to compete.

THE grand ball of the Press Cycling Club, which is to come off on the evening of February 5, will eclipse anything done by cycling clubs in the past. The pen pushers have engaged the massive Music Hall, where two hundred couples can dance at once, and Prof. Woods, a famous terpsichorean, will lead the grand march. The club expects to sell 800 tickets, and will have the finest orchestra in the city. Nothing slow about the pen pushers.

THE regular monthly meeting of the Press Cycling Club will be on January 30.

IT looks as though that Buffalo to Rochester race would come off this year after all, and as before Rochester will make the challenge. What ails the Ramblers? Why ain't they in it?

DETROIT.

"JUDGE."

'JUDGE" has been home sick all this past week and knows very little cycling news. It is rumored, however, that Bradish has sold his "fish net" tie to Burrell, the pool referee, who will use it as a "pool shark" net. Let "Schimmie," "Boy wonder Marks" and Handsome Fred Eckliff, the champion, beware.

THE two Jones brothers make a very "Jonesey" paragraph in the daily papers when they both play in one evening. I clip the following from the morning *Free Press*: At the Detroit Wheelmen's tournament last night G. M. Jones defeated Holcomb, Schimmel defeated C. R. Jones and Ekliff defeated both C. R Jones and G. M. Jones, and C. R. Jones defeated G. M. Jones at pool and Watson defeated C. R. Jones at billiards.

WHEN you come to Detroit next July remember one thing, bring your L. A. W. ticket, we intend to make that ticket worth more to you than it cost. First you will get 25 per cent reduction on hotel bills; second, it will admit you free to our Stanley Show, and third, it will admit you to the races for 25 cents instead of 50. The Stanley Show part was thought of over a month ago before we heard a word of the move in that direction in Philadelpia. We see no reason why both shows should not be a success, this country is considerable larger than "The Tight Little Island." We will give details later when the meeting in Washington is over.

DENVER.

"BRONCHO."

WHAT a pity that we should be "out of sight" (literally speaking) every week in the WORLD and just for the want of a few rustlers. There are thousands of riders in Denver, and yet our membership in the L. A. W. is far below 100, and the few, they speaketh not, neither do they sing—the praises of our League. I think we have a Chief Consul, but his hustling abilities are on a par with those of the ossified man. And yet this same Chief Consul is filling his second term. I don't want to insinuate insiduously, but the truth of the matter is we should have a Chief Consul who would put more life into the office. That it would be an easy matter to get a large membership here my own experience proves. In the last year I sent in three names and one of them sent in four more new members. Why, actually, I have spoken to boys who have been riding over two years and did not know of the existence of the L. A. W., "Never heard of it!' But I have kicked enough and the present incumbent still holds the office. Will the next President kindly reappoint him so that the end of the L. A. W. in Denver may be quick?

THE Ramblers (that man-to-man enemy of the League) held a reception New Year's night, which I hear was a very pleasant affair. They have some fast men in their club—Gerwing, Jack Prince and several others.



NOW IS THE TIME

—TO SECURE THE—

Agency for the Eagle for 1891.

We are constantly placing new agencies, but there is still some good territory unoccupied and it will *pay* to take advantage of it.

We want good, live, pushing men, who can appreciate a good wheel and bring others to their way of thinking.

The Eagle is a lively wheel on the road and we want lively men to handle it, men who can 'get there."

The Eagle has now a reputation which is unsurpassed.

It is acknowledged to be the fastest and best all-round road wheel on the market.

There is good money in the Eagle agency for any agent who knows how to hustle just a little bit

CATALOGUE FREE, ALSO MILEAGE BOOK.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

ROVERS GOT FORTY-SEVEN PRIZES

At the Leading Bicycle Tournaments this Season, the RESULT OF PROPER CONSTRUCTION.

General Western Agents
FOR THE
CELEBRATED
Garford Saddle.

Our Line for 1891 will be more elegant than ever.

PNEUMATIC
—AND—
CUSHION TIRES,
HOLLOW RIMS,
TANGENT SPOKES,
and BALL HEADS.



Get our prices on Sundries before placing your orders with any one else.
* *

SIX STYLES
—OF—
ROVER ROADSTERS,
Ranging in weight from 35 to 48 pounds.

ROVER RACERS
WITH
PNEUMATIC TIRES.

THE FINEST LADY'S SAFETY EVER PRODUCED.

THE JOHN WILKINSON CO., Sole Importers, 269-271 State St., Chicago.

Sixteenth Year in America.

1876

The First Cycles in the United States



1891

The Largest Cycle Manufactory in the World

SINGER & CO., 6 and 8 BERKELEY STREET and 2 WARREN AVENUE, BOSTON, MASS.

NEWS AND COMMENT.

NEW YORK CITY is to be congratulated on the improved state of its roads, and it is rapidly becoming a paradise for wheelmen on that account. The amount of asphalt pavements laid and the general improvements in all the roads duridg the past season have given to wheelmen what they hardly thought possible a few years ago.

HAVE you a copy of "Cycleland?" If not, send 50 cents to the Wheelman Company and procure the same, as no cycler who appreciates anything laughable can afford to be without it. The best collection of cycling sketches ever published.

THOMAS J. TANN of Elwell, Mich., has marked the 50th milestone of life all right, but he owns a bicycle and passes all the boys like a professional.

THE Portland, Me., Wheel Club gave a very successful minstrel show at the Portland Theatre on the evenings of Jan. 14 and 15.

MR. BIKAGENT—"The last lot of lubricating oil I bought of you was so full of grit and acid that it destroyed the balls on every wheel it was used on."

Mr. Oiler—"Very sorry, sir. Just as soon as I discovered the fact I returned the entire lot to the refinery, and what I have on hand now is warranted to be the very best lubricant in the market. In fact the longer it is used the more perfect the bearings become; really, with it the balls never can wear out. I am sorry about the last lot, but I shall never again have any more of it in my establishment."

Mr. Bikagent—"Pshaw! That's just my luck! I wanted to buy a barrel of it. Business gets so dull in the winter time that really we poor wheel agents have to do something to keep our repairers busy, and just as I thought I had the very thing I wanted for the purpose you tell me you haven't got it."

THE annual dance of the Park Avenue Wheelmen of Philadelphia will take place on the evening of January 29.

THE Berkshire County Wheelmen will retain their organization, and claim to be the oldest bicycle club in the country. None except wheelmen will hereafter be admitted to membership, the "social" tendency of the club being the cause of its decline in the past.

THE New Haven Bicycle Club will hold a meet on June 8, 1891, at which prizes to the amount of $1000 will be contested for.

THERE is an absolute need of some form of athletic exercise for city men who cannot in their short daily walks lay up that fund of health and strength necessary to the accomplishment of any considerable business. Those men, who by cycling keep their bodies in fine working order can at all times draw heavily upon this resource of strength, and always find their drafts honored.

THE Wappingers Wheel Club will hold their fourth annual reception and ball at the Opera House on Friday evening, February 6.

A COLORED individual strolled into the establishment of an uptown dealer recently, and asked to be shown some patterns of first class bicycles. The polite salesman exhibited to him the various styles, and finally succeeded in producing one that in every way satisfied the intending purchaser. Arrangements were almost finished and the trade consummated, when the buyer, who was busy examining the machine, suddenly changed his mind and left the store in anything but a good humor. The salesman was astonished at the sudden alteration in his manner, and was somewhat chagrined at losing his customer, especially as he was unaware of having done anything to offend him. As he wheeled the machine he had been showing to the colored gentleman back into the rack in which it belonged, he glanced at the name of it, and the mystery was explained, it was called "The Blackbird."

NEARLY two hundred firms have entered their names as exhibitors in the Stanley Cycle Show to be held in London.

THE Oak Leaf Wheelmen of Stockton, Cal., gave a successful entertainment and dance on January 9.

THE annual ball of the Riverside Wheelmen of New York City will be held on the evening of January 23.

LECTURES on Roads Improvement by members of the League in various towns and cities, and a literary bureau for disseminating information on road building, and the necessity and advantage of good roads are among the schemes of President Dunn, to be put in active operation by the L. A. W. this season.

C. L. S. WALKER, a gray-haired wheelman about 65 years of age, out-distanced all the young blood of the Atlanta Wheelmen of Newark, last year by riding 4193 miles as registered by the cyclometer. He received the club's long distance mileage medal.

O. F. BUNNELL, President of the Park Avenue Wheelmen of Philadelphia, has projected an European tour. The party will start May 5th, and the programme contemplates a trip lasting through two months.

NEW JERSEY WHEELMEN are vigorously pressing the claims of that State to representation on the L. A. W. Executive Board, and present the name of Dr. G. Carleton Brown as candidate for second Vice President.

THE bicycle exhibition of the Associated Cycling Clubs of Philadelphia will take place in that city, March 2 to March 7, at Horticultural Hall.

IT looks very much as if the L. A. W. meet for 1891 will have to be held in August to avoid clashing with the dates set for the various meets. This a pointer to Detroit Wheelmen.

THE latest journalist convert to cycling is Allan Forman, editor of the *Journalist*.

MR. H. E. BRANNFELD of Pittsburg, Pa., has secured a patent on a bicycle to work by hand instead of foot power; the advantages claimed are lightness, speed, concentrated power and convenience.

SUIT was last week entered by the Thomas Inflatable Tire Co. of Philadelphia against the Sweeting Cycle Co. for alleged infringement of the former's rights, which are claimed broadly, under the patents of Mr. Thomas, the latter covering everything in the shape of inflated tires.

I SIMPLY wish to give my voice heartily and cordially in favor of the bicycle. If I could not get another one I wouldn't give up mine for its weight in solid silver. I wouldn't give it up for its weight in gold. For fifteen years, up to six months ago, I lost from three to eight days every month on my back with incurable, stubborn sick headache. Since I have been riding the bicycle I have lost only two days from that cause. I haven't spent a dollar for a doctor since I have had a bicycle.—*Rev. George F. Pentecost.*

THE St. Paul, Minn., Bicycle Club gave an entertainment at the armory on Saturday evening, January 17. Mr. W. S. Maltby, who is in St. Paul at present, contributed an exhibition of wonderful feats on the bicycle and unicycle.

OMAHA is to have a six-day, three hours a day, bicycle race at the Coliseum, commencing January 26 and ending Janvary 31. The contestants will be J. S. Prince, Robert Gerwing of Denver, Ned Reading of Fort Omaha, Frank Schill of Omaha, C. W. Ashinger of Oklahoma and William Martin.

DOES your library of cycling volumes contain a copy of "Cycling for Health and Pleasure?" If not, send 50 cents to the WHEELMEN Co., 12 Pearl street, Boston, Mass., and get a copy, as it is a book no wheelman should be without.

FRED WING, a cyclist of Ottawa, Ill., recently rode a half-mile on the ice in 58 3-4 seconds. He was mounted on a solid tired safety, weighing about 48 pounds. He made the last quarter in 26 seconds. At least, so says a Buffalo paper.

THE Milford (Mass.) Wheel Club will hold its annual dance in Washington Hall, Friday evening, January 30, the music being by the Fadatte Ladies' Orchestra of Boston.

FIVE HUNDRED patents on tires and tire constructions have been taken out at the patent office in London, Eng.

T. A. EDGE of Manchester, Eng., is trying to arrange a team of racing men to visit America this year.

OWNER WANTED—Since the National meet at Niagara Falls in August last, an unclaimed bicycle has been knocking around one of the depots there; if any wheelmen who attended the meet is looking for a missing wheel it might prove to his advantage to write, giving full particulars, to L. A. W. 14,374, care Niagara Falls Bicycle Club, Niagara Falls, N. Y.

WE welcome to the ranks of cycling literature a new English weekly, a prospectus of which we have just received, to be devoted to the sport and trade, and to be styled *Cycling*. The initial number will make its apearance on January 24, the opening day of the Stanley Show, with a special edition of 20,000. The endeavor of the manager to give its patrons a high class paper may be partially judged from the fact that he has secured the entire services of Mr. George Moore, who as an artist on cycling sujects has no equal today. Mr. Moore will be ably assisted in his artistic work by Mr. Percy Kemp, special cycling artist of the *Pictorial World;* the names of these two artists being alone sufficient to guarantee good illustrations, which is to be a prominent feature of the new weekly. The editor's chair will be filled by Mr. Chas. P. Sisley, whose name is well known in connection with cycling. It is intended to include in the paper a special illustrated trade section, thus enabling advertisers to publish their latest novelties and improvements when sufficiently important to be of public interest. Mr. Edmund Dangerfield is the manager of the new weekly, to whom all business communications should be addressed.

MR. E. L. FERGUSON, manager of the Western Cycle Co., of Chicago, is in town.

MR. CHAS. ASZMAN, Secretary of the Creecent Wheelmen, sends us the following: "'Non-Contestant' in his note in News and Comment in issue of January 9th, refers to the big six of Chicago in their famous one day ride from Indianapolis to Cincinnati, and infers that it has never been accomplished. I wish to say that Mr. 'Non-Contestant' is mistaken in his belief. The Crescent Wheelmen of Cincinnati made the trip on August 3, 1890, the thermometer registering 98 degrees in the shade while passing through Richmond, Ind. If (he or anyone) doubts this assertion they will find members of the Crescent Wheelmen ready at any time to accompany them on the trip" The Crescents can also give him names and addresses of quite a number of parties along the route who were witnesses to this ride. The distance is 138 miles."

THE European party, managed by Clarence H. Smith of Detroit, will sale for Liverpool on the City of Berlin, July 29, the tour ending at Antwerp, October 3d. There will be several ladies in the party.

OUR Memphis (Tenn.) correspondent "Anchor" writes us that cyclers there are exercised over a complication arising from the non-fulfillment of an offer made by Mr. Robert Black to furnish a medal to the winner of the club championship July 4th or 5th last year. Mr. Julius Wood won the race, but up to the present time has not received the promised medal. The medal was made, but for some reason has never been given to Mr. Wood.

"THE Bicycle Insurance Co." is the name of a company with home office 1411 G street, N. W. Washington, D. C., organized with a capital of $10,000. The company for a yearly premium of $3 00 propose to insure against the loss of cycles by theft. The company issue a neat and comprehensive prospectus, and in these days of cycle thieves it is well to insure against these pests. Mr. Geo. S. Atwater is President and C. R Overman Vice President.

CENTURY'S MINSTREL SHOW.

FOR weeks past the circles of Philadelphia cycledom have been on the *qui vive* in regard to mysterious rumors of something new in the line of social entertainment to be sprung on an unsuspecting public by those past masters in the art of interesting ventures out of the beaten path—the Entertainment Committee of the Century Wheelmen; and when these rumors resolved themselves into a "Minstrel Show," everybody told everybody else that it was going to be something out of the common run. And it was.

The entertainment took place in the spacious wheel room of the Century club house, and large though this is, it could not accommodate the crowd which was on hand, blocking the aisles and rendering the stereotyped phrase "Standing Room Only" worse than a misnomer. The stage was set at the Carlisle street end, and was a very creditable piece of work, being entirely the production of home talent. Indeed all of the talent was from the club, with the exception of Lew Simmons, the old-time veteran of minstrelsy (who does not remember the names of Simmons, Slocum and Sweatnam's minstrels?), and even he is a member of the Columbia Cyclers nowadays. Comparisons being always "odorous," it would seem hardly fair to bestow more praise upon one than upon another, where all did so well; but apart from the professional work of Lew Simmons it is safe to say that Mr. James M. Oellers bore off the honors, his impersonations being far beyond the average burnt cork amateur.

Of the opening olio, the most prominent features were the tenor solo of Mr. W. T. Walker. "Falling Leaves," which was most exquisitely rendered, although Mr. Walker took the part at an hour's notice; Mr. Oeller's comical take-off on certain prominent club mates, entitled "Once Was Enough For Me;" "Steering Home," Mr. Bretz's solo; and the Finale in which Mr. Bretz shone resplendent as Lieutenant Malone

Lew Simmons of course received encore after encore when he made his appearance, and old as his experience is in that line, he seemed greatly pleased Of course it is needless to say that his renditions were most enjoyable.

Some clever sleight of hand work was next presented by Mr. E. H. Collins, who duplicated a number of Heller's tricks, and made eggs, cards, handkerchiefs, oranges, etc., appear and vanish in the most mysterious and unaccountable ways, following which came a duel scene between Messrs. G. M. Schell and S. Johnson. the latter of whom used a grand tragedy air with great effect. Into the mysteries of Mr. Schell's attire as the Fairy Queen, it were well not to inquire too closely, being gotten up, as it was, on the ballet girl style of architecture, with short, green tarleton skirts, while the fit and general get-up of his low corsage, cut decollete, was the admiration of the ladies.

"Our Boyhood Days" wound up the evening's fun, so far as the stage presentation was concerned, and of this part Mr. Oellers was again the hero Of a truth he scarcely appeared to relish his role as the star when a raw egg was crushed on his head, leaving the fluid contents streaming down his face; or again when his frolicsome companions turned loose a dozen squirt syringes upon him, but no serious inconvenience resulted he presently making his appearance from behind the scenes in time for the dance, which brought the affair to a merry conclusion, a dozen numbers being on the programme, and it was way toward morning when the participants took their homeward roads.

Nearly all of the ladies and gentlemen were in evening dress, and the entire assemblage was one thoroughly representative of Philadelphia's cycling club lite, all of the local organizations being represented.

The Centurions covered themselves with glory, and to Mr. E. H. Collins and the chairman of the Entertainment Committee, Mr. W. J. Walker, attach most of the praise for the manner in which the idea was planned and carried to a successful conclusion.

Philadelphia, January 19, 1891. "ARIEL"

A WARNING FROM THE EAGLE BI. MFG. CO.

Editor Bicycling World: We have noticed in several copies of cycling papers notes to the effect that a firm near Philadelphia are changing ordinaries into Eagles at a charge of $25. We have taken action in the case alluded to, and these parties have been shown that they are infringing on our rights by constructing said wheels, and have discontinued doing so. As the articles referred to are likely to mislead the public in regard to our rights in the matter, we would be obliged if you will make a note in your paper of the above fact, and also state that we will take prompt action in prosecuting any infringers on our rights. Our machine is fully covered by patents both as to its separate parts and in combination.

Yours truly, THE EAGLE BICYCLE MFG. CO.

Stamford, Conn., Jan. 19th, 1891. E. S. Walsh, Sec.

"W. H. GRIFFITH & CO."

THE managers of this paper accepted and inserted reading notices from Messrs. Alden & Faxon of Cincinnati, Ohio, setting forth the advantages of a certain plating machine. Having faith in the responsibility of Messrs. Alden & Faxon, we inserted the advertisement. Some six or eight weeks ago we received a complaint as to the unsatisfactoriness of the outfit. We at once wrote to Alden & Faxon that we could not advertise a fraud, and asking for information. We received a prompt reply in which they gave us their personal and positive assurance that Griffith & Co. were O. K, and that the plater was all that was claimed for it, as they had one in their office which they had personally tested The letter from Alden & Faxon, dated December 26th, reads as follows:

"CINCINNATI, Dec. 26, '90.

Publisher of BICYCLING WORLD, Boston, Mass.:

Dear Sir—We have yours of the 19th inst., and would say, that you can rest on our assurance that the thing is all right, that W. H. Griffith & Co. are not frauds in any way. The machine they send out is a plater, a simple battery, it is worth $3. They do not send the materials for plating; that is, the anodes and the solutions, these are extra.

We are perfectly willing to make our guarantee to you good, and that is, if any of your subscribers, who have been defrauded by this advertisement that appeared in your paper, we will refund them the money they have spent. If you will send us the letters we will be glad to write to your subscribers and help them to succeed with this plater.

The main trouble we find is, that the majority of the people are not electricians, and they suppose that the battery will plate whether any are is taken or not in its use.

We have one of these batteries in our office and know perfectly well that it will plate nicely. Another thing is, the general ignorance of people regarding the necessity of having things clean when they plate. No battery in the world will plate a greasy silver spoon. These points are all made clear in W. H. Griffith & Co.'s circulars, and if the people would pay a little attention to all the facts, they would have no occasion to complain. There is not an ounce of frand about W H. Griffith & Co Yours truly.

ALDEN & FAXON.

Dictated by F. H A." Steno. W.

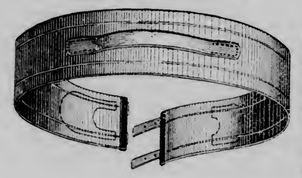
We are in receipt of several further complaints since the ones referred to in our letter to Alden & Faxon, and we have of course concluded to discontinue Griffith & Co.'s advertisement We are much chagrined that space should have been accorded this concern, but we submit that any publishing house would have been justified in continuing the advertisement after receiving the word and assurance of such a concern as we suppose Alden & Faxon to be.

We specially call attention to the guarantee of Alden & Faxon, and would say that their address is 66 and 68 W 3d street, Cincinnati, Ohio.

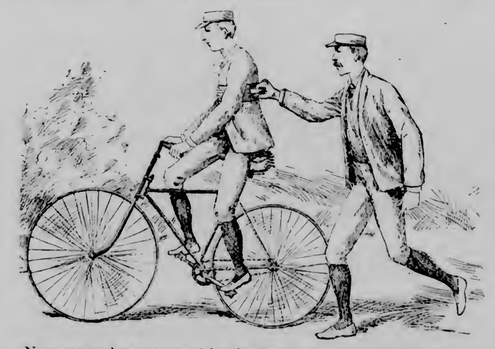
TRADE NOTES.

THE INSTRUCTION BELT

(Patent applied for by the St Louis Wheel Co.)



THE St. Lous Wheel Co. send us cuts and descriptions of their new device, an "Instruction Belt." As the name implies it is a belt to be used by the instructor for beginners, and in it will be found the following advantages over the old way of supporting a learner by the dress or person. It combines the following good qualities: Perfect safety for beginners, as the instructor is enabled to get a firm hold on the handle of the belt, and can easily keep the novice in equilibrium.



No wear and tear to machine in learning; riders frequently purchase a new machine, and in learning scratch the enamel, bend the bars, crack the handles, etc.

A fine thing in instructing ladies, as in the first place it does away with the necessity of the instructor grasping the lady around the waist, by the arms, etc.; a grasp on the arm that a man would hardly feel is often painful to a lady; also it avoids pulling their apparel out of shape.

From exercise the hands of the instructor become covered with perspiration, which stains the clothes of the beginner. Lastly, it does away with the necessity of an experienced instructor, as with this device a novice can teach a novice.

THE STOVER BICYCLE MFG. CO.

BARELY a year ago a young concern started in to manufacture bicycles at Freeport, Ill., under the name of the Stover Bicycle Mfg Co., and from that time to this the progress of the concern has been most flattering in its success until now they enter on the second year with an established national reputation and an assured future. The reason for this condition of things is most evident; not only were the sinews of war forthcoming in ample supplies, but experienced men were put at the head, who not only were riders of long experience but cycle mechanics of experience also. This is a combination hard to beat, and the present standing of the company is due to the alliance of capital, business ability and mechanical knowledge of the requirements of a high grade bicycle Until lately the Stover Bicycle Mfg Co. have practically confined their efforts to the West and Middle States, but now they propose to make a more decided effort to push their business in the Middle States and New England To that end Mr. Wilcox has been taking a trip East and has established the following agencies: At Buffalo, the Standard Cycle Co., for Western New York; Sweeting Cycle Co., for Pennsylvania, and Sidwell & Saben, for Boston and vicinity. We he had the pleasure of being "introduced" to the ladies' machine for 1891, the "Paragon," and we had the further pleasure of giving the spring frame of that machine a good test over the Belgian blocks and the ice-covered surface of Columbus avenue, and we were much impressed with the anti-vibration qualities of the frame and the lightness and ease of running. The machine of '91 is practically the same as that put on the market during 1890, excepting tangent and not direct spokes are used, but in finish and care as to detail the '91 machine is an improvement on the last year pattern. "In matter of material," said Mr. Wilcox, "we could not improve, as we have always put the *best* there is to be had in the construction. We use nothing but Credenda steel tubing and drop forgings."

The saddle has also been changed and much improved, and this saddle with the spring frame gives the most satisfactory anti-vibrating results. In lines the "Paragon" (as indeed are all the Stover outputs) is most pleasing and grateful to the eye. Another change but of minor import is the change in the dress guard, which is made of fine strips of rawhide instead of wire. There is nothing stronger than rawhide, and furthermore there will be entire absence of rattle caused by wires vibrating and striking other metal surfaces as is sometimes the case. The machines have been lightened as much as consistent with positive strength, and the machine is of course fitted with balls all around as necessary to high grade construction. The Stover Bicycle Mfg. Co. will be heard from this year in a way that will leave no doubt in the minds of our readers as to their tangible existence.

Of course we sounced Mr. Wilcox on the all absorbing matter of cushion tires. It is very evident that the Stover people pin their faith to the spring frame and easy saddle as against cushion tires. "But," said Mr. Wilcox, "we propose to be in the swim and we shall furnish cushions to those who desire them, though we believe in the spring frame and especially in the form of spring frame which we have found to give the utmost satisfaction."

Our attention was especially called to the new saddle and we in turn must say that this, one of the most important sundries of the cycle outfit, is worthy of the prospective purchaser's most careful consideration; the requirements of a saddle, "comfort and adjustability," seem to have been met in the most satisfactory manner.

The company is well along in the completion of the '91 wheels, so that there will be no delay in the delivery of machines as soon as the season opens.

W. W. STALL.

FRESH from the enjoyment of good British roast beef and ale, we found our super-energetic friend, W. W. Stall, literally up to his eyes in the confusion attendant on the improvement of his quarters at 509 Tremont street. After answering our salutation and assuring us with true English gusto that he was "(h)'earty," we asked him what was to be the programme for the year 1891 at "509." "Well," said Mr. Stall, "I'm not ready to talk much yet." Notwithstanding this modest denial of having any points to give away, we wormed the following facts from him: Mr. Stall will, at an early date, open a gilt-edged place on Bellevue avenue, Newport, for the sale and hire of cycles. This place will be fitted up in a luxurious style as befits the "high-grade" tastes of the Newporters, and it will be within a stone's throw of Redfern's place and a block or two of the Casino.

During the coming season (1891) Mr. Stall proposes to open a down town branch store, location to be given hereafter. Not satisfied with making plans for 1891, Mr. Stall has under advisement a plan which will, in 1892, give him much larger quarters, to include a very large and elegant show-room, offices, shop, storerooms, etc., in a new location, particulars of which we are promised as soon as details have been decided on.

Mr. Stall represents the following wheels for New England: Psycho, Rivals, Indianapolis, St. Nicholas and Hickory He also represents the Eagle for Boston and vicinity. Mr. Sweeting, of the Sweeting Cycle Co., and who represents the Rivals in this country, is making arrangements with the factory in England, which Mr. Stall described as one that would "knock 'em silly; and I am in it for New England," he added. He is expecting the Psycho samples in a week or ten days, and he is loud in his praise of the excellence and beauty of the new wheel.

Samples of the new Indianapolis goods are received by Mr. Stall, and they are worthy of the closest attention of those who want a good wheel at a low price.

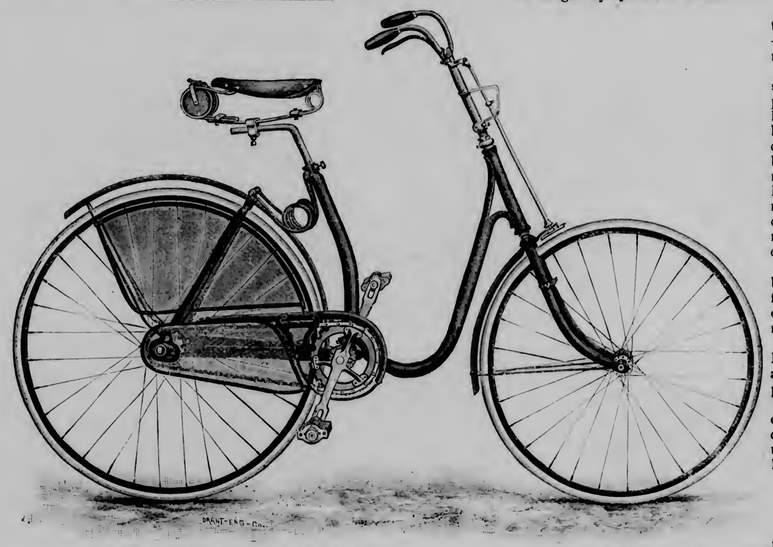
The new 1891 "Hickory," which is to list at $150, will be on exhibition at an early date, and Mr. Stall in speaking of this wheel said: "They will be sold only to those who bring highest references and are of good personal appearance!!!!"

He has just returned from a conference of importers and makers, held in New York, the results of which when known promise to ex-

cite the interest of every one interested in the trade. Particulars later.

The fact that Mr. Stall was only awarded a silver medal at the late Mechanic's Fair in Boston has excited his ire, and he is decided and emphatic in his denunciation of the "Fair" officials.

A trip to Stall's will pay you, and if you cannot go in person, write him at 509 Tremont street for prices and particulars.



GORMULLY & JEFFERY MFG. CO.

AMERICAN LADIES' RAMBLER.

THE concern which makes safeties and does not specially cater to the ladies nowadays is a concern that is but a remnant of the Dark Ages. "Remnants of Dark Ages" do not flourish in this country, therefore the Gormully & Jeffery Mfg. Co., which represents the antithesis (i. e., progressive and wide awake side) have anticipated the undoubted demand, by placing on the market a machine specially designed for ladies use to be known as the "American Ladies' Rambler."

Although listed at a lower prize, $125, and weighing considerably less, this wheel retains the spring frame, small steering wheel, long bearing distances and all of the other essential features of the American Light Rambler, the same care in construction and excellence in material being rigorously observed. The specifications are as follows:

Frame—The main portion of the frame is of seamless steel tubing in one piece from steering head to seat stem. The front forks and rear frame are also of seamless steel tubing, but of a smaller size and thinner gauge than that used in the American Light Rambler. The spring frame and hinged joint are similar to those of the other Ramblers. Two grades of frame springs are used, light and medium, for riders weighing 110 and 140 pounds, respectively. Machines are always fitted with the lighter spring unless otherwise specified.

Steering Head—The steering head is of new design, and turns on a series of balls at each end, the long-bearing distance feature being observed here as in their other safeties.

Wheels—The driving wheel is 28 inches in diameter, the steering wheel 24 inches. They have true tangent spokes and crescent rims.

Tires—Both wheels are fitted with *one inch cushion tires*, but when desired, hollow rims and three fourths inch solid tires will be substituted without extra charge.

Handle Bar—The handle bar is of one continuous piece of seamless steel tubing, and is of new design, being turned upward and inward, somewhat similar to the ram's-horn bar, affording more room in which to mount than does the usual single curved bar. The handle bar is also adjustable to height. The handles are of hard rubber and of approved shape.

Dress Guards—Great care has been used in providing sufficient and correctly shaped guards for protecting the rider's costume. Both wheels have, of course, suitable mud guards, and the chain and driving wheel are completely covered by dress guards made of fine wire cloth, leaving no possible chance for the rider's skirts to be caught by spokes or chain.

Pedals—A reduced pattern of the Champion ball pedal is used—reduced, of course, to accommodate a smaller foot.

Saddle—The saddle has been specially designed for and is particularly well adapted to ladies' use. It is of moderate length and capable of yielding downward at both ends, and of being tilted to adjust the inclination of the leather surface. It has a wide range of adjustment from or toward the handles and for increasing or diminishing the elasticity of the ends.

Gearing—The Ladies' Rambler is geared to 54 inches, but for hilly sections a lower gear of 48 1-2 inches can be furnished if desired.

Weight—The American Ladies' Rambler weighs, with all guards and fixing on, 45 pounds.

The brake, bearings, chain, cranks, and all other parts not described here, conform to those used on the American Light Rambler.

EVERY cycler should have the 1891 mileage book issued by the Eagle Bicycle Mfg. Co., of Stamford, Ct. Write for one and keep a record of your daily mileage.

THE PREMIER CYCLE CO.

AN important event in the cycle trade this year is the incorporation of the Premier Cycle Co., under the laws of the State of New Jersey. The company has purchased the cycle business of Llewellyn H. Johnson, which has increased so rapidly since taking up the Premier safeties two years ago as to render this step necessary.

The Premier Cycle Co. will manufacture and import cycles and cycle sundries of the highest grade only, with head offices and warerooms at 846 Eighth avenue, corner Fifty-first street, New York City; branch at Orange, N. J., and agency houses throughout the country. The officers of the company are: L. H. Johnson, President; H. C. Douglas, Treasurer, and Sumner L. Beals, Secretary.

Mr. Johnson is too well known in cycling circles to need an introduction from us, having been successfully engaged in the importation of cycles since 1880. After handling a number of well-known manufactures, he contracted with Messrs. Hillman, Herbert & Cooper to build him a line of Premier safeties to his own specifications. The success of these machines was instantaneous, and their sale has become universal, increasing in 1890 over 1889 seventy-two per cent. Mr. Johnson spent last November at the works in Coventry, preparing a line of wheels for the Premier Cycle Co.'s trade that is one of the most complete ever shown, comprising eleven adults' and three youths' safeties. All are built on special lines best adapted for American roads and riders, retaining at the same time the simplicity and sterling integrity for which the Premier wheels are famous. Cushion and pneumatic tires have received a large share of attention, and patterns adopted after thorough trial only. The company guarantees its cushioned tires and rims to be *more durable* than solid ones, and will replace free of charge any that may prove defective within one year from date of purchase.

Quite as important in the sundry trade is the contract closed with Messrs. Joseph Lucas & Son for the sole American control of their famous "Cyclealities." This line includes the celebrated



AMERICAN LIGHT RAMBLER.

Improved only in a few minor details (the only points where improvement was found necessary or possible) the American Light Rambler is this year presented with this fact as one of its strongest recommendations, and one which must carry its own convincing story to every thoughtful mind. We daresay, though, that never before was such an earnest, extended endeavor made to find improvement as was made last season in the interests of the Rambler. We did not rely wholly upon our own observation and experiment; neither did we await criticism. We inaugurated a hunt for it. More than a thousand circular-letters, in which were embraced a series of questions calculated to draw criticisms, suggestions and recommendations, being sent out during the summer and fall. And that the letters served well their purpose, may readily be imagined. A host of replies were received. Most of the criticism was very flattering indeed, but of course, there was no lack of impracticable and unreasonable ideas advanced as well. Boiled down, however, the general trend of the replies showed that it was only in details that improvement was necessary or possible. And, as we have said, these and other slight details have been altered; radical changes, there are none. And yet, bless you, dear reader, you'll find people who, notwithstanding all this, will consider the Rambler "not worth a dam" and who "wouldn't (!) ride a Rambler if it was thrown at them." Men must have their preferences, and if it wasn't for those sort of folk, this world would fail of its object. By the by, if you haven't already done so, better send for a copy of our '91 catalogue "right away, quick." It is downright pretty, and aside from that, will interest you.

N. B. Don't forget to keep your eyes open for those proverbial straws. The wind has already caught up and whisked a few of them about, and there are more to come, and as we have remarked, there's an object lesson in every one of 'em Satisfaction-giving articles are'nt discarded for the sake of experimenting with new ones

---

GORMULLY & JEFFERY MFG. CO.,

NEW ENGLAND BRANCH HOUSE:
178 COLUMBUS AVENUE,
BOSTON, MASS.

FACTORY AND PRINCIPAL OFFICE:
222-228 N. FRANKLIN ST.,
CHICAGO, ILL.

CHICAGO RETAIL STORE, NO. 85 MADISON STREET.

"King of the Road" lamps, "Cyclorns," Bells, and the thousand and one little necessaries to the wheelman's comfort, turned out at the "Tom Bowling Lamp Works." These goods will be placed before the public at every prominent dealer's, irrespective of representation.

The New York offices are on the asphalt pavement of Eighth avenue, connecting directly with the Boulevard and Central Park; they are two blocks from stations of the Sixth and Ninth avenues elevated roads, or may be reached direct to the door by Eighth Avenue surface road. The company extends a cordial invition to metropolitan and to visiting wheelmen to call and "shake."

THE LOZIER & YOST WELDLESS STEEL TUBE CO.

IT has come to light that Messrs. Lozier & Yost did not take a trip to Europe last fall exclusively for the benefit of their health, but that they kept their eyes peeled for business, and made a big scoop in securing the American rights to manufacture weldless steel tubing under the English patents, and they will be able to produce absolutely the identical weldless steel tubing made by the English concerns. It is a well known fact that the process is a secret one, and the machinery to make the same is also specially made in England. The machinery for the Lozier & Yost Weldless Steel Tube Co. is now in this country, and will be placed in a factory now specially building at Shelby, Ohio. The company own ten acres of land in that city, and the building and placing of machinery is being pushed to the very utmost extent, so that tubing can be drawn at the earliest possible moment.

The officers of the company are H. A. Lozier, Vice President, and J. L. Yost is Manager. There is a big market for weldless tubing in this country, and the new concern will push the business for all they are worth, and when one reflects that Messrs. H. A. Lozier and J. L. Yost are the pushers, it becomes evident that the new concern will push the new enterprise on to certain success.

THE New England Department of the Gormully & Jeffery Mfg Co. has been exceedingly properous during the past season, and the business done at the New England depot of the enterprising pioneer Western manufacturers has more than exceeded the expectations of that concern. This is as it should be, for where enterprise and push are combined with excellence of goods presented, success is sure to follow. The prospects for the coming season of the New England depot of Gormully & Jeffery Mfg. Co. is most flattering, and steps have been taken to build a large storehouse in the rear of their office and salesroom at 178 Columbus avenue for the storage of a stock of machines, which news is a comfortable assurance to the New England agents and patrons that they will not suffer any delay in having their orders filled promptly the moment the active cycling season begins. Thus it will be seen that the Gormully & Jeffery people are up and dressed, in fact very much "in it" in New England as well as other locations

THE Victor Cycling Club of Chicago, Ill., has a membership of over twenty, all riders of the Victor cycles. They hold a meeting next Thursday evening to more thoroughly organize and elect officers for '91. A committee will then be appointed to secure a club house.

SOME surprise will be created when "The Isham" is seen. This is one of the wheels the Buffalo (N. Y.) Cycling Works are bringing out. It will be a full roadster, yet will weigh less than 40 pounds all on The frame is a braced diamond, wheels 30 inch, solid rubber tires 7-8 and 3-4 in It will be geared to 54 and 57 in.

THE Eagle Bi. Mfg. Co. will finish and assemble its own machines hereafter. This company is erecting a three story 32x80 feet building in which they will finish and assemble their 1891 wheels, the parts of which are made by the Ames Arms Co. The Eagle after two years' trial has assumed a position in popular fancy that undoubtedly is permanent. The success of the wheel has been all and more than the most sanguine of its promoters had hoped, and so successful has it been that the company has determined to put a much lighter wheel (weighing 36 pounds), and also a boy's Eagle, to list at $50 on the market. The flight of the "Eagle" we hope and believe will be as satisfactory in the future as it has been in the past. Certainly its record during 1889 and 1890 has been one that the company can proudly point to.

EDWIN D. LOANE, JR., formerly with the Overman Wheel Co., later with Spaldings in Baltimore, will hereafter be connected with the New York and Philadelphia houses of A. G. Spalding & Bros.

MCDANIEL & MERRIHEW have opened at 28 North 13th street, Philadelphia, under the title of the McDaniel & Merrihew Cycle Co., where they will handle the Eagle, Swift, Sylph, Rover, and one or two other makes.

AN important adjunct, lately completed, at the works of the Overman Wheel Co. at Chicopee Falls, Mass., is a splendid artesian well, which furnishes an independent water supply, equal to all needs of the company, its capacity being 30,000 gallons a day, and depth 500 feet.

MESSRS. WM. READ & SONS are not yet ready to make announcements in detail, but we learn that they will get out a $100 man's diamond frame, and also a $100 lady's machine, both fitted with cushion tires, that will be guaranteed. We shall give full details of these machines at an early date.

J. RUGGLES WELD, JR., formerly with the Pope Mfg. Co., has accepted a position with A. G. Spalding & Bros. as manager of the Bicycle Department in their Philadelphia store, vice Mr H. Crowther, who has been promoted to a more important position with the same firm.

FIXTURES.

MARCH.

2-7—Bicycle Exhibition Associated Cycling Clubs of Philadelphia at Horticultural Hall. BTC

MAY.

31—Chicago-Pullman Road Race at Chicago, Ill.

JUNE.

26 and 27—Kentucky Division Meet at Louisville, Ky.

JULY.

2, 3 and 4—Hagerstown (Md.) Bicycle Club Race Meet.
3 and 4—Missouri Division Meet at Carthage, Mo.

THE HARTFORD CYCLE CO.,

HARTFORD, - - CONN.,

—MANUFACTURERS OF—

THE HARTFORD SAFETY, - - - Price $100.00
THE HARTFORD LADIES' SAFETY, - - Price $100.00

CATALOGUE FOR 1891 NOW READY. Sent Free on Application

NEW KODAK CAMERAS---FOR WHEELMEN

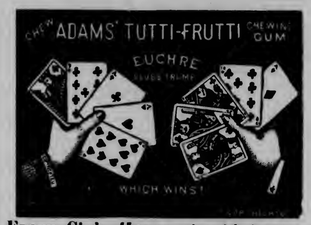


"YOU PRESS THE BUTTON, WE DO THE REST."
(OR YOU CAN DO IT YOURSELF.)

SEVEN NEW STYLES and SIZES
ALL LOADED WITH
TRANSPARENT FILM.

For sale by all Photo. Stock Dealers. *Send for Catalogue.*

THE EASTMAN COMPANY, Rochester, N. Y.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street, BROOKLYN, N. Y.

"PERFECT" POCKET OILER.



One-half size.

For Bicycles, Guns, etc. No Leakage. Throws only small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50c. each. CUSHMAN & DENISON, 172 Ninth ave., N. Y

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.

SMITH'S "'91" TOUR

THROUGH EUROPE.

80 days. - - - Total Cost $300.

Sail July 29th, 1891.

Address C. H. SMITH.

211 Putnam Avenue, - - Detroit.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 27.

ABBOT BASSETT, Secretary.

OFFICERS FOR 1890—91.

PRESIDENT,
JAMES R. DUNN.
40 Wall st., Room 6, New York.

SECOND VICE PRESIDENT,
GEO. R. BIDWELL,
308 W. 59th street, New York City

TREASURER,
W. M. BREWSTER.
117 No. 4th Street, Quincy, Ill

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass

Standing Committee.

Membership Committee.

Sanford Lawton..... Springfied, Mass.
George C. Pennell..... Elizabeth, N. J.
Geo. C. Arbuckle..... 1062 Euclid ave., St. Louis, Mo.

Committee on Improvement of Highways.

Isaac B. Potter, Esq.....Potter Bldg., New York
Albert Mott.....203 Lenox St., Baltimore, Md
Maj. Chas. L. Burdett..... Hartford, Conn.

Committee on Rights and Privileges.

Clarence Hodson.....Hodson Building, Crisfield, Md.
Chas. F. Cossum, Esq..... Poughkeepsie, N. Y.
S. Dean, Esq .....28 State St., Boston, Mass

Committee on Rules and Regulations.

A. A. Davis.....340 S. Leavitt St., Chicago, Ill
Michael Furst, Esq... .. 16 Court St., Brooklyn, N. Y.
A. B. Richmond.....Grand Rapids, Mich

Transportation Committee.

W. M. Brewster.....117 No. 4th St., Quincy, Ill.
Amzi T. Dodd.....70 Park Place, Newark, N. J.
Burley B. Ayers, "Rookery,".....Chicago, Ill.

Racing Board.

Chas. S. Davol.....Warren, R. I.
George Collister.....147 Ontario St., Cleveland, Ohio.
Robert D. Garden.....Chicago, Ill.
V. H. DeGraaf.....47 W. 14th St., New York.
Geo. D. Gideon.....17 No 7th St., Philadelphia Pa

Hotel Committee.

George S. Atwater, 1424 Penn. Ave., Washington, D. C.
A. H. Hodgson. .13 Carondelet St., New Orleans, La.
W. C. Marion.... 1255 Bedford Ave., Brooklyn, N. Y.

Chief Consul of Tennessee.

I am in receipt of the announcement of the resignation of Joseph R. Wilson, Jr., as Chief Consul of the Tennessee Division L. A. W. Mr. Charles J. Scherer, the former Vice Consul, succeeds to the office. While sincerely regretting the resignation of so efficient an officer as Mr. Wilson, I cannot but congratulate the Tennessee Division upon its good fortune in obtaining the services of so worthy a successor.

Yours truly, JAMES R. DUNN, President.

Massachusetts.

A meeting of the Board of Officers of this Division will be held at the Clarendon Hotel, No. 523 Tremont street, Boston, on Saturday evening, January 24th, at 8 P. M.

It appearing by the opinion of the Committee on Rights and Privileges that Massachusetts has no legally elected delegates to the National Assembly, it is important that every member should attend, as this matter will be presented to the meeting for action.

Fraternally yours, ARTHUR W. ROBINSON, Chief Consul.

Racing Board.

Mr. C. L. Mitchell of Baltimore has been appointed a member of the Third District Racing Board, vice Mr. E. F. Le Cato, resigned. CHAS. S. DAVOL, Chairman L. A. W. National Racing Board.

Warren, R. I., Jan. 15, 1891.

500—Missouri Division—500

To Consuls:

Good Consuls, by which I mean men who know their business, can easily guarantee a successful journey to those who put themselves under the banner of the League. In order to reap the golden gains a hustling Consul should possess a good argument, backed up by push and enterprise. Such a man can give great impetus to a Division's membership, even though it be in a languishing state. If you wish to experience that gratification which large accessions to our ranks bring to a Division officer, you had better commence at once in obtaining your share of recruits.

Missouri: January 1st, 1890—330 members.
Missouri: January 1st, 1891—400 members.
Increase in 12 months, 40 per cent.
Number yet needed to make 500—35

Does looking backward over the old year bring regretful thoughts for wasted opportunities of recruiting? Rejoice, then, for the new year is ahead of you to do better. You have the experience; now you are wiser. Therefore, I speak to you with greater confidence. "You are members of an organization that appeals to every wheelman, and if you speak about it to your non-League friends they will be sure to join." There is profit for you and the Division in so doing. There is no other way by which the many benefits of membership can be secured for so little money.

Fraternally yours, ROBT. HOLM, C. C.

St. Louis, Jan. 16, 1891.

Annual Meet.

Dear Sir—It is my pleasure to inform you that at the last meeting of the Associated Cycling Clubs of Chicago, held last evening, it was the sense of the meeting that the annual meet of the League of American Wheelmen in 1893, should be held in Chicago. The meeting further indorsed the application of the Detroit Wheelmen to have the meeting held at Detroit in 1891. Very respectfully yours, S. A. MILES,

Chicago, Jan. 9, 1891. Secretary.

California.

Continued list of those who have responded to the call for funds and have sent $1.00 to the Secretary-Treasurer:

Robt. A. Smyth, San Francisco.
A. C. Wagener, San Francisco.
T. F. Trenor, San Francisco.
Harold J. Gage, Oakland.
W. H. T. Durrant, San Francisco.
Chris Voigt, Jr., Napa.
W. A. Shockley, Candelaria, Nev.
Wm. C. Skinner, Bangor, Me.
Harry P. Stow, Oroville.
Julius Smith, San Jose
Henery Smith, San Jose.
Will S. Moore, San Francisco.

Fraternally, OSWALD GRANICHER, Secretary-Treasurer.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon

the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objection able person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 43—Total 43—17,837.

BOSTON, Jan. 23, 1891

CALIFORNIA DIVISION—2—538.

Unattached.

21017 Lutz, Wm. F., Station C, Los Angeles
21018 Pillsbury, A. C., Riverside

CONNECTICUT DIVISION—3—1427

Unattached.

21038 Marks, Morris F., 775 Main, Hartford
21039 Griggs, Arthur, 99 Edgewood a ve., New Haven
21040 Keeler, M. C., Box 626, So. Norwalk

ILLINOIS DIVISION—5—1408.

Danville C. C. (unattached).

21019 Berry, Walter M., 15 W. Main, Danville
21020 Elliott, E. R., "
21021 Johnson, W. C., "
21022 Lee, Harry S., "

Oak Park C. C. (unattached).

21041 McGregor, J. R., 519 Marian, Oak Park

INDIANA DIVISION—1—272.

Social Cyclers (unattached).

21009 Weaver, Delos N., 220 So. Main st., Elkhart

KANSAS DIVISION—1—145.

Unattached.

21023 Bolton, Will E, Greensbury

MAINE DIVISION—3—224.

Unattached.

21028 Drake, Brainerd S., Box 23, No. Berwick
21029 Welch, Charles H., "
21042 Goodwin, Lyndon R., Box 7, "

MARYLAND DIVISION—6—612.

Unattached.

21010 Cramer, Leslie, 103 N. Market, Frederick
21011 Doll, Harry W., 13 W. Second, "
21012 Lorentz, Albert C., 97 No. Market, "
21013 Showman, H. B., Jr., 79 No. Market, "
21014 Steiner, Daniel H., 103 No Market, "
21015 Wallis, Albert R., 55 W. Patrick, "

MASSACHUSETTS DIVISION—4—2290.

Bay State Bi. Club.

21031 Snell, Edw. P., 500 Main st., Worcester

Unattached.

21030 May, Prescott H., 36 Dale st., "
21004 Weigel, Charles F., 27 Ash st., Waltham
21024 Merrill, I. D., Wellington

MISSOURI DIVISION—1—460.

Unattached.

21043 Pallen, Geo. H., 3844 Westminster pl., St. Louis

NEW HAMPSHIRE DIVISION—3—125.

State Capital Wheelmen (unattached).

21026 Ryan, M. P., N. H. Asylum, Concord

Unattached.

21025 Daniell, Hon. Warren F., Franklin Falls
21027 Albin, H. A., Henniker

NEW JERSEY DIVISION—1—1036

Plainfield Bi. Club.

21005 Sanford, Percy, Plainfield

NEW YORK DIVISION—5—3075

Queens Co. Wheelmen.

21036 Chaumont, A., Woodhaven

Englewood Wheelmen.

21016 Lowitz, R. M., 34 McDonough, Brooklyn

West End Bi. Club.

21032 Braman, Chas. B., 160 Jefferson ave, Rochester
21033 Carpenter, Ed, 23 Prospect st., "
21034 Eaton, Leonard, 155 Bronson ave., "
21035 Truesdale, T. B., 19 Madison st., "

Columbia Coll. Wheelmen (unattached).

21044 Wilson, Jno. A., 200 Greene ave., Brooklyn

Unattached.

21006 Heggie, Willis C., cor. Albany and Mill, Ithaca

OHIO DIVISION—1—1188

Toledo C. C.

21045 Himes, Malcolm R., care Dewey Rodgers & Co., Toledo

PENNSYLVANIA DIVISION—4—2045.

Unattached.

21007 Beck, Charles, East Logan st., Germantown
21008 Ott, Geo. S., Cynwyd
21037 Miller, John F., 18 No. 4th st., Columbia
21046 Billings, J. W., 2007 Ridge ave., Philadelphia

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasurer, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1424 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No. Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 607 No. Alabama street, Indianapolis.

IOWA—Chief Consul, Ackley Hubbard, Spencer. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 65, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 547 Carondelet street, New Orleans.

MAINE—Chief Consul, Howard M. Breen, 199 Franklin street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, A. W. Robinson, 20 Equitable Building, Boston. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 280, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI—Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, R. H. Scott, People's Ins. Co., Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 116 Broad street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK—Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Joseph R. Wilson, Jr., Clarksville. Secretary-Treasurer, B. A. Patch, Clarksville.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box 281, Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro'. Secretary-Treasurer, F. A. Roberts, Brattleboro

VIRGINIA—Chief Consul, Ira B. White, 16 Nolls court, Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1891. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 April 30. Enclose $1.50 with this blank on any date between date of paper and April 1, 1891. Write plainly—Printing preferred.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards send 25 cents extra. If you want your name in gold, stamped on the holder, send 50 cents extra. *Leave the margin in using this blank.*

"BUILT ON HONOR."
ADOPTED BY THE UNITED STATES GOVERNMENT.
WARWICK PERFECTION CYCLES.



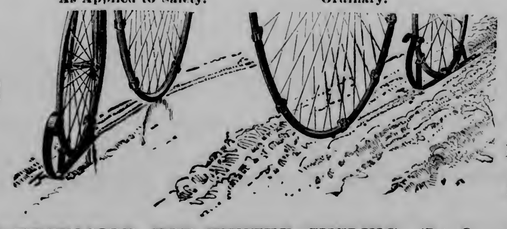
WEIGHT, 40 POUNDS.
SPECIALLY CUSHION TIRES.

NO CAST METAL.
WARWICK CYCLE MFG. CO., - Springfield, Mass.
CATALOGUE, JANUARY, 1891.

CHOICE OF THE EXPERTS.
"U. S."
GALLERY AMMUNITION

UNITED STATES CARTRIDGE COMPANY, Lowell, Mass.

As Applied to Safety. Ordinary.



PRICE $10.

No Side-Slipping. Vibration Reduced to Minimum.

THE EXCELSIOR FOR WINTER CYCLING, (Pat. Oct. 2, '88.)
Manufactured by OHIO CYCLE SUPPLY CO., St. Mary's, Ohio.

SAVE YOUR PANTS!



IN USE. NOT IN USE.
OSTERGREN'S TROUSER GUARD.
(Patent Applied For.)
Three styles of finish. 15 cts. per pair, blued steel; 25 cts., enamelled; 35 cts., nickeled.
To be had of all dealers, or
A. K. & C. E. SCHAAP, - Richmond, Va.
Bicycles and Sundries.

THE KING

—FOR—

STRENGTH



EVERY rider who has an Eclipse bicycle will tell you that it is the best wheel he has ever ridden. He will also tell you that he can ride the Eclipse three times as long as any other wheel he knows of, without re-adjusting the bearings. The Eclipse is the only wheel on the market that has the cones so arranged as to revolve on the shaft and which are not screwed to the shaft by threads.

Do not make a mistake and buy until you have seen the Eclipse, with its elegant spring fork and the saddle that is unequalled

Strictly high grade and material and workmanship the best.

STEEL PULLEY & MACHINE WORKS,

Patentees and Sole Makers,

INDIANAPOLIS, IND.

Send for Catalogue. Price $100. Good Agents Wanted in all Unoccupied Territory.

BEST CYCLES!

LOWEST PRICES!

It will pay you to write for information. Dealers wanted everywh re.

Wholesale and Retail. **J. E. POORMAN, Agent, 8th and Race Sts., Cincinnati.**

ORMONDE, (HIGHEST GRADE.)

England is the home of the cycle and from the beginning of the sport until the present time the English makers have been from one to two years in advance of the leading American makers. At no time in the past has this been more true than to day. The leading English makers clearly lead not only in cushion and pneumatic tired wheels, but also in high grade *light weight* safeties. There are light weight American made safeties on the market this year for the first time. Whether they will stand and give satisfaction remains to be seen. The Ormonde is no experiment as a light weight machine, and can be purchased with full confidence that it will stand. At Peoria we have a cushion tired Special Ormonde, which with pedals, saddle, tool bag and tools, but without mud guards, which weighs 34 1-2 lbs., and appears to be as rigid as any machine ever made and is apparently amply strong for the average rider over average roads. No American maker is making a roadster as light as this by several pounds, and none will admit that a machine of that weight is practical. Yet Bert Myers and other hard riders have been riding machines of that weight for a year without difficulty. The moral is plain. American riders desiring the best and latest will have to purchase English made machines, as in the past. We are headquarters for the machine that is to-day the most popular in England and used by 75 per cent. of all the English flyers, and are ready to make favorable arrangements with dealers. Cata. soon ready. Corre solicited.

A. B. RICH & CO., 1790 Broadway, New York,

Sole Importers for NEW ENGLAND, N. Y., N. J., DEL., PA., MD., VA, W. VA., DISTRICT OF COLUMBIA, OHIO AND MICHIGAN.

ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.,

Sole Importers for the remainder of the U. S., except Northern Illinois and Eastern Wisconsin

---

THE SYLPH

(Duryea's Spring Frame Safety.)

NO CUSHION OR PNEUMATIC TIRES REQUIRED. All the advantages of hollow tires, with none of their disadvantages

LESSER VIBRATION, such as is cured by the cushion or pneumatic tires, COMPLETELY CURED.

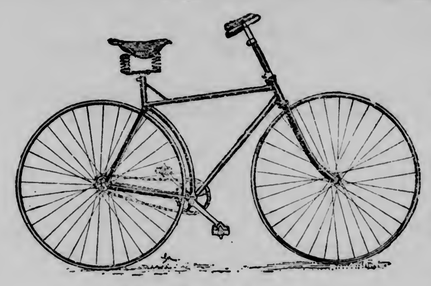
GREATER VIBRATION, such as hollow tires do not cure, COMPLETELY CURED.

VIBRATION TO HANDS, FEET and SPINE all COMPLETELY CURED.

Cushion tires of a new and improved pattern, perfected by our Mr. Duryea, will be furnished when desired, but expert riders pronounce the machine as now made with solid tires "Better than the Cushion tire."

A machine which it will pay dealers to push. Correspondence solicited and live agents wanted.

ROUSE-DURYEA CYCLE CO., 9 G St., Peoria, Ill.



REFEREE ROADSTER.

REFEREE CYCLES

—— FOR ——

Lightness, Strength, Durability, Reputation and Satisfaction.

WHO SELLS THEM?

A. J. STREET CYCLE CO., Chicago.
GEORGE R. BIDWELL, New York.
W. J. NEWMAN, Boston.
J. B. & G. C. SWEET, Buffalo.
CHAS. HANAUER, Cincinnati.
PRINCE WELLS, Louisville.
MICHIGAN CYCLE CO., Detroit.
CAMPBELL & CO., Providence.
WILDER & LAING, St. Louis.
A. H. PERRIGO & CO., Omaha.
H. T. HEARSEY, Indianapolis.
BANKER BROS., Pittsburg.
L. B. GRAVES & CO., Washington, D. C.

THE GALES SAFETY.

THE GALES SAFETY is designed with a view of meeting the demand for an **ALL BALL BEARING** Safety at a moderate price. The frame is of weldless steel tubing and steel forging throughout. The rear wheel is 30 inches, with 7 8 inch tire, geared to 54 inches. 30 inch steering wheel, with 3-4 inch tire. Best quality moulded rubber tires, firmly cemented into the rims. The spokes are direct, of No. 12 special drawn steel wire. Straight front fork; corrugated rubber coasters. The handle bar is one piece steel tube 30 inches long, bent back, and is detachable and adjustable.



Both wheels, crank axle and pedals are fitted with ball bearings. The pedal rubbers are soft and tough and so made as to prevent the rider's foot from slipping. The saddle rests upon an L seat rod, and is adjustable to height, also forward and back. The saddle is the famous Fish patent Hammock, is adjustable in all directions. The brake is of the Plunger style and very powerful. Neat Lamp Bracket, Mud Guards over both wheels. Finely enameled, with bright parts nickeled on copper. Each machine is supplied with tool bag, wrench and oiler.

PRICE, - - - - - *$75.00.*

SCHOVERLING, DALY & GALES, · 302 Broadway, New York.

Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee.

Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.

406, 408, 410 & 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear..... 1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk, Edge's League color, white centre, Snake Buckle..... .50
No. XX Worsted Solid, League color, Snake Buckle..... .40
Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic. 5.00
No. 1, Canvas, leather trimmings. 3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,

241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia, 1032 Market St

CYCLING

FOR

Health and Pleasure.

Chapters III. and IV.

How to use a wheel, in Learning, Riding and Touring is the subject of these two chapters, but there is much that is fresh and striking in the exhaustive treatment, and such suggestions as are trite from iteration are put in a clearer and more forcible manner than is usual. The skilled rider (none too common) and the adept (still more rare) can find pertinent suggestions in them, and others will discover much to ponder over. Many hints will also be discovered, showing what misuse of the ordinary has allowed it to be so easily displaced The important questions of Economy of Power, Proper Position, Suitable Reach, Good Form and the like, are carefully elaborated. Veterans who have read the work are most pronounced in its praise.

230 Pages, Illustrated.

50 Cents, Postpaid.

WHEELMAN COMPANY,

PUBLISHERS,

12 Pearl St., - Boston.

Stamps not received.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ Cash must accompany the Order.☜

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜

WANTED—Correspondence for the Bicycling Department of The Monthly Guest from Boston, New York, Brooklyn, Newark, Philadelphia, Washington, Cleveland, Chicago, St. Louis, Denver and San Francisco. Only actual news wanted. MONTHLY GUEST, Cooperstown, N. Y.

FOR SALE—Columbia Tandem Tricycle; Cyclometer, Lantern, &c. Warranted in perfect condition. Who wants it? Address,
H. A. BRECKENRIDGE,
13 Mason street, Providence, R. I.

FOR SALE—48-inch Victor Junior; balls all over; Victor swing saddle; used 3 months. Cost $85.00. Address W. S. McCOLLESTER, Carthage, N. Y.

FOR SALE—Premier Tandem Bicycle, $100.00. Rudge Safety, $80.00. Pony Star, 45-inch, $65.00. Pony Star, 45-inch, $60.00. The above are in the best of condition. R. H. ROBE, Albany, N. Y.

FOR SALE—One Volunteer Columbia, 54-inch; used a part of one season; A1 condition; tire, bearings and finish good as new. Price, $60.00. W. A. OGDEN, Milford, Mich.

WANTED—50 inch Eagle, in good condition. W. B. ROGERS, 45 Main st., Taunton, Mass.

WANTED—A Partner, with capital, by a Machinist, with an experience of twenty years in Cycle construction. Address PRACTICAL, Bicycling World, 12 Pearl street.

SLEIGH to trade—Brand new; cost $70 to make, for good Safety. Lots other goods to trade. 2d ☞ and new wheels cheap. ZOOK, Lititz, Pa.

FOR SALE—VICTOR SAFETY, 1890; in first-class condition, as good as new, $110. Address 108, care of Bicycling World, Boston, Mass.

CANOE FOR SALE—A fine cedar canoe, with mahogany deck and top streak, drop rudder, plate centre-board, 16 feet by 36 inches, air-tight tanks; a splendid boat; cost $175; no reasonable offer refused; used but little. Address J. S. DEAN, 28 State st., Boston, Mass.

LADY'S AND GENT'S Columbia Safety Bicycle. Cost $135.00; will sell for $100.00; as good as new. WILSON BROS., 6 Hanover street, Boston.

The Six-Day-Go-as-You-Please,

Just closed, gave the winner 518 miles. On a bicycle a good man would cover this distance in two days, and not hobble the last half with sore "peds" either. Walking is too slow for this mechanical age, especially when you can get a good mount for $15 00, and the very best and late style for $50.00. You don't believe it? Well, send for list and you will see.
Prices are right and terms to suit.
KNIGHT CYCLE CO.,
207 N. 10th Street, - - ST. LOUIS, MO.

The New "39" and "24" Star



NO MACHINE ON THE MARKET ITS EQUAL
Easiest Running Wheel
—AND—
Best Hill Climbing Machine Ever Produced.
We Challenge Honest Criticism.

In this Machine we have combined ALL the advantages of a low wheel and the speed of a high one.

Send for Catalogue of STAR BICYCLES.
H. B. SMITH MACHINE CO.,
Smithville, N. J.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

CLEARANCE SALE

Of a limited number of used and slightly shopworn Singer cycles, fitted with spring-wired **CUSHION** tires.

SINGER & CO., 6 & 8 Berkeley St., Boston, Mass.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜



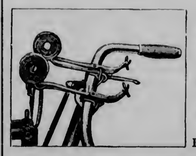
L. A. W. BADGES

The official design in
SOLID GOLD.
Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the inferior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better for $1.50, $2.00, and $2 50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.



LAMSON'S
Luggage Carrier
NO. 1.
Convenient, durable, noiseless, cheap. $1. Sold everywhere.
Made by
C. H. LAMSON,
Portland, - Maine.



And ELECTRIC SUSPENSORY APPLIANCES are Sent on 90 Days Trial

TO MEN (young or old) suffering with NERVOUS DEBILITY, LOSS OF VITALITY, LACK OF NERVE FORCE AND VIGOR, WASTING WEAKNESSES, and all those diseases of a PERSONAL NATURE resulting from ABUSES and OTHER CAUSES. Quick and Complete Restoration to HEALTH, VIGOR and MANHOOD. Also for RHEUMATISM, all KIDNEY TROUBLES and many other diseases. The BEST ELECTRIC APPLIANCES ON EARTH. Full particulars sent in PLAIN SEALED ENVELOPE. Address
VOLTAIC BELT CO., Marshall, Mich.

FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. For sale by all Cycle Agents. Liberal discount to the trade.

JOHN W. WILSON, Cottage City, Mass.



THE COLLINS PRESS

H. G. COLLINS

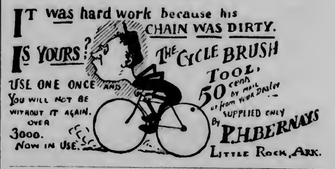
BOOK AND PAMPHLET PRINTER AND BINDER

15 MILTON PLACE
BOSTON, U.S.A.

ALWAYS READY TO EXECUTE ORDERS DAY OR NIGHT, AT SHORT NOTICE

Printer of the "Bicycling World."

TELEPHONE 2629



WANTED.

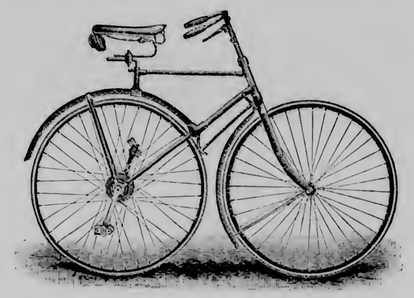
SALESMAN.

Must be a wheelman. Boston man preferred. Write, stating experience, salary required, etc. A good position to a good man.

Address
"CORPORATION,"
Care Bicycling World.

"BRONCHO,"

NOISELESS, CHAINLESS, LIGHT ROADSTER, SAFETY BICYCLE



[CLIPPING.]

The performance of Charlie Woods on the "BRONCHO" Safety last Sunday was quite remarkable, when it is taken into consideration that it was his first road ride. He started from town at 8.20 A. M., arriving home at 5.30 P. M., in the meantime passing through Southboro, Northboro, Shrewsbury and Worcester, returning through Westboro and Woodville, and was compelled to dismount but twice, at Shrewsbury and Quinsigamond Hills.

A great deal of riding outside the regular course made the distance covered more than 43 miles. Charlie Woods is but 13 years old.

HOPKINTON, Mass., 10, 19. '90.

Gentlemen—The boy Charlie Woods is but TWELVE years old and weighs 78 pounds. The "BRONCHO" weighs 45 5-16 pounds.

What is the matter with "BRONCHO"?

G. P. WOODS.

P. S.—The boy is my son.

N. B. # REMOVAL. **N. B.**

HENCEFORWARD ADDRESS

M. V. LIVINGSTON CYCLE MFG. CO.,

No. 245 COLUMBUS AVENUE,

BOSTON, MASS.,

On all matters appertaining to AGENCIES, ADVERTISING, PURCHASE OF MACHINES, REPAIRS, CATALOGUES, &c.

Wheels needing repairs must be sent to the FACTORY at WESTBORO, MASS.

Notification of Shipment with Number of Machine Must be Sent to BOSTON OFFICE.

SEND TO 245 COLUMBUS AVE., BOSTON, MASS., FOR BOOK OF TESTIMONIAL LETTERS, NOW READY FOR DISTRIBUTION.

ADDRESS THOS. KANE & CO., 137 WABASH AVE., CHICAGO, ILL., FOR PARTICULARS REGARDING AGENCY FOR THE FOLLOWING TERRITORY, VIZ

MICHIGAN, OHIO, KENTUCKY, TENNESSEE, INDIANA, ILLINOIS, WISCONSIN, MINNESOTA, IOWA, NORTH DAKOTA, SOUTH DAKOTA, NEBRASKA, KANSAS, INDIAN TERRITORY, NEW MEXICO, COLORADO, WYOMING, MONTANA, WASHINGTON, IDAHO, OREGON, UTAH, ARIZONA, NEVADA, CALIFORNIA, MISSOURI, ARKANSAS, TEXAS, LOUISIANA AND MISSISSIPPI.

"TIRE" YEARS — YES; BUT NO PANIC YET.

QUIDPROQUO. XLII.

AFTER an absence of two weeks from this page, I turn the leaves of my "BI. WORLD" and my Columbia Calendar for the desk, and find in each something interesting. The Calendar (January 20) quotes the *American Storekeeper* as saying about the Pope Mfg. Co. that "their business is larger than that of any other bicycle manufacturer in the world, and probably larger than any other five combined importers and manufacturers in the United States." *The reports of reliable Commercial Agencies, for 1890, show that that is a very intelligent estimate of the position the makers of the Columbia Cycles hold in the trade; and their facilities, through Branch Houses, Agencies, traveling men, and patrons, as well as through their own constant experience and contact with practical wheelmen, for gathering knowledge and forming opinions, have corresponding proportions. Age alone does not mean much, but the accummulation of well-used years of experience does count for much; and the "old reliable," conservative, safe, unimpetuous Columbia folks are pretty apt to know what they are about, as well as anybody. They are not claiming any infallibility, however, and certainly don't pretend to "know it all." When they offer their knowledge, it is in all candor, for what it is worth.

A FLUTTER OF OPINIONS.

THE BI. WORLD hits the gold when it says: "Tires of every conceivable shape will be shown, and out of the mass there is no doubt but a comparative few will survive the test of practice and expert opinion. * * * The years 1890-91 will be long remembered as the 'tire years.'" There is a good deal to be said on the subject of tires, for it has been agitated, discussed, experimented and practiced, in solid, hollow, and inflated shapes for some twenty-two years on bicycles, and for some forty-five years on other carriages. All Columbia tires are cushions; all rubber tires are, when you come down to fact. When you come to arbitrary fictions, for instance to "Cushion Tires," as used in advertisements, or "cushioned" tires as they were sometimes termed,—then you have many various *kinds* of cushions. And on these, some concerns younger in the business than the Pope Mfg. Co., have wavered in their opinions. Youth is always positive, you know. Some concerns have to be dogmatic; positive the truth is their way of stating it now, equally positive it is another way of stating it at another time.

THE VALUE OF "WIND."

FOR example: One concern, making and offering the smallest of American solid tires, less than a year ago put it down strong in its catalog this way,—"Riders are often told by makers that the introduction of strings, wire, wood or wind will improve rubber tires. Such methods will * * * not improve them." The same maker now announces that "the principle of the solid tire is wrong." It isn't wise to be too positive on both sides of the same question within a year, because something may turn up to show that the latter is as erroneous as the first opinion. Pendulums swing. The Pope Mfg. Co. don't mean to be dogmatic on either side of the tire question. They put out their machines with "Cushion" or "solid" tires as buyers may choose, and have been doing so for some time. They say that they do not yet believe that the principle of the "solid" tire as they make it is wrong. The indications are that for the greater number of machines in their line of trade this year will be demanded with "solid" tires, whatever it may be for other makers. They may be mistaken, but as they read their orders and the signs of the times, the number of buyers wanting "Cushion" tires with Columbia machines this spring will be less, owing in part doubtless, to the proper adaptation of the rest of the machine. They will make and sell whatever the riders want (that is, any large number of riders, for they don't make single machines to measure or to whim as a small maker sometimes can), but their best opinion on the right construction of a machine for a gentleman or a lady to ride will be seen in the machines they advertise. One of their new ones was offered promptly at "New Year's," and another will be offered soon.

* The *American Storekeeper* continues: "The well-known reliability of the machines made by this company is an important factor in the establishment of their reputation, and the present state of affairs affords a striking exemplification of 'virtue reaping its own reward.'"

"K'LUMBIAR KAL'NDAR"

THE large edition of the Columbia Calendar for the Desk was exhausted in about a week after our XLent advertisement here of 26 December. At this usual Monday editorial time of writing, the Columbia Hanging Calendar for 1891, of which a shadowy suggestion was printed here last week, is still obtainable—*moyennant* "15 cents to cover package and postage." About twice as many of this form were made, and they are going like snow in a January thaw. It is really a fine piece of lithographic art, in fourteen printings, from a new and ingenius design, by Mr. Charles Copeland, an artist whose figure drawing and other work have long been a delight to discriminative wheelmen, and as long have adorned the publications of the Pope Mfg. Co. That company goes on the principle that whatever is worth its doing, is worth its doing well.

WORTH DOING BEAUTIFULLY.

IT even supplements that well approved principle with another—that whatever is worth its doing is worth its doing beautifully. How their application of this rule has been appreciated by the public, is shown in the many letters which people have taken pains to write under a generous impulse aroused by the receipt and use of them heretofore. I select a few sample sentences from some 1890 letters:

A Cincinnati gentleman wrote: "It is a fine work of art, and, like your bicycles, is simply perfection."

A Saco (Maine) sexaginarian expressed it—"The Calendar is a beauty. Have hung it in a conspicuous place." And the L. A. W. Chief Consul of Ohio said—"I am in receipt of your Calendar, and it's a real beauty. Please accept my thanks and warmest congratulations."

SUGGESTIVE OF THE HOUSE.

THE frequency of similar comparisons of the beauty of their publications with the beauty of their machines is quite gratifying. It is an æsthetic age. Beauty and truth are equally important with strength and effectiveness to a sensitive rider using a wheel for pleasure. A Los Angeles Californian put it rather tersely: "One of your fine Calendars, and also your catalogue reached me yesterday. They are *gems*:" but a Providence (R. I. (gentleman not only complimented the Calendar, but added—"Its beauty, together with its practicability, is suggestive of the product of the house it represents."

And a young Minneapolitan said it pleasantly thus: "The Catalogue is very interesting reading, and the illustrations give it a finish almost too fine for an advertisement. The Calendar occupies a position of honor in my 'den'—a typical student's study. I have worn out two wheels of shady character, and graduated into the Columbia. My safety just aches for spring."

808.a.5

FOUNDED 1878

THE BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXII. Number 14. BOSTON, 30 JANUARY, 1891 $1.00 a Year. 5 cents a copy

What maker in America made the first high grade bicycles with tangent spokes, hollow rims, dropped handle bars, etc.?

Who first reduced prices on bicycles in America?

Who made the first Rover type safety bicycle in America?

Who made the first square rubber pedals in America?

Who established the price of $135 for Rover type safety in America?

Who originated the term cushion tires?

Who made the first cushion tires?

Who has the largest and finest bicycle plant in America, devoted exclusively to the production of high grade bicycles?

We have the documents in hand to prove that there is one answer which fits each of the above questions, and that answer is, THE OVERMAN WHEEL CO.

"COVENTRY * RIVALS"

TO THE FRONT.

The unparalleled success of this wheel has proved most gratifying to the manufacturers, Messrs. Warman & Hazlewood, Limited, of Coventry, England, and the Importers, the Sweeting Cycle Co., of Philadelphia. The Coventry Rival Safety is a striking illustration of the truth that good goods and low prices always command a market. We do not wish to be invidious in our remarks, but we cannot help being gratified by the fact that out of the multitude of English machines that flooded the market, the "COVENTRY RIVAL" is the ONLY *imported wheel* sold under $135 that still holds its own, and is in its third season. From all over the country we have testimonials from dealers and riders, praising the wheel. Many consider our No. 1 Rival at $85 equal to any $135 wheel; and there is no doubt that many riders can get as much pleasure and health from it as from one costing $50 more. We are now registering the names of all who desire catalogues, and a postal card with your name and address will bring the catalogue as soon as printed.

We desire a live, hustling agent in every place where we are not represented.

THE SWEETING CYCLE CO., *Sole U. S. Importers of the Famous "Coventry Rivals,"* **Philadelphia, Pa., U. S. A.**

"Finest Quality Produced in the World."

TRADE **"CREDENDA."** MARK.

THE * CREDENDA * SEAMLESS

W. C. STIFF, Managing Director. **STEEL * TUBE * Co., * Ltd.,**

BIRMINGHAM,

TELEGRAMS:—"CREDENDA," BIRMINGHAM. ENGLAND.

1300 BICYCLES IN JOB LOTS.

Greatest bargains in bicycles ever offered. Job lots of brand new machines, both ordinaries and safeties, at prices never before heard of. They are standard makes bought by us in car load lots, and we offer many styles at prices less than dealers have been able to buy them heretofore; others at almost one half less than manufacturers' former list. We take second-hand machines as partial payment for new ones, and liberal allowances are made for them. Our second-hand list offers rare bargains for those who do not care to pay the price of new ones. Many of the second-hand wheels are practically new. Send for second-hand and job lot circular. High priced and medium grades always in stock. We sell on easy payments, so no matter whether your income is small or large, you can buy a weeel. Large illustrated catalogue sent free on application.

ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.

We make a Specialty of Bicycle Sundries. Discount to the Trade.

A. C. C. CYCLE SHOW.

The Associated Cycling Clubs, of Philadelphia, will hold a Grand Cycle Show and Exhibition of Cycling Accessories in Horticultural Hall, Philadelphia, March 2 to 7, 1891.

For space, rates and general information, address R. H. KAIN, Secretary of Committee, No. 21 South Seventh Street, Philadelphia, Pa.

A prospectus will be sent upon application.



This is our 1891 Ladies' Safety. It is a perfect bicycle in design and material; every part finished in the best possible manner. Our Union Spring Frame applied, and every feature which ladies desire and admire in a wheel will be found in No. 13.

Send in your name for catalogue to

Or Mr. Stokes, of Chicago. **UNION CYCLE MFG. CO., Highlandville, Mass.**

"First in the Race came Odessus."—HOMER.



*

And first on path and road comes

THE PARAGON,

The King of Safety Bicycles.

*

SEND FOR CATALOG.

STOVER BICYCLE MFG. CO., - - Freeport, Ill.

IT WILL COST YOU NOTHING.

OUR 1891 CATALOGUE OF

CUSHION TYRES.
CUSHION TYRES.
CUSHION TYRES.
CUSHION TYRES.

S
W
SWIFT
F
T

PNEUMATIC TYRES.
PNEUMATIC TYRES.
PNEUMATIC TYRES.
PNEUMATIC TYRES.

✣ ✣ **SAFETIES** ✣ ✣

GET YOUR NAME ON OUR LIST AT ONCE.

If you want to be "in the swim" this season, ride a "SWIFT" Safety. They "get there" every time. Our 1891 models are the acme of perfection. Elegantly designed, light, strong and fitted with our patent tempered anti-friction roller chain, they stand to-day "without a rival."

CUSHION TYRES NOW IN STOCK.

COVENTRY MACHINISTS' CO., - - Boston, Mass.

★★★ LOOK OUT ★★★



—FOR THE—

1891 NEW MODEL

New Mails.

WM. READ & SONS, 107 Washington St., BOSTON.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Wheelman Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

The management of this paper refuses to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. **J. S. DEAN.**

BOSTON, 30 JANUARY, 1891.

THE editor of this journal has gone West to draw inspiration from the great lakes and the pathless prairies, and to persuade a little business to move hitherward. Perhaps we should have put the last clause first to give it the prominence it possessed in the mind of the young man when he determined to move Westward, and perhaps we should mention that he hopes to fall in with some of the wonderful people of that locality who in common parlance are called "the boys." We wish for him a safe and speedy journey, plenty of business and a pleasant experience wheresoe'er he go West.

THE editor has left an inexperienced substitute in his chair. Perhaps it is unnecessary to say this, but we know that there are some people so very dull that they never can tell one person's style of writing from another's. And so we think best to mention the fact. The substitute prefers to hide behind the little pronoun generally employed by the editorial fraternity, having in mind that discretion is ever the better part of valor, and he does not want the real "we" to be held responsible for the many slips and headers of the inexperienced "we." When inexperience grasps the handle bar no one can tell where the wheel will run to. We hope no ungenerous ones will suggest that in this instance the wheel is not guided by the bar, but rather by a crank. If we should hear such a remark our reply would be that the onward movement of every wheel and every progressive step in the history of the world can be credited to the movement of the crank. As an editor we may not be a glittering success, howbeit, we shall endeavor to attract attention.

BY the way, that was a bad slip that the Simon-Pure "we" made last week. He is out West now, and we are going to set things right. He said that "Mr. Dunn now hails from New York City." We don't know just what meaning to give to that word "hails," for Mr. Dunn does not live in New York. He hotels there for a short space of time, but he votes in Ohio, has an office there and has his washing done there. No ambitious man ever gives up his residence in Ohio, for it carries with it alluring chances for being President of the United States, which a residence in no other State can boast. And so we must still write our honored President as an Ohio man, temporarily absent from his home, with no idea of giving up the alluring chances before mentioned.

WE wonder how many remember the first appearance of President Dunn in National League affairs. It was at Buffalo in '85. Ohio wanted to make Kirkpatrick a member of the Executive Committee, and they were willing to vote for an Eastern man for Vice President. They pitched upon Bassett and delegated Brother Dunn to nominate him. Now Dunn didn't know Basset and Bassett didn't know Dunn, and the man from Ohio hadn't an idea what to say about the man from Massachusetts. When the Massillonian got upon his feet he said that some one had told him that some one had said that Bassett of Massachusetts was a thoroughbred and ought to be Vice President. During the speech Bassett whispered in the ear of a friend, "Who's the man in whiskers that knows so much about me?" When the speech was ended Will Harris of Boston got up and on behalf of Massachusetts nominated Stephen Terry of Connecticut, and Terry was elected. The President had the best intentions, but his combinations were not right. Since then Brother Dunn has been more particular with his combinations, and has met with more success in the arena of political life.

EVERY once in so often we find a man taking up arms against the amateur rule with a view to tearing down the house that we have builded; and yet the edifice still stands. If the reformers would offer a substitute for the rule, that would give us results more satisfactory than those that now obtain under the present rule, they might obtain a following. No man cares to see his house pulled down about his ears until he finds another one to go to. If Mr. Huntington of Connecticut can find us a new sheltering roof better appointed than the one we now have, which, by the way, Mr. Huntington calls "ridiculousness unspeakable," we shall be ready to move in our furniture at short notice.

WE do not believe that any fair-minded advocate of the amateur rule will contend that it is absolutely perfect. We are quite willing to say that it has apertures in it large enough to drive a load of hay through, and yet we have seen nothing better offered in the way of a corrective to an abuse that must not exist.

IT is easy to detroy. We imbibed this doctrine when we opened our doll to see what was inside, and it has been proved to us many times since. If Mr. Huntington will offer a solution of the difficulty in the shape of a new amateur rule we will guarantee that every big "we" in the country, and every little "we" as well, will pounce upon it and tear holes in it large enough to sail a gun boat through.

SHOULD we not arrive at a quick and correct solution of the whole difficulty if men would be honest and be what they really are? If we should offer only certificates of victory and laurel wreaths as prizes in amateur races and forbid the payment of expenses, it would injure amateur racing no one can doubt, but if, at the same time, we should take the stigma from professionalism, encourage professional racing with all its accompaniment of professional

trainers, travelling expenses, money prizes, etc., should we not see an adjustment of things to our taste? In the natnre of things we cannot expect to see the best racing among amateurs. In no trade, profession or art do we get better results from the amateur than comes from the professional. So long as we resist the working of natural laws, just so long shall we wrangle over the amateur question.

NOW we've got a story to tell about the "expense" question. That's the topic uppermost in the minds of those who have the racing interests in charge at the present time. Lon Myers went to England to compete under the colors of a New York Athletic Club, and the club officers found in his expense account the following item which they had to allow, "£5 used to bet on the Derby." We think that Myers was lucky and won the bet, and the club was reimbursed. Now it is apparent that if Myers had lost the bet his expenses would have been increased by just so much, but he won, and the expenses were not increased You will readily see that the club profited by the bet, and they should have passed a vote of thanks to the better. Those who would put the question "what chance had the club to win?" are requested to look at the subject with a more penetrating gaze.

PRAY excuse us gentle reader (if the reader is not gentle the remark applies just the same) for discussing the amateur rule, but you must remember that cycling interests are not particularly lively just now and we must talk about something. A noted editor once told his staff that there was always one topic to fall back upon. "When you have got nothing else to say pitch into the Pope." The readers of that journal always knew how to account for articles upon Rome. Cycling scribes cannot "pitch into the Pope," but they are not without resources in cases of emergency.

WE have been asked why the League does not encourage the growth of League clubs by making a reduction in the dues to all members of properly accredited League clubs. The League does not fix the dues. Divisions have the power to make concessions of this kind if they see fit, but as yet nothing of the kind has been done. Until we can be persuaded that a member does not receive full value for the dollar paid for dues we shall be inclined to believe that no reduction should be made in any case.

BOSTON is a city of clubs and yet it has no cycling club. We do not forget that the Boston Club and the Massachu- Club preserve their organizations and eat an annual dinner, but the average cycler gets hungry oftener than once a year, and the two clubs do not supply the much-talked of long-felt want. It would seem possible for a number of influential wheelmen to get together and form a club that should meet at least once a month in the winter and discuss the larder of some moderate price hotel. It need not be altogether a gastronomic entertainment for, given a gathering of wheelmen under such auspices, and we should have an interchange of ideas on pertinent topics, a making and conserving of friendships and very much else that would tend for good. Who can tell but that such a club would grow into an organization of influence and be of great value to its members. Will Boston members please take note? The above is written for the latitude of Boston, but it will be found good in any climate.

A NEW cloth has been adopted by the League for uniform purposes which, in regard to wear, quality and color, gives general satisfaction. The price, however, has caused considerable grumbling.—[*Wheel.*

If Brother Prial will put us in communication with some of the people who are "grumbling" we shall be delighted. We are advised by those in authority that the price has not yet been fixed, but if we can get it of the grumblers we shall have an exclusive. We understand that all the large Divisions will have League tailors this year, and these tailors will make prices under contract for the uniform. There is good prospect that the League uniform will be the best and cheapest on the market.

"I WOULDN'T give two cents to belong to a wheel club that has no lady members." Thus said a well-known wheelman the other day. Now we don't know that any club not possessed of this desirable annex would admit a man for so small a fee as two cents, but we are obliged to admit that there was a grain of good sense behind the remark. The most popular and the most successful wheel clubs of the day are those that admit lady members. In the summer season the runs, the picnics, the tours, are made doubly attractive by the presence of ladies. In the winter the socials, the balls, the festivals, are hardly possible without our fair sisters. Clubs are beginning to realize this, and very many are taking in the ladies. The advent of the ladies has secured a permanency to the sport that no one thing could have given it, save only the safety bicycle, and as this brought the ladies we have to give it first place among the things which rescued cycling from innocuous desuetude. Here's the kind of item we find after a club has taken in lady members:

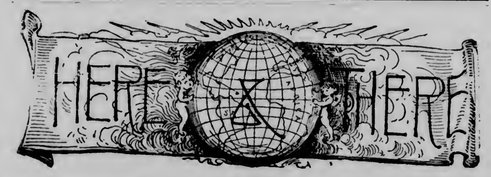
"The ladies' social in the R. I. W. Club rooms last Monday evening was attended by about 40 members. The lady members, as they always do, made the moments most enjoyable for the boys. Dainty refreshments of cake, ice cream and coffee were served. A feature of the evening was a "Speculative Bean Auction." It was more exciting than the orthodox bean auction, an element of chance being introduced; for further information regarding which application must be made to the members. The arrangements for the evening were under the supervision of Mrs. James A. Kinghorn."—*Providence Journal.*

There's only one thing about the above that troubles us. We are a good deal distressed to think that another city than Boston should discover anything new in the employment of the bean, and we regret that the Providence people should desert the native clam and make merry over Boston's favorite esculent. But if we were of Providence we should also be of the R. I. W.

THE writers in the American press who from time to time twit the C. T. C. upon having "pirated" the L. A. W. membership emblem, will perhaps tell us whether or not it is a fact that the L. A. W. never possessed any legal rights to the device, and whether or not Mr. C. H. Lamson, the patentee, ceased to possess any property in the design nearly three years since. We are informed on good authority that these are facts which cannot be gainsaid, and that the L. A. W. emblem has been common property even in the United States since the date named. The C. T. C. badge, upon the contrary, is the subject of a valid patent in America, for the principle it embodies is new and original.—*C. T. C. Gazette.*

We really wish that Mr. Shipton would let this matter drop, for he has a very weak case, and we cannot discuss the question without saying unkind words about the officers of an organization for which we have the highest regard. Yes, Mr. Shipton, the L. A. W. did possess legal rights in the design which was "pirated." No, Mr. Shipton, Mr. Lamson did not cease to posses property in the design nearly three years since. If Mr. Shipton will produce the facts given him by "good authority," we guarantee to produce documents that will gainsay them. The last clause in the quotation from the *Gazette* is deceptive. It is true that the C. T. C. has a patent on a metallic badge with an opening lid, and it also has a patent on an alleged "trade mark" that is not a trade mark at all. If any unprejudiced person will look at the two badges, that of the C. T. C. and that of the L. A. W., we think it will not take him long to decide that the owner of the L. A. W. design could go into court and easily show that the C.T.C. design is not a trade mark. and that it infringes his, the prior patent issued, for the League badge design. No, Mr. Shipton, the adoption of the badge design by the C. T. C. was a theft. That is the only word to be used. The L. A. W. has been very generous, and allowed the C. T. C. to use the badge, but the American contingent of the C. T. C. is now reduced to a beggarly handful. The theft has been resented by the individual. The American patent on the trade mark is not worth the paper it is written on, did any one care to contest it. The officers of the L. A. W. have preferred to regard the adoption of the design by the C. T. C. as a compliment to their taste, but they have regretted the poverty of resources shown by the C. T. C. officials. Whoever wears the pirated badge carries about with him a conspicuous compliment to American ideas, and we are content to have it that way.

WE are very sorry to be obliged to use anything in the vinegar line this week. We prefer molasses and would like to stick to that, but if Mr. Shipton goes about stirring up animals with a sharpened pole he must expect to hear them roar.



BOSTON NOTES.

"TONEY."

IT was with pardonable pride that the members of the Rovers' Cycle Club looked forward with great pleasure to the holding of their annual party in Amory Hall, Charlestown, last Tuesday evening, for long before the first notes of the inspiring waltz wafted down the corridors the room was filled with gallant wheelmen and those ladies whom our most esteemed friend Prial of New York thinks, "with exception, not nice to look upon." There were pretty girls in plenty and numerous gallant youth who tried to make everyone feel at home on the auspicious occasion.

ON the same evening the members of the Somerville Cycle Club blacked their faces and hands and appeared before an appreciative audience composed of their friends and endeavored by hook and crook to convulse them with laughter. The jokes and jibes of the end men were particularly funny and had the effect of making more than one member of the sterner sex place a good size pin where a suspender button ought to have been. The ladies also turned out in goodly number and applauded, smiled and bowed before the young, yet ambitious, negro minstrely, and were afterwards heard to express a desire that this might not be the last lay of the minstrel for that growing and influential organization, the Somerville Cycle Club.

ONE would think that the social wheelmen would have had sufficient attraction for one week with the minstrel show and annual party to be in a better condition to enjoy the comforts of home than gallavanting to another party. But, fortunately for themselves, wheelmen as a rule are peculiarly constructed insects and can stand more than a dozen ordinary beings; in fact they seemed to be imbued with as many lives as a cat and are able to do anything they desire to satisfy their own sweet will. From all indications a great number had a desire to participate in the masquerade party of the Cambridgeport Cycle Club on the following Friday evening, for when I, disguised in my recently imported evening dresss, tripped lightly in the highly polished floor was crowded with wheelmen and their lady friends, each endeavoring to solve the identity of the other from behind the shelter of pretty and in many cases frightful masques. Pushing my way through the hall I was soon approached by a gentlemen wearing the costume of the last century, and who upon asking me to enjoy the next catch as catch can with him, I recognized as my old and once ardent suitor, Mr. Spear, or "Happy Harry" as we once called him. What fond memories his familiar voice awoke within, but, alas, they soon faded away like the driven snow, and I came in contact with the genial ex-Captain of the organization, George F. Kehew He was too busy to take any notice of me, so I drifted to the side of the hall and was soon keeping step to the merry music in company with Herby Grew of Charlestown. To tell the names of all the gentlemen I had the pleasure of dancing with would be too much for me at the moment when I am thinking of the glorious past, and therefore let it suffice to say that in addition to the members of the home club who were present there was a delegation of ten members from the New Bedford Club, Charlestown Rovers, Somerville Cycle Club, Roxbury Bicycle Club, all of whom entered into the spirit of the occasion. They contributed their share towards making the party one of the most successful, both in brilliancy and attendance, that has been held within the classic shades of fair Harvard for many years.

EFFORTS have been made by the friends of one of the candidates for the office of First Vice-President of the League to get the Massachusetts delegates pledged to support that particular person, but all to no purpose, for the present delegation, the last one I mean, proposes to enter the convention untrammeled by pledges and able to act for the best interests of the wheelmen as dictated to by their own conscience. None of the newly appointed, or rather elected delegates, have as yet given the slightest idea of whom they propose to support, but it would not surprise me in the least if for the sake of giving an Eastern man that position they vote for Major Burdett.

THE seventh annual party of the Somerville Cycle Club was held in Odd Fellows' Hall last Tuesday evening and proved as glowing a success as any of its predecessors. For the first time in the history of this club it did not have to go outside its own ranks to secure an orchestra, for the club orchestra, which is fast demonstrating its ability to play at all places, furnished the music to which 200 couples kept time with flying feet.

ONE of the features of the Rovers' party was the exhibition of the club album, which contained photographs of the members and perhaps the only one of myself in existence.

NOTES BY "HAWKSHAW."

MR. T. A. EDGE, the cycling editor of *British Sport*, takes a "rise" out of me for an item of mine in this column, where I quoted and indorsed a statement of Dr. E. B. Turner's, that 'to run one mile at a twelve-mile per hour gait takes more out of the runner than it does for a cycler to run twenty miles within the hour. Easier it is for the wheelman to ride eighty-four miles than it is for the runner to do eight, and if an individual is fit to run eight miles he can easily ride one hundred." Mr. Edge then goes on to say on his own hook that "a man must be equally 'fit' to ride a twenty-four hours' race as to run a twenty-four hours' race." A statement I am sure neither Dr. Turner or myself will deny. Mr. Edge further says: "It is ridiculous to assume that it is easier to ride one hundred miles than it is to run eight." Then why does Mr. Edge "assume" any such thing and go in to demolish the assumption? Neither Dr. Turner or I have made any such statement, nor should we be held accountable for that "assumption" on the part of Mr. Edge. To get me into an argument, the opposite sides of which are upheld by Dr. Turner and Mr. Edge, is to place me in a position where I am sure to get the worst of it, as Dr. Turner is to-day recognized by the entire cycling world as not only the greatest theorist concerning cycling and racing, but as the greatest exponent in practice of the theories he teaches. Mr. Edge, so an advertisement in his paper informs me, has ridden "the fastest 100 miles in the world," having driven a safety that distance over the "North Road" in the wonderful time of 5 hours 27 minutes 38 seconds, beating all previous records for the world, either on road or path." Now for me to get into any discussion with such "cracks" is to have to "choose between the devil and the deep sea," and I don't "choose" either one of them. If Mr. Edge, though, really thinks he has the best of the argument why does he not meet the author of it who lives at his door and not go 3000 miles away to hit at him over my shoulders? Had I made the statements on my own authority then I should expect to prove them, but as I have not it seems to me that Mr. Edge is just taking a little bit of long-range shooting more for the pleasure of hearing the noise of the report than from any intention of bringing down any game.

REFERRING to the *British Sport* in the above paragraph causes me to clip therefrom the following item: "At the adjourned annual general meeting of the Cheetham Bicycle Club good business was done, for were not fourteen resolutions passed? The club have adopted the Cheetham Arms as a badge and the uniform now consists of badge, cap and sash." Of course this annual general meeting of the Cheetham Bicycle Club was held around the season of the year when everyone is inclined to make good "resolutions" and therefore it was but appropriate that the Cheethams should do so, though most persons find one or two of them more than they can keep let alone "fourteen," but this club seems ambitious and I

hope it may not fail in its numerous "resolutions." I also hope that among the "fourteen" was one discouraging any games of chance by members of the club, because an organization with so suggestive a name could hardly afford to do otherwise, for fear that those who lost might be tempted to cast unpleasant imputations upon the fairness of things. To the ballet brigade of America I wish to call attention to how they are getting badly left by the more progressive Cheethams, and to ask them in the name of all that is idiotic, which they hold so dear, not to allow their world-wide reputation of superlative idiocy to be stolen from them by any body of wheelmen, English or otherwise. I am aware that in this respect it is very difficult to even approach the ballet brigade, much less surpass them; but really I think in their new uniforms the Cheethams are a little bit ahead of the balleters, since it consists only of a "badge, cap and sash." This, while being a trifle airy, and consequently somewhat unfitted for public use in cold climates, may yet encourage the ballet brigade to still further outrage the feelings of the former and brave the dangers of the latter, upheld as they will be by the example of the Cheetham Bicycle Club, which of course gives to the costume the hall mark of being thoroughly English. I shall watch with some anxiety the effect of this item upon the balleters, fully confident that they will not let their reputation for scanty cycling costume be stolen from them by any nation on the earth, though it is somewhat difficult to imagine how they are going to exceed the Cheetham's "uniform" in scantiness unless they dispense with the badge and cap part and wear the remainder of it only.

WHEELMEN should remember that upon the public highway, as well as in the drawing-room, that the only source of true politeness is consideration—that vigilant moral sense which never loses sight of the rights, the claims, the sensibilities of others. This is the one quality over all others necessary to make a gentleman.

PENNSYLVANIA.

"ARIEL."

A PROSPECTUS has been issued by the Associated Cycling Clubs in accordance with the motion carried at their meeting last week, setting forth in detail the plan of the Cycling Exhibition, which comes off in Horticultural Hall, this city, during the first week in March. Some twenty-five or thirty of the principal manufacturers and importers have already signified their intention of taking part, and there is no longer any doubt as to the success of the exhibition. There will be some forty spaces on the two floors, ranging in price from twenty to forty dollars, those in the centre of the main hall being the most desirable, and of course the most expensive. But these figures are, it is thought, low in comparison with the benefits to be derived. During the progress of the show a band of music will be in constant attendance, and fancy riding exhibitions will be given, together with other attractions not yet decided on. All of this will, it is thought, attract large audiences, and with this in view, while single admissions will be twenty five cents, season tickets admitting a gentleman and ladies will be issued at one dollar.

AT the regular meeting of the Associated Cycling Clubs held at the Quaker City club house last week, the annual election for officers resulted in the re-election of the Board of Officers.

INCITED thereto by Century's success, the Park Avenue Wheelmen have decided on holding a minstrel entertainment in one of the uptown halls, their club house being too small.

STARTED a year ago with seventeen members as the Edgely Wheelmen, the Quaker City Wheelmen grown to one hundred and seventy, last week celebrated their first anniversary at their new club house, 1400 Oxford street, which was a blaze of light and decorations, the front having rows of Chinese lanterns festooned from window to window, with the name "Quaker City" swung across the arches of the piazza; while the halls, parlors and dining rooms were filled with flowers and palms. Vocal and instrumental music was provided for the aural entertainment of the visitors, while the collation provided for the delectation of the inner man has never been surpassed by that of any similar affair ever given in Philadelphia. The local clubs were nearly all represented by their Presidents and Captains, together with shoals of the rank and file, while among the visitors from abroad were President Stansbury of the Baltimore Cycle Club, Captain McFadden of the New York Bicycle Club, Dr. Long of the Mayland Bicycle Club and others.

BY THE WAY—Taxis, who has been under the weather for some time, has begun training again at the A. C. S. N. gymnasium.

The Park Avenue Wheelmen were last week re-inforced by half a dozen of the Columbia Cyclers, who joined them in a body.

The inter-club pool tournaments are attracting great interest, competition among the various clubs being exceedingly keen.

The Germantown Wheelmen will hold a house warming in their new quarters, No. 24 Price street.

A lion's head, rampant, charged upon a wheel, is to be Park Avenue's emblem, having been adopted at their last regular meeting.

Members of the Pennsylvania Bicycle Club have organized a glee club preparatory to the coming musicale.

On February 12th, the Camden Wheelmen will have a banquet.

On February 5th South End celebrates its annual ball at St. George's Hall.

The Park Avenue Wheelmen's ball at St. George's Hall last Wednesday evening was one of the most brilliant social events of the season. All of the clubs were represented, and many of the toilets were very handsome. The hall was beautifully decorated with flowers and plants, and presented a very animated appearance, there being about seventy-five couples in attendance.

Captain Dalsen of Century offers the following prizes for the season: A silver cup for the highest mileage; a gold medal for best attendance on club runs, and another gold medal for best 24 hour record.

DETROIT.

"JUDGE."

THE annual election of the Detroit Wheelmen resulted as follows: President, A. H. Griffith; First Vice President, B. J. Holcombe; Second Vice President, R. T. Deacon; Secretary, Geo. S. Mackay; Assistant Secretary, L. W. Schimmel; Financial Secretary, Fred S. Ekliff; Treasurer, W. T. Watson; Assistant Treasurer, A. E. Sutphin; Captain, Fred L. Abel. Metzger refused to run for any office. He has associated himself with a Mr. Huber of Louisville. They will run a bicycle business here, and Mr. Metzger, feeling that a man in the trade should not hold office in a club, manfully held out against the unanimous vote of the club. The reason for our having so many assistant officers is on account of the probability of the L. A. W. meet coming here, when we shall need them all. The Lieutenants will be appointed by the Captain.

ALL the games are not yet played in the billiard and pool tourney, but Ekliff has played all of his and won all, making him champion "pool shark." Burt Holcombe wins first place in the billiard tourney. The complete score will appear later.

MESSRS. Marks, Osborne, Ekliff, Downs, Mackay, Abel and Schimmel made a run to Pontiac last Sunday and met there Charlie Wolverton and Kellerman of Flint, who rode down from there and met them. They report a splendid good time and almost perfect roads.

RALPH TEMPLE spent Thursday in Detroit.

WELL, well, what do you think, a certain gentleman accuses me of booming "Griff" for President of the L. A. W. My dear fellow, you are way off. In becoming the director of the Detroit Art Museum Mr. Griffith has reached the height of his ambition, and well he may, the position is one in two millions. There are about forty-six museums of art in this country. No, no, not yet anyway, do I think of "Griff" as anything but President of the Detroit Wheelmen.

Burt Holcombe is now club orator. His eulogy of Messrs. Griffith and Metzger the night of the election was well worth listening to and a great compliment to both gentlemen.

KENTUCKY.

"GX. EX. JX."

Two statements I have noticed recently going the rounds of the press have afforded me considerable amusement. One was by a laymen, who argued that cycling was injurious to the eyes, "because"—and then this wiseacre adjusts his spectacles and puts on the airs of wisdom—"because so many bicycle riders wear glasses!" Shades of Brewster, Bassett and other veterans, gaze upon him! Did it never occur to this man that this greatest sport in the world recruits its ranks from the office, the counting-room, the newspaper desk, the students' quarters, where constant pouring over the ledger or the book ruined the eyes long before the bicycle was taken up as a means of saving the other functions of the body from premature decay? More cyclers wear glasses, it is admitted, than base ball player or pugilists, but the ranks are recruited from a different class of citizens. The other statement which effected my risibles came from a wheelman. It was on the ordinary vs. safety controversy. This authority rides the ordinary, and will continue to do so as long as he can get one. He says the difference between the two wheels may be compared to the difference between shooting live birds and shooting clay balls. One is sport, the other is not. I should like to ask if this gentleman ever coasted down a smooth,



NOW IS THE TIME

—— TO SECURE THE ——

Agency for the Eagle for 1891.

We are constantly placing new agencies, but there is still some good territory unoccupied and it will *pay* to take advantage of it.

We want good, live, pushing men, who can appreciate a good wheel and bring others to their way of thinking.

The Eagle is a lively wheel on the road and we want lively men to handle it, men who can 'get there."

The Eagle has now a reputation which is unsurpassed.

It is acknowledged to be the fastest and best all-round road wheel on the market.

There is good money in the Eagle agency for any agent who knows how to hustle just a little bit.

CATALOGUE FREE, ALSO MILEAGE BOOK.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

ROVERS GOT FORTY-SEVEN PRIZES

At the Leading Bicycle Tournaments this Season, the RESULT OF PROPER CONSTRUCTION.

General Western Agents
FOR THE
CELEBRATED
Garford Saddle.

Our Line for 1891 will be more elegant than ever.

PNEUMATIC
—AND—
CUSHION TIRES,

HOLLOW RIMS,
TANGENT SPOKES,
and BALL HEADS.



Get our prices on Sundries before placing your orders with any one else.
* *

SIX STYLES
—OF—
ROVER ROADSTERS,
Ranging in weight from 35 to 48 pounds.

ROVER RACERS
WITH
PNEUMATIC TIRES.

THE FINEST LADY'S SAFETY EVER PRODUCED.

THE JOHN WILKINSON CO., Sole Importers, 269-271 State St., Chicago.

Sixteenth Year in America.

1876

The First Cycles in the United States



1891

The Largest Cycle Manufactory in the World

SINGER & CO., 6 and 8 BERKELEY STREET and 2 WARREN AVENUE. **BOSTON, MASS.**

steep hill on a safety. If that is not sport, what is it? I may be a bit rash, but I believe that had the rear driver safety been discoverd fifteen years ago, instead of the ordinary, there never would have been an ordinary. I am not a novice, but have had some experience. I rode fifty-inch wheels for three years, and was among the slow safety converts. The chain driven safety, by the way, is not the outcome of the old velocipede. you can trace the evolution of the ordinary from the bone-shaker of twenty-five years ago, but not the safety.

THE Independent Cyclers of Louisville nominated officers at their meeting Monday night, to be elected at the meeting February 2. They will move from their present quarters to a suite of rooms in Honda Block. Fourth avenue, shortly.

THE Saturday night smokers of the Louisville Cycle Club have become a necessity. The occasionals were so popular that the amusement committees has been requested to have a smoker with a literary or musical attachment every Saturday night.

THE arrangements for the Division meet in June are going on actively. Contracts will be let this week for a full sheet special lithograph in four colors (no stock work); these will be posted all over the State, and sent to every club out of the State. The programme, 32 pages, will be out early in March. Several of the most prominent racing men of Illinois will attend the meet, and some Eastern stars are expected. A feature of the meet that should attract outsiders will be a trip to Mammoth Cave by rail. It is practically impossible to get to the cave awheel, so the reception committee is arranging an excursion to leave Louisville Saturday night after the banquet to go to the cave and return in time for work Monday morning. No wheelman ever comes to Kentucky who does not want to see the Mammoth Cave, and this will give all an opportunity. After seeing this greatest natural wonder, he can take a tour through the Bluegrass or God's country.

SYRACUSE.
"SALINA."

THE sixth annual meeting and banquet of the Syracuse Cycling Club occurred on the evening of Jan. 9. The memory of this occasion, however, will probably be a lasting pleasure to all who were fortunate enough to participate in the festivities. Frank H. McChesney, the retiring president, in his address reviewed the year's work, which was the grandest in the club's history. The membership at the commencement of 1890 was 53. One year later finds us with 122 members, 106 of which are bicycle riders, in a beautiful club house furnished at an expense of about $2000, with $500 in the treasury and not a single debt. Such is the record of which the S. C. C. feel justly proud. At 11 o'clock, after the business session, the banquet was held at the Globe Hotel. The tables were arranged on three sides of the room. At the middle table was seated the retiring president, F. H. McChesney, who was the toastmaster; on his right was seated the club officers of 1890 and on the left those of 1891. The table cloths were of orange, black and purple, the club and League colors. At each plate was a beautiful menu and a button-hole bouquet. An orchestra was concealed behind a stack of wheels and discoursed enlivening music during the evening. Several flash light views of the banqueters were taken by the club photographer, John Winter. During the evening our popular Captain was presented with a diamond badge, and the club steward, Andrew Perry, with $50 in gold.

THE long longed-for banquet is a thing of the past, and, as Mr. Wilson said, another year will go by before we hardly know it.

THE new officers are elected, the old ones discharged and each member had his stomach filled with the best of viands, his mind filled with great ideas and thoughts; his ears filled with choice music and his eyes filled with pure tobacco smoke.

ONE-DOLLAR MACK and Hunting House George can now breathe free and easy, God bless them.

CAPTAIN BOB JUDD, Horace Doxsee, Hod Rounds, Winnie Chapin, Bill Johnson, Bert Hall and Fred Penn are still in it. They each have another year to serve the good old club in their respective offices

CATERER ANDY and Captain Bob can shake and each say, "You were just as much surprised as I was," or vice versa.

WHO will win the prize at our next euchre party? Not Ted, because he is now on the house committee and that will take the snap out of him.

MR. HARRIS has gone to Florida.

JOHN (HAIL) WINTER is in New York.

BILL NYE has taken a nap.

WILL some one suggest to little Mack that we have no flag on our flag pole?

DAYTON, O.
"EAGLE."

A GRAND reception and banquet was given by the D. B. C. Thursday evening, Jan. 22. at the Phillips House parlors, which proved to be one of the finest of the season and a great success, over 100 guests being present. Dancing was the most prominent feature of the evening, a programme of 20 dances being arranged. The music was provided by one of the leading orchestras of the city, while one of the best professors had charge of the dancing. Those not dancing enjoyed themselves at the various card tables in the different apartments. At about 11:30 a delicious supper was served, which consisted of the rare dainties of the season. After the repast dancing was again resumed until late hours in the morning. Great credit is due Messrs. John McGee, J. Floatron, Edward Wise, Dr. Brandon and J. Milton Finch, the managing committee, for the manner in which they conducted the reception.

IT is now an assured fact that Dayton will soon have some decent streets for riding. Contracts are now out for asphaltum and other different grades and work will be commenced early in the spring. This is accepted with delight by the many wheelmen of this city and will be the means of increasing the number considerably.

THERE is some talk of admitting ladies to the club as League members in the spring. Dayton has increased its lady riders considerably and by the time riding is in its bloom the boys will have no trouble in getting the fair sex to accompany them on some of the short club runs. The club will first need a larger and more accommodating club house than the one they are at present situated in.

CHICAGO NOTES.
"WAYNE SCOTT."

THE past week there has been no snow and the roads generally have been in good riding condition. We have hardly had enough snow as yet to prevent riding at any time. There has been but one or two Sundays this winter that wheelmen have had to give up riding. From neighboring towns wheelmen report good roads and a general use of the wheel. Pullman has been visited by several good-sized wheeling parties and several other near-by runs have also been gone over.

THE Illinois Club's athletic show Saturday evening was well attended, about 300 being present. The musical and athletic programmes were carried through without a hitch. The 300 spectators were enthusiastic. A lunch was served after the entertainment. The Illinois Clhb entertainments are always deservedly successful.

THE Chicago Cycling Club have a handicap billiard tournament and pool tournament now being played every Saturday night, both have a large entry list and a great deal of interest is taken in all of the contests.

THE Lincoln Cycling Club will give an athletic entertainment Saturday evening, Jan. 31.

THE Oak Park Cycling Club has again abandoned the League Hotel club house scheme and now have plans submitted to them for a new club house which will be built for them in the near future.

MESSRS. ROBERTS, BARRETT AND BETTS, a committee appointed by the Associated Cycling Clubs, will select courses in this city which will be suitable for road races and the establishment of road records.

THE Englewood Cycling Club gave a reception and dance last Tuesday evening. President Treadwell and Miss Hahn led the grand march, followed by over 50 couples. Fitzgerald's orchestra discoursed their best music. Bob Garden and Art Taylor were guests of the evening.

THE Illinois Division, L. A. W., hold a constitutional convention in this city Saturday, Feb. 7. The business meeting will be called to order at 10:30 in the morning, the afternoon will be spent showing the visitors around town and in the evening an entertainment will be given at some large down town hall. To this entertainment none but L. A. W. members or those who apply for membership will be admitted. R. G. Betts, chairman, Dr. C. B. Gibson and R. D. Garden are the committee on arrangements. A large number of out of town League members are expected. If the present good weather continues they should bring their wheels.

THE Englewood Cycling Club smoker last Saturday evening was a great success. W. L. Bush entertained the members in his own inimitable way. Bush is a wheelman and is much sought after at cycling club entertainments. He's a circus and menagerie all in one. The Englewoods encored him again and again. An excellent programme followed and supper was served later. The club will continue these smokers through the winter.

THE Æolus also gave a very successful smoker last Saturday. One hundred and twenty-five wheelmen were in attendance. An athletic and musical programme was carried through and a supper followed. Stag parties are becoming very popular; they gather the members together, promoting social intercourse and good feeling among the members.

THE Columbia Wheelmen are pushing right to the front. They have now over 75 members. The club house is furnished nicely, a pool table and piano have been added this week.

THE Douglas Cycling Club members have photographic outfits and are now actively working to land one of those prizes offered by Isaac B. Potter. Drs. J. C. and C. H. Wachter, Frank and Will Slavik, Ed Frothingham, Joe Langbein and O. C. H. Rellihan have already several excellent views.

THE Washington Club gave another of their musical and card parties last Wednesday. The attendance was good and an excellent musical programme was carried through. The Washingtons are still in the swim, although weakened by those resignations. The Cook County Wheelmen hold the informal opening of their club house at 709 W. Adams street this evening. A general invitation to all wheelmen to be present has been extended.

NEW JERSEY NOTES.

"PALISADES."

STATE REPRESENTATIVE H. S. FULPER of Flemington suggests the following route for the consideration of those having the next century run in charge: Start at Newark, to Springfield via Irvington and Milburn, to Plainfield, to Summerville, to Flemington via South Branch and Neshanic, to Lambertville, to New Hope, to Centreville, to Hatboro, to Jenkentown and Philadelphia.

THE Ladies Auxiliary of the Orange Wheelmen at their last meeting decided to work a handsome banner for the club.

THE youngest cycle club at present in Newark is the Business Men's Cycle League, but if the *other* clubs do not hustle, I prophesy that they (the B. M. C. L.) will soon be the strongest and largest. Their membership is rapidly increasing, and a goodly number are L. A. W. members.

EVERY member of the New Jersey Division is expected to use all his personal powers to further the objects of this Division and the League; to enlist non-League members, and in every way improve the interests of cycling. The officers of our Division can do but little without our hearty co-operation, therefore it behooves us to work.

THE New Jersey Division will send a solid delegation to the National Assembly at Washington, D. C., on the 16th prox. They will "whoop it up" for Brown.

THE new Constitution and By-Laws of the New Jersey Division are being distributed to members. Their completeness, neat appearance and general excellence will commend them to L. A. W. members

THE Orange Wheelmen having been incorporated, purpose building a club house, cost of which is to be $5000. The stock for same is nearly all taken.

ONE of the Crawford Wheelmen pours into my ear this week another edition from his "tale of woe." He is absorbed in the investigation of the following queries: "Will the captain give up wheeling and take to the stage for good?" "Will Sutton's anti-header prove a success?" "Does Bergen intend to tear things to pieces with his machine?" "Is Denman *really* afraid of Fred Wood who is developing into a scorcher?"

THE Flemington Bicycle Club are rehearsing a drama to be given February 19th at the Flemington Opera House. This club is fast assuming proportions of a club, and I am glad to hear of their intention to join the L. A. W. in the spring. Individually they are pushing the matter of good roads, and are able to show one and one half miles at present that can be traced to members of their club.

NEWS AND COMMENT.

THE Fall River (Mass.) Cycle Club held its first annual ball on Tuesday evening, Jan. 20, at Music Hall. The decorations, which were very tasty, were a special feature of the occasion and were much admired by the large assemblage present. The excellent music was furnished by the High School orchestra, whose fine playing excited much favorable comment. The floor was under the able direction of President George Sharples. The affair was a grand success financially as well as socially, and will enable the club to furnish its rooms with all the elegant things they desire. This club was organized in August, '90, and has rapidly grown in favor on account of the progressive spirit manifested by its members who are always ready and willing to do their share toward any movement which will increase the popularty of the sport to which they are wedded.

A SUSPENSION BRIDGE: Davol's. For an explanation ask the last year's racing men.

GET ready to take to the woods. Sterling Elliott is going to lecture on the bicycle and illustrate his lecture with a stereopticon.

MR. P. O. RUDY, representing the Steel Pulley and Machine Works, favored us with a call last week.

MR. L. B. WHYMPER of the bicycle department of Messrs. Schoverling, Daly & Gales is in town.

SEND 50 cents to the WHEELMEN Co., 12 Pearl street, Boston, and get a copy of "Cycleland," the best collection of cycle sketches without exception ever published.

MR. GEO. H. SCHENCK of Elsie, Mich., would like to hear from some L. A. W. members who would like to take a go-as-you-please trip through Europe, to start about June 1. References exchanged.

ROUTE WANTED.—Mr. C. M. Cornelius of 361 Madison avenue, New York City, L. A. W. 7523, writes us as follows: "Can you in any way assist me to get reliable information regarding the Housatonic Valley from Great Barrington to the L. I. Sound for an early trip? Any assistance will be thoroughly appreciated." Cannot some brother wheelman in Western Massachusetts and Connecticut give Mr. Cornelius the desired information?

MR. FRANK LYON of 1706 R. street, Washington, D. C., has invented a bicycle support which is simple, cheap and effective.

THERE is a dispute over the colors to be put upon the structure which the National Assembly will build next month. All agree that the body work should be Dunn, but whether the trimmings will be Brown or Mottled, no man can tell.

FOOD for thought. When we shall have the League meet.

WE have received a number of letters asking the reason why Sterling Elliott's ad. is no longer to be found in this paper. We are not at liberty to give the facts regarding it, though it is possible that *he* may do so later. However, we have reason to expect his reappearance on the second page before long.

WILL I. HARRIS of New York goes to Bermuda on a health-seeking trip. He will take his wheel with him and explore the island.

THE announcement of the engagement of Richard Pinksohn and Miss Esther Bornstein is made. Will receive friends at 7 Holyoke street, Boston, Sundays in February.

THE bicycle is used in business more and more every day. The latest use to which it has been put in Crawfordsville, is for the delivery of express packages. The driver of the U. S. Express wagon is an expert bicycler. Instead of driving several squares to deliver a package or two he jumps on his wheel and has the goods delivered and is back before he could have had a wagon turned around.

NOTHING that has recently come into favor with the American women promises to be more beneficial than bicycle riding—a healthy exercise, getting one out into the open air along country roads, bringing the most important muscles into use, and not making too great a demand upon the bodily strength. Women who are only in ordinary health can ride without fear of physical injury. Those who are less vigorous can, by beginning with short runs, easily acquire new strength.

THE Norfolk Wheelmen will give a dramatic entertainment in Everett Hall, Hyde Park, Mass., on the evening of February 10.

THE York, Pa., Bicycle Club gave a reception on the evening of January 22.

HAVE you read "Cycling for Health and Pleasure?" This is a book that will interest everyone who rides. Send 50 cents to the WHEELMEN Co. 12 Pearl street, Boston, and obtain a copy.

IT has been estimated that there are 25,000 cycle riders in New York City, and over 75,000 within a radius of 75 miles of the city, yet there are but six clubs in the city.

THE third annual ball of the South End Wheelmen, to be held Thursday evening, February 5th, at St. George's Hall, promises to be the most successful yet given by the down-town club. Parties are being formed in a number of the other clubs to attend, and nearly every cycling organization in the city will be represented. Carey and Gardiner's enlarged orchestra has been engaged for the occasion. The number of tickets is limited to 125, and may be procured of any members of the club.

SOME of the Philadelphia cyclists are agitating a movement to secure the League meet in that city in '92.

THE Harlem Wheelmen are seriously considering the project of building a club house.

WE understand that the much talked about laundry prize for which Mr. Taxis risked his amateur standing, is a thing of the past, circumstances over which the company had no control, compelling them to give up.

THE L. A. W. and A. A. U. conference committees will hold a second meeting, at the Astor House, New York, this Friday afternoon at four o'clock.

WM. J. CORCORAN, bicycle trainer at Yale College the past two seasons, and who had charge of Laurie, Berlo and Willis during their record breaking performance at Peoria, Ill., is an applicant for the position of trainer to the New York Athletic Club riders.

ROME (N. Y.) CYCLE CLUB.

Editor Bicycling World: The Rome Cyclers' Club is a young one, but it is pushing rapidly to the front. The coming season we not only expect to be strong in numbers, but we also expect to turn out some of the best racing stock in central New York. About two months ago we took possession of our new and handsomely furnished rooms in the White block, recently erected on West Dominick street. The rooms are pleasantly situated, and in fact are the coziest club rooms in the city. On Tuesday evening, Jan. 13, we held our first annual banquet and election of officers for the ensuing year. A most enjoyable time was had and the only misfortune of the occasion was that only about ten out of town cyclers were able to be present; as it was the club and invited guests made a party of about 60. During the early part of the evening the cyclers entertained their friends with games, music, etc. At 9 o'clock Vice-President Miller called the members of the club aside and the elecion of officers followed. After the election the members and their company immediately proceeded to Stanwix Hall, where a sumptuous repast was enjoyed. After thoroughly discussing the eatables, President Prescott called the gathering to order and named G. P. Fessenden as toastmaster, which position he filled in a most creditable manner. The first toast responded to was the "History of Our Club" by W. A. Parker. Mr. Parker in a neat little speech told the company present the facts that led up to the formation of the club and how it has stimulated wheeling interests here. Other toasts followed and were interspersed with vocal selections by a quartet, and selections were also rendered on the zither, mandolin and guitar and banjo, many of which were repeatedly encored. After the banquet the party returned to the cyclers' rooms, where games, vocal and instrumental selections and other amusements were enjoyed until the early hours of the following day, when the company dispersed well pleased with the entertainment.

The next interesting feature on the programme will be our second annual tournament at the RiversidePark in this city on next Decoration Day. The occasion, no doubt, will bring out the largest assemblage of cyclers in central New York, excluding the State meet at Syracuse. The members of the club will soon begin to make the preliminary arrangements for the tournament.

"NOFEE."

OBITUARY.

In memory of Charles R. Eisenbrandt, who departed this life Tuesday, November 25th, 1890, in the 26th year of his age.

In chronicling the death of Mr. Eisenbrandt, we realize most forcibly the loss which the cycling fraternity and its interests sustain thereby. Energetic in his business relations as President of the "Eisenbrandt Cycle Company," zealous in the discharge of his duties in matters pertaining to Division interests, and ever active and genial in his relation to the "Chesapeake Wheelmen" as a member thereof, his death, coming as it has in his early manhood, and the beginning of a career of great promise, causes deepest sorrow among his wide circle of friends and associates for their loss, and profound sympathy for the family of the deceased in their greater loss of a loving, dutiful and kind husband, son and brother.

The Chesapeake Wheelmen in recognition of their appreciation of his worth, and in token of their sympathy for the bereaved family, adopted the following resolutions at their recent meeting, a copy of which, with a suitable memorial, was ordered sent to the widow.

Whereas, It has been decreed by the Great Creator of us all, that we shall look no more in this world upon the living face of our esteemed friend and club mate, Charles R. Eisenbrandt, "since its inception one of the leading spirits of this organization;" therefore be it,

Resolved, That we, the Chesapeake Wheelmen, in regular meeting assembled, do hereby express our kindly recollection of the many estimable personal qualities of our deceased friend, and record our keen appreciation of the valuable services which he in his lifetime was ever so ready to, and did so frequently and effectively render to the League, the Division, the club, the individual wheelman and the sport in general.

Resolved, That in his death we have sustained a loss which is not ours alone, either as individuals or as a club, but which will be shared by wheelmen wherever the influence of the deceased has at any time extended.

Resolved, that while humbly acknowledging the bounds which our humanity puts upon our understanding of the beneficent plans of the Infinite Wisdom, we bow to the fulfillment thereof with mournful regret that the loss of our friend should have been necessary thereto; and in doing so we extend our heartfelt sympathy to his family in their bereavement.

Resolved, That these resolutions be spread upon the minutes of this meeting, and that they be published in the BICYCLING WORLD.

Baltimore, January 9th, 1891.

ELWELL EUROPEAN TOUR NOTES.

THE Elwell European party will have the assistance of Mr. Arthur G. Collins, formerly of Boston, now a resident of Paris. Mr. Collins is thoroughly conversant with the language and customs of France, and has personally explored the entire French route of the Elwell party and will accompany them on the tour. The party is now being formed, and all who are interested should address Elwell & Higgins, Portland, Me.

TRADE NOTES.



WRIGHT & DITSON.

BELOW we present to our readers the announcement of Messrs. Wright & Ditson, the well and favorably known dealers in sporting goods. Although a new line of goods with this concern, they start into it with a vim which presages success. We refer our readers to their advertisement on page 348 as regards agencies, etc.

The Wright & Ditson Safety—Brief: All steel tubing and forging, two 30 inch wheels, endless moulded tires 5-8 inch front, 3-4 inch rear, crescent rims, direct spokes, ball bearings to both wheels, crank bracket and pedals, seamless steel tubular forks, seamless steel diamond frame, perfect chain adjustment, improved Humber pattern chain, detachable cranks, 5 3-4 to 6 3-4 inch throw, castor steering head, powerful front wheel plunger brake, adjustable saddle stock, 27-inch one piece tubular steel tapered and curved, handle bar adjustable for height, vulcanite handles, adjustable foot rests, detachable mud guards to both wheels and chain, gear, 54 inches; finish, one third nickel, and remainder enamelled; weight all on, 45 pounds; option, Garford or Fish saddle.

THE BUFFALO TRADE.

UNDER the kind guidance of Chief Consul Bull, the editor of the WORLD a made brief but most pleasant tour among the trade in Buffalo the other day. We found Mr. Bull in the store of the

BUFFALO CYCLE CO.

Mr. Harris, the presiding genius of that company, was away East looking up certain parts for the machine that this company intend introducing during the coming season. Mr. Harris enjoys a well earned local reputation as being one of the best practical cycle mechanics in the country, and unless all signs fail, he will, at no very distant future, enjoy a wider reputation. The output of the Buffalo Cycle Co. for the coming season will not be large, but what will be put out will make up in *quality;* that being one of the requirements of Mr. Harris, that what he does put out must meet all the specifications of a first-class wheel. From the office of the Buffalo Cycle Co. we wended our way to the store of

MR. J. F. DOLL,

who is making preparations for placing a very large line of cycles in the Buffalo market. He has placed large orders for the Ormonde, Swift, Rover, Psycho, Union, Giant and Gale cycles. Mr. Doll also carries a good line of sundries. He is a young man, a hustler, and is one of the most popular wheelmen in Buffalo. From thence to the store of

THE STANDARD CYCLE CO.

is but a few steps, and on entering their fine store we found alterations and enlargements going on, made necessary by the increasing business. We met Mr. Thomas, one of the principals. Mr. Thomas is a well seasoned business man of experience in the cycle and sewing machine trade, a pusher from the word go, and a man who is bound to get his share of the cycle patronage. The Standard Co. control a section of New York State, part of Ohio and part of Pennsylvania for the leading machines, and they "are in it for business." The machines that they will handle are the Warwick, Featherstone pneumatic, Stover and the Indianapolis machine. Mr. Thomas showed us a photograph of a Mr. Grabbenstater on his Warwick safety carrying his three children, the aggregate weight of himself and family being 374 pounds. He is in the habit of carrying his three boys to school and back home every day, and during the past season the trips thus made aggregate 1500 miles! "A pretty fair comment on the strength of the Warwick" said Mr. Thomas, to which we acquiesced. Mr. Grabbenstater has made the trip to and from the Falls with the above load on one or two occasions. Just across the way is the store of

MESSRS. J. B. & G. C. SWEET,

and here again we found Mr. Sweet superintending the removal of furniture (in which they deal largely) to the upper floor, so that the splendid large store on the street will be devoted exclusively to the sale of cycles and children's carriages. Messrs. Sweet handle the full line of Victors, Referee, and a low grade of wheel made by the Buffalo Tricycle Co., an excellent all ball bearing, ball head machine, which lists at $75. They will also carry a line of children's safeties. Messrs. Sweet are going to cut a wide swath in the Buffalo trade this season, and will give more attention to the bicycle business than they have done heretofore. Five miuutes' walk uptown brought us to the shop and salesroom of

MR. BOWEN,

that veteran cycler and we believe the pioneer dealer in Buffalo. Mr. Bowen, handles the "Hickory," but he is making a special drive on his home trainer and bicycle stand. We found him at work on a pattern for the latter, changed so that it would take in "the large tires of the future." The last place we visited was the store of Mr.

J. H. ISHAM.

Mr. Isham is in the swim with the Gormully & Jefferey machine and the Columbias. A fine trade he had last year and so impressed is he with the outlook that he has determined to move up town in the vicinity of the other dealers; the new quarters will contain three stores, all of which will be used for the cycle business. Mr. Isham has associated with him Mr. W. C. Boak, formerly of LeRoy, N. Y., and it is his intention to go very largely into the "sundry" business. They will make a special drive in this branch as will be seen in future announcements.

Our brief visit to Buffalo has impressed us with the fact that the bicycle business in Buffalo is decidedly on the BOOM, and that there will be some lively bustling for biz among the trade of that bustling city we think the season of 1891 will show.

THE BOLTE SPRING FORK SADDLES.

Adjustable to any position.

WE call the attention of our readers in this issue to the illustrations of the Bolte Spring Fork Saddles, which are manufactured by Mr. P. H. Sercombe of the Milwaukee Bicycle Co. It will be observed that Style "B" is constructed on the same general principle as Style "A," with the exception of the coil spring attached to the



STYLE A.

With Seat Post complete $6.00

Spring Seat Post (only) $1.50

back and connected to the cantle of the saddle—it is claimed that this makes a very easy riding saddle, fully the equal of the Kirkpatrick—its advantages are it has fewer parts; it is three-quarters



STYLE B.

Price - - $6.00

of a pound lighter and is full nickel plated, adjustable to any position and also adjustable to stretch of leather. Style "C" has a flat spring; it is also very easy riding, adjustable to any position, and it will be observed that all the material used in this saddle acts as a spring and serves to lessen vibration.

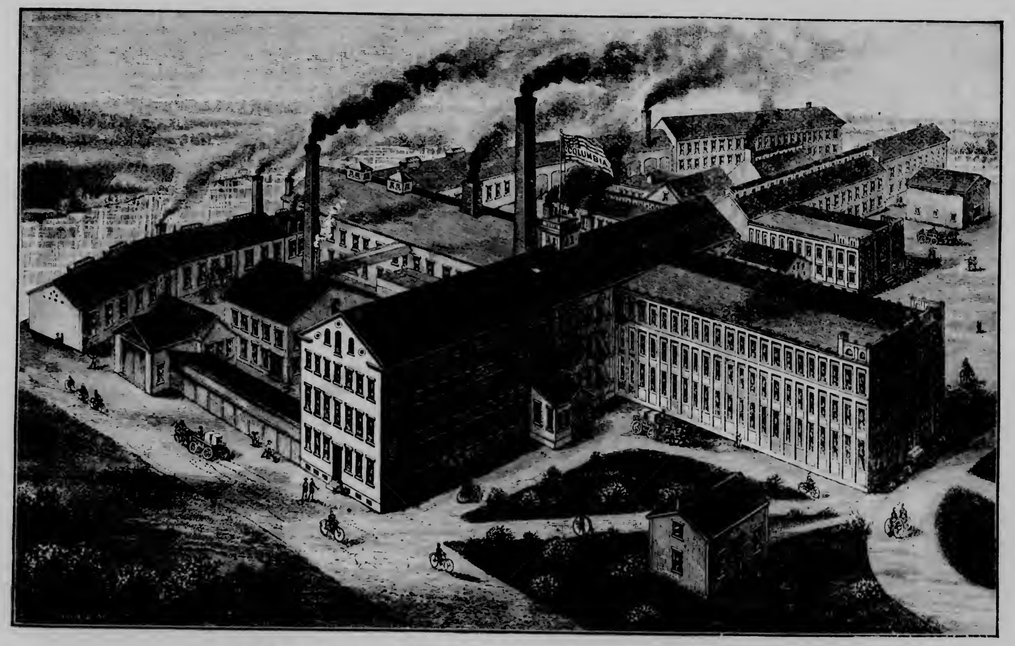


STYLE C.

Price - - $6.00

Mr. Sercombe has been in town during the past week or 10 days and the orders he has taken for his saddles from many of the leading houses seems to justify the opinion of the saddle's being an excellent article.

HAVE you a copy of "Cycleland?" If not, send 50 cents to the Wheelman Company and procure the same, as no cycler who appreciates anything laughable can afford to be without it. The best collection of cycling sketches ever published.



THE FACTORY OF THE POPE MANUFACTURING COMPANY

THE FACTORY OF THE POPE MANUFACTURING COMPANY

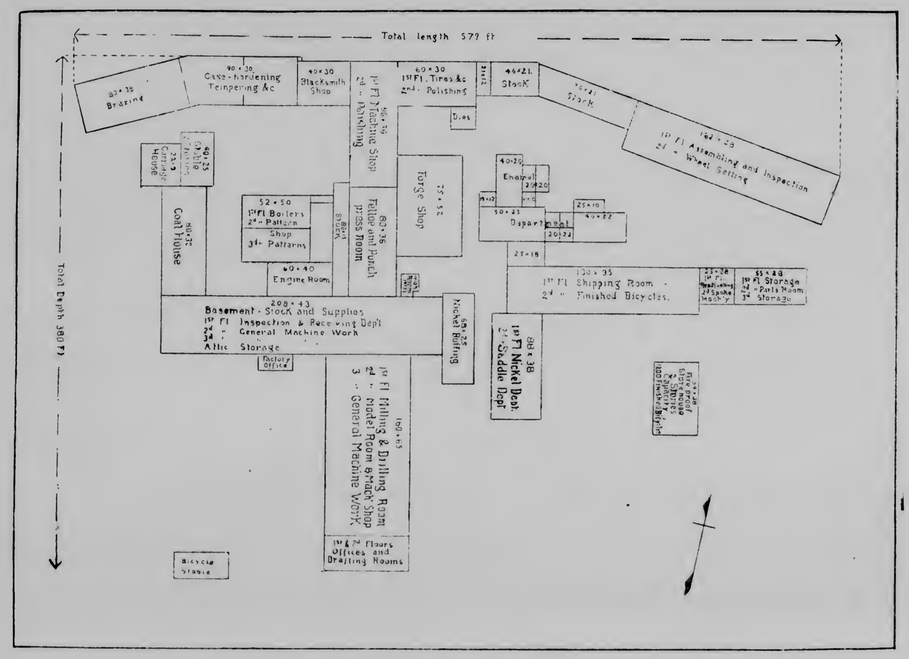
THE Columbia bicycle factory comes out this year with a new hat and overcoat, so to speak; at least that is the way it impresses one as he approaches it from Bushnell Park. The growth of this factory is particularly noticeable. The front building has received an entire new top story and roof, giving a different form and finish to the front view. The main additions made during the past fall and the present winter, however, are in the erection of a two-story building, 88x38 feet, in the front side of the group of buildings shown in the cut, and in a row of buildings along the back side, or river edge, aggregating about 600 feet in length, of which about 450 feet in running length is new. Other additions and renovations are obvious all through the group. With ample ground space and normal growth through many years this factory appears like a conveniently arranged and connected group of more than 30 buildings. They contain a capacity now in buildings of about three times, and in machinery and effective plant more than four times, what they did twelve years ago.

Thousands of wheelmen have visited this largest factory devoted to the manufacture of bicycles and will recognize, with this slight introduction giving them the hint of the additions, the accuracy of the perspective view and the ground plan which we offer herewith. At the right of what used to be the porter's lodge, but is now the bicycle stable for the workmen, and facing the oval between the factory buildings and the street leading from Bushnell Park, nearly parallel with the river, is the main office entrance, with the offices and draughting rooms and inventors' rooms in front. The first and second floors will be remembered by visitors as milling and drilling rooms, model room and machine shop. The top story added this winter is for general machine work and is now fully fitted up and in operation. The large main building at right angles to this is the oldest part of the factory. It was once devoted to sewing machine manufacture, but none are made in it now. Indeed, in this whole group of buildings the only part not devoted to bicycle construction is about one-eighth of one floor in this main building—that is to say, about 1120 square feet of floorage, which is occupied by machinery for the manufacture of typewriters. Of the long row of buildings on the river bank, recently constructed, the most interesting are those on the left in the picture, containing the best modern fixtures and furnishings for electric and hot blast brazing and for case hardening, tempering and enamelling. They also contain polishing rooms, wheel setting rooms, tire setting rooms and assembling and inspection rooms.

Of the other buildings all visitors will remember the noisy, blazing and almost Titanic forge shop, the labyrinth of machine rooms, the rolling mill for felloes, with the mysterious corridors where the ball machinery is and which so few can tell whether they have seen or not; the storage rooms, shipping rooms, polishing and buffing and nickel rooms, etc. The only thing that can be said in our space about these rooms is that most of these departments have been entirely refitted during the past year, and the gradual re-arrangements for greater room and effectiveness have made it seem like a new factory to the visitor.

One naturally recalls the few years since 1877. The Pope Mfg. Co. was organized March 23d of that year by Col. Albert A. Pope, who furnished all the capital for it. The first bicycle, which was rather a forerunner than a beginning, was a composite one of wood and steel made in the summer of 1877, under the direction of Col, Pope and Mr. John Harrington of "cradle spring" fame. When Mr. Harrington, in August of 1877, returned to England he took with him an order for bicycles for the Pope Mfg. Co., whose store was then at 45 High street, Boston. In the spring of 1878, Col. Pope retired from his other business, which had theretofore been carried on under the name and style of Albert A. Pope & Co. for twelve years. On leaving that concern, Col. Pope presented, as a token of his good will, to his brother, Arthur W. Pope, and to his junior partner, Mr. Vinal, ten shares each, and to Mr. Crowell, his book-keeper, two shares in the capital stock of his new company. He told them it had not much value, but that it would be likely to be valuable in the future. Soon after Messrs. Vinal and Crowell sold their shares to Mr. Arthur W. Pope for a few hundred dollars. In January, 1882, Arthur W. Pope sold his stock to Mr. Edward W. Pope and Charles F. Joy, both of the Pope Mfg. Co., for $5000. Since that time all the stock of the Pope Mfg. Co. has been owned by its officers and a few of those connected with the company by employment. None of it has been held outside.

In the spring of 1878, pursuing his plans of establishing the manufacture of bicycles in this country, Col. Pope visited Hart-



GROUND PLAN OF FACTORY.

ford and placed a contract with the Weed Sewing Machine Co., which had been in successful operation then for some years, had a large plant, an efficient corps of native American mechanics and a reputation for fine and durable work. The Pope Mfg. Co. took root in that place at that time, and the process of control, absorption and ownership began and continued until last year, when the whole property became in name, as in fact, that of the Pope Mfg. Co. That company has made the cycle business drive out substantially all other, and the growth still continues.

The writer, from some experience and facilities of knowledge about home and foreign manufacture, feels safe in saying that there is no other concern that has made and sold bicycles to the amount of a million of dollars in one year. He is satisfied from the books of the concern that the Pope Mfg. Co. has done it; but how much more than this the company did last year he is not at liberty to tell. What also equally interests riders and the trade is that the company has a constant corps of contented men in its employ. It keeps full force running all the time steadily, and avoids mostly the strain and haste of working nights, the losses from discharged experience and the risks of new hands. There has never been a strike here. The best fire-proof, fire-preventing and fire-suppressing arrangements and appliances are kept. The leading fire insurance authority in the country has said that he had nothing to suggest for improvement, and that it was already the best of risks for insurance companies, who carry large amounts on the property.

It is a policy often pursued by manufacturers in other lines, and prevails, we believe, with most manufacturers of bicycles, not to admit visitors to the works; and the would-be investigating bicycler is confronted with "No Admittance" when he looks beyond the office or the wareroom of the company. With the Pope Mfg. Co. it has always been the generous reverse of this. Wheelmen have always been welcomed to the factory, and many times especially invited to visit it. Of course in this as in all such factories there is much that is common to machine shops, such as drop forges, lathes and planers and milling machines; but there is also a great deal that is not common. Processes, special tools, special machinery and appliance are developing all the time in a live factory, that are peculiar to the line of manufacture and to the art of the particular factory. It is these specialties that make manufacturers shy of admitting anybody who might see and profit by what they saw. The Pope Mfg. Co. have shown through their works makers as well as riders. If anybody gets hints how to make bicycles better, well and good; and they say their principle is that they are not afraid of losing their specialties, because while somebody else might be imitating them, they themselves would be improving and going on to something else. They say the imitator is always behind the originator, and it's about so. At all events here are works which interest one from the quiet employees' reading room to the noisy forge shop, from the crude stock room to the doors of the private invention and inquisition rooms, which you cannot enter, and the sunny factory offices where you are treated with the most open hospitality by genuine fellow wheelmen.

THE Somerville Cycle Club gave a minstrel show and dancing party at Odd Fellow's Hall on the evening of January 20. The entertainment was a decided success in every way, and the club will net quite a sum from the result of their enterprise.

THE Riverside Wheelmen gave their annual reception at West End Hall on 116th street, on the evening of January 23, 1891. The hall was prettily decorated, and a large number of visiting wheelmen were present to enjoy the festivities of the occasion.

THE Columbia Bicycle Club of No. Attleboro, Mass., will hold its annual ball on March 10. This organization is in a prosperous condition, having quite a neat sum in the treasury.

THE five mile bicycle race for the indoor championship of the city of Buffalo on Saturday evening, January 31, at the athletic meeting of the 65th Regiment Association and the Ramblers Club bids fair to be a very exciting contest, as all the contestants are pretty evenly matched, and whoever wins will be obliged to hustle.

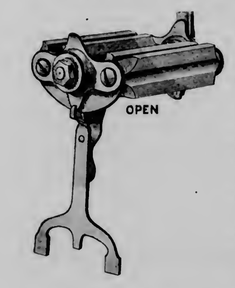
CHOICE OF THE EXPERTS.

"U. S."

GALLERY AMMUNITION

UNITED STATES CARTRIDGE COMPANY, Lowell, Mass.

SAFETY RIDERS—THIS IS FOR YOU!



The INDISPENSABLE Safety Bicycle Support is just what you have been looking for. It can be attached to either side of the pedal. Can be opened or closed in three seconds. Always ready for use—never in the way. Folds on the underside of the pedal—cannot unlatch and drop down. Will not rattle. Is of sufficient weight to keep the pedal right side up. Will fit any pedal by trimming off the fork end to a length corresponding with the width of the pedal used.

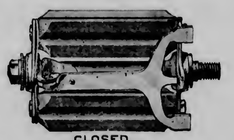
Buy an Indispensable Support and carry your own curbstone; weight, 2 oz. 14 pwt. Your dealer will supply you, or if more convenient, you can send the make of your machine and width of pedal between flanges, as indicated by dotted line in cut, and I will mail support to you ready to put on; any one can attach them, as a screw-driver and wrench is all that is required.

To attach the support, remove the pins that hold rubbers in position, insert spring and joint plates between the rubbers and end plates; replace pins, passing them through the holes in the spring and joint plates.

When the support is open, and the pedal is down, the machine will lean slightly, and in all cases when the inclination is not more than five degrees from the perpendicular, the support will sustain both machine and rider.

Buy an Indispensable, use it, and you will say it is rightly named.

All orders will receive prompt attention, and goods will be sent by mail, post-paid, on receipt of price.





Price, per single support, $1.75.
Liberal Discount to the Trade.

P. W. TILLINGHAST, 49 Weybosset St., Providence, R. I.

BEST CYCLES!

LOWEST PRICES!

It will pay you to write for information.

Dealers wanted everywhere.

Wholesale and Retail.

J. E. POORMAN, Agent, 8th and Race Sts., Cincinnati.

Send for Complete Bicycle Catalogue.



MEACHAM HIGH-GRADE DIAMOND FRAME SAFETY

Ball Bearings to Both Wheels.
Both Pedals and Crank Shaft.
Ball Bearings to Head.
Hollow Steel Tubing.

List Price, $115.00

COMBINATION WHEEL FOR EITHER GENTLEMAN OR LADY

Selling Price, $75.00.

WILL SUSTAIN A PERSON WEIGHING 225 LBS.
BY REMOVING TOP CROSS-BAR, CAN BE RIDDEN BY A LADY

Remit by Post Office Money Order

E. C. MEACHAM ARMS CO. ST. LOUIS. MO

H. H. BROWN,
Wappingers Falls, N. Y.
Patentee and Manufacturer of
Hard Rubber Bicycle Handles and Grips
FOR CYCLE MANUFACTURERS.

WANTED.

SALESMAN.

Must be a wheelman. Boston man preferred. Write, stating experience, salary required, etc. A good position to a good man.

Address
"CORPORATION,"
Care Bicycling World.



EAGLE BICYCLE MFG. CO.

WE present to our readers' view in this issue a cut of the new Eagle Light Roadster and also specifications of the same. The Eagle Co. are having quite a steady demand for their wheels and are predicting a splendid season's trade.

Price, $132.50, for size 50-inch; for full nickeled, excepting spokes and rims, $10 additional (a difference of $2.50 will be made for each two inches in size up or down). Handle bars, saddle spring, brake parts, hubs, cranks, pedals and small trimmings, nickeled, balance enameled, ball bearings all around, Eagle ball pedals, one-piece hollow tapered cowhorn handle bar, Eagle adjustable suspension saddle, tangent spokes, hollow rims, tool bag, wrench, oiler, etc; weight, 37 pounds.

SCHOVERLING, DALY & GALES.

WE would call the attention of our readers to the advertisement of Messrs. Schoverling, Daly & Gales on page 349, which displays their 1891 model of the Gales Diamond Safety, the specifications of which will be found in the advertisement. This well and favorably known concern has done a large and successful business in past seasons in bicycles and bicycle sundries, and are making preparations for a splendid season's business. In addition to their '91 model this enterprising firm have a Ladies' Convertible Safety, to which we call the attention of any of our readers who may desire such a machine—the principal points of which are ball bearings to both wheels, crank axle and pedals, adjustable seat and handle bar frame of best quality cold drawn steel tubing, hollow handle bar one piece steel tubing, first quality horn handles, adjustable and detachable foot rests, wire dress guard entirely covering chain and rear wheels, ladies' Fish saddle, model '91, or Garford saddle, at purchaser's option. The machine is finely finished in enamel and nickel; weight, all on, 39 pounds; price $85, and the purchaser of this machine cannot fail to get good value for the money invested.

In addition to these two machines they offer the Gales Safety, model '90, in view of meeting the demand for an all ball bearing safety at a moderate cost. The frame of this machine is of weldless steel tubing and steel forging throughout. The spokes are direct, of No. 12 special drawn steel wire; both wheels, crank axle and pedals are fitted with ball bearings. The saddle the famous Fish patent hammock, is adjustable in all directions. The brake is of the plunger style, and very powerful. The machine is finely enamelled, with usual bright parts nickelled on copper. Each machine is supplied with tool bag, wrench and oiler, all for the very reasonable price of $70.

THE HARTFORD CYCLE CO.

THIS company, although of comparatively recent origin when placed side by side with many of its competitors in the manufacture of bicycles, has already gained an enviable reputation, and has come well to the front; as to their output for 1891 their Ladies' Safety is their only new wheel. In this machine the company has used every endeavor in design, workmanship and material, all of which is the very best obtainable, to make it the best ladies' safety in strength, durability and ease of running, for the money, on the market, and they feel confident that it will prove a strong favorite. The Hartford Safety for 1891 will be on the same general lines as the 1890 machine, although a few changes will be made in minor particulars, which are considered an improvement. This year's machine will have the Kirkpatrick saddle, which can be certainly counted an improvement, and the complement of tools will include the B. & S. wrench and the Cushman & Denison perfect oiler. The company has received many flattering testimonials from riders as to the general good qualities of the Hartford Safety, and they feel confident that it will show well to the front in 1891 as one of the best $100 safety bicycles on the market.

THE Overman Wheel Co. gave a complimentary sleigh ride to their office employes on the evening of January 21. The Overman Wheel Co. Band accompanied the party, and before starting out they serenaded the President of the company, Mr. H. A. Overman. The party then drove to the "Glendower," in Springfield, and at 10 o'clock sat down to one of the choicest of Landlord Butler's menus, the table decorations being very beautiful. After a thorough discussion of the eatables the company enjoyed themselves by dancing to the music of the band, and at 12 o'clock started for home, much pleased with their evening's enjoyment.

WE desire to call the attention of our readers to the advertisement of W. S. Maltby on page 350, the all around the world champion scientific and artistic cyclist. Mr. Maltby has just completed his second tour around the world, and has fairly electrified his audiences by his daring feats on the bicycle, and far more difficult unicycle. He is now wending his way toward his native home in Wallingford, Conn., and he will be open to engagements from bicycle or athletic clubs for a short season only. Any organization which may be looking for a novelty in connection with any entertainment they may be considering should bear Mr. Maltby in mind.

HOWARD A. SMITH & Co. are now located at their new and handsome store, 518 Broad street, a few doors from their old stand, and are enjoying it with increased business and greater facilities for handling it, their trade during the past year necessitating a removal to larger quarters. In connection with their store they have erected a machine shop where bicycles can be repaired or manufactured, as necessity demands. A new edition of their "Encyclopedia of Cyclers' Wants" is ready for mailing, which can be obtained by application in person or by postal.

THE Elastic Tip Co. has issued their 1891 catalogue, which can be obtained by mail or at their headquarters, corner Cornhill and Washington streets, Boston.

DOES your library of cycling volumes contain a copy of "Cycling for Health and Pleasure?" If not, send 50 cents to the WHEELMEN Co., 12 Pearl street, Boston, Mass., and get a copy, as it is a book no wheelman should be without.

FIXTURES.

MARCH.

2-7—Bicycle Exhibition Associated Cycling Clubs of Philadelphia at Horticultural Hall.

MAY.

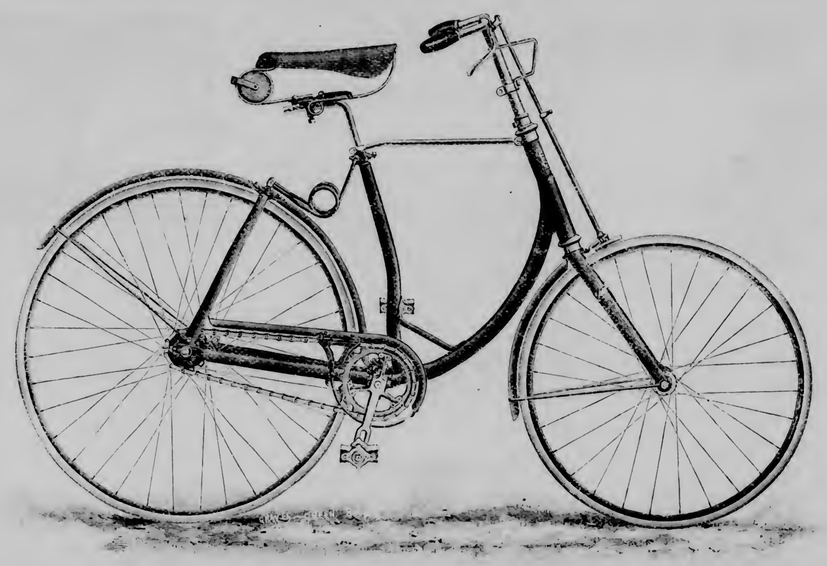
30—Third annual Cycling Tournament of the Bay State Bicycle Club at Agricultural Park, Worcester, Mass.
31—Chicago-Pullman Road Race at Chicago, Ill.

JUNE.

5—Annual Spring Meet Connecticut Division L. A. W. and New Haven Bicycle Club Tournament at New Haven, Conn.
26 and 27—Kentucky Division Meet at Louisville, Ky.

JULY.

2, 3 and 4—Hagerstown (Md.) Bicycle Club Race Meet.
3 and 4—Missouri Division Meet at Carthage, Mo.



AMERICAN CUSHIONED RAMBLER.

In design and construction very similar to the American Light Rambler. Has 1 1-8 inch cushioned tires of the best quality of rubber procurable.

For those who wish them, we can also furnish rational patterns of the American Light Champion ordinary fitted with cushioned tires.

DESCRIPTIVE CATALOGUE ON APPLICATION.

GORMULLY & JEFFERY MFG. CO.,

NEW ENGLAND BRANCH HOUSE:
178 COLUMBUS AVENUE,
BOSTON, MASS.

FACTORY AND PRINCIPAL OFFICE:
222-228 N. FRANKLIN ST.,
CHICAGO, ILL.

CHICAGO RETAIL STORE, NO. 85 MADISON STREET.

NEW KODAK CAMERAS---FOR WHEELMEN.



"YOU PRESS THE BUTTON, WE DO THE REST."

(OR YOU CAN DO IT YOURSELF.)

SEVEN NEW STYLES and SIZES

ALL LOADED WITH

TRANSPARENT FILM.

☞For sale by all Photo. Stock Dealers. *Send for Catalogue.*

THE EASTMAN COMPANY, Rochester, N. Y.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street, BROOKLYN. N. Y.

THE HARTFORD CYCLE CO.,

HARTFORD, - - CONN.,

——MANUFACTURERS OF——

THE HARTFORD SAFETY, - - - Price $100.00

THE HARTFORD LADIES' SAFETY, - - Price $100.00

CATALOGUE FOR 1891 NOW READY. Sent Free on Application



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 27.

ABBOT BASSETT, Secretary.

OFFICERS FOR 1890—91.

PRESIDENT,

JAMES R. DUNN,

40 Wall st., Room 6, New York.

SECOND VICE PRESIDENT,

GEO. R. BIDWELL,

308 W. 59th street, New York City

TREASURER,

W. M. BREWSTER.

117 No. 4th Street, Quincy, Ill

SECRETARY,

ABBOT BASSETT,

12 Pearl Street, Boston, Mass.

Standing Committee.

Membership Committee.

Sanford Lawton.....Springfied, Mass.
George C. Pennell.....Elizabeth, N. J.
Geo. C. Arbuckle.....1062 Euclid ave., St. Louis, Mo.

Committee on Improvement of Highways.

Isaac B. Potter, Esq.....Potter Bldg., New York
Albert Mott.....203 Lenox St., Baltimore, Md.
Maj. Chas. L. Burdett.....Hartford, Conn.

Committee on Rights and Privileges.

Clarence Hodson.....Hodson Building, Crisfield, Md.
Chas. F. Cossum, Esq.....Poughkeepsie, N. Y.
I. S. Dean, Esq .....28 State St., Boston, Mass.

Committee on Rules and Regulations.

W. A. Davis.....340 S. Leavitt St., Chicago, Ill.
Michael Furst, Esq.....16 Court St., Brooklyn, N. Y.
A. B. Richmond.....Grand Rapids, Mich

Transportation Committee.

W. M. Brewster.....117 No. 4th St., Quincy, Ill
Amzi T. Dodd.....70 Park Place, Newark, N. J.
Burley B. Ayers, "Rookery,".....Chicago, Ill.

Racing Board.

Chas. S. Davol.....Warren, R. I.
George Collister.....147 Ontario St., Cleveland, Ohio.
Robert D. Garden.....Chicago, Ill.
W. H. DeGraaf.....47 W. 14th St., New York.
Geo. D. Gideon.....17 No. 7th St., Philadelphia Pa.

Hotel Committee.

George S. Atwater, 1424 Penn. Ave., Washington, D.C
H. H. Hodgson. 13 Carondelet St., New Orleans, La
W. C. Marion.... 1255 Bedford Ave., Brooklyn, N. Y

Uniform Cloth.

I have received many requests for samples of the uniform cloth which I am not able to grant. The committee has selected a cloth, but has gone no further, and I am unable to give samples, prices or names of tailors. In a short time full particulars will be given in these columns. ABBOT BASSETT, Sec.

Massachusetts.

Mr. John C. Kerrison of Boston is hereby appointed a State Representative in the place of Mr. Chas. S. Howard resigned. Fraternally,

ARTHUR W. ROBINSON, C. C.

Massachusetts.

To Arthur W. Robinson, Chief Consul Massachusetts Division, L. A. W.:

Dear Sir—It being unnecessary that I should retain both the office of Secretary, Treasurer and Representative of the Massachusetts Division Board of Officers, I hereby tender my resignation as Representative.

Very truly yours, CHAS. S. HOWARD.

Massachusetts Division.

A meeting of the Board of Officers of Massachusetts Division L. A. W. was held at the Clarendon Hotel, Boston, on the evening of January 24. Chief Consul A. W. Robinson presided, and the others present were Vice Consul Perkins, Secretary-Treasurer Howard and Representatives Dean, Kendall, Lowell, Wells, Carsley, Adams, Pillsbury, H. W. Robinson, Pierce, Bean, Kerrison, Kchew, Moultrop, Gorton, Whitten, Lamont and Scott.

Chief Consul Robinson took occasion to refer to the recent resignation of Dr. W. H. Emery, and explain his own position, which he considered at this time one of peculiar embarrassment. He said that he never would have willingly stood as a candidate for the office of Chief Consul, for he felt that the position required more attention than his business would allow him to devote to it. The office having come to him in the way that it had, he did not feel that he could leave the Division without a head, so accepted the position with the promise of doing everything in his power to promote the interests of the League in Massachusetts. He expressed the hope that complete harmony would be restored among the members; that if there had been any jealousies or ill-feelings in the past, that all would henceforth be forgotten, and that the members of the Board would give him their united support.

Referring to the chief business of the evening, that of electing delegates to the national convention, he said that the election was called upon advice received from the Massachusetts Division's Committee on Rights and Privileges. He had also asked for advice from the National Committee on Rights and Privileges, but had received no reply.

Chief Consul Robinson's request that the report, or letter of advice, received by him from the committee be read to the meeting, led to a lengthy discussion. Mr. Bean declared that the question as to whom were elected delegates of this Division, should not have been submitted to the Committee on Rights and Privileges; that it was a matter which rested entirely with the National Committee on Credentials, and therefore that no communication from the former committee should be read to the meeting, or be allowed to influence any vote which might be taken on the subject. He was supported in this opinion by Mr. Moultrop and one or two others.

Vice Consul Perkins said that the Division owed a heavy debt of gratitude to Mr. Robinson for the able manner in which he had taken charge of the affairs of the Division at a critical time, and that the Board of Officers should do all in their power to assist him. He believed that reading the report would materially assist Mr. Robinson, and therefore moved that it be read.

Mr. Dean stated that it had always been the practice to refer matters of a legal nature to the Committee on Rights and Privileges. In fact, it was for this purpose that the committee was created, and all its members were lawyers. He further explained that the matter could not come to the Credential Committee until credentials were issued by Secretary Bassett. Secretary Bassett had informed him that he would not issue credentials to either the delegates appointed by the Chief Consul or to those elected in September. Therefore if another election were not held, Massachusetts would lose its representation at the National Convention.

It was finally agreed that the report should be read, but that no action should be taken upon it by the meeting. The report was as follows:

Arthur W. Robinson, Esq., Chief Consul Massachusetts Division:

Dear Sir—Your communication to the Division Committee on Rights and Privileges under date of December 30, 1890, was duly received by your Chairman. We assume that the meeting in September was not properly called, through failure to notify the Representatives as provided in the By-Laws of the Division. The rule provides that five days notice shall be given of all meetings of the Board of Officers; article VI., section 3 This was not complied with. We decide, therefore, that the delegates chosen at that meeting were not properly elected.

We are of the opinion that the action of the September meeting could be ratified and confirmed at a meeting of the Board of Officers duly called and held for that purpose.

In answer to your third question we are of the opinion that the Chief Consul had no power to appoint delegates under article VI., section 5 of the By Laws. The Chief Consul has power to fill vacancies only when they occur either by death, resignation, promotion or removal. There was no death, resignation or promotion, and there could be no removal of what did not exist. In fact, there having been no delegates elected, none of these causes exist. We think you could call a meeting for the election of delegates, the provision in the Constitution that the meeting for the election of delegates shall be held in September, we regard as directory merely. We cannot believe that it was the intention of the framers of the Constitution, that a Division which failed to hold its election of delegates during the month of September should be deprived of its proper representation in the National Assembly. If a meeting is called and a new delegation chosen, the National Assembly would have the right to determine the legality of their election, but we have no doubt the delegation would be admitted. We recommend that in calling any meeting that the purpose of the meeting be stated fully. Your respectfully,

JOSIAH S. DEAN,
GEO. A. PERKINS,
WINFIELD S. SLOCUM,
Committee on Rights and Privileges.

Boston, January 7, 1891.

The motion to ballot for new delegates was discussed at great length. Mr. Perkins said that owing to the withdrawal of Messrs. Kendall, Pillsbury and Barber, those gentlemen having sent letters of declination, there would be room enough for both factions to be fully represented on the new list of delegates, and he expressed the hope that they all would be elected, and harmony restored. Mr. Bean believed that those appointed by the Chief Consul were legal delegates. The motion was finally carried, and of the fifteen gentlemen balloted for, the following were elected:

I. S. Dean, Boston; A. C. Copeland, Worcester; J. Fred Adams, Haverhill; C. G. Wells, Boston; I. E. Moultrop, Boston; H. W. Robinson, Charlestown; W. L. Palmer, New Bedford; W. W. Griffin, Lynn; J. W. Bean, Cambridgeport; G. H. Kchew, Cambridgeport.

On motion of Mr. Adams, the Chief Consul was instructed to countersign all checks drawn on the Division treasury.

On motion of Mr. Dean the vote of the last meeting, refusing to allow expenses to delegates was rescinded, and on motion of Mr. Perkins, the Secretary-Treasurer was directed to pay each delegate who attended the National Convention at Washington, February 16, the sum of $25. CHAS. S. HOWARD, Sec.-Treas.

New League Club.

The following clubs have qualified as League clubs and filed the certificate required in the office of the Secretary:

309—Norwich Wheel Club, Norwich, Conn. A. H. Chase, Secretary.

Illinois Local Consuls.

Vermont—C. E. Gardner.
Warsaw—A. W. Hoffman.
Walnut—A. E. Burress.
Waverly—W. B. Rogers.
Woodlawn Park—O. A. Newcomer, Box 313.
Wheaton—D. C. Hull.
Brimfield—Cary W. Kimber, Box 103.
Brooklyn—I. E. Camp.
Williamsfield—Burt Tucker.

Fraternally, W. A. DAVIS.

Chicago, January 23, '91.

New Hampshire Division.

According to the present membership of this Division we are entitled to a Vice Consul. As an inducement to increased efforts on the part of old members to send in new names the following plan has been decided upon, viz.:

The Vice Consul will be chosen from the city showing the largest number of new members secured from Jan. 1 to March 1.

Said Vice Consul to be appointed by the Chief Consul, and to hold office until the annual election of officers. Shall expect to see a hot fight for the above position, and hope we shall not be disappointed. The relative positions will be furnished at any time to interested parties.

Names to be counted must appear in the Official Bulletin on or before the issue of Feb. 27th, 1891.

Fraternally yours, R. HARRY SCOTT,
Secretary-Treasurer.

Ohio.

As all attempts to get a report out of F. D. Gadsby, Representative of the Richland Ramblers, who has charge of District 10, have been about as successful as pumping a dry well would have been, no Local Consuls for 1891 have been appointed in any of the following localities: Ashland, Belleville, Mansfield, Shelby, Mt. Vernon or Gambier. If the League members in each of the above localities will unite in recommending one of their number to me he will be appointed at once.

Fraternally, M. A. HIGH,
Cincinnati, Jan. 24, 1891. Chief Consul.

Ohio.

January 17, 1890, Ohio, 846.
January 16, 1891, Ohio, 1187.
Still 813 short of the desired 2000.

Do you realize that we ought to and could have 2000 members in the Ohio Division? If you do not it is high time you were waking up. We need the moral influence of numbers to aid us in our crusade for better roads. A Division with 2000 members might succeed where one with only 1200 would fail. Now go to work, and "let no guilty man escape."

Fraternally, M. A. HIGH,
Cincinnati, Jan. 24, 1891. Chief Consul.

Missouri Appointments.

This Division being entitled to an additional Representative, I have this day appointed H. C. Woodruff, 320 Chestnut street, to fill the office.

M. J. Gilbert, No. 209 W. 4th street, St. Louis, is appointed Representative, vice F. W. Wrieden removed.

Brose Conkle is hereby appointed local consul for Luray, Mo., and vicinity. Fraternally yours,

ROBT. HOLM, C. C.

St. Louis, January 23, '91.

Missouri's Disappointment.

To Members:

The Indian Brave longs for the good old times when hunting was easy; and in the ghost dance he thinks he sees the signs of their return. Of course he is doomed to disappointment. But so likewise is the local consul who sighs for the days when recruiting was easy and members came unasked; and thus spends his time hugging a phantom instead of adapting modern methods of recruiting. Hustling for members is better than waiting, and if you have not adopted the former method, do so at once. Forceful facts plainly told seldom fail to hit the mark. Truth in an argument will always find favor, while falsehood falls flat. If you wish to gather many recruits, remember the above advice. Membership of Division at this date, 462. Number yet needed to reach the coveted 500, 38. Suppose all of us start the New Year aright. We don't want to waste your time or ours to talk about recruiting if there isn't profit in it for all of us. There is a profit in it for the Division, and with a prosperous Division all members share alike in the additional comforts which a good fat treasury can provide. With 500 members much more work can be done than with 400, and each new recruit brings us one nearer the mark. Fraternally yours,

ROBT. HOLM, Chief Consul.

St. Louis, January 23, '91.

Wisconsin.

Hotels Appointed:
The Capitol House, Madison, $1.50 per day.
The Beaumont, Green Bay, $1.60 per day.
Woods Hotel, Ripon, $1.50 per day.
Goodwin House, Beloit, $1.50 per day.
Tremont House, Oshkosh, $1.00 per day.
Grant House, Kenosha, $1.50 per day.

Local Consuls appointed:
D. D. Warner, Madison.
W. B. Greenlee, Beloit.
H. A. Burgess, West Superior.

The following appointments recalled, as parties are not residents of locality: F. Lee Rust, Beloit; S. B. Burchard, Beaver Dam; L. D. Warner, Madison.

Fraternally, W. L. SIMONDS, C. C.

January 22, 1891.

California.

I have this day appointed Mr. E. W. Stuart as Local Consul for Los Angeles. THOS. L. HILL, C. C.

San Francisco, January 15, 1891.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 44—Total 88—17,925.

BOSTON, Jan. 30, 1891.

CALIFORNIA DIVISION—15—553.

Alameda Bi. Club (unattached).

21047 Osborn, W. H., 1014 16th st., Alameda

Oak Leaf Wheelmen (unattached).

21048 Ashley, Arthur H., 169 Willow st., Stockton
21049 Buttrick, F. W., "
21050 Cail, Ed, "
21051 Cobb, Boyd, 250 Sutter, "
21052 Condy, J. H., 105 San Joaquin st, "
21053 Eckstrom, Fred R., "
21054 Housken, G. E., "
21055 Meyer, H. C., "
21056 Oldham, W. T., 605 Sutter, "
21057 Robinson, C. A., Box 171, "
21058 Snedegar, J. T., "
21059 Thompson, J. H., 178 Flora st., "
21060 Vincent, Horace, "
21061 Wolf, Geo. L., 357 Web ave., "

CONNECTICUT DIVISION—6—1433.

Bridgeport Wheel Club.

21102 Morris, Harry B., 335 Fairfield ave., Bridgeport

Hartford Wheel Club.

21100 Beardsley, E. W., Drawer 18, Hartford
21101 Harlow, Milan P., Box 371, "

Unattached.

21062 Camp, Walter T., 124 Washington, Norwich
21103 Case, W. P., 254 State st., Bridgeport
21104 Harger, Geo. S., West Simsbury

DELAWARE DIVISION—1—59.

21078 *Lawson, Hetty K.*, 506 Jackson, Wilmington

ILLINOIS DIVISION—5—1413.

Danville C. C. (unattached).

21090 Watkins, John B., care Arlington House, Danville

Ill. Coll. C. C. (unattached).

21063 Bradley, Edw. G., 1011 W. Coll. ave., Jacksonville

Oak Park C. C. (unattached).

21089 Cox, Oren L., 268 Wabash ave., Chicago

Unattached.

21091 Martin, W. L., 407 So. Garfield ave., Peoria
21064 Smith, Elias, 2210 N. Jeff. st., "

MAINE DIVISION—4—228

Pine Tree Wheelmen.

21083 Montgomery, Geo. W , 23 St. Lawrence st., Portland

Portland Wheel Club

21107 Jordan, Walter W., 41 High st., "
21108 Mitchell, Elliot C., 400 Congress st., "

Unattached.

21065 Sawyer, E. B., Jonesport

MARYLAND DIVISION—6—618

Unattached.

21066 Abbott, R. B., 741 W. Lexington, Baltimore
21084 Eader, T. S., D. D. S., 44 West 3rd, Frederick
21085 Keyser, Geo. H., 162 W. Patrick, "
21086 McSherry, Judge James, 23 E. Second, "
21105 Chapman, Rob't H., 315 W. Balto st , Baltimore
21106 Metcalfe, A. C., 35 Weyler st., "

MASSACHUSETTS DIVISION—1—2230

Unattached.

21092 Mullings, Alfred, Foxboro

NEW HAMPSHIRE DIVISION—33—158.

Manchester Bi. Club (unattached).

21109 Clough, Frank, 16 Arlington, Manchester
21067 Dodge, Herbert L., 1011 Elm st., "
21070 Parker, Frank R., 1 Spring st., "
21072 Sanborn, Paul S., 1097 Elm, "

Nashua C. C. (unattached).

21110 Andrews, G. N., 1 Temple st., Nashua
21111 Barker, Chas. H., 66 Ash st., "
21112 Campbell, Chas. E., 4 Elbridge, "
21113 Carland, Frank, Electric Light Co., "
21114 Hamblett, Joseph M., 10 Elm, "
21115 Hatch, Fred W., Box 1694, "
21116 Howard, Frank B., 12 Abbott, "
21117 Kimball, D. A., 81 So. Elm, "
21118 Jackson, L. P. 14 Factory, "
21119 Messer, Adilbert B., 96 Bowers, "
21120 Pollard, Archie C., 71 East Hollis, "
21121 Sadler, Geo. L., Electric Light Co., "

Unattached.

21122 *Galt, Mrs. F. E.*, 59 South State, Concord
21123 *Johnson, Miss H. N.*, care E. B. Crapo, "
21124 Demers, Arthur E., 1101 Elm st., Manchester
21125 Dustin, Frank, 20 Vine st., "
21126 Merrill, Edwin W., 21 Ash st., "
21068 Eames, Frederick H., 1089 Elm st., "
21069 Lovejoy, C. D., 894 Elm, "
21071 Perry, Charles A., Granite State Trust Co., Manchester
21073 Weston, James A., N.H. Trust Co., "

21127 Bickwith, M. N., 93 Pine, Nashua
21128 Bradbury, B. O., 28 South Elm, "
21129 Collins, C. W., 26 Canal st., "
21130 Hale, Frank B., 4 South st., "
21131 Lovell, Wm. H., 5 Crown st., "
21132 Osgood, Herman A., 22 Granite, "
21133 Whitney, J. S , 18 Chestnut, "
21134 Wright, Chas. M., 106 Vine st., "

NEW JERSEY DIVISION—3—1029

Unattached.

21074 Chapman F. C., 19 West 24. Bayonne
21093 Egner, Fred W., Box 622, Orange
21097 Wright, Henry E., Box 24, Arlington

NEW YORK DIVISION—5—3080

Business Men's Club (unattached).

21098 Fuller, Geo. R., 147 Sta e st., Rochester

Unattached.

21099 Meyer, Henry, 294 5th ave., Brooklyn
21079 Elliott, E. Ross, M. D., Box 307, Montgomery
21094 Lockwood, Fred'k F., 490 Produce Exc'ge, New York
21075 Rooke, Frank A., 247 West 125th st., "

OHIO DIVISION 1—1189

Unattached.

21087 *Pinkney, Miss Lou L.*, Main st., Norwalk

PENNSYLVANIA DIVISION—6—2051.

Century Wheelmen (unattached).

21080 Clark, Geo. W., 223 German st., Philadelphia
21081 Plumly, C. L., 1550 Franklin st., "
21082 Plumly, Q. G., 1550 Franklin st., "

Hazleton Wheel Club (unattached).

21095 Lear, Clinton, 100 West Broad st , Hazleton

Watsonville Wheel Club (unattached).

21076 Ficks, E. L., Box 127, Watsontown

Unattached.

21088 Imhoff, Wallace M., Central Stock yds., Pittsburg

WEST VIRGINIA DIVISION—1—70.

Hunt C. C. (unattached).

21077 Archer, Rob't L., Box 33, Huntington

WISCONSIN DIVISION—1—231.

Oshkosh Wheelmen.

21096 Goldthorp, Edgar A., 25 Union st., Oshkosh

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasuer, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1424 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No. Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 607 No. Alabama street, Indianapolis.

IOWA—Chief Consul, Ackley Hubbard, Spencer. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 65, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

MAINE—Chief Consul, Howard M. Breen, 109 Franklin street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, A. W. Robinson, 20 Equitable Building, Boston. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 280, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI — Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, R. H. Scott, People's Ins. Co., Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 116 Broad street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK — Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Joseph R. Wilson, Jr., Clarksville. Secretary-Treasurer, B. A. Patch, Clarksville.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box 281, Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro'. Secretary-Treasurer, F. A. Roberts, Brattleboro

VIRGINIA—Chief Consul, Ira B. White, 16 Nolls court, Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1891. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 April 30. Enclose $1.50 with this blank on any date between date of paper and April 1, 1891. Write plainly—Printing preferred.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards send 25 cents extra. If you want your name in gold, stamped on the holder, send 50 cents extra. *Leave the margin in using this blank.*

"BUILT ON HONOR."

ADOPTED BY THE UNITED STATES GOVERNMENT.

WARWICK PERFECTION CYCLES.

WEIGHT, 50 POUNDS.



SPECIALLY CUSHION TIRES.

NO CAST METAL.

WARWICK CYCLE MFG. CO., - Springfield, Mass.

CATALOGUE. JANUARY, 1891.

3 DEALERS 3

WE HAVE THREE DISTINCT LINES OF MEDIUM GRADE BICYCLES.

OUR SPECIAL LINE

THE IMPROVED LEADER,	- -	24 INCH, - -	LIST, $40.00
THE FASHION,	- - - - -	27 INCH, - - -	LIST, $60.00
THE IMPROVED FLASH,	- - -	28 INCH, - -	LIST, $65.00
THE TYPHOON,	- - - - -	30 INCH, - - -	LIST, $80.00

Drop Frame, Steel Tubing, Garford Saddles, Tangent Spokes, Ball Bearings, Steel Chain, Etc

THE IMPERIAL

NO. 1,	- - - - -	26 INCH, - -	LIST, $60.00
NO. 2,	- - - - -	28 INCH, - - -	LIST, $75.00
NO. 3,	- - - - -	30 INCH, - - -	LIST, $85.00

We shall have the IMPERIAL Wheels in all Sizes, with Cushion Tires Drop Frame, Steel Tubing, Garford Saddle, Full Ball Bearing. Tangent Spokes, Noiseless Chain, Etc.

THE ADVANCE

NO. 1,	- - - - -	24 INCH, - - -	LIST, $35.00
NO. 2,	- - - - -	26 INCH, - - -	LIST, $42.00
NO. 3,	- - - - -	28 INCH, - - -	LIST, $50.00
NO. 4,	- - - - -	30 INCH, - - -	LIST, $60.00

Truss Frame, Ball Bearings, Garford Saddles, Tangent Spokes, Steel Forged Chain, Etc

350 WE HAVE 350 GUIDE, 30-IN. GENT'S SAFETIES. LIST, $55.00. **350**

Truss Frame, Ball Bearings to Wheels and Pedals, Fish Saddle, Forged Chain, Direct Spokes, Etc.

DEALERS WILL FIND THESE WHEELS A BONANZA. WRITE FOR CATALOGUE AND PRICES. DO THIS TO-DAY.

Western Branch UNION CYCLE MFG. CO. Dealers west of and including the States of Michigan, Indiana, Kentucky, Mississippi and Tennessee are invited to inquire about territory, prices, etc, for the sale of the "Union Spring Frame Safeties" Highest Grade.

CHAS. F. STOKES MANFG. CO.,

293 and 295 Wabash Ave., CHICAGO.

THE KING

—FOR—

STRENGTH



EVERY rider who has an Eclipse bicycle will tell you that it is the best wheel he has ever ridden. He will also tell you that he can ride the Eclipse three times as long as any other wheel he knows of, without re-adjusting the bearings. The Eclipse is the only wheel on the market that has the cones so arranged as to revolve on the shaft. and which are not screwed to the shaft by threads.

Do not make a mistake and buy until you have seen the Eclipse, with its elegant spring fork and the saddle that is unequalled

Strictly high grade and material and workmanship the best.

STEEL PULLEY & MACHINE WORKS,

Patentees and Sole Makers,

INDIANAPOLIS, IND.

Send for Catalogue. Price $100. Good Agents Wanted in all Unoccupied Territory.

WE WANT AGENTS

to handle as complete a line of wheels as can be found on earth. We have 15 different wheels with which to cater to your trade. We hope

TO SELL WIVES

of 2 out of 3 men who will ride this year, as we shall sell the Featherstone Ladies' Pneumatic at $135.00.

"Riding this is the acme of bliss."

For anyone who will push the business

THERE'S MONEY IN IT

Our line embraces all styles, from the improved Pneumatic (warranted) and Cushion (warranted) both Dunlop's patents, down to the 20-inch boys' safeties.

DON'T NEGLECT A GOOD OPPORTUNITY, BUT

write us for lists, discounts, etc.

Apply at once, or you may find your town already represented. If you want one of the most comprehensive cycle and sundries catalog published,

SEND POSTAL TO

WRIGHT & DITSON,

Washington St., Cor. Hayward Place, - BOSTON.

As Applied to Safety. **Ordinary.**



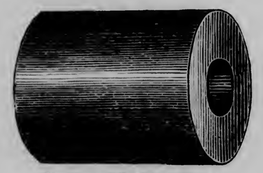
PRICE $10.

No Side-Slipping. Vibration Reduced to Minimum.

THE EXCELSIOR FOR WINTER CYCLING, (Pat. Oct. 2, '88.) To

Manufactured by OHIO CYCLE SUPPLY CO., St. Mary's, Ohio.

NEW CATALOGUE NOW READY.



Section of Cushion Tires.

We carry a full line of Cushion Tires, Solid Tires, Safety Bicycle Handles, all sizes, to fit any machine; Spade Grips; Safety Handles, all sizes; Bicycle Balls, Bicycle Spokes, Tire Cement, Pedal Rubbers, Adhesive Tape for holding on tires, Cement for repairing cuts in tires, &c. Also a full line of Rubber goods of every description. Mould work of any kind solicited.



Send for catalogue and prices.

ELASTIC TIP CO.,

Patentees and Manufacturers of Rubber Specialties.

Cor. Cornhill and Washington Street,

BOSTON, MASS., U. S. A.

SAVE YOUR PANTS!



IN USE. NOT IN USE.

OSTERGREN'S TROUSER GUARD.

(Patent Applied For.)

Three styles of finish. 15 cts. per pair, blued steel; 25 cts., enamelled; 35 cts., nickeled.

To be had of all dealers, or

A. K. & C. E. SCHAAP, - Richmond. Va.

Bicycles and Sundries.



GALES DIAMOND SAFETY, Model '91.

SPECIFICATION.

Two 30 inch wheels geared to 54 inch; 6 3-4 inch adjustable and detachable cranks; *BALL BEARINGS TO BOTH WHEELS, CRANK AXLE AND PEDALS*, 3-4 inch endless moulded rubber tires to rear, 5-8 inch to front wheel; adjustable Seat and Handle Bar, Diamond Frame of *BEST QUALITY COLD DRAWN STEEL TUBING*, hollow handle bar of one piece of steel tubing, first quality horn handles, adjustable plunger spoon brake; adjustable and detachable foot Rests, patent method of adjusting chain, Fish Saddle, model '91, or Garford Saddle at option of purchaser. Finely finished in enamel and nickel, each machine supplied with tool bag, wrench and oiler. Weight, all on, 45 lbs.

PRICE, - - $85.00

GALES LADIES' CONVERTIBLE, Price $85.00

THE GALES SAFETY, Model '90 Price $70.00

SCHOVERLING, DALY & GALES,

302 Broadway and 84 Duane Street,

NEW YORK.



The Victor Wrench. A genuine triumph! By actual tests over 80 per cent. STRONGER than the strongest wrench of its class heretofore in the market. Nickel plated. Price $1.00.

Overman Wheel Co., Makers, Chicopee Falls, Mass.

Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee.

Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.

406, 408, 410 & 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25

Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00

Stockings. Our celebrated Linen Sole Stocking, League color.....1.00

Belts. No. X Silk, Edge's League color, white centre, Snake Buckle..... .50
No. XX Worsted Solid, League color, Snake Buckle..... .40

Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic. 5.00
No. 1, Canvas, leather trimmings. 3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,

241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia, 1032 Market St

CYCLING

FOR

Health and Pleasure.

Chapters III. and IV.

How to use a wheel, in Learning, Riding and Touring is the subject of these two chapters, but there is much that is fresh and striking in the exhaustive treatment, and such suggestions as are trite from iteration are put in a clearer and more forcible manner than is usual. The skilled rider (none too common) and the adept (still more rare) can find pertinent suggestions in them, and others will discover much to ponder over. Many hints will also be discovered, showing what misuse of the ordinary has allowed it to be so easily displaced. The important questions of Economy of Power, Proper Position, Suitable Reach, Good Form and the like, are carefully elaborated. Veterans who have read the work are most pronounced in its praise.

230 Pages, Illustrated.

50 Cents, Postpaid.

WHEELMAN COMPANY,

PUBLISHERS,

12 Pearl St., - Boston.

Stamps not received.

SCHUMACHER & SCHOEFER

beg to announce to the public that they have sold their entire interest in their former branch at 1171 Bedford Ave., Brooklyn. They will henceforth devote their interest solely to their main establishment located at

267 FLATBUSH AVE., BROOKLYN,

where they will continue to handle a full line of high grade wheels, sundries, and pay strict attention to first-class repairing.

Have your repairs made in the winter. No loss of riding time. Cheaper rates, better attention. Send for estimate, stating what your wheel needs

ST. LOUIS WHEEL CO.,
ST. LOUIS, - - - MO.



FOR TANGENT AND DIRECT SPOKES.

Nickeled, Price 75c., Postpaid.

Dealers send for Sample and Electrotype.

AVERY & JENNESS,
5756 Madison Ave., Chicago.

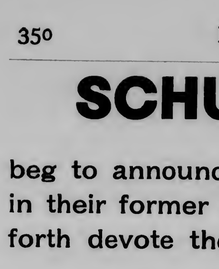
Elwell European Cycle Tours.

JUNE 6th to AUGUST 19th.

EVERYTHING FIRST-CLASS.

Descriptive Catalogue by addressing

F. A. ELWELL, Portland, Me.



PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. **W. E. AUGHINBAUGH,** Baltic Building Washington, D. C.

IT PAYS? Reliable and well-known wheelmen wanted as agents in cities and towns, for an incorporated organization, that sells its members all makes of "high grade" wheels at $4 per month and at reduced cost. No capital required. Address for full particulars,

THE BICYCLE & SUPPLY CO.,
Baltimore and Holliday Sts,
BALTIMORE, - - MD

THE COLLINS PRESS

H. G. COLLINS

BOOK AND PAMPHLET PRINTER AND BINDER

15 MILTON PLACE
BOSTON, U.S.A.

ALWAYS READY TO EXECUTE ORDERS DAY OR NIGHT, AT SHORT NOTICE

Printer of the "Bicycling World."

TELEPHONE 2629



COMING! COMING!
MALTBY! MALTBY

Return of the Champion Exhibition Cyclist after his second most successful tour of the world.

New and startling feats never before attempted, including some marvellous feats on the "Eagle." Open for engagements with bicycle or athletic clubs for a short season only. Address, W. S. MALTBY, Wallingford, Conn.

SMITH'S "'91" TOUR
THROUGH EUROPE.
80 days. - - - Total Cost $300.
Sail July 29th, 1891.
Address C. H. SMITH,
211 Putnam Avenue, - - Detroit.

"PERFECT" POCKET OILER.

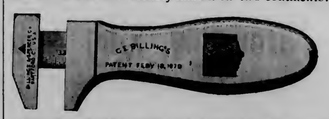


One-half size.

For Bicycles, Guns, etc. No Leakage. Throws only small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50c. each. CUSHMAN & DENISON, 172 Ninth ave., N. Y.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.

FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. For sale by all Cycle Agents. Liberal discount to the trade

JOHN W. WILSON, Cottage City, Mass.

GILLOTT'S STEEL PEN ARE THE MOST PERFECT.

CLEARANCE SALE

Of a limited number of used and slightly shopworn Singer cycles, fitted with spring-wired **CUSHION** tires.

SINGER & CO., 6 & 8 Berkeley St., Boston, Mass.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the Order.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*

CHEAP—One imitation Dallmeyer Rectalinear Lense, 5x10, worth $50; one new Anthony Camera, worth $20; one pair genuine Dallmeyer Stereoscopics, with rotating diaphragms, worth $35; one Time and one Drop Shutter, Wamsley View Finder and two Rubber Dishes. This is a bargain at only $75. Better write quick to W. A. WYNNE, Raleigh, N. C.

BRAND NEW—1890 Columbia Light Roadster Safety; never taken from original crate; $120 if taken quick. Drawer 77, Muscatine, Iowa.

CAMERA WANTED. Address, with particulars, M. P. GREEN, No. 64 So. Broad st., Norwich, N. Y.

FOR SALE—Two Victor Safeties in good condition. Address Box 280 Chicopee Falls, Mass.

FOR SALE—Four Odell Typewriters, metal type, single case, $10; double-case machines, $15 each, or will exchange all for a safety bicycle. W. A. CAMPBELL, Oil City, Pa.

WANTED—A good bicycle repairman, one who is accustomed to general repairs preferred; state experience, wages expected and references. Address Box 528, Pittsburg, Pa.

BARGAIN—Victor Safety, '90 pattern, run 400 miles; in good condition—guaranteed; best offer over $85.00. Address L. A. W., Box No. 75, York, Pa

FOR SALE—One 52-inch Col. L. R., $75.00; one 54-inch Rudge Racer, $35.00; good condition. Address G. E. TIVY, 620 N. 3d street, St. Louis, Mo.

FOR SALE—Swift Safety, Model B, 1890 pattern; cost $135; ridden very little; without a blemish; must sell; great bargain. Address Lock Box 270, Adams, Jefferson Co., New York.

CYCLOMETER WANTED—A 2d hand Lakin's or Butcher's, in good condition, to fit Victor Safety. G. C. WHEELER, 113 W. 38th street, New York City.

FOR SALE—One Volunteer Columbia, 52-inch; used a part of one season; A1 condition; tire, bearings and finish good as new. Price, $90.00. W. A. OGDEN, Milford, Mich.

FOR SALE—Merritt $15.00 Typewriter, warranted good as new, $10. Address P. D. Q., BI. WORLD.

WANTED—50 inch Eagle, in good condition. W. B. ROGERS, 45 Main st, Taunton, Mass.

WANTED—A Partner, with capital, by a Machinist, with an experience of twenty years in Cycle construction. Address PRACTICAL, Bicycling World, 12 Pearl street.

FOR SALE—VICTOR SAFETY, 1890; in first-class condition, as good as new, $110. Address 108, care of Bicycling World, Boston, Mass.

The Six-Day-Go-as-You-Please,

Just closed, gave the winner 518 miles. On a bicycle a good man would cover this distance in two days, and not hobble the last half with sore "peds" either. Walking is too slow for this mechanical age, especially when you can get a good mount for $15.00, and the very best and late style for $50.00. You don't believe it? Well, send for list and you will see.

Prices are right and terms to suit.

KNIGHT CYCLE CO.,
207 N. 10th Street, - - ST. LOUIS, MO.



SPECIAL.

All Advertisements in this Department 20 cents a line.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*



L. A. W. BADGES

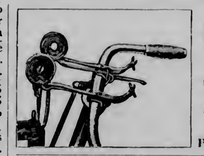
The official design in **SOLID GOLD.**

Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the inferior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better for $1.50, $2.00, and $2.50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.



LAMSON'S
Luggage Carrier
NO. 1.

Convenient, durable, noiseless, cheap. $1. Sold everywhere.

Made by
C. H. LAMSON,
Portland, - Maine

The New "39" and "24" Star



NO MACHINE ON THE MARKET ITS EQUAL

Easiest Running Wheel

—AND—

Best Hill Climbing Machine Ever Produced.

We Challenge Honest Criticism.

In this Machine we have combined ALL the advantages of a low wheel and the speed of a high one.

Send for Catalogue of STAR BICYCLES.

H. B. SMITH MACHINE CO.,
Smithville, N. J.

---

500 SCRAP PICTURES, VERSES, &c. PUZZLE, LADIES AGE REVEALER, CALENDAR and AGENT'S NEW OUTFIT. All 2 cents for postage. **$5 PRIZE** YALE CARD CO., 24 NEW HAVEN, CONN.

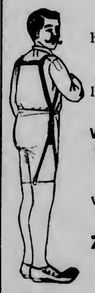
Howard A. Smith & Co.,



518 Brond St.,
NEWARK,
N. J.

Manufacturers and Wholesale Importers of

BICYCLES, SUNDRIES AND Athletic Goods.



AGENTS WANTED

For Our Very Large Line of

BICYCLES AND SUPPLIES,

For Northern New Jersey, including such wheels as the

VICTOR, RAMBLER, ORMONDE, SWIFT, B. & A., GALES, ECLIPSE, CRESCENT, and others

We are the Manufacturers and Importers of the following goods:

Z. & S. HOSE SUPPORTERS for the Shoulder, Belt or Hip.



Z. & S. BUNDLE CARRIERS,

made to fit the Mudguard or Handle Bar of Safeties. These Carriers are known wherever the bicycle is ridden.



RUBBER CEMENT

which needs no extended explanation, is found on sale at all bicycles houses.

ADHESIVE TIRE TAPE,

which we placed on the market in 1884, has been growing in popularity ever since.



THE NEWARK HORN,

which takes the place in the U. S. that the French horn does in France, is bound to hold its own against all comers.



TIRE CEMENT

in sticks;

SPOKE GRIPS, LAMP HANGERS, NEWARK CAPS, GRAPHITE

in cans or bottles, Tucker's Straps and a host of other goods; for catalogue which please address

Howard A. Smith & Co., Newark, N. J.

EIGHT INQUIRIES CANDIDLY ANSWERED.

QUIDPROQUO. XLIII.

HARTFORD, Connecticut, affords to the traveller by railway not its worst back side, as most cities do, but its very front, its beautiful face,—the finest picture seen by railway in or near any city in this country. The winding river banks, green lawns of Bushnell Park, beautiful Memorial Arch, magnificient white granite State House rising and raising its graceful lines and gilt top over all, make a view worth travelling to see. Here is a bright and clean and homelike city, yet a busy hive of manufacture in the finest lines of machinery. Here is the chief location of bicycle manufacture,—but for this I can refer this week to the inside pages of this paper, where the interested reader will find something fresh and correct about the recent enlargements of the Columbia factory.

TOUCHING BIGNESS.

WHATEVER may be though about one's claiming credit for mere bigness, there are two things settled by the common sense of mankind. One is that spasmodic effort to appear bigger than one naturally and really is, is disastrous. This was illustrated many years ago by a witty freedman named Aesopus, in his fable of the frog who bursted herself trying to make some young ones believe she was great as an ox. The other thing is that greatness attained by normal growth and honest exercise of one's powers, is interesting and commendable. The growth and magnitude of the Columbia factory and the attainments of the Pope Mfg. Co., for example, are creditable and interesting because they represent a healthy, natural growth and prove the value of their machines and the genuineness of their abilities to serve the public well. They would not, of course, have the largest factory and do most business and hold the most popular position in the trade, if the public did not, year after year, find that they sold the best machines and kept at the head in improvements and had the most satisfactory way of doing business with their patrons.

LAST WEEK'S CATECHISM.

SOMETIMES it's one concern and sometimes another that tries to climb into this leading place by claiming it before winning it. When they do it is generally by broad assertion or sweeping statement. But it may be done by question and implied answer. This method of question and answer has been familiar to us ever since our early experience with the query, "Who was the first man?" A writer on the first page of last week's BI. WORLD propounded some eight interrogatories relating to cycle trade and manufacture, leading up to and ending in a boost for another concern toward this kind of a climbing in some other way. As his inquiries seem to me interesting, I will answer unto them briefly but candidly according to the facts of record as I find them. The reader who may turn to that catechism will bear in mind that the manufacturer in whose favor it is offered made and sold its first bicycles in 1885 and its first safeties in 1887. Here they are:

Q. 1. "What maker in America made the first high grade bicycles with tangent spokes, hollow rims, dropped handles, etc.?" ANS. THE CUNNINGHAM CO., THEN OF BOSTON, IN 1884, IN THEIR "YALE" BICYCLES, MADE AT THE FACTORY OF THE PETTEE MACHINE WORKS, MET EXACTLY THAT DESCRIPTION; BUT, the Pope Mfg. Co. had made and sold the Columbia in 1878, the "Standard" Columbia in 1879, the "Special" Columbia in 1881, and the "Expert" Columbia in 1882, and the Columbia Racer in 1883, all of which in their time were "high grade bicycles."

Q. 2. "Who first reduced prices on bicycles in America?" ANS. THE POPE MFG. CO., IN 1878, BY EIGHTEEN PER CENT. At that time the average of thirteen different English makes listed by the importers in Boston was. for 50 inch size, $109.00. The Pope Mfg. Co. put the price of their new Columbia, modeled on one of the best and improved over that, at $90.00. At that time the different sizes of bicycles were sold at different prices, varying $4.00 a size from 50 inch upward to 60 inch; and 52 was the average size sold. The Pope Mfg. Co. not only reduced the prices in 1878 and the following years on the lower sizes, but reduced this difference or added price per size from $4.00 to $2.50.

Q. 3. "Who made the first Rover type safety bicycle in America?" ANS. OVERMAN WHEEL CO., IN 1887, "VICTOR" SAFETY. It was the first safety made and sold by that Co. This is without counting the Pony Star, previously made by H. B. Smith Machine Co., which was driven with levers instead of a chain, or the "Surprise," made by Pope Mfg. Co., which had two steering wheels, but both of which resembled the "Rover" about as much as the "Victor" did. Up to 1887 the majority of the riders and the results of use seemed in favor of the "Kangaroo" or "front driving" type, of which the Columbia Safety of 1886 and 1887 was the best.

Q. 4. "Who made the first square rubber pedals in America?" ANS. OVERMAN WHEEL CO., IN ITS FOUR-BAR TRICYCLE PEDALS, FOR ITS "VICTOR" TRICYCLE OF 1884. That company and the Pope Mfg. Co. first made BICYCLE pedals with these rubbers in the same year, 1885; but the Pope Mfg. Co. gave them a still further improvement, in the "double-grip" form, which is the form most generally used or imitated since the spring of 1886.

Q. 5. "Who established the price of $135.00 for Rover type safety in America?" ANS. STODDARD, LOVERING & CO. AND SINGER & CO. IN 1886, "BICYCLETTE" AND "APOLLO" SAFETY. The price of safeties was set in in 1885 at $135.00 by the American trade generally.

Q. 6. Who originated the term cushion tire?" ANS. BATES, BIDLAKE AND FAULKNER, IN ENGLISH PATENT NO. 3799 of 1878 FIRST USE THAT TERM IN RELATION TO BICYCLE TIRES, so far as I remember; but Leigh and McDowell, in English patent No. 4898 of 1876 describe and illustrate the thing. Then then there are Birley, of 1884, and others before and since.

Q. 7. "Who made the first cushion tires?" ANS. You will find SOME MADE BY GOLDING, IN ENGLAND, DESCRIBED AND ILLUSTRATED WITH CUTS IN STURMEY'S "TRICYCLISTS' INDISPENSABE" FOR 1884. Overman Wheel Co. was American publisher of the book in that year. Hollow rubber tires had been made and patented long before that, but these had the hole nearer the rim side. About two years later the Overman Wheel Co. made and sold a few similar ones.

Q. 8. Who has the largest and finest bicycle plant in America, devoted exclusively to the production of high grade bicycles?" ANS. POPE MANUFACTURING COMPANY, AT HARTFORD, CONN., U. S. A., WHERE THE COLUMBIA CYCLES ARE MADE. It has been the largest and finest bicycle plant in America ever since 1878, and seems likely to stay so. It is more than half as large again as any other bicycle plant in America. There is no other that produces two-thirds as many high grade bicycles a year, and no other bicycle concern that does two-thirds as much volume of business in bicycles as is done by the Pope Mfg. Co. that owns it.

TOUCHING "DOCUMENTS."

I NOTICED that the one who made the above inquiries intimated a notion of his that "there is one answer which fits each of the above questions, and that answer is the Overman Wheel Co."; but I don't find it so in the facts. And indeed it is seldom that one finds outside of the patent medicine trade, a remedy of one name good for everything. It has long been assented to that "one can ask more questions than seven wise men can answer," and I would claim an equal value for the proposition that almost anyone will guess right once in seven times. The "documents" are accessible for proving the truth of the foregoing answers, including the Columbia Factory itself. Eighteen thousand invitations have been sent to members of the L. A. W.; if any reader of this page has not received one, and wishes one to use fairly as an interested wheelman (or "wheelwoman" as the French say it now) he can have it by applying for it; they have been worded as follows:

"M. — — --- --- ---. We cordially invite you, as a member of the League of American Wheelmen, to visit our factory on any business day prior to July 1, 1891, when we will take pleasure in showing you how Columbias are made. A special permit may be obtained at the factory or any office of the company after that date, but it will be to your advantage to see the factory when the machinery is all in operation. POPE MFG. COMPANY."

THE BICYCLING WORLD & L. A. W. BULLETIN.
DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXII. Number 15. BOSTON, 6 FEBRUARY, 1891 $1.00 a Year. 5 cents a copy

What maker in America made the first high grade bicycles with tangent spokes, hollow rims, dropped handle bars, etc.?

Who first reduced prices on bicycles in America?

Who made the first Rover type safety bicycle in America?

Who made the first square rubber pedals in America?

Who established the price of $135 for Rover type safety in America?

Who originated the term cushion tires?

Who made the first cushion tires?

Who has the largest and finest bicycle plant in America, devoted exclusively to the production of high grade bicycles?

We have the documents in hand to prove that there is one answer which fits each of the above questions, and that answer is, THE OVERMAN WHEEL CO.

THE TOP OF THE TREE ! !

The top is a long way from the bottom, but we have got there, and we were never at the bottom, either. The main purpose of this advertisement is to ask every agent, wholesale or retail, to send us a postal card with his name and address, so that we may send him in return a description of

"THE SWEETING DIAMOND,"

PRICE, - - - $135.00.

A BRIEF DESCRIPTION:—The most approved diamond frame, ball bearing head, ball bearing pedals, ball bearing wheels, ball bearing crank axle, almost a ball bearing saddle (this may come yet), cold-drawn weldless steel tubing,—in fact from first to last, the highest grade of wheel possible to build. We bank on this wheel as about the slickest yet. An electrotype will appear here next week. In the meantime, if you are hustlers and want a wheel guaranteed from A to Z, write at once for terms and territory to

THE SWEETING CYCLE CO., 639 ARCH ST., 1404 OXFORD ST., 2125 to 2145 NORTH BROAD ST., Philadelphia, Pa.

P. S. Our Nickel-plated Pocket Screw Driver Free to Everybody.

AGENTS WANTED THROUGHOUT THE NEW ENGLAND STATES

FOR THE

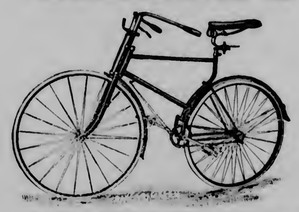
STOVER CYCLES

GOOD TERMS TO RIGHT PARTIES.

SIDWELL & SABEN, SOLE NEW ENGLAND AGENTS, **243 Columbus Ave., Boston, Mass.**

N. B. We have secured control of J. S. Murray's stock of Yale and Harvard parts.

OSMOND'S PNEUMATIC ORDINARY.



The first, and at present the only Pneumatic high wheel in the world, is an Ormonde.

The first Pneumatic tired ordinary ever built was an Ormonde Racer for Osmond, who, like the majority of English flyers, uses that make. So too, American Riders desiring a genuine light-weight, rigid, easy running Safety—the best that any money will buy—will also do well to select the Ormonde. Send for catalogue, soon ready.

A. B. RICH & CO., 1780 Broadway, New York,
Sole Importers for NEW ENGLAND, N. Y., N. J., DEL., PA., MD., VA., W. VA., DISTRICT OF COLUMBIA, OHIO AND MICHIGAN.

ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.,
Sole Importers for the remainder of the U. S., except Northern Illinois and Eastern Wisconsin, controlled by Spooner & Peterson, Chicago.

VIBRATION VANQUISHED.

"THERE ARE DIFFICULTIES IN EVERYTHING EXCEPT EATING PANCAKES, AND NOBODY OUGHT TO BE EXPECTED TO UNTIE ALL THE KNOTS IN A NET."—*Spurgeon.*

In presenting the "Sylph" to the public, we do not claim to have reached absolute perfection. (Our wood-shed is overrun with experimental cycles just as much as ever), but we do claim to have untied one knot "for keeps." If any rider now complains of vibration, great or small, it is because he has not ridden the "Sylph." Now have we added two knots to get rid of one. We have not sacrificed rigidity, strength, beauty, speed or hill climbing power for easy riding, but have rather gained on these points.

Don't send in your check. Borrow one of our wheels long enough for a trial. Wide-awake agents wanted.

ROUSE-DURYEA CYCLE CO., 9 G Street, Peoria, Ill.

The cycle which we sing
Has a per-
fect
spring.
And we candidly assure you
That we know you'll feel
A satisfied sensation,
When free from all vibration,
You take your next vacation
On a U-
nion
wheel.

* * *

Life, and often the bank account, is too short; you cannot try all the wheels which come out, but even the novice in cycling matters can detect in a few of them positive superiority in construction.

As a vivid example, let us take the bicycle made by the

UNION CYCLE MFG. CO.,

HIGHLANDVILLE, - - MASS.

Mr. Stokes, of Chicago, attends to our Western business.

P. S. Send in your name for catalogue, to be issued immediately, also our pamphlet containing the facts of an elopement in Darkest Africa, not reported by Stanley. By so doing, you will kill two elephants with one stone.

"First in the Race came Odessus."—HOMER.



And first on path and road comes

THE PARAGON,

The King of Safety Bicycles.

SEND FOR CATALOG.

STOVER BICYCLE MFG. CO., - - Freeport, Ill

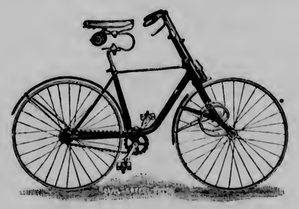
A LIVE "SWIFT" MAN

With the accent on the "LIVE SWIFT" is the right man to sell bicycles, and he is just the man we are always looking for to put a dollar in his way by giving him the agency for the "SWIFT SAFETIES" in their many varieties. Now is the time to write us, telling us how you are fixed for selling wheels.

Coventry Machinists' Company,

BOSTON - - - MASS.

Sole Agents for New England States



FOR THE

LITTLE GIANT

ONLY BOYS' SAFETY WITH A SPRING FORK,

$35.00.

Annulling all jar and vibration, thus removing the objection of parents to Youth riding bicycles. This Special Feature, found in No Other wheel, will ensure a Great Demand for this Boys' Safety, and it will have a Great Sale. Price, $35.00. Agencies now being arranged. Good Agents Wanted. You Must Apply *AT ONCE!!*

Also, Agencies being Arranged for the New Mail Boys' Safety, a High Quality wheel, $35.00.

ADDRESS.

WM. READ & SONS, 107 Washington Street, BOSTON.

SOLE NEW ENGLAND AGENTS FOR LITTLE GIANT.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Wheelman Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

The management of this paper refuses to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 6 FEBRUARY, 1891.

HERE we are again! Excuse the language. We know that it smacks somewhat of the circus ring, but what of it? Why should we reject an apt phrase merely because it has associations not to our taste. We are here again to drop words of wisdom or of unwisdom just as they shall come uppermost in our mind. We propose to do all we can to settle the disputed points in cycling politics and in cycling mechanics before the editor gets home. We don't wish to take away his business, but we are going to leave very little for him to do.

IN cycling mechanics there is a great deal of interest. Shall we blow up our tires or shall we bore a hole in them. We think we will let the great and good public decide this question. Wheelmen are an incredulous lot, and they have seen so many experiments that they now take nothing on faith. The coming summer will settle the tire question and until riders have ridden the wheel up hill and down dale we cannot tell if it pays to put so much weight and expense into the additional immunity from vibration. We have heard riders who have ridden ten miles on a cushion tire say that it is an ecstasy, and we have seen a cushion tire that went to the bad after being run the equivalent of seventy-five miles. The experiments of 1891 will give us a better tire in 1892 than ever before. We cannot believe that the pneumatic tire is the perfect one, but it has shown us results that are surprising and has set men to thinking. We do not doubt we shall soon have a tire no less effective than the pneumatic and without the objections that can be urged against it. Meantime inventors should not forget that vibration can be economized by a good spring frame.

ONE thing more in cycling mechanics. Wheelmen will oblige us by laughing the next time they read about the aluminum bicycle of the future that is to be four times as strong as the steel bicycle of to-day and only one-quarter as heavy. That is a fairy tale. Bicycles will never be made of aluminum. Do you want to demonstrate this? Take a piece each of aluminum and steel the size of a lead pencil. The aluminum you can bend easily in your hands. We don't think you can bend the steel. By just so much as the steel is more rigid than the aluminum is it better for making bicycles. When you have demonstrated this you will know just how hard to laugh at the men who write about aluminum bicycles.

THE joint conference has passed into history. The representatives of the L. A. W. and the A. A. U. have met, discussed, argued and agreed upon a scheme of expense allowance in athletic sports. So far as the conference is concerned the work is finished, but the scheme has yet to be adopted by the two organizations. Will it be adopted? Not without a struggle. Should it be adopted? Emphatically, Yes.

THIS expense evil is a mighty one. The burglar's art keeps pace with the locksmith's, and the former has picked every lock that the latter has made. The expense fiend gets around every law that can be made, but there are some laws that only the most expert can avoid.

THEY tell of one rider of a cycle who is thought to ride in the interest of a manufacturer. It cannot be proved that he does this, but it is known that he owns a block of stock in the company and receives regular dividends on the same. And it is also known that no other stockholder has received a dividend. One well-known athlete received from his club only his expenses, but when he returned from a great victory he was wont to play poker with the officers of his club and he always won heavily on these occasions.

THE new rules suggested by the conference take gigantic steps in the direction of pure amateurism, and if they become the law of the two organizations we shall see very much less abuse in the direction of paying expenses.

LEAGUE Clubs and no others are allowed to pay expenses, and no training expenses whatever may be paid. Moreover, clubs are allowed to pay only actual expenses, and these are limited to railroad fares, board and lodging and entry fees. Parlor cars, carriage hire, tips to waiters, theatre tickets, etc., etc., are cut off, and all board and lodging fees have to be attested by vouchers.

THIS reduces expenses to their lowest terms, and the cut is more severe from the fact that these meagre expenses can be paid only when competitors go to championship games. To no other meetings may expenses be paid.

ONE more step in the direction of amateurism is taken in the provision which forbids other prizes than medals, badges, cups, banners, diplomas or wreaths, and all these shall be of limited value. It was contended that he who rides for an article of merchandise with the hope of winning the same is not imbued with the true amateur spirit. Your true amateur should be satisfied with the glory which comes from his victory, and the prize should have no consideration with him. Put away the merchandise and bid the laurel wreath come back.

WE think the dealers will hail the prize clause with no little satisfaction when they remember the very many contributions they have made to the prize lists of race meetings and the large item of expense thereby entailed. Not that these contributions have not been cheerfully made at times, but it has often happened that race promoters have pursued a system of blackmail, have stirred up a spirit of rivalry between dealers, and have otherwise made themselves obnoxious. We shall have no more dress suits, laundry bills or theatre tickets on the lists of prizes.

THE item "diplomas or wreaths" was put in at the suggestion of the representative of the Turnverein. The Germans give these in their games, and never award prizes of great intrinsic value. When the new prize law shall be put upon the books we hope the L. A. W. will arrange to have a good medal of its own that may be supplied at a contract price to race committees.

THE team race has been cut out of the list of races. This race has made and fostered more ill feeling than any other, and it was given up in the interest of good fellowship.

SO far as the suspensions of the offending riders go nothing has as yet been done. We commend to our readers a careful reading of the correspondence on this point. The conference was not asked nor granted to deal with this subject. Nothing will be done with the suspends till the question at issue in the conference has been finally disposed of.

IT may be interesting at this time to consider the effect which the adoption of the recommendations of the conference will have upon the two organizations. On the part of the League we may look for little or no difficulty. The abuses aimed at, except the prize abuse, hardly exist with us, and where they exist at all they are of small proportion and of recent date. With the A. A. U. it is different. It has undertaken to slay a monster in whose greedy grasp it has many years lain. The expense system has engrafted itself deeply into the policy of the athletic organizations, and it will be no easy matter to eradicate it. The officials of the A. A. U. are suffering from the great evil and they heartily desire to break it up. They pledge themselves to earnest efforts in this direction, and we hope they will meet with success, but it will not be an easy victory. The bloodsuckers who are hanging upon the clubs will not willingly give up their sustenance, and they will make a fight against, what they no doubt will call, this invasion of their rights.

WE believe the reform has got to come and the the time is now ripe for it. It would please some of our impetuous League members to see a war between the L. A. W. and the A. A. U. If war should come it would be a bitter one, and at the end of it we should see a compromise agreement of about the nature of the one drawn up, and it would be gained at the expense of much "blood and treasure." War is always regretable and never should be resorted to, except when all other attempts at meeting the issues have proved futile. In this instance war has been avoided and it will not transpire unless the hot-headed and inconsiderate members of the two bodies get control of affairs.

THE recommendations of the conference if adopted will call for a marked change in the conduct of athletics. Such meetings as that to be held in Boston by the Athletic Club on Feb. 14 cannot exist. Well, let them go. If they cannot live without the existence of a class of men who are professionals at heart and amateurs for revenue only they had better go. If the Athletic Union can rid itself of the hanging-on class of athletes it will be a bright day for gentlemanly athletics.

WE have been told by an A. A. U. man that the scheme if adopted will lead to the formation of a separate organization of the boxing men. Boxers want and will have expensive prizes, and when costly cups are given to the bloody-nose promoters they do not hesitate to ask that the cups be filled with something that will buy provisions. We intimated last week that we were, perhaps, what the world calls a "crank," and this may account for the fact that we never could see anything very elevating in boxing matches, nor do we believe that sparring encourages the growth of those gentle qualities of nature which we expect to see in your true gentleman. And for our part we shall shed no tears when we see the boxers depart for other fields where they can flock all alone by themselves and black each others eyes to their hearts' content. Perhaps these results alone will justify the reform

---

FOR the reason that the colleges and the oarsmen are not yet ready to move onward they have been excepted in the scheme. So far as the colleges go they are allowed to pay undergraduates' expenses to college games, but when they come out into the wide world they must act like other men. Let us hope that the college men and the oarsmen will have an object lesson that they will heed.

AND so we rejoice that a new order of things will prevail. A long step is about to be taken towards pure amateurism. Other steps will come later. The first advance is always the hardest to make. We hope to see this, our first step, taken with a determination that shall carry with it the conviction that it will never be retraced.

AND when the death blow has been dealt to the fraudulent amateur let us hope to see the birth of a professional league that shall show us the best results of training and practice. Let the professionals be governed by stringent laws that shall prevent jockeying and trickery. Let us see as well regulated professional athletics as we now see professional ball playing. Let us see competition under the best possible conditions. The public will pay to see the best and when the public pays business can be conducted with satisfaction. Such a league would not have the mission and aims of the amateur organizations, but it need not be antagonistic. Amateurs can always learn of professionals and we do not doubt amateurs would patronize, though they could not participate in the contests.

WHEN the emancipation proclamation was issued Emerson said: "We have not prospered because we have been trying to get along without justice, and now all will be well." The sport of cycling in its racing aspect has been trying to get along without honesty and justice and it will not prosper till emancipation has been proclaimed.

A FEW weeks ago a young man named Robbins of Chicago made some very silly statements to the reporter of a Buffalo paper, and the editor of this paper gave his opinion of the statements and the stater in very forcible language. The reply has come. Mr. Robbins answers the forcible language, and our cherub (we do not keep a devil) has put the article on our desk for notice. We have noticed it. We notice that the writer builds up a very elaborate argument, all the assertions of which he claims to be beyond contradiction. But inasmuch as the whole argument is based on the assumption that Secretary Bassett is the editor of this journal, and the writer of the forcible language aforesaid, and inasmuch as this assumption is ridiculously incorrect and grotesque, the whole fabric tumbles to the ground, and we have nothing left to notice. If Mr. Robbins will glance at the head of this column he will find the names of the editors who are responsible for what appears in the editorial columns of the BICYCLING WORLD (excepting this week and last), and he is hereby informed that the Secretary neither writes anything nor knows anything of what goes into this paper outside the official column. When there is a question about the advisability of inserting an article regarding its effect upon the League, the Secretary is asked to pass judgment, and his judgment is always final. Now if Mr. Robbins will write another story based upon facts it may be that the real editor, who will be once more at his desk, will have some fun with him. Meantime we commend to our young friend the remark that those things about which a man is absolutely certain are the very things in which he is most likely to be mistaken.

BEING inexperienced and free from guile we hardly know how to treat a man who practices the economy of truth to such a degree as does this man of Chicago. If we fail to notice him the world will believe him. If we answer him we give a great deal of space to advertising a man who has not won the right to have prominence. We have a great many gentlemen and a great many ladies on our list, and we cannot on their account reduce ourselves to the level of this man by accusing him of falsehood, even if we were inclined to. Here is a man who wishes to revenge himself on a manufacturer because that manufacturer believes it will be money thrown away to advertise in his paper. And so forthwith he proceeds to slate the manufacturer. He builds up a very elaborate set of charges, none of which are true, and threatens to do great things in the name of what he calls justice. If he were responsible, the manufacturer would have a good case against him for criminal libel. If what he says had an ounce of brains behind it we might have something to write about. As it is—whiff, the house of cards is blown over, and the author goes into the obscurity from which he never should have risen.

THE sad hour of parting has come. Next week the Simon-Pure editor will be in the chair to entertain and instruct you, likewise to correct the mistakes that we have fallen into. If we have rattled about in the chair, remember that we are young and inexperienced, and may do better later on. And so we look towards you, and we likewise bow ourselves from out your presence.

MR. BREWSTER states that he is not to be considered as a candidate for one of the Vice Presidencies at the next election. This, therefore, narrows the contest down to Burdett of Connecticut and Mott of Maryland. It being generally conceded that Brown of New Jersey is pretty certain of a position.

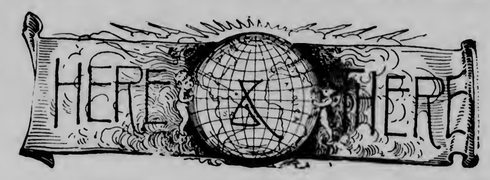
MR. BREWSTER IS NOT A CANDIDATE.

Editor Bicycling World: Permit me to correct the false impression conveyed in your editorial of last week concerning my candidacy for Vice President of the League. I am not now, nor have I been at any time, a candidate for Vice Presidential honors. Perhaps the reason for this may be similar to the one that influenced the man who "would not live alway"—he has not been urged sufficiently—but however this may be I cannot help feeling honored at being even mentioned for this high office along with Messrs. Mott and Burdett, and having it said that any one of us would be "equally as good." Believe me, this is quite as pleasing to me as an actual election would be, and the labor is nothing like as great.

I trust that the contest between Messrs. Mott and Burdett—if there is to be a contest—will be waged on friendly lines and develop no acrimony. If, however, the contest should get too lively and the best interests of the League would seem to indicate the bringing out of a compromise candidate on whom we could all heartily unite, I beg to present the name of Mr. Griffith of Detroit.

Very truly yours, W. M. BREWSTER.

HAVE you a copy of "Cycleland?" If not, send 50 cents to the Wheelman Company and procure the same, as no cycler who appreciates anything laughable can afford to be without it. The best collection of cycling sketches ever published.



NEW JERSEY NOTES.

"PALISADES."

A RUMOR has been in circulation that the Business Men's Cycle League of Newark was about to consolidate with the Atalanta Wheelmen, but such is *not* the fact. Although perfect harmony exists between the two clubs, the members of the Business Men's Cycle League declare that they are strong enough to take care of themselves. They have a membership of 130, and at their next meeting will appoint a committee to consider the purchase of a suitable site upon which to build a home for themselves.

THE devotion that "Billy" of the Crawford Cycling Club shows to the new case of beer is surprising; and by the way while speaking of the Crawford Club, I would like to know if there is any truth in the rumor that "Bigelow" is running up his mileage in his garret.

THE Plainfield Bicycle Club through three of their prominent members, the doctor, the patriarch and the boy with the auburn hair, performed the "mystic rite" at their club house on the 3d inst. The club is renewing the festivities of last winter, and are having a jolly good time.

THE clubs in "The Oranges" will be represented in the BICYCLING WORLD hereafter by their own reporter.

THE last report I have from the Bowling League places the Atalantas in first place, and the H. C. W. tie the Harlem Wheelmen of New York for third place. Truly, Jersey is doing well.

ED. BOUKHOUT of the Crawford Cycling Club claims a record of 4700 miles for last season. Previous to receiving this, the best record, in this State for last season to *my* knowledge was that of ex-Captain Day of the Hudson Co. Wheelmen with 4005 miles to his credit.—Next.

THE Plainfield Bicycle Club is now the largest League Club in this State. They are considering limiting their membership to one hundred, and Plainfield riders (not already members) had better "hustle" or they will be like the driver of a hansom cab—i. e.—not in it.

THE Orange Wheelmen have instituted a ladies' auxiliary to help them in a social way. This club appears to be extremely fortunate in the way of "auxiliaries" having besides the above, a dramatic society and a banjo club. Mr. Racy is tutoring the latter, and Mr. F. R. M. Knowles is attending to the wants of the dramatic society.

THE Bergen Co. Wheelmen I understand are going to give a first class entertainment in the Englewood Lyceum before long; they will give sufficient notice to other clubs to enable them to secure seats before putting them on sale to the public. The "other clubs" ought to appreciate this and respond when called upon.

WITH apologies to "Judge:"

We trust the National Assembly
Will cover itself with renown,
And elect as Second Vice President,
Chief Consul G. Carleton Brown.

ECHOES from Bergen Co. Wheelmen:

Secretary Whyard is exercising these wintry months. It is said he is very clever with the gloves.

Williamson and his machine are snowed under at last; it took considerable snow, but——.

Frank Church is now at Chemulpo, Korea. He will return in 1895. In the meantime, he retains his membership.

Samuel Hammond may soon treat the boys to his "tale of woe."

The judicial dignitary of the club, C. F. Park, stands ready at all times to administer his "$5.75" to Englewood law-breakers.

CHICAGO.

"WAYNE SCOTT."

THIS week news has been scarce, the calm before the storm. But a few weeks more and all the talk will be of the Pullman road race, of the probable dark horse, etc. Speculation is now rife as to the relative speed of the pneumatic tire and solid. In 12 miles two of our prominent local riders have

ridden 4 minutes better and hardly tried, doing part of the distance over roads where the solid tire would have failed altogether.

Saturday, Feb. 7, the Illinois Division, L. A. W., hold a constitutional convention in this city. The meeting will be called to order at 10.30. The afternoon will be spent showing our visitors around town and in the evening a stag entertainment of an athletic and musical turn will be given at Kimball Hall. This will be free to all wheelmen. The banquet following, however, will be for L A. W. members only. Mayor Cregier and ex-Mayor Harrison are expected to speak. Such members as apply for membership on or before that evening will be admitted.

The Ravenswoods' track scheme was dropped some time ago on account of the "goodness" of some of the subscribers, who would have it no other way than that the track and grounds must be closed on Sunday. Now, however, a number of the more liberal thinkers of that pretty suburb have taken up the old matter, ousted the prudes, applied for a charter and feel reasonably sure of a huge success. The minute the papers arrive a meeting will be called and work begun.

The committee appointed at the meeting held at the Illinois Club house last Saturday evening were Frank Fanning, George A. Mason and Dr. J. C. Wachter. Representatives from the Lincoln, Douglas, Æolus Cycling Clubs and Cook County Wheelmen were present to talk over schemes for a track on the West Side. Since that time the committee has been hard at work. They have seen Mr Spalding, but hardly favor his terms for his grounds back of the Cook County Hospital. There are several other chances yet to be run down before a meeting can be called. The West Side should have a track for two-thirds of our 21 Chicago clubs are located in that division of the city.

The Washington Cycling Club have a chance which will be accepted. A club house will be built for them, with which they are sure to again come to the front numerically as well as socially.

The Chicago Cycling Club will give a calico party at Rosalie Hall, Feb 11.

The whist tournament of the Oak Park Cycling Club closed last Monday evening. Three prizes were given for games won. C. O. Ludlow won first, winning 20 games and losing 11; Ike Ulman second, with 19 won and 12 lost, and Walter Knott third, with 17 won and 14 lost. Six men are tie for third place, with 11 games won each.

The Victor Cycling Club held a meeting this last week. Officers were elected for '91. A committee appointed to select a club house have in view a house at the corner of Twentieth street and Blue Island avenue. A ladies' cycling club will be organized in conjunction with the Victor Club. Forty members have already been assured.

A "chalk talk" at the Chicago Club house last Saturday evening was well attended. A. T. Merrick, a member of the Chicago Club, illustrated on a blackboard, while E. V. Day of the Oak Park Cycling Club told the stories.

The first reception of the Lincoln indoor base ball team was given in the Lincoln Club parlors last Thursday evening. Thirty couples were in attendance.

The Ladies' Englewood Cycling Club held their annual election this last week. Six applicants were admitted to membership.

KENTUCKY.

"GX. EX. JX."

The first pneumatic tired wheel put in appearance at Louisville last week and the boys flocked around Jack Allison's to gaze on the new-fangled thing. Louisville is not a jay town; I'm willing to "pull guns" in Kentucky style with the man who says she is. But we are a little bit back number on the pneumatic tire. Some of the boys, by the way, look at the word doubtfully in print and then in pronunciation give the "p" the full benefit of its prominence. But that's another story, as one young egotist called Kipling might observe. The tire made only a fair impression. Some old riders, who have climbed Kentucky's rocky angles and slid down her rough declivities, shook their heads as if to say the road would be a mighty hard one to travel. The 50 or 100 miles that lead into the Bluegrass, or God's country, from Louisville furnish rough work for any wheel, but after the tourist passes over this he is more than repaid by smooth, well kept macadam roads, that wind over the grandest country in the world. For the Bluegrass country the pneumatic tire should be a success. Whether it will stand Louisville's rough streets and roads experiments will only tell. The tire is not a handsome thing to look at, but it may improve with acquaintance.

Jake Bauer, one of the best riders in Louisville or Kentucky, starts on a tour around the world about the 1st of May. "I shall go on a tramp awheel," is the way Mr. Bauer puts it. He proposes to take his time and work his way. He will go slow, seeing the country as he pedals along. When a place catches his eye or strikes his fancy there will he stop until he feels like moving on. Mr. Bauer is an expert electrician and a fine machinist, and he expects these accomplishments to help him along when his exchequer runs low. He will start out with a suit of clothes in his luggage carrier, a good breakfast in his stomach, a clear conscience that comes from honest and upright actions, and the very best wishes of every wheelman who has had the pleasure of knowing him. He is now Captain of the Louisville Cycle Club.

A run to Middletown has been on the Louisville Cycle Club for three Sundays now. The weather people seem to have it in for the cyclers, however, and rain has interfered each week.

What's the matter with racing by electric light? The latest suggestion of the Racing Committee of the Division L. A. W. meet is to get an asphalt track in the Fireworks' Amphiteatre in Louisville and have the races after dark, when much larger crowds could and would attend. The place is amply large for a five-lap track and is lighted by 100 arc lamps. The scheme is taking with riders.

Chief Consul Lamb is dead to the world—at least this part of it. No Louisville rider has seen or heard of him for more than two months. He has left his affairs in good hands, however.

A letter from Covington says all is quiet in wheeling matters there. Kentucky is not a good winter riding State.

JACKSONVILLE, ILL.

"G. O. O."

The Jacksonville Wheelmen, having thrown off the lethargy seemingly produced by their former cramped quarters and leased an elegant hall and club rooms, are now on the high road to prosperity, and are fast gaining the reputation of being the foremost body here. Their hall has been fitted up as a first-class gymnasium with commodious bath and dressing rooms attached. The club rooms, five in number, have been furnished as only club men can furnish, billiard and pool tables, piano, etc. Since becoming incorporated, the club seems to work with more unanimity than ever before, in spite of a few timorous ones trying to act as a drag.

The club is also managing a very popular and successful lecture course comprising such humorists as Bob Burdett, Bill Nye, etc, and musical troupes as the Schubert Quartette, Ovide Musin Concert Co., Boston Banjo and Mandolin Troupe and others.

Jacksonville was well represented abroad last season, having 10 of her cyclists rambling through different parts of Europe and sending 8 to the Niagara meet; in fact each summer sees several parties starting out awheel for a vacation of two or three months.

Why is it that out of 300 riders in the town only some 50 belong to the L. A. W? The wheelmen as a club took a big stride in the right direction when they joined the League. Now all that's needed is for each member to put his shoulder to the wheel and help the cause along. This much is certainly due an organization giving so much for so little.

What can be more despicable than having a club-mate run down and attempt to belittle a worthy object, one which if he had his club's interest at heart would surely receive his heartiest support. A case of this kind recently came under the writer's notice.

Instructor Fulton intends giving a series of short health talks to the club and members of the gymnasium. They will prove quite entertaining and a great help to the work.

In case any of the boys should be seen limping around with a a "ring-the-bell-in-20-seconds" expresssion of the countenance, just put it down they have been monkeying with the "wheelmen's goat," as the home trainer has been appropriately dubbed.

"Papa" Field, representing Spalding & Bros., called on the trade last week. His fairy tales were enjoyed till a late hour by quite a few of the boys.

The Jacksonville Wheelmen extend a most cordial invitation to any and all wheelmen who may come to the city for either business or pleasure to call on them at any and all hours. If you are hot, dusty and tired, we offer you every convenience of the bath-room and can assure you the "inner man" (which is the largest part of the average wheelmen's anatomy) shall receive every attention. Should you have a surplus of muscular energy there's the "gym," which we warrant to consume an unlimited amount of man power.



NOW IS THE TIME

—— TO SECURE THE ——

Agency for the Eagle for 1891.

We are constantly placing new agencies, but there is still some good territory unoccupied and it will *pay* to take advantage of it.

We want good, live, pushing men, who can appreciate a good wheel and bring others to their way of thinking.

The Eagle is a lively wheel on the road and we want lively men to handle it, men who can "get there."

The Eagle has now a reputation which is unsurpassed.

It is acknowledged to be the fastest and best all-round road wheel on the market.

There is good money in the Eagle agency for any agent who knows how to hustle just a little bit.

CATALOGUE FREE, ALSO MILEAGE BOOK.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

THE

ROVER

Heads the list of high grade Safeties,—six styles, ranging in price from $85.00 to $165.00, and from 30 to 48 pounds in weight. Pneumatic, Cushion and Solid Tyres, Hollow Rims, Tangent Spokes and Ball Heads.

Those desiring the Agency for these goods, should apply at once to insure being supplied.
The trade supplied with everything in bicycle sundries, at the lowest possible prices.

The JOHN WILKINSON CO., Direct Importers, 269-271 State St., Chicago.

Sixteenth Year in America.

1876

The First Cycles in the United States

"The philosophy of trade forces prices to correspond with quality. No man can buy for a dollar that which is worth two dollars, nor can one man make for a dollar what another and older man cannot produce for twice as much money. There are prices and prices, and qualities and qualities, and every time they correspond. * * * It is worth something to know what you are going to get"—*See Bicycling World, p. 128, Dec 6th, 1889.*

1891

The Largest Cycle Manufactory in the World

SINGER SAFETIES

Eight Patterns.

MINIATURE, INTERMEDIATE, APOLLO,
SPECIAL APOLLO, SINGER,
LADIES' SINGER, SPECIAL SINGER,
ROYAL SINGER.

Prices From $80.00 to $185.00.

SINGER & CO., 6 and 8 BERKELEY STREET and 2 WARREN AVENUE, BOSTON, MASS.

BUFFALO NOTES.

"SETAGEC."

AN event to linger in the memory of Buffalo wheelmen was the Indoor Tournament at the State Arsenal on Broadway which, by the way, is Uncle Sam's largest drill shed, and I believe the largest drill shed or armory in the world. The midwinter athletic games and bicycle races were conducted by the 65th Regiment Athletic Association, and the Ramblers Bicycle Club. There were over three thousand spectators though 'twas a rainy night. Space was assigned to the following clubs: Roamers Bicycle Club, Ramblers Bicycle Club, Zig Zag Bicycle Club, Press Cycle Club, Wanderers Bicycle Club, Iroquois Athletic Club, Buffalo Athletic Club, 74th Regiment Athletic Association, Buffalo La Crosse Club, Manhattan Athletic Club, Queen City Athletic Club and the 65th Regiment Athletic Association. At a quarter after eight the officers of the tourney, followed by the athletes and led by the full 65th military band, marched around the ten lap track which was located in the centre of the great building. The first event was the one mile safety novice bicycle races, and there were so many entries that three heats were required. In the final heat the starters were Conn, Bald, Neubauer and Penseyres, the first and second in the trial heats.

A HOT pace was set from the start. In the second lap Conn, who would have been the winner, got a bad fall and had to drop out. John B. Penseyres, who is a younger brother of the "dark horse" of last season, won after a hard fight with Neubauer second; time 3.15.

THE second event on the programme was a 75-yard dash in three heats, the only wheelmen among the entries were three Ramblers They made a good showing, but had small chance against the sprinters.

IN the three-legged race there were no entries from the cycling clubs, though everybody enjoyed this peculiar competition.

THE one mile bicycle race 3.30 class was one of the strong features of the evening, and A. T. Crooks and J. J. Cane of the Ramblers, R. W. Conn, Press C. C.; Chas. Dorntge, Iroquois A. C., and Wm. Conolly of Rochester competed, all but the last rode cushion tired safeties of the same style and make and were in good training. Crooks got a fall on the second lap, and Dorntge, the fastest man, got a fall and injured his wheel so that he had to drop out in the fourth lap. Conn then led, with Crooks fighting for first till the final lap, when the Rambler got the lead. There was much surprise that Conn should do so well for a novice. Crooks first, Conn second; time, 3.10.

IN the one mile run there were 18 starters, and Chas. T. Johnson of the Press C. C. did excellently, but went too fast at the beginning.

B. I. CROOKES of the Ramblers and B. S. Blanchard did well in the running hitch and kick, but had too strong a field to beat.

THE 3 mile lap safety race was rather lame towards the last, but excited the crowd for the first mile. Kane and Klipfel of Ramblers B. C., and Dorntge, the Iroquois rider, were the only starters, and Kane got the lead by the start which, by a severe effort, he kept for four laps, then the Indian took the lead of course, and lapped Kane once and Klipfel twice, having the last two miles his own way. For some reason Crooks did not start in this race; he should have done so. Dorntge won in 9.57 with Kane and Klipfel distanced, but the judges kindly awarded Kane second prize, as he had small show with Dorntge.

MACBETH of the Ramblers was the only cycler starting in the 220 yard run, though several bicycle clubs had entries, ten other sprinters started. The Ramblers did fairly well, and "got in soon after the killing."

IT was generally expected that Brunner of the Ramblers would win in the 16 pound shot putting. Fitzpatrick, however, of the B. A. C. was first with 37 feet, 1-2 in., and Tom Fallon of the "Iroquois" second by six inches. Brunner was close up for third.

THE Rambler's one mile indoor championship was contested by Walters, Kane and Crooks, but Crooks had a walk over, with Kane a quarter lap behind, and Walters a good third. Time, 3.15.

OTTO SCHMIDT, one of the oldest Ramblers, and as popular in Boston as here, won second place in the running high jump; hight, 4 feet 10 inches. Fred Kaspar, B. A. C, was only an inch ahead of him.

RUDOLBH INDERBITZIN won first, with Geo. A. Smith a good second in the one mile indoor championship (safety bicycle) race of the 65th Regiment Athletic Association. Cornwall "wasn't in it."

IN the 440 yards run J. N. Weig of Zig Zags B. C., and H. A. Macbeth of Ramblers fought against a large field of sprinters and did fairly well, though they did not get in first or second.

BUT the crowning event of the evening and the one that will be longest remembered, was the 5 mile indoor (safety) city championship in which only Crooks and Dorntge competed, Penseyres having been disabled the evening before, and Brinker didn't want any indoor racing. Very fast time was made, considering the floor and the upraised corners. Several of the miles were done under three minutes, and the time for the five was only 15 min. 3-5 sec. Dorntge set the pace, with Crooks close behind and trying to pass on each home stretch till 39th lap, when Crooks passed on the back stretch, but then lost his head by the great applause, and threw up his arm and yelled with the rest, but Dorntge wasn't dead by any means, nor asleep either, and soon led again, then it was wheel to wheel, neck to neck, spurt and counter spurt for five laps, when Dorntge shot ahead, and Crooks slowed up claiming that Dorntge fouled him by passing on the inside. Then Crooks cut out his first pace to get to the front, but he couldn't shorten the five yards lead that the "ingin" had, and so Charlie Dorntge is champion, and Crooks "isn't in it," as he told "Setagec" in that 50 mile race last July. There was a life sized melee after the race, when about a hundred Ramblers and four hundred others tried to bluff Chief Consul Bull and the judges on the claim of foul, but they could not scare Billy; he's been there before."

THE Zig-Zags have over sixty members and ought to become the leading local League club.

PENSEYRES got several bad falls while practicing at the Arsenal and injured the same ankle five times. 'Twas too bad he couldn't compete in Saturday evening's races.

THE Zig-Zags will probably remain where they are the rest of the year, as their rooms are central and near "cycle corner" too.

DANIELS of the Buffalos will enjoy the Bermuda tour and will be the only Buffalo man taking in that trip.

THE Roamers have shown remarkable push and have some good men in Bald and Neubauer as cycling flyers and Blanchard and others as all around athletes.

GEORGE HEARNE and Will L'Hommedieu of the Zig-Zags will tour to Chicago in June, using high wheels.

THE Ramblers feel pretty sore over Crooks' defeat in the five-mile race for city indoor championship and I guess they lost some money too.

WEIG, L'Hommedieu, Shirk, Lutti and several other Zig-Zags will hustle on the road this season and I expect to see some of them lower the colors of the other clubs in the coming road races.

SATURDAY NIGHT is the event of the week in all the cycling club houses except the Wanderers, who gather on Sunday.

HARRISBURG NOTES.

"W. H. EEL."

IT has often come to my ears why don't some one start in and write for the BICYCLING WORLD again? Now I shall endeavor to fill the bill and thus make the best cycling paper in the United States complete. Harrisburg is always desirous to be "in it," and if any of you gentlemen who happen to rest your eyes upon this paragraph, will reflect, you may recall, perhaps, to your memory several times when you were compelled to admit that our town was very much there. I refer of course to meets for several years back.

THE weather on Monday attracted several wheels from their winter quarters, and during the afternoon quite a few went flying o'er the asphalt, one lady being among the number.

THE Harrisburg Wheel Club have not as yet exhibitted enough of backbone to rent the house they contemplated. At present we have one large room front and one smaller one adjoining, next the roof of a four story building. Very cosily furnished in the interior I'll admit, but think of a club, the only club of its kind in a city of 50,000 people, occupying two "measly" rooms entirely inaccessible to wheels, and almost so for the tired limbs of the wheelmen returning from a trip. Absurd, boys, absurd, we can afford it, but you are afraid of injuring the feelings of the kickers. A member and his cane can hardly ascend the stairs side by side. "Tot" Jones goes up edgewise, and makes his exit via the fire escape. Chayne says even he would rub his sides did he not wear an illuminated pate. But that $1.00 per month knocks the spokes from under 'em. We will win, however, and don't fail to memorize it. We expect to send in quite a number of new names as L. A. W. men this season, and it is very confidently thought we will double the number of riders this summer.

WE have but three or four "ordinary" riders left, and they will doubtless espouse the safety before our spring opening.

CHAS. H. CHAYNE, the veteran rider, still clings to his old "Black Maria" upon which he has ridden some 40,000 miles I understand.

If the BICYCLING WORLD will kindly assist me, I trust by power of its dignity and force, lent by its space, to help the wheelmen of of the Capital City of the great Keystone State, to make up and

found for themselves headquarters becoming the most of the members and the city.

NOTES BY "HAWKSHAW."

WE were touring along a country road, a friend and myself, and man seemed to have aided nature in every way possible to make a road worse already almost unrideable, when we came across a farmer who was doing his utmost to still further destroy the usefulness of that thoroughfare by ploughing up the dirt and clay at the side of it and pitching it regardless of how or where it fell into the centre. Wheeling had at last reached a point where no one but the most expert trick rider could remain upon his wheel and propel it along such a highway, and the former offered us the very excuse to dismount, which both of us had long been waiting for. Leaning our machines up against a neighboring rail fence we proceeded to interview the farmer.

"What are you doing with that plow, my dear man, going to plant potatoes or corn out here?" inquired my companion sarcastically.

"Nurther," answered brother Hayseed, "I'se just working out my road tax, doing my share of improving this here road." "Oh, I see; sort of a plough-share, eh?" said the facetious one, and before the farmer got the idea through his brain we had walked on and left him, lifting up our spirits in prayerful thankfulness that there yet remained in this benighted land some others beside wheelmen to practice and advocate "road improvements."

I HAVE just come from a drug store, where I have purchased a first-class duplex, back acting liver pad, and sent same with my compliments to Mr. William Twinkle. My reason for doing this is that I see by the *Referee* that the gentleman is being troubled with visions and other symptoms of a disordered liver and imagination. Among the dreams that have thus come to him is one in which he claims to have seen me in tights. When an individual bearing the historic name of Twinkle, of whom the poet sang when he wrote:

"Twinkle, Twinkle, little star,
How I wonder what you are,"

begins to have such dreams as these, one of two things is certainly the matter with him, either his brain is weakening or his liver is on a strike and no longer working as it should. I know no remedy for the first complaint, and but one for the latter, and that I have sent him. My dear Mr. Twinkle there are those who have claimed to have seen me when I was tight, but no one, not even yourself, ever saw me wear, or encourage in others, the wearing of tights, and yet I am free to confess that the absence of any hair "on the place where the hair ought to grow," entitles me to the privilege accorded to all those whose polished domes of thought are unmarred by any hirsute disfiguration and gives to me a seat in the front row of the orchestra, from which coign of vantage I am wont to quite frequently admire the display of tights and their wearers there exhibited, but when those inane idiots of cycling try to impose upon my well known credulity by displaying their forms sublime in fleshlings then they are "wasting their sweetness upon the desert air" as far as I am concerned. I am convinced that the desire to thus display one's self as an unclad specimen of the genus damphool would be one of the most certain symptoms known of that dread complaint paresis were it not for the fact that it is a disease of the brain, and of course from complaints of that sort kindly nature has removed all danger from the balleters by removing the organ which must become diseased—the brain. Trusting that even in your dreams you may not in future be annoyed by visions of balleters, I offer you my best wishes for your speedy recovery. If the liver pad does not work externally, and you still dream as formerly, swallow the pad, it will stop your dreaming and living at the same time.

I HAVE been reading an Italian work entitled "Hygiene of the Head" in which it is proven by data and biographies of over 7000 persons that the average of professors, scientists and authors, outlive artisans, lawyers and doctors. In other words, men grow older by intense application through life of their mental faculties, than where their professions or occupations are of a less brainy sort. Of course I never took this view of the matter before, being rather inclined to believe that the activity of the brain ate up the vitality of the body. Since reading the foregoing work, and thereby discovering my error, I have determined to become a modern racing man, for surely then I ought to live to be a thousand years old, because, what comparison can there be between the brain work of even the most learned of professors and that of the successful racing man? Why none at all, and all who read this item now have a sure and certain method of living on *ad infinitum* if they will only follow my example and become racing men

THE Chicago Athletic Club are going to build a club house to cost I don't know how many hundreds of thousands of dollars, and down in the basement of it, among the boilers, machinery and laborer's quarters they are going to have constructed a bicycle club room. Isn't this nice! They are going to ask wheelmen to pay $100 in initiation fee, and perhaps $50 per annum in dues besides, for the privilege of putting their machines down in a coal hole. Surely the privilege is very cheap at that price, but wheelmen are such peculiar people, never knowing when they are being well treated, that I am almost certain that they will very foolishly refuse to go into this coal hole game, but will instead prefer to remain members and users of their own club houses, where the prices are lower and the accommodations not so lowly. I don't want to throw cold water on this coal-hole plan of the Chicago Athletic Club, but I simply want to go on record by giving my opinion in regards to it being a great success, and I think I know more about wheelmen than the C. A. C does.

THE recent expedition sent by the Portuguese government into the interior of Africa, carried as part of its equipment a corps of wheelmen of whom great things are expected. Great expectations in anything are seldom realized, and I am very much inclined to think that this case is not going to be a very glittering exception to the rule, if African road improvements are as primitive as the native idea of the use of garments is said to be. Of course such an expedition offers the one chance in the whole world for the ballet brigade to get among a set of people where, by comparison, they will find themselves for once overdressed. I hope that they may, for the sake of the novelty thus offered them, be induced to join this expedition, and whatever else may happen them, they may rest assured that their etherial anatomies they so proudly display, will for once stand them in good stead, as no self respecting cannibal would ever think of dining off of them. I am willing to contribute my share to a fund to enable these unclad wheelmen to get to Africa, or to any other place they may elect, so long as it be away from decent and refined people, a generosity on my part which I know would willingly be shared with me by the vast majority of the wheelmen througout this and other countries.

THE ORANGES. "ESSEX."

"PLEASANT weather! Who said so?" This is about the way the boys have been talking lately. On every Saturday for the last month the ground has either dried up or been frozen hard enough for a ride, and the boys have looked forward to a Sunday spin, but alas, every Saturday night about eleven o'clock it has either thawed, rained or snowed, and consequently the above salutations.

CLUB HOUSES seem to be the order of the day in town. The Orange Wheelmen talk of building a handsome house with bowling alleys, baths, etc., and the E. O. C.'s are considering building, buying or renting. No doubt next summer will see both of these organizations with handsome quarters.

FRED TAYLOR is a great man for adapting himself to circumstances. Last summer he earned for himself the title of "Champion Header-taker" by the numerous and graceful jumps he took over his handle bars. Lately by some unknown process this young man has been developing a natural cushion of such proportions that his last year's uniform looks as if it had been made for his little brother.

A DISTRICT MESSENGER COMPANY in Orange has purchased a number of wheels and it is quite a common sight to see a boy in uniform delivering invitations or small bundles with a great deal of enjoyment to himself, and with a speed that would soon kill some of the old stories about "grass growing under his feet," etc.

THE E. O. C.'s lately created the office of Bugler, and one of the boys was elected to fill same. He purchased a bugle and has been getting into practice. It is reported that seventeen families have already moved out of the block, and that even the cats have boycotted the locality.

POSTALS have been received by the boys announcing the opening of Racey & Coggeshall's place on Monday. As both of the members of this new firm are wheelmen of good standing, and are among our best racing stock, it is quite likely that their establishment will become a favorite resort.

THE E. O. C.'s have a scorch down for Washington's Birthday. This will start the ball rolling for active work, and from that time on, the roads permitting, wheeling events will be numerous. There are already some rumors about another team race between the Wheelmen and the Cyclers. When this event comes off this year, it will be a very lively tussle. Both clubs will put forward their very best men, every one of whom will be in first class condition and will do his very best.

ED KETCHAM of Roseville is a wheelman from "way back." Mr. Ketcham is the father of a very bright boy who has reached the interesting age of eight months. Ed already predicts that the youngster is going to be a rider, and every time the youngster gurgles his proud father exclaims: "Did you hear that? 'Bicycle' plain as day."

THE E. O. C.'s have formed a couple of bowling teams. It is proposed to have the teams play together, and to select from the club a strong team of eight members. The Orange Athletic Club already have a team, and the wheelmen will without doubt soon be represented in the sport. Some good games may be looked for.

THE following is suggested by one of those races that occur in our vicinity every day in riding weather:

The driver urges on his steed,
Until said steed is wheezy;
Tho' the wheelman drives no steed at all,
He gets there just as easy.

DETROIT. "JUDGE."

WILL C. RANDS, a popular member of the Rhode Island Wheelmen of Providence, R. I., has taken up his abode in Detroit and will become a member of the Detroit Wheelmen. He was the winner of the 12-mile road race on Thanksgiving and will probably be seen on the road here.

Now all you kickers as to dates, attention! We made those dates under the advisement of wheelmen from all over the country, but we could only find out the feeling about it by publishing dates. We find we were wrong and we shall change them and they will be after the 15th of July. The dates will be fixed at Washington. Our President, Mr. Griffith, will represent us there. We thank the kind friends who agreed to change their dates to help us out. They will not need to now, and another thing L. A. W. renewals come in then and Bassett could not be here, and what is a meet without Bassett?

MRS. IDA NORTON, Miss May Leggett, Miss Agnes Andrews and Mr. Homer Warren have been made honorary members of the Detroit Wheelmen. These are the kind friends who so kindly donated their services at the concert recently.

IN case C. C. Richmond cannot go to Washington Will Metzger will. We will be represented O. K., you bet, and we will have that meet (also you bet).

What's the matter with Detroit in '91?

SHE IS ALL RIGHT.

NEWS AND COMMENT.

THE Wanderers' Bicycle Club of Buffalo, N. Y., are always progessive in furthering any object for the benefit of wheelmen at large and with this end in view they have arranged for a series of entertainments to cover the next two months, which no doubt will prove a source of much pleasure.

THE Kings County (N. Y.) Wheelmen gave an enjoyable stag racket at their club rooms on Saturday evening, Jan. 31.

THE Wareham (Mass.) Cycle Club held its first annual ball on the evening of Feb. 3, and the occasion was very much enjoyed by those present.

THE best book of its kind ever published is the verdict of the numerous readers of "Cycling for Health and Pleasure." Have you read it? It can be obtained of the Wheelmen Co., 12 Pearl street, Boston. Price 50 cents.

THE Millbury (Mass.) Bicycle Club will give an entertainment at the Town Hall on the evening of Feb. 10. This club is in a very prosperous condition and has at the present time about 40 members.

THE Detroit Lady Cyclers are in a flourishing condition. They intend becoming members of the L. A. W. this spring and are in hopes of meeting members of that able body in Detroit in the summer of '91.

THE wheelmen of Lowville, N. Y., organized a club on Jan. 26. The objects of this organization are to encourage cycling, road improvement and wheel enjoyment generally.

THERE will be a meet at Galveston, Texas, on Feb. 9 in connection with the Madi Gras, at which prizes to the value of $500 are offered for competition.

THE Cook County Wheelmen of Chicago have started out in a way which has already brought it into the front ranks of the cycling clubs of the "Garden City." Organized Jan. 3, '91, with 53 charter members, it already has a membership of 200. This record is unrivalled in club history. The club opened its fine new club house at 709 West Adams street on the night of Jan. 24. The house was crowded to its fullest extent and before the evening was over 150 applications were secured, many of them being cyclists of renown. The club has excellent prospects and at the beginning of the riding season will have nearly as many men on wheels as the Chicagos and Illinois. The club colors are old gold and white, and the cap is a black hook down with a six-pointed open star made with the club colors. The present quarters of the club are only temporary. A new club house, which will cost $20,000, will be built next year.

OUR Denver correspondent, "Link," sends us the following: "Cycling is still on the increase here and this season will see more lady riders than ever before. There are several learning to ride now and will purchase wheels in the near future. Cycling ought to boom here with the G. F. Higgins Co., George E. Hannan, Sammon Brothers, Pool, and the branch house of the Overman Wheel Co. to push things. There are about 2500 riders here now and the indications are that there will be 4000 by the end of the present season. Denver has many attractions for the lover of the wheel. The delightful climate, its broad and fine streets, although they are somewhat torn up now by the street railway and water companies. The beautiful country roads and the great number of riding days during the year. The bicycle thief is still at large, but there is a move on foot that it is hoped will be the means of bringing him to justice. The Social Wheel Club and the Ramblers' Wheel Club are commencing to train for the third and last race to come off in May for the G. F. Higgins cup. It has been won once by each club, and as both are going to make a desperate effort to win the race will be interesting. The course is from Denver to Platville, distance 35 miles. The clubs are about evenly matched.

EVIDENTLY cycling is a health promoter, as the following from a cyclist will show: "Before I began cycling I was refused by life insurance companies as a bad risk, but since I have taken to riding I have been accepted. Indeed, wheeling has made a new man of me. If all business men knew what cycling would do for them there would be less able-bodied men packed in the street cars."

THE State meet in Columbus, Ohio, in July promises to be a big event, and will be drawn on the line of the big meets at Peoria and Hartford. Money is being subscribed freely. The track will be put in first class condition; several hundred dollars will be spent on that work alone.

CHICAGO boasts of two Miles, he of the sword and he of the pen. Richelieu has that "The pen is mightier than the sword," but whether our good friend "Sam" would have made as good a figure subduing the turbulent Indians with his stylographic as the fighting general did with his "sticker" is an open question. In appearance as well as name both men are similar. The general weighs over 200 pounds, and those who have seen the scribe will at once note the great similarily in physique. They are both "large round and elegant."

WE of course called on Mr. Garden when in Chicago and we have to gratefully acknowledge the many kind and hospitable courtesies extended to us while in the western metropolis received at the hands of Mr. Garden.

GENERAL MILES is a safety bicycle rider. The valliant soldier and Indian fighter is an accomplished cyclist. Good-man-not-afraid-of-his-bicycle rather got away with "young-man-afraid-of-his-horses." Tally one for the bicycle.

ON exhibition at the office of Mr. A. Featherstone in Chicago is the identical pneumatic tired machine on which Merredy made his marvellous safety records. It will remain the property of Mr. Featherstone, a gift from Mr. DuCros.

MR. KITTREDGE of the Kittridge Arms Co. of Cincinnati died about three weeks ago The entire stock has been purchased by Hartley, Graham & Co. of New York, and will be removed to the latter city.

THERE is a certain editor whose residence is *not* in Boston, Chicago, New York, Philadelphia or Hartford that is preparing for himself a berth, the temperature of which will rise above summer heat before he gets through with his voting on the "most popular, etc." What is to be gained or proven by this farce it is hard to see, especially as every one is invited to vote early and as *often as they please!!* Please register over 100,000 votes for the ——.

TWO PHILADELPHIA DANCES.

PHILADELPHIA social cycledom danced to its heart's content last week, there being in addition to the regular informal dances of a number of the clubs the balls of the Pennsylvania Bicycle Club and Quaker City Wheelmen. A reception and dance having been tendered by the members of the Pennsylvania Bicycle Club to ex-Cap-

tains C. A. Roberts and W. D Supplee and their brides last Wednesday evening, the 28th ult., was the date settled on, and that night beheld the handsome club house, on Girard avenue, a blaze of light without and within, the halls and parlors being beautifully decorated with palms and flowers. Dancing began at 9 o'clock and continued until long after midnight, with an intermission for supper at 11 o'clock. Many handsome toilets were worn, and among those present were the following: President A. F. Bracher and Miss Bailey, Vice-President W. P. Street, Jr., and Mrs. W. P. Street, Jr., Captains Roberts and Supplee and Mrs. Roberts and Mrs. Supplee, Secretary Lee R. McKinstry, Captain Laing and Miss Marion McKinstry, S. B. Chambers and Mrs. S. B. Chambers, Frank Detwiller and Mrs. F. Detwiller, Caleb Cope, Jr., and Mrs. C. Cope, Jr., J. W. Baer and Mrs. J. W. Baer, A. L. Chambers and Miss Chambers, E. B. Newcomer and Miss Wright, Richard Nelms and Mrs. R. Nelms, Frank Nelms and Miss Nelms, Theodore Schaeffer and Miss Kate Muldoon, J. H. Lehman and Miss Nickerson, Robert Cadmus and Miss Emmie Street, Charles Harvey and Mrs. C. Harvey, Miss Coch, Charles Thorn and Miss Webb, Clark Dillenbeck and Miss Stokes, Clarence Baker, A. R. Justice, G. R. Nichols, W. M. Webb, E. A. Richwine, and many others.

The Quaker City Wheelmen's second annual reception came off the next evening, Thursday, at St. George's Hall with upwards of 100 couples in attendance. The ladies wore very pretty gowns and the gentlemen being all in evening dress, the scene was a brilliant one, the floral decorations being handsomely arranged. Among those present were prominent representatives of all the leading clubs and a number of visitors from a distance. The committee in charge were Messrs. W. S. Rauch, Geo. W. Lawrence, C. B Chapmans, C. B. Gillindu, T. M. Seeds. "Ariel."

Philadelphia, Feb. 2, 1891.

A LIBEL ON THE RACING BOARD.

Editor Bicycling World: Have just read with interest Mr. J. H. Robbins' article in February issue of *Sporting Review.* I congratulate him upon his ability as a detective. It was very unkind to expose Col. Pope and the chairman of the Racing Board in such a manner. Why couldn't he have allowed our little "game" to proceed?

As I read the article I wondered if Mr. Robbins was not afraid of losing the Pope Mfg. Co.'s advertisement, and then I examined the paper. No advertisement of the Pope Mfg. Co. appeared. I have since wondered if that could account for the attack on Col. Pope. Mr. Robbins says that he met the "intermediary between Col. Pope and the ring." He found him to be a "pleasant gentleman socially" and a "judge of men and things." Under which head does Mr. Robbins class himself? No doubt "the intermediary" placed Mr. Robbins in his proper class at once. It would not take a poor judge many minutes to classify this Western scalp-hunter, and the "intermediary probably placed him quicker than the working of a drop-shutter. It seems a pity that this great "assault leader" is called South just as the opportunity presents itself for a "firm and determined stand." My sympathy is with the South.

In justice to the Racing Board I desire to state that Mr. Robbins' statements concerning the Board are a collection of lies. Knowing such to be the case I do not hesitate to say that I consider the remainder of his article to be false. A man that can draw on his imagination and put together such a beautiful assortment of lies has missed his calling.

Go South Mr Robbins, and when you get there—keep on going.

Chas. S. Davol.

Warren, R. I., February 2, 1891.

NEW ROAD LAW FOR PENNSYLVANIA.

It is reported from Harrisburg that a bill will be reported providing for cash tax, with privilege of working it out, and a State appropriation to be distributed among the townships. The counties will elect an engineer esch and the townships three supervisors, who shall regulate the road business of the township and appoint foremen to do the work, who shall receive laborers' wages.

Townships will be authorized to go in debt to improve the roads, provided they keep within constitutional limits. The full text of the bill will be given to the press some time this week. The amount of appropriation asked for will be $1,000.000, and the supervisors are said to be asked to serve without pay, but this feature will likely be changed. The wages are to be fixed at $1.50 a day. "Ariel."

Philadelphia, Feb. 2, 1891.

ELWELL EUROPEAN CYCLE TOUR.

Among the participants in these tours the coming summer will probably be found E. B. Mabbell, Baltimore, Md., Wm. W. Collins and E. H. Earl, Philadelphia, Pa., Geo. R. Linn and Max Loescher, Chicago, Ill., Edwin Z. Smith, Pittsburg, Pa., Chas B. Hoffman, Red Hook, N. Y., E. B. Pillsbury, Boston, Mass., E. J. Gilbert. Mansfield, O., Howard S. Alling, Madison, Ind., F. R. Perry, Danbury, Conn., and others. As the party is limited as to numbers, and staterooms on French line must be engaged well in advance, all having the trip under consideration should inform Mr. Elwell of their intentions as soon as possible. Full information concerning these delightful trips are now ready for delivery. See the advertisement in another column.

TRADE NOTES.



DESCRIPTION OF THE NEW '91 MEDIUM PRICED NEW MAIL.

This wheel is just out and being heavily ordered; Diamond Frame of the New Mail pattern; tangent spokes, half nickeled and strongly tied; ball bearings througout; all parts interchangeable; Credenda tubing; New Mail model graceful handle bars, low and well back to rider, which have been so popular; square rubbers to pedals; Garford saddle; Cushion Tires, 1 1-8 inch of best rubber. Handsomely enamelled and nickeled. Price $100. Warranted.

Also a New Mail, Ladies' pattern, is out, at $100, with all improvements as above.

LOZIER & YOST BICYCLE MFG. CO.

We have often received a cordial invitation to visit the factory of the Lozier & Yost Bicycle Mfg. Co. at Toledo, but not until last week were we able to accept the invitation. The factory is situated on Central avenue, and within a stone's throw the railroad passes, a side track from which is run to the rear of the factory, and cycles can thus be loaded direct into the cars and shipped to any part of the country.

Mr. J. L. Yost is the gentleman who has the entire control of the manufacture of the "Giants," and a more efficient and practical manufacturer of bicycles does not exist. Mr. Yost is ably assisted by Mr. F. S. Hodgman, assistant manager, and Mr. C. J. Moore, Superintendent, with a most efficient corps of assistants and foremen, Mr. Ridley, assistant superintendent, having charge of the lower machine room, and Mr. George F. Kern is head of the tool room.

The main factory itself is an exceedingly sightly building, three stories high, and is 200x40 feet, thus giving them a total floor space of 24,000 square feet; in addition to this are the blacksmith and forge shops and crating and store rooms. The number of men at present employed is 215, and in order to keep up with the demand and have the machines ready for delivery early in the season the factory is run every day until 9 P. M. The output of the company for 1891 will be 14,000 machines, the full capacity of the present plant, and the only thing that bothers Messrs. Lozier & Yost is that the capacity is not equal to at least 6000 more, "as we have the market for them," said these gentlemen.

All the Giants will be fitted with the Bolte Spring Fork, and this with an exceedingly easy saddle devised by Mr. Yost, make a very comfortable anti-vibration machine.

The company has not spared money or ingenuity in providing special machinery to produce first-class work, and all the special tools, jigs, &c., are carefully kept in fire-proof vaults, a vault being provided on each floor. The blacksmith shop and forge, added last summer by the company, is being fitted up with powerful drop hammers, for use on drop forgings, the latest addition being a "baby" that drops a hammer weighing 1000 pounds. Crude oil is used entirely in brazing, forging, and in the steam boiler. ELE

The first and second floors are occupied by the machinery, enamelling rooms and baking furnaces, nickelling rooms, polishing rooms and blacksmith shops. The third story is used as an assembling room and pattern shop. It is the process of assembling that is the most interesting to the novice; to watch the machine as it travels round the room, at first in a very embryotic condition, but step by step it

Special—TO THE CYCLE TRADE.

We are now placing Agencies for **PREMIER SAFETY BICYCLES** and **KING OF THE ROAD LAMPS.** Dealers who wish to fill their orders for high-grade safeties and the best of everything in sundries, should write us at once for terms and territory.

Address all correspondence to

THE * PREMIER * CYCLE * CO.,

846 Eighth Avenue, Cor. 51st Street,

NEW YORK,

Where a Full Line of Samples may be Inspected.

SAVE MONEY. **SAVE MONEY.**

A. W. GUMP & CO., Dayton, Ohio,

is the name you want to remember when you want to save money on bicycles. We do not claim to save you money on new late pattern high grade wheels, but we can save you money on job lots and shop worn wheels, and on second-hand ones that are comparatively as good as new.

We have purchased one job lot of over $40,000 worth of Safeties and here are some of the prices:

New 1890 pattern Crescents, balls to both wheels; factory price, $75.00; our price,	$60.00
New 1890 pattern Crescents, balls to wheels, pedals and crank shaft; factory price, $90 00; our price,	70.00
New 1890 pattern Juro, can be ridden by young man or lady; factory price, $60.00; our price,	50.00
New 1890 pattern Juno, balls to wheels, crank shaft and pedals; factory price, $75.00; our price,	60.00
New Universal Safeties for gentlemen, both wheels 30 inches, balls to both wheels; price reduced to	55.00
New Universal Safeties, both wheels 30 inches, ball bearings to wheels, pedals and crank shafts; price reduced to	65.00
New Pathfinder Safeties, both wheels 30 inches, balls to wheels, pedals and crank shafts; price reduced to	55.00
New Pathfinder Safeties, both wheels 30 inches, ball bearings to both wheels, plain pedals; price reduced to	50.00
New 24 inch Boys' Universal Safety, rubber tires; price reduced to	20.00
New 20 inch Boys' Safety, rubber tires; price reduced to	15.00

HERE ARE SOME MORE CYCLES ON WHICH WE CAN SAVE YOU MONEY:

New Broncho Light Roadster Safety; factory price, $135.00; our price,	$100.00
Broncho Light Roadster Safety, as good as new in every respect, scarcely shows wear; factory price, $135 00; our price,	90.00
52-inch Eagle, half nickel; cost, $132.50; in fine condition; our price,	75.00
1890 pattern American Rambler, perfectly new tires, thoroughly overhauled, so as to almost pass for new; cost $125; our price,	90.00
1890 American Light Rambler, thoroughly overhauled, with new tires, almost like new; cost, $135.00; our price,	95.00
56-inch Expert Columbia, ball bearings, first-class condition, only	37.00
48-inch Youth's Bicycle, perfectly new tires; cost, $50.00; just like new; our price,	23.00

Guns, Bicycles and Typewriters taken in Exchange.

Every Bicycle Dealer should send his business card and ask for Discounts.

assumes a more complete state, until at last, shining in all the glory of nickel and enamel, it passes into the hands of "the inspector," and wo to the unlucky wight who is responsible for any lack of care in assembling his particular part. After being carefully inspected and passed as perfect, the machine goes to the crating room to be packed. The ceiling of the assembling room is covered entirely with hanging wheels, while finished wheels and other parts are piled in different parts of the room in quantities to take one's breath away, and prove that the 14,000 output is not a misty fable.

Every department shows the utmost care in detail, and nothing is omitted which would go to make the Giants all that is claimed for them by the makers.

Since Messrs Lozier & Yost took the factory quite a settlement has sprung up around the neighborhood. Dwelling and boarding houses have been built specially for occupancy by the workmen, and in fact the location is known as "Cycle Dale," and the different avenues and streets have been named after the "Giant" machines, and also the members of the firm have been honored by having thoroughfares in that neighborhood named after them.

THE JOHN WILKINSON CO.

Last year this company placed a generous order with the Rover people for a line of their celebrated machines and they had no difficulty in disposing of them all, and the results to the rider has been so eminently satisfactory that the demand this year has not only compelled them to place originally a much larger order than made during '90, but they have been obliged to duplicate that order with every prospect that a still further requisition will be made on the factory in order to meet the demand. This result is most flattering to Messrs. John Wilkinson, and that the makers in England also are pleased with the results goes without saying.

We called on them the other day and were shown the pattern for 1891. The Full Roadster will be practically the same as put on the market last—the lines of the machine which distinguish being preserved in the pattern. This machine scales 48 pounds and will be fitted according to order with either solid, cushion or pneumatic tires.

The Light Roadster is built on same lines as the Full Roadster, hollow rim, balls all round of course and also ball head. This machine has 28 and 30 wheels and with solid tires will scale 44 pounds. This machine will be fitted with cushion tires, but *not* pneumatics.

The Rover Special is a straight diamond frame built very light, with 28 and 30 wheels, balls all round, including head. This machine with solid tire will weigh 36 pounds, but "stripped" it will weigh 30 pounds.

The Convertible Rover, suitable for either sex. Hollow rims, balls all round including head, and will be fitted either with solid, cushion or pneumatic tires.

The regular ladies' machine will weigh, with solid tires, 38 pounds. Hollow rims and balls all round, including head. Wheels, 26 and 28. This a beautiful little wheel and is bound to meet with favor.

They will also present a racing safety fitted with pneumatic tires if desired, which will weigh 28 pounds.

In addition to these high grade wheels, Messrs. Wilkinson will handle the Western Wheel Works' goods.

Mr. C. S. Merrill, who has been travelling through the East during the past four weeks, has done a splendid business in that section, and in fact in all the territory Mr Merrill has covered he has sold large orders.

A large riding school, 40x140, is in constant use and tyros are being daily converted into A1 riders free of charge.

An error of statement crept into the Chicago cycle journals in relation to who controlled certain territory for the Garford saddle. Messsrs. John Wilkinson have the entire control of Illinois and the Northwest and as far South as St. Louis, other statements to the contrary notwithstanding.

In the matter of being headquarters for sundries that company will make a drive. Everything in the sundry line will be kept in variety and quantity so that the dealer or jobber would do well to communicate with Messrs. Wilkinson, being sure that they will be able to find everything in that line that a retail dealer sells.

In the matter of sundries the John Wilkinson Co. especially desire to call the attention of the trade to their line of bicycle bells. The "London Chime" bell giving two distinct notes with one pull of the lever, the "Continuous Alarm" and the "Single Alarm" are every one most excellent in design, construction and tone. The trade will do well to remember that most favorable terms can be secured on this line of goods.

Also in the matter of saddle leathers and tool bags this concern makes a special drive for trade. They have already booked some very large orders for these leather goods from manufacturers and the trade.

THE LOZIER & YOST STEEL TUBING COMPANY.

Hundreds of thousands of dollars have been spent both in this country and England by ingenious men in an endeavor to discover the process of making weldless steel tubing, but up to the present time the process has remained in the possession of half a dozen men in England, and now since Messrs. Lozier & Yost have secured the American rights to manufacture, two men in America are the only ones on this side of the Atlantic who have the necessary knowledge to conduct successfully its manufacture. The fact that the process has been kept so closely guarded seems remarkable, and while the best mechanics could be turned into a shop fitted with the necessary rolling, drawing and shaping machinery, they would be powerless to produce weldless steel tubing unless they possessed the *key*. This knowledge can be and is used by the possesser, so that the foremen and workmen are kept in entire ignorance. Strange as this sounds, it is proven correct from the fact that the English owners of the process have successfully kept it dark after years of operation.

As we have already announced, Shelby, Ohio, will be the point at which the weldless steel tube works will be located, and the citizens of that place are naturally jubilant over the success attending their efforts to secure this enterprise.

Mr. Geo. T. Kern, at present foreman of the tool room of the Lozier & Yost Bicycle Mfg. Co., will be superintendent at the tube works.

The building, 125x100, is being pushed as rapidly as the weather will permit. A specially built steam engine of 175 H. P. is about to be contracted for, it being necessary to have a slow but powerful engine.

For the present foreign steel in "bloom," such as is used by the English manufacturers, will be imported until it is found and proven beyond question that American steel can be made which will produce tubing equal to that of the English manufacturer. The company will push for all they are worth so as to be ready to manufacture and deliver at the rate of 28,000 feet of tubing per week.

All the machinery specially imported from England is on the ground and can be placed in position the moment the building is roofed in.

Thus in brief is the story of the new manufacturing venture of Lozier & Yost, and that the enterprise is bound to succeed is really a foregone conclusion.

The only 64-inch bicycle ever built by the Pope Mfg. Co. is in possession of A. W. Gump & Co., Dayton, Ohio. They also have a 62-inch.

Fourteen Thousand Premier Safeties were made and sold in 1890. This the makers claim to be record, and it is certainly a very remarkable testimonial to the popularity of the Premier. The works have been added to until they are claimed to be the largest in the world, with a capacity of 25,000 machines per year.

The New Mail certainly shows a handsome line this year This wheel is at the top of the list for quality and its splendid reputation already made gives an added value and guarantee to the new '91 patterns. The $100 Diamond must have a very great demand, as it is at a popular price and one gets a wheel of established note and worth. The New Mail's graceful model frame and also its special shape handle bars make a picture. Wheelmen should examine these wheels.

Mr. D. J. Post of the Hartford Bicycle Co. has been making a trip through the West during the past few weeks. He reports business as excellent and far in advance of last year. The Hartford has secured an enviable reputation and the increase in demand for these machines is not to be wondered at.

Next week we hope to give particulars of the plans for the new store of Geo. R. Bidwell & Co., 270 and 272 Wabash avenue, Chicago. Mr. Taylor, the resident manager, had just sent them to New York the day before we saw him or we should have had the details for this week.

A. W. Gump & Co. are racking both sides of the third and fourth floors of their building for crated bicycles ready for shipment, and are really making a six-story building out of their present quarters. They are making every preparation to fill orders without any delay as soon as the season opens.

Avery & Cosner of Columbus, Ohio, will handle the Warwick and all the line of goods handled by the Standard Cycle Co. of Buffalo.

Things were temporarily quiet at the branch office of the Pope Mfg. Co. at Chicago. But the manager, Mr. R. D. Garden, ably seconded by Mr. Lumsden and a corps of assistants, were laying plans and preparing for a lively campaign. We were astonished at the volume of business done at this branch last year, but it is the intention of Mr. Garden to go "several better" on the business of 1891. That this expectation will be realized none who know Mr. Garden will doubt.

The Pneumatic Premier will find favor with those who desire to try this luxurious tire, without reaching too deeply into their pockets. It is of the favorite "Universal Premier" pattern and is fitted with pneumatic tires of the best quality. The price is $135.

The trade of A. W. Gump & Co. for January has been more than treble that of any other year. On account of the large number of bicycles they purchase they are able to reach agents with a line of wheels at prices that are hard to duplicate.

Mr. Le Cato is now established with the Chicago house of A. G. Spalding & Bro. and has transferred all his ability and business knowledge of cycle trade to the interests of that firm and the Victor. Messrs. Spalding and the Victor people are to be congratulated on securing the services of Mr. Le Cato, who in a short time will be as well known and as popular as ever he was in Baltimore.

The Coventry Machinists' Co. have a new Lady's Safety, called the Lady's Swift No. 2, which is to retail at $100, and it certainly does look like a seller.

Mr. Stokes was absent during our visit to Chicago, in fact we saw him the day before we left Boston in that city. Mr. Sieg, however, was on hand and extended the courtesies. We went over the establishment and saw a tremendous stock of machines they had on hand ready for delivery. Judging from the orders that were coming in a large stock would be needed to meet the demand. In fact a mail delivery made while we were in the store brought in orders aggregating over 300 machines. It has been found necessary to duplicate several of these orders placed for machines as the demand and sale is far exceeding their original expectations. They have a most excellent riding school and a large repair shop.

FIXTURES.

MARCH.

2-7—Bicycle Exhibition Associated Cycling Clubs of Philadelphia at Horticultural Hall.

MAY.

30—Third annual Cycling Tournament of the Bay State Bicycle Club at Agricultural Park, Worcester, Mass.

31—Chicago-Pullman Road Race at Chicago, Ill.

JUNE.

8—Annual Spring Meet Connecticut Division L. A. W. and New Haven Bicycle Club Tournament at New Haven, Conn.

26 and 27—Kentucky Division Meet at Louisville, Ky.

JULY.

2, 3 and 4—Hagerstown (Md.) Bicycle Club Race Meet.

3 and 4—Missouri Division Meet at Carthage, Mo.

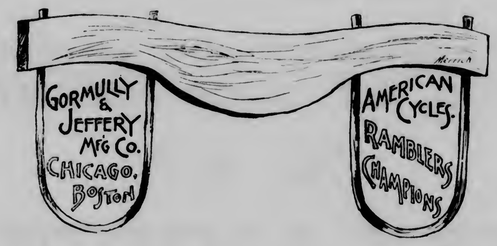
(See Supplement.)

BEST CYCLES! **LOWEST PRICES!**

It will pay you to write for information. Dealers wanted everywhere.

Wholesale and Retail. **J. E. POORMAN, Agent, 8th and Race Sts., Cincinnati.**

"And his name yoked to that which did betray the best."



NEW KODAK CAMERAS---FOR WHEELMEN.



"YOU PRESS THE BUTTON, WE DO THE REST."

(OR YOU CAN DO IT YOURSELF.)

SEVEN NEW STYLES and SIZES

ALL LOADED WITH

TRANSPARENT FILM.

☞For sale by all Photo. Stock Dealers. *Send for Catalogue.*

THE EASTMAN COMPANY, Rochester, N. Y.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street, BROOKLYN, N. Y.

THE HARTFORD CYCLE CO.,

HARTFORD, - - CONN.,

——MANUFACTURERS OF——

THE HARTFORD SAFETY, - - - Price $100.00

THE HARTFORD LADIES' SAFETY, - - Price $100.00

CATALOGUE FOR 1891 NOW READY. Sent Free on Application

CHOICE OF THE EXPERTS.

"U. S."

CALLERY AMMUNITION

UNITED STATES CARTRIDGE COMPANY, Lowell, Mass.

"Finest Quality Produced in the World."

TRADE "CREDENDA." MARK.

THE ✱ CREDENDA ✱ SEAMLESS

W. C. STIFF, Managing Director.

STEEL ✱ TUBE ✱ Co., ✱ Ltd.,

BIRMINGHAM,

TELEGRAMS:—"CREDENDA," BIRMINGHAM. ENGLAND.

FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. For sale by all Cycle Agents. Liberal discount to the trade.

JOHN W. WILSON, Cottage City, Mass.

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. W. E. AUGHINBAUGH, Baltic Building Washington, D. C.



LEAGUE HEADQUARTERS

12 Pearl Street, - - - - Room 27.

ABBOT BASSETT, Secretary.

OFFICERS FOR 1890—91.

PRESIDENT,
JAMES R. DUNN,
40 Wall st., Room 6. New York.

SECOND VICE PRESIDENT,
GEO. R. BIDWELL,
308 W. 59th street, New York City

TREASURER,
W. M. BREWSTER.
117 No. 4th Street, Quincy, Ill

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass

Standing Committee.

Membership Committee.

Sanford Lawton.....Springfied, Mass.
George C. Pennell.....Elizabeth, N. J.
Geo. C. Arbuckle..... 1062 Euclid ave., St. Louis, Mo.

Committee on Improvement of Highways.

Isaac B. Potter, Esq.....Potter Bldg., New York
Albert Mott.....203 Lenox St., Baltimore, Md
Maj. Chas. L. Burdett.....Hartford, Conn.

Committee on Rights and Privileges.

Clarence Hodson.....Hodson Building, Crisfield, Md.
Chas. F. Cossum, Esq.....Poughkeepsie, N. Y.
J. S. Dean, Esq .....28 State St., Boston, Mass

Committee on Rules and Regulations.

W. A. Davis.....340 S. Leavitt St., Chicago, Ill.
Michael Furst, Esq.....16 Court St., Brooklyn, N. Y.
A. B. Richmond.....Grand Rapids, Mich

Transportation Committee.

W. M. Brewster.....117 No. 4th St., Quincy, Ill.
Amzi T. Dodd.....70 Park Place, Newark, N. J.
Burley B. Ayers, "Rookery,".....Chicago, Ill

Racing Board.

Chas. S. Davol.....Warren, R. I.
George Collister.....147 Ontario St., Cleveland, Ohio.
Robert D. Garden.....Chicago, Ill.
W. H. DeGraaf.....47 W. 14th St., New York.
Geo. D. Gideon.....17 No. 7th St., Philadelphia Pa.

Hotel Committee.

George S. Atwater, 1424 Penn. Ave., Washington, D.C
H. H. Hodgson. 13 Carondelet St., New Orleans, La
W. C. Marion.... 1255 Bedford Ave., Brooklyn, N. Y

Chief Consul of Nebraska.

A. H. Perrigo, 1315 Dodge street, Omaha, Neb., is appointed Chief Consul of Nebraska, and will at once enter upon his duties. JAMES R. DUNN, President.

Minnesota Consuls.

Mr. George Howard, Vice Consul, having removed from the Division and thereby causing a vacancy in that office, I take pleasure in appointing Mr. K. F. Lott of 318 Sibley street, St. Paul, as his successor for the remainder of this term.

The following are appointed Local Consuls for their respective places: T. L. Bird, St. Paul; G. E. Merrill, Verndale.

T. M. SLOSSON, Chief Consul.

Minneapolis, January 29, 1891.

Illinois.

S. A. Miles of Chicago is hereby appointed delegate to the National Assembly in place of H. W. Foltz resigned.

W. A. DAVIS, Chief Consul.

New League Club.

The following clubs have qualified as League clubs and filed the certificate required in the office of the Secretary:

310—Danville Cycling Club, Danville, Ill. Chas. P. Aldill, Secretary.

311—The University of Illinois Cycling Club, Champaign, Ill. Wm. Steinwedell, Secretary.

Is Recruiting a Failure in Missouri?

This season of the year finds many a Division in its darkest days, and the way out is by good live hustling for members. Systematic and persistent work is the constant washing that wears away a stone, and judicious hustling adapted to the particular person spoken to will eventually point out the sure road to an ample return for the trouble. Ingenious ideas intelligently introduced immediately interest wheelmen. Suppose you tell them of a wheelman's paper, filled with bright, pure, entertaining literature. Suppose the League always gives honest values for honest dollars. Suppose you explain the other benefits accruing to members, such as the 130 page Road Book, League uniform at low cost, the membership card, which entitles you to reduced rates at League hotels, and free transportation of your wheel on railroads, security of the right of the roads, ample protection from assault on the road, and a right to participate in all league tours and meets. Would it interest your cycling friends? Why certainly, and if you add, "only $1.50 to cover initiation and dues to July 1," you will get applications all the faster. Fraternally yours,

ROBT. HOLM, Chief Consul.

New Hampshire Division.

The time for receiving applicants under special offer, published last week, is extended to April 1st. Names to be counted must appear on or before issue of March 27th.

R. HARRY SCOTT, Sec.-Treas.

Illinois Local Consuls.

Petersburg—A. C. Black.
Pisgah—W. S. Duer.
Princeton—F. A. Johnson.
Tolono—C. B. Lyons, P. O. Box No. 5.
Waukegan—C. R. Lyon.
Washington—H. W. Dunforth.
Winnetka—R. B. McConnel.
Yates City—F. J. Rogers.

Fraternally,

W. A. DAVIS.

Chicago, January 30, '91.

Invitation to Connecticut.

Mr. A. A. Dean, Chief Consul Connecticut Division L. A. W.:

Dear Sir—We, the New Haven Bicycle Club, do most respectfully request that you appoint the annual spring meet of Connecticut Division L. A. W. to be held in New Haven, Conn., on the 8th day of June, 1891.

In case you should consider the above application favorably, we can assure you that we shall do all in our power to give all wheelmen a pleasant time during their stay in this city, and do our best to provide a suitable L. A. W. entertainment in the evening.

Hoping you will favorably consider the above application, we remain, Fraternally yours,

NEW HAVEN BICYCLE CLUB,
E. J. Perkins, Secretary.

New Haven, Conn., January 21, 1891.

SPRING MEETING.

In accordance with Article VI of the rules of the Division, I do hereby accept the cordial invitation of the New Haven Bicycle Club, and appoint the annual meeting of the Division, to be held at New Haven on the eighth (8th) day of June, 1891, the hour of the meeting to be by me officially announced hereafter.

For the Connecticut Division L. A. W.

ARTHUR ALLEN DEAN, Chief Consul.

Danielsonville, January 27, 1891.

200—Kentucky—200

Why cannot we have 200 members before the close of the year? Let's try it, anyhow. Every Local Consul, every rider, make up his mind to get at least one wheelman to join, and the number will be more than made up. Brace up, boys and go to work. The riding season opens shortly; the Division meet will be held at Louisville in June, and it must be a success. Do your best to help the home riders make it such. There are a thousand cyclists scattered over the State. Bring them into the fold. Cut the blank from your BULLETIN, fill it out and send it on to Boston. Your man will get more than his money's worth, if it comes down to a question of dollars and cents, in the BULLETIN. Send in your names at once. G. E. JOHNSON, Sec.-Treas.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 45—Total 78—18,003.

BOSTON, Feb. 6, 1891

CALIFORNIA DIVISION—6—559.

Oak Leaf Wheelmen (unattached).

21149	Kegle, D. G.,	Stockton
21150	Burgman, J. H.,	"
21151	Martin, Irving,	"

Unattached.

21148	Foley, Henry J., De Long st.,	San Francisco
21181	Wilson, H. B., Lock Box 32,	Winters
21182	Wilson, F. E.,	"

ILLINOIS DIVISION—20—1433.

Columbia Wheelmen (unattached).

21152	Schelter, S. Adrian, 113 Humboldt Boul.,	Chicago
21153	Ulbricht, Emile, 65 Vedder st.,	"
Chicago C. C. (unattached)		"
21168	Bode, E. C., 5420 Madison ave.,	"

Jacksonville Wheelmen.

21154	Ervin, S. H.,	Jacksonville
21155	Davis, Geo. P.,	"
21156	Rataichak, Frank,	"

U. of I. C. C.

21183	Bawden, S. D., 310 W. Clark,	Champaign
21184	Behrensmeyer, G. P., 203 W. Clark,	"
21185	Burnham, R. S., 603 W. Church,	"
21186	Gulick, Frank, 207 W. Park,	"
21187	Gulick, Seeley, 207 W. Park,	"
21188	Harris, N. M., 510 W. Church,	"
21189	Metcalf, J. D., 112 W. Park,	"
21190	Morrissey, D. C., 309 W. University av.,	"
21191	Riley, W. B., 309 S. Neil st.,	"
21192	Steinwedell, Wm., 203 W. Clark,	"
21193	Stratton, S. W., Box 64,	"
21194	Arms, F. D, Box 82,	Urbana
21195	Schricker, R. L., Box 53,	"
21196	Wright, Roy, Box 94,	"

INDIANA DIVISION—1—273.

Unattached.

21169	McCausland, J. W., cor. Lewis and Lafayette,	Fort Wayne

KENTUCKY DIVISION—4—144.

Lou. Cycle Club (unattached).

21170	Bergen, L. G., 3715 High ave.,	Louisville
21171	McCorkhill, H. C., Jr., 516 E. Chestnut,	"
21172	Hibbitt, Chas W., 310 E. Walnut,	"
21173	Meek, W. H., 716 Main,	"

MAINE DIVISION—1—229.

Unattached.
21157 Perry, F. A., 90 Lisbon, Lewiston

MARYLAND DIVISION—1—619.

Balto. C. C.
21158 Royston, C. B., 11 E. Balto. st., Baltimore

MASSACHUSETTS DIVISION—6—2366.

Somerville C. C. (unattached).
21159 Bradford, Fred E, 316 Broadway, Somerville
Unattached.
21197 Baker, Henry N., Auburndale
21198 Dowling, Mark, 52 Worcester, Boston
21178 Post, A. B., 6 Winter st., "
21179 Clements, H., 21 West st., "
21135 Eaton, W. Frank, Box 150, Reading

MICHIGAN DIVISION—4—562.

Detroit Wheelmen.
21160 Spranger, Francis X., 33 Miami ave., Detroit
21161 Lawson, Chas. F., 21 Edmund pl., "
21162 Rogers, J. E., 65 Miami ave., "
21163 Yorker, Albert, 363 East Hancock ave., "

MINNESOTA DIVISION—3—160.

Flour City Cyclists (unattached).
21175 *Hodsdon, Mrs. Ida*, 3133 Stevens ave., Minneapolis
21174 Barrows, Harry C., 227 4th st., S. E. "
Unattached.
21201 Porter, James P., care Globe Pub. Co., St. Paul

MISSOURI DIVISION—2—462.

Missouri Bi. Club (unattached).
21200 Bast, G. Y., Manual Training School, St. Louis
Unattached.
21159 Browder, Rev. N. M., Box 449, Kirksville

NEBRASKA DIVISION—2—100.

Unattached.
21203 Belt, Richard, 1314 N. 16th, Omaha
21202 Smith, H. K., Lininger & Metcalf, "

NEW HAMPSHIRE DIVISION—3—161.

Milford C. C. (unattached).
21136 Hall, Louis H., 18 Union sq., Milford
Unattached.
21204 Sanders, Chas. H., Penacook
21205 Varney, Chas. H., 55 Canal, Manchester

NEW JERSEY DIVISION—4—1043.

Freehold Cyclers (unattached).
21164 Ahlstrom, John, Box 172, Freehold
Montclair Wheelmen.
21176 Frear, G. W., 16 Broad st., Bloomfield
Unattached.
21165 Gunn, Geo. C., 221 Penn st., Burlington
21166 Molyeux, F. W., 246 Newark ave., Jersey City

NEW YORK DIVISION—9—3089.

Harlem Wheelmen.
21139 Coe, Henry D., 18 West 115, New York
21140 Cottier, W. F., 144 5th ave., "
21141 Hoffman, B. J., 258 W. 125, "
21142 Lamb, Edwin L., 1841 Madison ave., "
21143 Gray, Wm. H. H., Williams Bridge
New York Bi. Club.
21177 Devin, Thos. F., 179 W. 76 st., New York
Lake View Wheelmen (unattached).
21200 Southard, G. Clark, 330 Lyell ave., Rochester
Unattached.
21138 Cohen, Charles M., 8 W. 83d st., "
21137 Doring, Ernest N., 59 W. 14th st., "

OHIO DIVISION 4—1193

Unattached.
21207 Dean, Gurdon R, 12 Williams st., Cleveland
21208 Hund, F. Jos., Gallipolis
21209 White, Angier M., "
21210 *Chapman, Miss Effie*, Norwalk

PENNSYLVANIA DIVISION 2—2053

Keystone Bi. Club.
21211 Obey, G. B., 6234 Penn ave., Pittsburg
Unattached.
21167 Degelman, Wm. C., 33 Liberty st., Allegheny

RHODE ISLAND DIVISION—1—567.

Unattached.
21212 Kulz, John, 57 Ship st, Providence

TEXAS DIVISION—3—61.

Unattached.
21145 Bound, Geo., 208 Main st., Fort Worth
21147 Melton, J. H., 208 Houston, "
21149 Hughes, Ed V., Greenville

WISCONSIN DIVISION—1—232

Unattached.
21144 Starkey, Chas. E., 372 Beulah ave, Milwaukee

GERMANY—1—1.

C. C. Saxonia (unattached).
21180 Treuter, C. A., Wachter Strausse, 26, Leipzig

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasurer, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 513 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1424 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No. Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 607 No. Alabama street, Indianapolis.

IOWA—Chief Consul, Ackley Hubbard, Spencer. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 65, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

MAINE—Chief Consul, Howard M. Breen, 199 Franklin street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, A. W. Robinson, 20 Equitable Building, Boston. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 380, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI — Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, R. H. Scott, People's Ins. Co., Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 116 Broad street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK — Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Joseph R. Wilson, Jr., Clarksville. Secretary-Treasurer, B. A. Patch, Clarksville.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box 281, Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro'. Secretary-Treasurer, F. A. Roberts, Brattleboro

VIRGINIA—Chief Consul, Ira B. White, 16 Nolls court Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1891. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE—The Initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $1.50 with this blank on any date between date of paper and April 1, 1891. Write plainly—Printing preferred.

☞ If you want a waterproof ticket holder, made of the best calf skin with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards send 25 cents extra. If you want your name in gold, stamped on the holder send 50 cents extra. *Leave the margin in using this blank.*

"BUILT ON HONOR."

ADOPTED BY THE UNITED STATES GOVERNMENT.

WARWICK PERFECTION CYCLES.

WEIGHT, 50 POUNDS.



SPECIALLY CUSHION TIRES.

NO CAST METAL.

WARWICK CYCLE MFG. CO., - Springfield, Mass.

CATALOGUE, JANUARY, 1891.

3 DEALERS 3

WE HAVE THREE DISTINCT LINES OF MEDIUM GRADE BICYCLES.

OUR SPECIAL LINE

THE IMPROVED LEADER,	24 INCH,	LIST,	$40.00
THE FASHION,	27 INCH,	LIST,	$60.00
THE IMPROVED FLASH,	28 INCH,	LIST,	$65.00
THE TYPHOON,	30 INCH,	LIST,	$80.00

Drop Frame, Steel Tubing, Garford Saddles, Tangent Spokes, Ball Bearings, Steel Chain, Etc

THE IMPERIAL

NO. 1,	26 INCH,	LIST,	$60.00
NO. 2,	28 INCH,	LIST,	$75.00
NO. 3,	30 INCH,	LIST,	$85.00

We shall have the IMPERIAL Wheels in all Sizes, with Cushion Tires Drop Frame, Steel Tubing, Garford Saddle, Full Ball Bearing, Tangent Spokes, Noiseless Chain, Etc.

THE ADVANCE

NO. 1,	24 INCH,	LIST,	$35.00
NO. 2,	26 INCH,	LIST,	$42.00
NO. 3,	28 INCH,	LIST,	$50.00
NO. 4,	30 INCH,	LIST,	$60.00

Truss Frame, Ball Bearings, Garford Saddles, Tangent Spokes, Steel Forged Chain, Etc

350 WE HAVE 350 GUIDE, 30-IN. GENT'S SAFETIES. LIST, $55.00. **350**
Truss Frame, Ball Bearings to Wheels and Pedals, Fish Saddle, Forged Chain, Direct Spokes, Etc.

DEALERS WILL FIND THESE WHEELS A BONANZA. WRITE FOR CATALOGUE AND PRICES. DO THIS TO-DAY.

Western Branch UNION CYCLE MFG. CO. Dealers west of and including the States of Michigan, Indiana, Kentucky, Mississippi and Tennessee are invited to inquire about territory, prices, etc., for the sale of the "Union Spring Frame Safeties." Highest Grade.

CHAS. F. STOKES MANFG. CO.,
293 and 295 Wabash Ave., CHICAGO.

NEW MAIL.

In presenting our wheels for 1891, no introduction is necessary. New Mails have passed their experimental years and have gained a Reputation throughout the entire country for Strictly High Quality. No wheel in the market is its superior in Construction and Material. All parts are interchangeable, and every wheel passes the strictest inspection before shipment.

By this care in construction and nicety in every detail, New Mails have stood the severest tests and won many leading events in road and path competitions. Mr. Murphy rode a New Mail Ordinary 12,890 miles in two years and gave a splendid testimonial.

Beers rode a New Mail Safety 8368 miles in one season, winning the medal for long distance riding of that year, and also testified to its splendid qualities. Such performances and testimonials from such judges of wheels are convincing proofs of the worth of cycles.

The New Mail has features which are found in NO OTHER MAKE and which we claim are IMPROVEMENTS, and these should be considered by a purchaser in deciding his mount.

Every point has been studied to obtain an EASY RUNNING and a TRUE RUNNING wheel, and we believe these qualities are accorded to the New Mail, while also we think it is conceded to be the HANDSOMEST SAFETY MADE We believe Cushion Tires are a great improvement for annulling jar and vibration, and they will be very popular. After long tests with many, we have adopted a cushion tire, 1 1-8 inch, which gives elasticity and life to the wheel, but does not flatten out as larger and softer tires are apt to do. Our cushion tires have been found right for road work by actual tests

Surely see a New Mail before deciding on your mount.

NEW MAIL

AT $135.00.



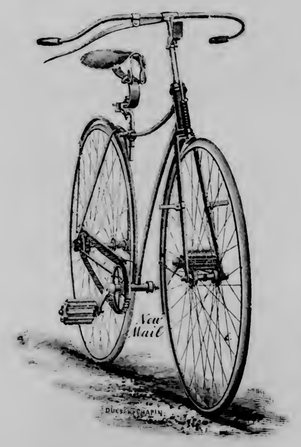
Spring Fork, very easy. A direct vertical Spring, allowing front wheel to run perfectly true, with no side swaying, no yielding of forks sideways; a coiled spring inside column. Straight Front Fork, causing front wheel to run steadier than a curved fork.

Rear Axle Band Brake, especially endorsed this year by English reports as the Best Brake for Cushion Tires. Cannot cut the tire nor spatter mud on the chain, which is always a care to keep clean. Very powerful, a splendid improvement. Only wheel with Trigwell Ball Bearing Head,—controlled by us. Our own shape Handle Bars, low and well back to rider, very popular and the most graceful bar in the market. Cushion or Solid tires, as preferred. Tangent Spokes, strongly tied and nickelled to intersections. Ball Bearing throughout. Favorite Garford Saddle, very easy.

A SUPERB WHEEL WARRANTED THROUGHOUT!

LOOK ★ AT ★ THIS!

THE SENSATION OF 1891.



A NEW MAIL at $100

With CUSHION TIRES!

—OFFERED AS THE—

Handsomest and Best Medium Priced Safety.

Has the New Mail handsome pattern Diamond Frame, has the New Mail pattern Low Handle Bars, has the Straight Front Fork, Tangent Spokes, Ball Bearings throughout, Garford Saddle and Cushion Tires. All Parts Interchangeable.

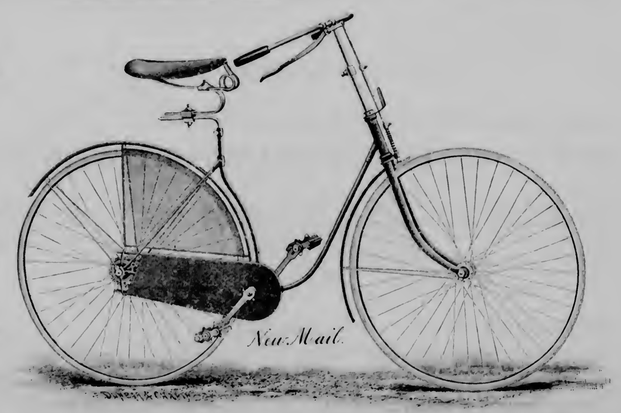
WARRANTED THROUGHOUT! Already being heavily ordered!

NEW MAIL

Ladies' Pattern.

Finest material, Low Handle Bars, New Mail pattern, Ladies' pattern Garford Saddle, very easy, Tangent Spokes, half nickelled. Cushion Tires, anuulling all jar and vibration.

A Beautiful Wheel.



Also, New Mail Boys' Safety, $35.00. A High Grade Boys' Wheel. Sole New England Agents for the Little Giant Boys' Safety. Only Boys' wheel with a spring fork, $35.00.

Now arranging Agencies. Good firms Wanted Everywhere as Agents for our wheels. Must apply at once. Catalogues ready. Address Manufacturers,

WM. READ & SONS, 107 Washington St., Boston, Mass.

FACTORY, CHICOPEE, MASS.

THE KING

—FOR—

STRENGTH



EVERY rider who has an Eclipse bicycle will tell you that it is the best wheel he has ever ridden. He will also tell you that he can ride the Eclipse three times as long as any other wheel he knows of, without re-adjusting the bearings. The Eclipse is the only wheel on the market that has the cones so arranged as to revolve on the shaft and which are not screwed to the shaft by threads.

Do not make a mistake and buy until you have seen the Eclipse, with its elegant spring fork and the saddle that is unequalled

Strictly high grade and material and workmanship the best.

STEEL PULLEY & MACHINE WORKS,

Patentees and Sole Makers,

INDIANAPOLIS, IND.

Send for Catalogue. Price $100. Good Agents Wanted in all Unoccupied Territory.

WE WANT AGENTS

to handle as complete a line of wheels as can be found on earth. We have 15 different wheels with which to cater to your trade. We hope

TO SELL WIVES

of 2 out of 3 men who will ride this year, as we shall sell the Featherstone Ladies' Pneumatic at $135.00.

"Riding this is the acme of bliss."

For anyone who will push the business

THERE'S MONEY IN IT

Our line embraces all styles, from the improved Pneumatic (warranted) and Cushion (warranted) both Dunlop's patents, down to the 20-inch boys' safeties.

DON'T NEGLECT A GOOD OPPORTUNITY, BUT

write us for lists, discounts, etc.

Apply at once, or you may find your town already represented. If you want one of the most comprehensive cycle and sundries catalog published,

SEND POSTAL TO

WRIGHT & DITSON,

Washington St., Cor. Hayward Place, - BOSTON.

PLEASE SEND US

YOUR CATLOGUES.

BICYCLES.

HUBER & METZGER. 13 GRAND RIVER AVE. DETROIT, MICH.

SUNDRIES OF EVERY DESCRIPTION

STANLEY B. HUBER.

WILL E. METZGER.

Elwell European Cycle Tours.

From June to September.

PARTIES FORMING.

CATALOGUES READY.

ELWELL & HIGGINS, Portland, Me.

REAL BICYCLE UNIFORMS.

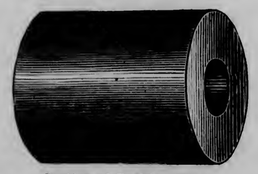


Be sure to send for free samples and measure blanks. Club Uniforms a specialty. L. A. W. Coats, $8. Knee Breeches, $4. Punnett's celebrated Jersey Cloth Knee Breeches, only $4 a pair. Bicycle Caps, Hose, Puns, Tights, gold or silver Letters, Punnett's Invisible Pants Holders, 25c. a pair. Be sure to write now.

R. A. PUNNETT, Tailor and Athletic Outfitter, 98 & 100 West Ave., ROCHESTER, N. Y.

All strictly first-class work at moderate prices.

NEW CATALOGUE NOW READY.



Section of Cushion Tires.

We carry a full line of Cushion Tires, Solid Tires, Safety Bicycle Handles, all sizes, to fit any machine; Spade Grips; Safety Handles, all sizes; Bicycle Balls, Bicycle Spokes, Tire Cement, Pedal Rubbers, Adhesive Tape for holding on tires, Cement for repairing cuts in tires, &c. Also a full line of Rubber goods of every description. Mould work of any kind solicited.



Send for catalogue and prices.

ELASTIC TIP CO.,

Patentees and Manufacturers of Rubber Specialties.

Cor. Cornhill and Washington Street,

BOSTON, MASS., U. S. A.

SAVE YOUR PANTS!



IN USE. NOT IN USE.

OSTERGREN'S TROUSER GUARD.

(Patent Applied For.)

Three styles of finish, 15 cts. per pair, blued steel; 25 cts., enamelled; 35 cts., nickeled.

To be had of all dealers, or

A. K. & C. E. SCHAAP, - Richmond. Va.

Bicycles and Sundries.



GALES DIAMOND SAFETY, Model '91.

SPECIFICATION.

Two 30 inch wheels geared to 54 inch; 6 3-4 inch adjustable and detachable cranks; *BALL BEARINGS TO BOTH WHEELS, CRANK AXLE AND PEDALS*, 1-4 inch endless moulded rubber tires to rear, 5-8 inch to front wheel; adjustable Seat and Handle Bar, Diamond Frame of *BEST QUALITY COLD DRAWN STEEL TUBING*, hollow handle bar of one piece of steel tubing, first quality horn handles, adjustable plunger spoon brake; adjustable and detachable foot Rests, patent method of adjusting chain, Fish Saddle, model '91, or Garford Saddle at option of purchaser. Finely finished in enamel and nickel, each machine supplied with tool bag, wrench and oiler. Weight, all on, 45 lbs.

PRICE, - - $85.00

GALES LADIES' CONVERTIBLE, Price $85.00

THE GALES SAFETY, Model '90. Price $70.00

SCHOVERLING, DALY & GALES,

302 Broadway and 84 Duane Street,

NEW YORK.



The Victor Wrench. A genuine triumph! By actual tests over 50 per cent. STRONGER than the strongest wrench of its class heretofore in the market. Nickel plated. Price $1.00.

Overman Wheel Co., Makers, Chicopee Falls, Mass.

Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee.

Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.

466, 408, 410 & 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25

Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00

Stockings. Our celebrated Linen Sole Stocking, League color.....1.00

Belts. No. X Silk, Edge's League color, white centre, Snake Buckle..... .50
No. XX Worsted Solid, League color, Snake Buckle..... .40

Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic.5.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,

241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia, 1022 Market St

CYCLING

FOR

Health and Pleasure.

Chapter V.

The rapidly increasing number of competitors in athletic sports, and particularly in cycle racing, make the publication of competent advice on TRAINING very timely. The subject is gone into at length in this chapter, in which the principal writer on the subject is freely quoted. After a few preliminary remarks of explanation, Cortis, a physician and successful racing man, speaks for himself. In fact, all the principal parts of Cortis's little work on Training is quoted; so that this chapter alone is a complete guide to intending competitors in cycle racing. It expounds clearly the fundamental principles on which proper and perfect training must rest.

230 Pages, Illustrated.

50 Cents, Postpaid.

WHEELMAN COMPANY,

PUBLISHERS.

12 Pearl St., - Boston.

Stamps not received.

Strickland & Pierce's

FAMOUS

BOSTON SPORTING SHOES.

. . . 1882-1891 . . .



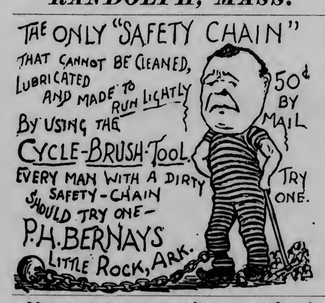
Original Kangaroo (Genuine) Bicycle Shoe, (Patented)

No. 1, $5.00; No. 2, $3.50; No. 3, $3.00.

TO THE TRADE.

We are ready to talk Agencies for 1891. Dealers will do well to give advance orders for spring shipment. Address all orders and correspondence to the factory at

RANDOLPH, MASS.



Have your repairs made in the winter. No loss of riding time. Cheaper rates, better attention. Send for estimate, stating what your wheel needs

ST. LOUIS WHEEL CO.,

ST. LOUIS, - - - MO

IT PAYS?

Reliable and well-known wheelmen wanted as agents in cities and towns, for an incorporated organization, that sells its members all makes of "high grade" wheels at $4 per month and at reduced cost. No capital required. Address for full particulars,

THE BICYCLE & SUPPLY CO.,

Baltimore and Holliday Sts.,

BALTIMORE, - - MD.

THE COLLINS PRESS

H. G. COLLINS

BOOK AND PAMPHLET PRINTER AND BINDER

15 MILTON PLACE

BOSTON, U.S.A.

ALWAYS READY TO EXECUTE ORDERS DAY OR NIGHT, AT SHORT NOTICE

Printer of the "Bicycling World."

TELEPHONE 2629

COMING! COMING!

MALTBY! MALTBY

Return of the Champion Exhibition Cyclist after his second most successful tour of the world.

New and startling feats never before attempted, including some marvellous feats on the "Eagle." Open for engagements with bicycle or athletic clubs for a shor. season only. Address, W. S. MALTBY, Wallingford, Conn.

New Haven 40¢ ONE PIECE WIRE CLUB PINS. BADGES MEDALS &c. C. O. REICHERT. L.A.W. 11425. 828 CHAPEL ST. NEW HAVEN, CT.

SMITH'S "'91" TOUR

THROUGH EUROPE.

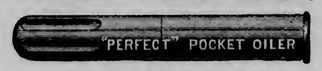
80 days. - - - Total Cost $300.

Sail July 29th, 1891.

Address C. H. SMITH,

211 Putnam Avenue, - - Detroit.

"PERFECT" POCKET OILER.



One-half size.

For Bicycles, Guns, etc. No Leakage. Throws only small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50c. each. CUSHMAN & DENISON, 172 Ninth ave., N. Y.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.

90 DAYS TRIAL



And ELECTRIC SUSPENSORY APPLIANCES are Sent on 90 Days Trial

TO MEN (young or old) suffering with NERVOUS DEBILITY, LOSS OF VITALITY, LACK OF NERVE FORCE AND VIGOR, WASTING WEAKNESSES, and all those diseases of a PERSONAL NATURE resulting from ABUSES and OTHER CAUSES. Quick and Complete Restoration to HEALTH, VIGOR and MANHOOD. Also for RHEUMATISM, all KIDNEY TROUBLES and many other diseases. The BEST ELECTRIC APPLIANCES ON EARTH. Full particulars sent in PLAIN SEALED ENVELOPE. Address

VOLTAIC BELT CO., Marshall, Mich.



FOR TANGENT AND DIRECT SPOKES.

Nickeled, Price 75c., Postpaid.

Dealers send for Sample and Electrotype.

AVERY & JENNESS,

5756 Madison Ave., Chicago.

Send for Complete Bicycle Catalogue.



MEACHAM

HIGH-GRADE

DIAMOND FRAME SAFETY.

Ball Bearings to Both Wheels.
Both Pedals and Crank Shaft.
Ball Bearings to Head.
Hollow Steel Tubing.

List Price, **$115.00**

COMBINATION WHEEL FOR EITHER GENTLEMAN OR LADY.

Selling Price, **$75.00.**

Remit by Post Office Money Order

WILL SUSTAIN A PERSON WEIGHING 225 LBS.

BY REMOVING TOP CROSS-BAR, CAN BE RIDDEN BY A LADY.

E. C. MEACHAM ARMS CO. ST. LOUIS. MO.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

CLEARANCE SALE

Of a limited number of used and slightly shopworn Singer cycles, fitted with spring-wired **CUSHION** tires.

SINGER & CO., 6 & 8 Berkeley St., Boston, Mass.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the Order.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*

STOLEN—Light Rambler Safety, No. 2288, nearly new. Address L. A. W. 9937, Box 305, Hornellsville, N. Y.

FOR SALE CHEAP—50-inch American Light Champion. Address F. C. MEYER, 56 Beal St., Memphis, Tenn.

WANTED—To purchase or exchange a Columbia 1890 gentleman's and one ditto lady's safety. Must be in good condition and bargains. Have a Columbia tandem tricycle in A1 condition, or choice of four musical boxes in exchange. Send particulars to W. H., 680 Broadway, New York.

BRONCHO SAFETY FOR SALE—Nearly new, in good order, worth $135.00; will sell for $75.00 cash. Address F. A. TYLER, Rome, N. Y.

FOR SALE—A Columbia Light Roadster Safety, 1890 pattern, in perfect condition; has not been ridden 500 miles, $115, including Invincible lamp and bell. Address J. T. RILEY, 218 Laurens St., Baltimore, Md.

COLUMBIA SAFETY, CUSHION TYRES, 1890 pattern; brand new—never ridden. Will sell cheap or exchange. H. W. PAGAN, Yonkers, N. Y.

WANTED—To exchange a Cedar Canoe for a first-class Safety Bicycle; or a man to buy it for $75. Address B. FURBISH, Brunswick, Me

LADY'S AND GENT'S Columbia Safety Bicycle. Cost $135.00; will sell for $100.00; as good as new. WILSON BROS., 6 Hanover street, Boston.

CHEAP—One imitation Dallmeyer Rectalinear Lense, 5x10, worth $50; one new Anthony Camera, worth $20; one pair genuine Dallmeyer Stereoscopics, with rotating diaphragms, worth $35; one Time and one Drop Shutter, Wamsley View Finder and two Rubber Dishes. This is a bargain at only $75. Better write quick to W. A. WYNNE, Raleigh, N. C.

BRAND NEW—1890 Columbia Light Roadster Safety; never taken from original crate; $120 if taken quick. Drawer 77, Muscatine, Iowa.

FOR SALE—Two Victor Safeties in good condition. Address Box 280 Chicopee Falls, Mass.

FOR SALE—Four Odell Typewriters, metal type, single case, $10; double-case machines, $15 each, or will exchange all for a safety bicycle. W. A. CAMPBELL, Oil City, Pa.

FOR SALE—One 52-inch Col. L. R., $75.00; one 54-inch Rudge Racer, $35.00; good condition. Address G. E. TIVY, 620 N. 3d street, St. Louis, Mo.

FOR SALE—One Volunteer Columbia, 52-inch; used a part of one season; A1 condition; tire, bearings and finish good as new. Price, $60.00. W. A. OGDEN, Milford, Mich.

A fig-leaf costume was the first,
A goat-skin was the second,
All kinds of costumes have been since,
Now a sheep-skin best is reckoned.
The bone-shaker was all the go
Until it really got too slow,
With wheels of steel they next are taken,
But now with "reumatics" they're never shaken,
With cushion tires to take the "jar,"
Our prices are the best by far;
In getting one you'll happy be,
Then write Knight Cycle Company,
207 N. 10th, St. Louis, Mo.

SPECIAL.

All Advertisements in this Department 20 cents a line.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*



L. A. W. BADGES

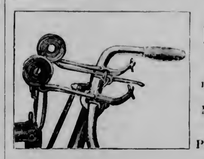
The official design in **SOLID GOLD.**

Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the inferior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better for $1.50, $2.00, and $2.50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.



LAMSON'S

Luggage Carrier

NO. 1.

Convenient, durable, noiseless, cheap. **$1.** Sold everywhere.

Made by

C. H. LAMSON,

Portland, - Maine.

The New "39" and "24" Star



NO MACHINE ON THE MARKET ITS EQUAL

Easiest Running Wheel

—AND—

Best Hill Climbing Machine Ever Produced.

We Challenge Honest Criticism.

In this Machine we have combined ALL the advantages of a low wheel and the speed of a high one.

Send for Catalogue of STAR BICYCLES.

H. B. SMITH MACHINE CO.,

Smithville, N. J.

Howard A. Smith & Co.,



518 Broad St.,

NEWARK,

N. J.

Manufacturers and Wholesale Importers of

BICYCLES, SUNDRIES AND Athletic Goods.



AGENTS WANTED

For Our Very Large Line of

BICYCLES AND SUPPLIES,

For Northern New Jersey, including such wheels as the

VICTOR, RAMBLER, ORMONDE, SWIFT, B. & A., GALES, ECLIPSE, CRESCENT, and others.

We are the Manufacturers and Importers of the following goods:

Z. & S. HOSE SUPPORTERS for the Shoulder, Belt or Hip.



Z. & S. BUNDLE CARRIERS,

made to fit the Mudguard or Handle Bar of Safeties. These Carriers are known wherever the bicycle is ridden.



RUBBER CEMENT

which needs no extended explanation, is found on sale at all bicycles houses.

ADHESIVE TIRE TAPE,

which we placed on the market in 1884, has been growing in popularity ever since.



THE NEWARK HORN,

which takes the place in the U. S. that the French horn does in France, is bound to hold its own against all comers.



TIRE CEMENT

in sticks;

SPOKE GRIPS, LAMP HANGERS, NEWARK CAPS, GRAPHITE

in cans or bottles, Tucker's Straps and a host of other goods; for catalogue which please address

Howard A. Smith & Co., Newark, N. J.



L. A W AND A. A. U. IN CONFERENCE.

James R. Dunn, Esq., Chairman L. A. W. Committee:

My Dear Sir—I send herewith for your approval and signature the report which I have prepared to the full committees of our organizations and which embodies, I think, the result of our several conferences upon the subject of amateur expenses and prizes.

Referring to the suspensions of certain bicyclists by the L. A. W., which subject was discussed at the first meeting of the committees, I think I may indulge the hope that with the rules which we have now formulated there can be no misunderstanding as to what expenses an athlete may and may not receive, and consequently no friction upon that score between the bodies of which we are representatives.

At the outset of the first conference of our committees I stated, in behalf of my organization, that the "expense" resolution, drawn about a year ago by the joint committees of the A. A. U. and L. A. W., although familiar to some of the A. A. U. clubs was, as investigation shows, never formally adopted, so far as the minutes of the Board of Managers of the A. A. U. record; that it never was sent out to the A. A. U. clubs, or otherwise officially promulgated; and that, as we were informed by those identified with the management of some of our most prominent clubs, the existence of such a rule of expenses as embodied in that resolution was totally unknown to them or their clubs.

In view of these facts and the resulting fact that the A. A. U. and its clubs were primarily responsible for the payment of the expenses which were the ground of these suspensions, and could not, therefore, look with indifference upon the disciplining of its athletes for accepting such expenses, my committee proposed to yours that in order that the conference might proceed to a discussion of the expense question to some purpose, your organization should take steps to remove the suspensions in question.

This was acceded to by your committee upon the condition of our ability to arrive at a uniform agreement regulating expenses allowable to cyclists of both organizations in the future; and in case of the acceptance by the A. A. U. of the rule of expenses laid down in the report, so far, at least, as they apply to cyclists, we shall of course expect your organization to take action accordingly.

I beg that you will indicate whether the above corresponds with your understanding of the matter, and return the report properly signed in case it meets your approval. Yours very truly,

CHARLES F. MATHEWSON,
Chairman A. A. U. Committee.

New York, January 29, 1891.

Charles F. Mathewson, Esq., Chairman of the A. A. U. Committee, city:

My Dear Sir—I beg to acknowledge the receipt of your favor of the 29th inst., with the accompanying report, embodying the terms of the proposed agreement between our respective organizations, and which contains, I believe, all the results of our joint labors. I have, therefore, appended my signature to the report, and am ready to submit it to the joint conference and to recommend its adoption by the League of American Wheelmen.

Upon the invitation of the Amateur Athletic Union our committee met yours for the purpose of formulating a joint expense rule for the future, and I cordially reciprocate the hope that with the adoption of these rules the possibility of any misunderstanding, such as has characterized the recent history of amateur athletic sports, may be at an end.

In your letter you refer at some length to the suspensions of certain bicyclists by the League of American Wheelmen for violations of the present rules. The suspensions you refer to having been made between the dates of your invitation and the meeting of the conference were not, strictly speaking, proper subjects for attention at that time, but, as you will remember, we consented to discuss them in the belief that the interests of all would be best subserved by the fullest and freest consideration of all matters having any bearing upon the real question before the conference.

The League of American Wheelmen, I beg to remind you, had every reason to suppose that the joint rule adopted about a year ago had been promulgated through the proper channels in your organization, and I was personally assured of its formal adoption by some members of your board at the time.

I must, therefore, state very distinctly for my organization that the suspensions made by the Racing Board under that rule had the full weight of official sanction and were considered as the legitimate result of the violations complained of.

Recognizing and respecting the good faith of your statement that the adoption of the former rule was not properly made known to some A. A. U. clubs, my committee authorizes me to recommend to the Racing Board, and other proper authorities of the League, that the suspensions above referred to be raised, such action to be predicated upon and in consideration of the adoption by your organization of the rule of expenses laid down by this report.

Very sincerely yours,
JAMES R. DUNN,
Chairman L. A. W. Committee.

To the Conference Committees of the Amateur Athletic Union of the United States and the League of American Wheelmen:

Your sub-committee respectfully reports that pursuant to your direction it has formulated the following uniform rules as to amateur expenses and as to prizes, which rules it recommends for adoption by the organizations above named:

PRIZES.

No prizes shall be given by any club or organization, or received by any athlete, except properly inscribed medals, cups, badges, banners, or diplomas and wreaths.

In no meeting or contest held under the laws of the Amateur Athletic Union or League of American Wheelmen shall any prize be offered or awarded to or accepted by the club whose athletes make the highest aggregate score, and no team contests shall be allowed other than base ball, foot ball and other like team contests.

Not more than three prizes in all shall be given in any event or competition (counting a team prize allowed as above as one prize), and said prizes shall not exceed in cost:

1. In club games, open or closed: $20 for first prize, $10 for second and $5 for third

2. In Association championships: $35 for first, $20 for second and $10 for third.

3 In National Championships: $50 for first, $25 for second and $15 for third.

RULES AS TO AMATEUR EXPENSES.

CLUBS of the Amateur Athletic Union and the L. A. W., and of organizations approved by them and no other clubs, may pay, and any actual competitor, member of such clubs may receive the following expenses incurred in National and Association championships:

1. Actual necessary railroad fare (when paid) to place of competition and return to residence or club headquarters.

2 Actual fare (when paid) for one sleeping-car berth, when occupied, for each night's travelling in going to and from such competition.

3. Actual expense of board and lodging at place of such competition for a period embracing not more than one day before the date fixed for and one day after the termination of the events in which such competitor shall have competed, provided expressly that the amount of such expense of board and lodging shall have been actually paid and shall be evidenced by a voucher receipted by the party to whom such amount has been paid.

The above sections are intended to forbid all payment to and receipts of money or other consideration by athletes for any other expenses such as parlor car fare, extra or limited train fare, carriage or hack hire, transportation of apparatus (including cycles), entry fees and all expenses of training and training tables, to exclude the giving by any club or receipt by any athlete, directly or indirectly, of any meals, board, lodging or railroad fare (except as allowed above) without the usual and fair payment therefor, and to forbid payment or receipt of any expenses whatever in case of club games or contests, open or closed; but this shall not prevent clubs from paying directly for actual transportation of such apparatus (other than cycles) to the transportation company, and also of entry fees direct to the organization, association, district or division holding the games or contests.

Undergraduate students training for or competing at contests limited to collegians may, however, receive from their college associations such expenses as are customary with them and are sanctioned by the intercollegiate associations, and oarsmen competing in regattas under N. A. A. O. rules, such expenses in connection therewith as may be allowed by that association.

Every club and organization paying any expenses of, for, or to any athlete, or for transportation of apparatus or entrance fees, shall furnish a statement of the same when required to the Union or League (which ever has jurisdiction), or the Association of the former in which such club is located, and shall also keep a book showing such expenditures with the vouchers therefor, which book and vouchers shall be subject at any time to examination by the League or the Union or such Association.

Athletes violating any of the foregoing provisions as to prizes or expenses shall be liable to penalty or discipline in accordance with constitution, by-laws, rules and regulations of the L. A. W. or A. A. U. and the associations of the latter having jurisdiction.

Your committee deems it proper to say that the above rules were

formulated only after a most exhaustive consideration of the general features heretofore agreed upon by the full conferences, and of the effect and scope of the language employed; and it is believed that the meaning of the rules reported is sufficiently clear to make any misunderstanding, either by the organizations themselves or their athletes, impossible.

To the subject of athletes' expenses while in training, your committee directed its most diligent attention, with the result of excluding entirely their allowance. While various arguments of more or less weight are advanced in favor of certain training expenses under certain conditions, it is sufficient to say that your committee was unable to fix any well defined limit if such expenses are to be allowed at all. The moment the line is passed there is no criterion to guide, and a definite ascertainment of whether an athlete is or is not obtaining pecuniary advantage from the receipt of such training expenses is almost impossible of determination. In short, it seems to your committee that such expenses must be wholly cut off, or our organizations must be launched upon a sea whose limits are not and never can be defined, and we may expect a repetition of the abuses and extravagancies of which the appointment of our committees is the result.

On the score of justice too, it has seemed to your committee that if clubs furnish commodious club houses, gymnasia, out-door and athletic grounds and apparatus and conveniences of every character to its athletes, coupled frequently with merely nominal dues, and send such athletes at their club's expense to national and association championships, such athletes should be willing to pay such slight expense for car fare, occasional meals, etc., as may be necessary to give them access to the property and conveniences above mentioned, provided for their use. Your committee is convinced that the little harshness, which in some cases may result from requiring athletes to pay such minor disbursements (to which indeed all other men are subject when in search of amusement or recreation) cannot be compared with the evil results which would accrue from opening or leaving open the way to the payment of board, lodging, etc., of athletes while in training, however faithful may be the attempt to define a limit of such payment when once they are authorized. Respectfully submitted,

CHARLES F. MATHEWSON.
JAMES R. DUNN.

BROOKLYN, N. Y.

"TREB."

AT this writing all interest is centred in the contest in the wheelmen's bowling league, which will be rolled on Thursday evening at Newark between the Atalanta Wheelmen and the New York Bicycle Club, as this game will, while not ending the tournament, virtually decide the winner. Both clubs are now tied for first place, and Thursday's game being in the Atalanta's alleys, will probably result in their favor, and again give to them the championship which they have held for two consecutive seasons.

AT the Brooklyn's home on last Monday evening there assembled a jolly crowd to participate in the euchre party given by the club. Handsome prizes were awarded the successful players, and dancing held full sway until an early hour in the morning.

THE Kings County Wheelmen, while not having yet finished their handicap billiard tournament which has been dragging since last winter, have commenced a handicap pool tournament There are eight entries, and from the interest at present manifested, there is a possible chance of the series of games being completed before next season.

THE three highest men in the progressive euchre party of the Long Island Wheelmen now under way at their club house, are R. Evans, with 95 games to his credit, and Carl C Alden and F. S. Bogart closely following.

IN spite of the present dismal outlook for the athletic clubs taking up bicycling to any large extent this season, it is learned that Jack Schoefer of the Brooklyn Bicycle Club, at one time a Berkeley man, intends representing the N. Y. A. C. on the path this season. For what reason he discards his old standby, the "Dragon," is unknown. Many other men profess that they will ride for athletic clubs, which does not indicate any abatement of last season's work.

THE Kings County Wheelmen will hold a reception at their club house Saturday evening.

THE Manhattan Bicycle Club has wisely determined to have their game with the Harlem Wheelmen on last Thursday investigated. Although the decision was, after much wrangling, given to the Harlem team, it was done so under protest, as it was almost impossible to conceive how the Manhattans lost. This is another case of the Harlem's tactics being disliked by their opposing clubs.

LADIES' RECEPTION ROOM.

SINCE I last wrote you I have been over the sea and among other things saw some of the famous cycling factories.

We were in Coventry, the birthplace of cycles and cycling, and I spent many an hour in the factory of James Starley, the inventor of the first spider wheel, the father of cycling, the first maker of ladies' wheels.

It is now Starley Bros., and very kind and cordial they were to me, listening to all my ideas and taking some of the conceit out of me, but at the same time admitting that we American girls lead the world for our riding and for the number of us who ride.

The Englishman and Englishwoman ride in a way radically opposed to our style. They put their saddles far back and lean far forward (in our racers' style) and scorch the entire time.

The Englishwoman does not coast, but she can climb hills and does, with her nose almost on her handle bar and her elbows at a very acute angle.

My own machine being only under way one of the Coventry riders was so good as to lend me his sister's machine, and after adjusting it I mounted as usual and found myself the centre of an admiring crowd asking me to do it again. Then when I rode off erect they all laughed at me, but gradually came round to saying that it looked much better, but I couldn't begin to keep up with the run.

After that of course I would have died rather than have acknowledged that I was beaten, and though I had not ridden for a couple of months I did manage to do well enough, as compared with the girls' performances, for the men to acknowledge that my position did not interfere with my "getting there."

Of course the machine I brought home with me is a cushion tire (tyre the Englishmen call it) and I liked it immensely the little I rode it there, as it was only ready for me a few days before we left. I shall not give an exposition of my views on the subject yet, though of course I know the cycling world is just waiting to hear them before it flops, as I have not had time or weather since I reached home to give it a good trial. I had a delicious spin over the road from Coventry to Warwick the only sunny day we had in England, and would give much if I could have so timed my visit as to escape the rainy season and have some runs, for the roads there are wonderful; one has to see to believe.

The smooth, level road, the beautiful trees and the quaint little villages we passed, with the enticing little "pubs," where we dropped in for tea, where in a low-roofed room the landlord's pretty daughter (they were always pretty wherever we stopped) brought us in such a mighty piece of beef as I never saw here, thinnest shavings of bread and butter, with the accompaniment of tea and celery, made excursions so delightful and unique that I want a whole season of it. We went for several drives to Kenilworth, Warwick Castle, and all about there, but though I enjoyed them immensely I yearned for sunshine and a wheel to see England properly and only look on the fun as postponed for a little.

Before I stop I want to acknowledge through these columns a very kind letter from Dr. Barker, in which he says he endorses my saddle views, has had one put on his wife's wheel and would not change it for a "carload of —— saddles." PSYCHE.

BICYCLE THIEVES CONVICTED.

Editor Bicycling World: On November 7th, 1890, two parties giving the names of Philip Ferris and Jno. Harcourt rented two bicycles from Geo. S. Atwater & Co., Washington, D. C. They failed to return the machines, and Mr. Atwater immediately wired the police of the surrounding towns to look out for them. The parties were arrested at Richmond, where they were trying to sell the machines, brought back to Washington, waived the examination in the Police Court, and were committed to jail. Harcourt succeeded in securing bail and was released. This morning the case was called in the Criminal Court, and Harcourt failed to put in an appearance. Ferris pleaded guilty to the indictment and was sentenced to eighteen months in the Albany Penitentiary.

Yours, etc., GEO. S ATWATER & Co.

THE annual banpuet of the Capital Bicycle Club of Washington, D. C., took place on Saturday evening, January 31. About eighty persons were present, the rooms were very prettily decorated, and the whole affair was pronounced by those present to have been one of the greatest social successes in the annals of the club.

THE Citizens Bicycle Club of New York City will hold its annual dinner the latter part of February.

A NUMBER of young ladies residing in New Bedford, Mass., devoted enthusiasts of the wheel, have organized themselves into a cycle club to be known as the Larks.

8000.a.5

FOUNDED 1878

THE BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXII. Number 16. BOSTON, 13 FEBRUARY, 1891 $1.00 a Year. 5 cents a copy

VICTOR CUSHION TIRES.

This tire is the summing up of our six years' experience with cushion tires. We began when the field was new, when we were the only ones who had faith in such devices.

We believe that this tire will meet all requirements and be found to be far better than any other device.

We have tried it for months on good and bad roads, under all kinds of conditions, and are prepared to say that it is a thorough success. It is guaranteed to be right; is past the experimental stage and will not disappoint the rider who pins his faith to it.

We congratulate ourselves and the riding public on the acquisition of this great improvement for the year 1891.

Victor Cushion Tires will be furnished by us to all wheels, except front wheels mounted in Victor spring forks. These tires will be in one and one-eighth inch, one and one-quarter inch and one and one-half inch, and will be furnished with Victor bicycles without extra charge.

We beg to call the attention of bicyclers to the fact that we have never made an extra charge for high grade devices on Victor bicycles and shall not begin now.

We have a large stock of solid tires on hand, and shall be pleased at all times to supply riders with these tires if through lack of confidence or information they are inclined to adopt them.

We will mail cabinet photographs of any of our five new model Victors for '91 on receipt of 15 cents each.

Illustrated catalog ready March 1st.

OVERMAN WHEEL COMPANY,

CHICOPEE FALLS - - - MASS.

THE TOP OF THE TREE ! !

The top is a long way from the bottom, but we have got there, and we were never at the bottom, either. . The main purpose of this advertisement is to ask every agent, wholesale or retail, to send us a postal card with his name and address, so that we may send him in return a description of

"THE SWEETING DIAMOND,"

PRICE, - - - $135.00.

A BRIEF DESCRIPTION:—The most approved diamond frame, ball bearing head, ball bearing pedals, ball bearing wheels, ball bearing crank axle, almost a ball bearing saddle (this may come yet), cold-drawn weldless steel tubing,—in fact from first to last, the highest grade of wheel possible to build. We bank on this wheel as about the slickest yet. An electrotype will appear here next week. In the meantime, if you are hustlers and want a wheel guaranteed from A to Z, write at once for terms and territory to

THE SWEETING CYCLE CO., 639 ARCH ST., 1404 OXFORD ST., 2125 to 2145 NORTH BROAD ST., Philadelphia, Pa.

P. S. Our Nickel-plated Pocket Screw Driver Free to Everybody.

AGENTS WANTED THROUCHOUT THE NEW ENGLAND STATES

FOR THE

STOVER CYCLES

GOOD TERMS TO RIGHT PARTIES.

SIDWELL & SABEN, SOLE NEW ENGLAND AGENTS, 243 Columbus Ave., Boston, Mass.

N. B. We have secured control of J. S. Murray's stock of Yale and Harvard parts.

BICYCLE SUNDRIES AT WHOLESALE.

TO THE TRADE:

Owing to the large demand for sundries in connection with our regular bicycle trade, we find it necessary to make this a separate and distinct department by itself, and, with this end in view, have arranged to put up under our own brand and name many articles heretofore purchased elsewhere, while as jobbers we purchase other goods in quantities such that we are in position to name the most favorable prices. This department is under the supervision of our Mr. A. L. Atkins, long known to the trade, and prompt attention will be given to all orders, large or small, and prices guaranteed. Dealers are requested to send for sundry catalogue and discount sheet, now ready.

ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.

"Finest Quality Produced in the World."

TRADE "CREDENDA." MARK.

THE CREDENDA SEAMLESS STEEL TUBE Co., Ltd.,

W. C. STIFF, Managing Director.

BIRMINGHAM, ENGLAND.

TELEGRAMS:—"CREDENDA," BIRMINGHAM.

UNION

"THE TALENT OF SUCCESS IS NOTHING MORE THAN DOING WHAT YOU CAN DO WELL, WITHOUT A THOUGHT OF FAME."—*H. W. Longfellow.*



And we intend to fight it out on these lines if it takes all summer.

UNION CYCLE MFG. CO., HIGHLANDVILLE, MASS.

Mr. Stokes, of Chicago, attends to our Western business.

P. S. Send in your name for catalogue, to be issued immediately, also our pamphlet containing the facts of an elopement in Darkest Africa, not reported by Stanley. By so doing, you will kill two elephants with one stone.

"First in the Race came Odessus."—HOMER.



And first on path and road comes

THE PARAGON,

The King of Safety Bicycles.

SEND FOR CATALOG.

STOVER BICYCLE MFG. CO., - - Freeport, Ill.

A LIVE "SWIFT" MAN

With the accent on the "LIVE SWIFT" is the right man to sell bicycles, and he is just the man we are always looking for to put a dollar in his way by giving him the agency for the "SWIFT SAFETIES" in their many varieties. Now is the time to write us, telling us how you are fixed for selling wheels.

Coventry Machinists' Company,

BOSTON - - - MASS.

LOOK ★ AT ★ THIS!

THE SENSATION OF 1891.



A NEW MAIL at $100

With CUSHION TIRES!

—OFFERED AS THE—

Handsomest and Best Medium Priced Safety.

Has the New Mail handsome pattern Diamond Frame, has the New Mail pattern Low Handle Bars, has the Straight Front Fork, Tangent Spokes, Ball Bearings throughout, Garford Saddle and Cushion Tires. All Parts Interchangeable.

WARRANTED THROUGHOUT! Already being heavily ordered!

Now arranging Agencies. Good firms Wanted Everywhere as Agents for our wheels. Must apply at once. Catalogues ready. Address Manufacturers,

WM. READ & SONS, 107 Washington St., Boston, Mass.

FACTORY, CHICOPEE, MASS.

BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Wheelman Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

The management of this paper refuses to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 13 FEBRUARY, 1891.

WE presume we make a mistake in paying any attention to the irresponsible yapping of Mr. Robbins of Chicago. This youngster's ravings please him and do not hurt us. He is enjoying a little brief prominence he could obtain in no other way. We would like above all things to see this windy spouter lead an assault upon the "Ring." It is a pity he cannot attend the National Assembly and be brought to a realization of his own insignificance. He cannot imagine the pleasure it would afford us to witness the spectacle of this great detective and discoverer rushing at the "Ring" only to go through it and find that it is hollow. He would be like the King of France in that nursery rhyme who "marched up the hill with forty thousand men and then marched down again."

MR. ROBBINS begs the question. He does not come up to the scratch. He injudiciously, boldly and recklessly asserted that a certain unsuspended rider was as guilty as those who have fallen under the ban of the Racing Board. He alleged with his characteristic verbosity and exuberance that the Racing Board was so dominated with Ring rule that it did not dare to suspend this man from Chicago. We called upon him to prove his assertion. Why didn't he do it? Why does he crawl under the cover of a two column article? Does he think like the ostrich that because his head is hidden his body is not seen?

MR. ROBBINS says he has discovered the "missing link." We can quite believe that he has. We too have lately had a suspicion that it had been found.

IT is always well to notice the source from which certain news and revelation of marvellous facts (?) emanate, and never was a case more marked than in this remarkable effusion of the aforesaid Mr. Robbins. We all know what the Good Book says about a prophet being without honor in his own country? A trip around Chicago would indicate the fitness and justice of the quotation as applied to the author of the article under discussion.

"AND now Mr. Secretary-Editor, do you candidly believe that I am intoxicated by the exuberance of my own verbosity." The Secretary-Editor refuses to answer this leading question, not because he is afraid of wounding the feelings of Mr. R., but because of a feeling of uncertainty as to the real cause of the intoxication.

"WHERE in the world are all the cycles which will be put on the market this year going to?" said a cycler to us the other day. Don't be worried about that my friend, the powers of absorption in this country for bicycles has not commenced to reach its limit yet. One might just as well wonder where all the pianos go to, or where is the market for sewing machines? Isn't the world supplied and glutted with these and hundreds of other goods? Not at all!! Piano factories thrive and sell instruments, while the sewing machine industry manages to exist on a very profitable basis, and when it is considered that pianos and sewing machines are practically good for a life time, which cycles are not, it can be discerned by the thoughtful that we have by no means reached the limit of demand. Not only that, but for many years to come the increased supply will stimulate the demand, and just now at any rate we need not lay awake nights worrying over the possibility of the present supply of cycles glutting the market.

AS compared with England the cycling manufacturing output of the United States is but small, and while the reason may be advanced that the splendid roads of England create a demand for cycles, we put against that theory the fact that our population is much larger and money among the "middle and laboring classes" of America much more plentiful. It is true we don't have the roads, but "we have the men and money too." The country is ready to receive and absorb the apparently enormous output for 1891. although to the uninitiated it does look big.

THE majority of votes will go on to Washington this week unpledged, so that it leaves the result as to the election of Mott or Burdette an open question. There will be some lively caucus work done next Sunday in the Capital and the delegates will have their ears filled with grievances and counter grievances *ad infinitum*. Mr. Dunn and Dr. Brown are pretty sure of election and the contest will come on the New Jersey and Connecticut representatives. From the fact that Mr. Burdette's friends have been quite active, while Mr. Mott's have been rather passive, the indications point to the gentleman from the "Nutmeg" State.

ONE of the most complete works on "Road Making and Maintenance and Road Laws" is that published by the committee of the Pennsylvania University. It is a compilation of essays on the above subject for which prizes were offered and awarded through the University of Pennsylvania by a committee of public spirited citizens of Philadelphia. As a hand-book of road making it will prove the standard. It should be in the hands of every road engineer and road builder. It really contains more solid information on this subject than any one work we have ever seen. The compilers, Messrs. Lewis M. Haupt, A. M., C. E., and Wm. H. Rhaum, chairman, have shown excellent work in the editorial work of the book.

THE National Committee on Rights and Privileges has settled the vexed question in Massachusetts politics. What promised to be a muddle and a snarl is now so clear and straight as to be almost uninteresting. It has been decided that neither the delegation elected in September nor that appointed by late Chief Consul Emery is entitled to credentials. Fortunately for Massachusetts it had a clear headed Division Committee, and acting on its advice elected new delegates at a meeting held in January. This latter delegation will be admitted, and the old Bay State will poll its full strength.

IT is is not generally known to our readers that the great Stanley show originated as a social affair. *Wheeling* says:

"In the early days of the Stanley it occurred to that club that in giving an evening soiree they might add a little interest to the proceedings by exhibiting some machines which had been manufactured by the makers of the day for the coming season. The success of the idea was so great that next year the show partook more of the nature of an exhibition and less of a convesazione, and in the third year the frivolous part of the performance was entirely given up, and since that date the Stanley Show has been a purely business and certainly well managed exhibition."

It's very evident that the original promoters never dreamed of the wonderful outcome of that first soiree.

The Stanley Show of 1891 is past and gone and has been remarkable for the absence of radical changes in construction. A feature of the show, if we may so refer to it, was that a vast number, if not all, of the largest and leading makers of England were conspicuous by their absence. The number of exhibitors was over 200, while the non exhibitors number about 150.

A careful perusal of the detailed description of the exhibit show a dreary monotony of similarity. The diamond frame seems to have still further grown in favor with the makers as well as the riders. The individual who so warmly asserted that the safety was doomed and the ordinary was again coming into popularity will find cold comfort in the object lesson taught by the Stanley Show. Practically, and almost literally, the ordinary "was not in it."

PHILADELPHIA is to have a pocket edition of the Stanley Show, commencing March 2 and ending March 7. The Quaker City is to be praised for its enterprise and Boston is to be criticised for its lack of same in not securing what we hope to see as a permanent annual event. The trade in this country has now reached a sufficent size as regards numbers to make a by no means discretitable showing. During the League meet in Boston in 1886 the Boston Bicycle Club managed a show of cycles and at that exhibition there were 15 exhibitors of cycles. It is safe to say that Philadelphia will have at least fifty or sixty exhibitors of cycles alone to say nothing of accessories and cycling sundries. There is no doubt but that it will be largely attended by cyclers from all over the country, and Philadelphia can be congratulated in advance for having scored a success.

OUR editorial last week on the aluminum question has created some comment and caused a few to write to us direct. One correspondent says:

"I could not resist the temptation to call your attention to the fact that aluminum is now being tempered so they are able to get a 'cutting edge' with it."

Another one remarks:

"The laugh would be more justifiable if you had stated—as you might have done with the utmost truth—that *even weight for weight* steel is somewhat more rigid than aluminum. But 'what I wish to remark' is that there is a good reason for supposing that a metallic compound, in which aluminum will play a principal part, and which, *weight for weight*, will show much more rigidity than steel, will yet be given to the world. When this result has been reached the 'laugh' will still be in order, but the laugh*er* will then become the laugh*ee*."



NOTES BY "HAWKSHAW."

"SEE HERE, Wheelwright, what do you call that lamp you sold me?" "Why, that's the 'Debutante' lamp, Mr. Greenboy. Surely you can't complain of it!" "Oh, no indeed, not since I know what its name is, because I know debutantes cost those to whom they belong a lot of money and that they are always wanting to go out, and that's exactly the way it is with that lamp."

THE Chinese believe that the devil always walks in a straight line and for that reason they make the streets of their cities crooked. Now we Americans believe that the devil only favors crooked ways, and for that reason we ought to always make our roads straight, but when I view the tortuous windings of the average country one I am inclined to think that either the Chinese had the planning of most of them or else the average American road builder is a great friend of the devil's, for certainly our thoroughfares are not very straight, nor is the use of them conducive to holy thoughts or prayerful thanks. The devil's best friends are the average country roads, as they in a year cause more profanity and furnish more recruits for sheol than anything else I know of.

IN New York's annual reports I find that much stress is laid upon the fact that it has 743,634 square yards of asphalt pavement, covering 34.21 miles of streets, which the commissioner boastfully notes is a "a larger area of asphalt pavement than London and and Paris possesses." Accepting this statement as a fact, since I have not the data convenient to disprove it if it is untrue, I don't see what there is to blow about in the matter. Suppose New York has more asphalt pavement than Paris and London, what of that? It is only one pattern of decent street surface, and yet it is all of any kind that New York has which is fit to drive or ride upon, while either of the other cities possess miles and miles of good first-class pavements of other patterns which afford excellent street surfaces. If New York really wants to make a boast about her streets let her do so in a way which she can be certain of having her supremacy undoubted and unchallenged; let her claim to spend more money upon them and get less in return therefor than any other city; let her proudly point to the fact that neither in civilization, nor in barbarianism is her equal for filthy, ill-paved and disreputable street pavements to be found, and in doing so she will make a claim that none will envy her and none can dispute her supremacy in.

I WAS in New Orleans once and I knew no one in the place. My mail I had ordered from my last stopping place to be sent to the general delivery department in New Orleans, and it was necessary that an important letter I expected to reach me there should be obtained at the earliest possible date. I went several times and inquired for it and was each time informed that it had not come; at last from other letters I knew it had arrived, but in some way it had become mislaid and I went again and asked that it be looked up, but it could not be found. Calling the next day for my mail, among that handed out to me was the BICYCLING WORLD. "Are you a member of the L. A. W.?" asked the clerk, and I informed him that I was and had been for ten years. "Some of your mail is missing, isn't it?" and I answered that it was. "Just wait a minute and I will see what I can do for you." He was absent about 20 minutes and returned with my long sought letter. I then learned he was an L. A. W. member and had been Secretary of the Louisiana State Division. What good does the League do, eh? Well if in the ten years I have belonged to it it had given me no other return for my money than the above favor I would be content, but besides this it has in hundreds of ways benefited me a thousand times more than the money it has cost me. To me the benefits that it has conferred are of the kind that to speak of their value in a monetary sense is to confess that in one's soul exists no sentiment higher than can be shown by placing a given number of numerals in front of the word dollars. To me each week the BICYCLING WORLD comes not only as a journal, but as a letter from each and all of the other thousands of League members, and when I meet, or am met, by an individual who brings to the establishing

of our acquaintance no other credentials than those of being a member of the same great wheeling body that I am, while I can not explain the reason for so doing, I am always ready to meet his advances a trifle more than half way, and some of the pleasantest acquaintances I have ever formed had their foundation through nothing else but the bond of sympathy that seems to exist between those who acknowledge allegiance to the L. A. W.

DETROIT. "JUDGE."

JACK PRINCE, cape overcoat, English air "ye know," and all arrived in Detroit the evening of the fifth, and as a consequence, the people of Detroit will soon have a chance to witness (for 50 or 25 cents a head) a genuine fake bicycle race of the professional order. Jack will remain here about six weeks and go into training for the coming great race at Madison Square Garden, New York. The first race here will take place from March 2 to 8, eight hours a day. He also proposes to hold an amateur contest *in connection* with the professional, his plan being to select six fast riders, and each night let one *on the track with the pro's*, but not compete with them, the one scoring the most miles to have a gold medal. I warn all the boys not to do it. Here is what article five, section four of the L. A. W. says as to that. "A cyclist ceases to be an amateur by competing with *or pace making for, or having the pace made* (italics mine) by a professional in public or for a prize." Riding round on a track at the same time as a professional, a man could hardly help using his pace or giving the pro. one to pace by. We do not want any Denver racket worked on us.

A BEAUTIFUL plate glass mirror adorns the Western wall of our club house, a gift from the Overman Wheel Co., to whom we extend our thanks.

WILL HADGER spent a few days in town and reports business good.

MESSRS. HOLCOMBE AND ECKLIFF each wear one of the pretty small size L. A. W. pins as a prize for best playing in the billiard and pool tournament.

WE hear from Josephi quite often; Jim is nothing if not original, he recently addressed a letter to one of his friends in this city, and in one corner wrote, "Cycling and Art Promoter." It is hardly necessary to say "Griff" was the person who received the letter.

THIS is my last chance to say much about Detroit as the next meeting place of the L. A. W. We shall be ably represented at Washington by Chief Consul Richmond and our own Mr. Griffith. We know we ought to have this meet, and we know we *are* going to have it. Who was the first to bid for the meet in '91? Detroit at the Niagara Falls meet, and ever since we have let it (in every way we could think of) be known far and wide we wished to entertain the L. A. W. in '91. I have even written rhymes, a thing I never dreamed of, and my life has been threatened in consequence, and I don't blame the men who made the threats either. We have sent out greetings with more poetry on (thank goodness I can say "Not Guilty" to the charge of writing that.) "Mac" of the *American Athlete* also did good work, and now it will soon be settled; right is right, so

HIP HIP HURRAH FOR DETROIT IN '91.

CHICAGO. "WAYNE SCOTT."

THE last week the weather has been cold, but there has been no snow, so that riding is still good. H. A. Johnson, Captain of the Capital City Cycling Club, was in Chicago this week. He says that Springfield wheelmen will not ask for the State Division meet this year as they have no track, but in 1892 they will be prepared and will then ask for it. Mr. Johnson was formerly a member of the Oak Park Cycling Club.

FRANK FANNING Geo. A. Mason and Dr. J. C Wachter, the committee appointed to confer with Mr. Spalding in regard to his placing a track in his new West side ball park, have done so. Mr. Spalding's rental price was a little high, though not near the price the location is worth. The committee will report at the earliest possible moment.

AN interesting entertainment was given at the gymnasium of the Lincoln Cycling Club last Saturday night. Two hundred and fifty were in attendance, and the affair was very successful. The programme consisted of fencing by Captain Yates and pupil, high jumping by Prof. West and Mr. Luther. Mr. Luther cleared 4 feet 8 3-4 inches in a standing high jump, and Prof. West in a hitch and kick did 8 feet 8 inches. Several excellent sparring bouts followed.

A BURLESQUE on the game of indoor base ball was played by two teams of the Chicago Cycling Club at Rosalie Hall last Wednesday evening. The contestants rigged out in fanciful costumes, and kept the audience in a constant uproar, the game in itself being almost entirely out of the minds of the spectators. Dancing and a supper followed.

The Ladies Douglas Cycling Club is now being formed and will have all the privileges of the Douglas Club house one day each week. Mrs. Brockway at Twelfth and Leavitt streets is being assisted by Pres. Wachter and others of the Douglas Club in her efforts to form this organization.

RECRUITING for the membership in the L. A. W. is going along merrily in this Western city. F. H. Geer, Captain of the Englewood Cycling Club has alone twenty-five applications. At the Illinois Division's entertainment Saturday evening none but L. A. W. members were admitted to the collation, and a number of members were gained in this way. Those that applied for membership were admitted.

ILLINOIS CLUB ladies nights occur this month on the 9th and 23d. On the 13th the club give a reception and dance at Martine's West Side Hall, February 28th, the club give an athletic entertainment. The last one was attended by over three hundred, and was a highly successful entertainment. This they say will be away ahead of the last.

THE Oak Park Cycling Club have purchased a piece of land at the corner of Railroad boulevard and Prairie avenue, 175 feet on the former and 65 feet on the latter. Fifty feet on Prairie avenue will be added to this piece, and the entire lot will be covered with the club house and wheel rooms, two stories high and basement. A large hall will occupy the upper story.

THE Cook County Wheelmen at their meeting last Tuesday evening admitted nearly one hundred and twenty-five members, and held over about sixty applications at that. On Thursday evening the club gave their first formal ladies' night.

"WHAT'S the correct tire to use this season?" is a question now being debated by hundreds, aye thousands of cyclists, and at no place so much as in this "Windy Western City." One beauty of the cushion and pneumatic is that the jar is taken up and there is no side slipping on our down town granite block pavement. The cushion will be wanted by five out of six of our riders though, because of the liability to puncture in the other tire.

BROOKLYN, N. Y. "TREB."

CHARLES SCHWALBACH of the Kings County Wheelmen, who is one of the most prominent dealers in this city will, should all his plans for this season mature, do much for bicyclists and bicycling. "Charley" is at present actively engaged in working up a scheme which will eventually put a first class bicycle track upon the Eastern park ball grounds This much needed cinder path, if secured, should work wonders with our racers. Then again some of most poorly paved streets, namely the Sackett street boulevard now in a wretched condition, and which is the most convenient outlet to Long Island, will also receive attention, and if the continual persistence of prominent men can have it put in good shape Mr. C. will again have the wheelmen in his debt.

THERE is some talk of the Kings County Wheelmen's bowling team challenging the winners of the Wheelmen's League upon the completion of their series of games.

THE Brooklyn Bicycle Club will hold a stag reception on Feb. 18.

IN spite of all the arrangments made for the amalgamation of the Citizens Bicycle Club with the New York Athletic Club there is a strong possibility that the deal may not be consummated, as opinions upon the subject are about evenly divided.

THE Manhattan Athletic Club will pay special attention to bicycling this season; a large hall in their new house has been appropriated for the exclusive storage of wheels. The club will hold a fancy dress parade on bicycles in their gymnasium this month.

DAYTON, O. "EAGLE."

THE bicycle community is interested in building a track in the spring for the exclusive use of cyclists during the riding season. Our Fair Ground track is very poor, as it is made of the very soft red clay; besides the officials do not allow cyclists on it during horse racing season. Some talk of converting the large amphiteatre, that is the ground floor, into a cinder track about 12 to 15 feet wide, with a circumference of an eighth to a quarter of a mile.

THE Rambler Bicycle Club of this city contemplate giving a minstrel show in the near future. There is certainly talent enough in the club if it is brought out. This club has also given a couple

of dances in the past six months. As the Dayton Club is not to be outdone they will in all probability give one of the finest minstrels that has ever visited the city (that is the intention). Some of the best talent in the city are members of the D. B. C., and with the help of Buckles, the Cincinnati Club's clown, and a few more of that sort, the show will be a grand success notwithstanding the fact that it is to be given by a cycle club.

The contemplated road race, which was to have taken place last season, will be run about the latter part of July or August. Some of the riders here are now in training for the great race and considerable is expected of them.

The council has just passed an ordinance prohibiting the posting up of indecent show bills and loafing on corners; now if they would go ahead and push the work on the streets and looking after the general driveways it would be appreciated much better by the general public.

A grand masquerade party was given the other evening by Miss McGee, sister of one of our fellow members. Miss McGee is an ardent cyclist and enjoys the cool mornings and evenings during the summer on her bicycle. She is probably the best lady rider in the city.

Great preparations are being made for the League meet in Detroit. A number of members have signified their willingness to go, and it is to be hoped that more will decide later.

There certainly is no chance of severe suffering on the part of a cycler who joins in our club runs as we have five or six doctors who are enthusiastic wheelmen, and who accompany us on every run. Dentists are also very plentiful, and should anyone have occasion to strike a snag, forcep and plyers are brought out in a hurry.

A smoker will soon be given by the club, but as yet other business has prevented, and the date has not been set.

NEW JERSEY NOTES.

"PALISADES."

The time is approaching when Road Commissioners are to be elected, and appropriations made for road purposes in this State. Every wheelman who has a vote should take a personal interest in this matter and see that proper men are chosen and large appropriations made for this most commendable object. If each League Club in our State would put their "shoulders to the wheel," they can, to a certain extent, increase the number of good roads in their several localities.

I hear that the Irvington Wheelmen are not in as prospering a condition as formerly, and that there is danger of collapse. It is hoped that when "balmy spring" appears, new life and vigor may be given them, and that they may, like their Captain's whiskers, flourish.

Charles H. Dalsh, Secretary of the Westfield Wheelmen, is in Montreal superintending some buildings in course of erection there.

Frank H. Church of the Bergen Co. Wheelmen has sent home for his bicycle. The natives of Korea will probably be considerably surprised at this new mode of locomotion, and we look forward to interesting articles from Frank after his first few rides.

MISSOURI.

"LINNEUS."

The boulevard legislation which is now before our Legislature is attracting widespread attention, and if it passes no class of citizens will be benefited more than the cyclists. The bill provides for 30 miles of boulevards and five years will see the completion of the finest boulevard system in any city in the country outside of Chicago. All expense of the system, except the roadway construction, will be borne by the taxpayers. Another provision of the bill is that the city may regulate the traffic upon the boulevards by excluding heavy wagons or any other kind of vehicle. This last sentence sounds peculiar and some cyclists are inclined to think that they "see the nigger in the woodpile," but I do not believe that cyclists are aimed at. The 24 5-8 miles of boulevard will cost $1,300,200.

D. Castleman Webb returned to this city from his European tour last Friday. He reports having had a fine time of it abroad. While at Glasgow he purchased a bicycle and travelled to all points of interest in Europe awheel. He visited Scotland, Wales and Ireland, and went from Liverpool to Brussels and from there to Antwerp. He made the trip down the Rhine, rode into Switzerland and climbed the Rugi, and then visited Vienna, Venice, Florence, Rome, Genoa and Naples.

Last Sunday the first of a series of five games for the local foot ball championship between the cycling clubs was played at Compton Avenue Park and resulted in a draw. The game was very close and exciting and the recently organized Missouri's team made a splendid showing against the well drilled Cycling Club's team. The game lasted 1 hour and 30 minutes and was well contested throughout. This morning the teams play their second game. Captain Percy Fletcher commands the Missouris and A. L. Jordan the Cycling Club.

It is about settled that our track at Compton Avenue Park will be lost to cycling next season as the Gun Club have decided to treble the present rent in spite of the fact that they promised to let us have the grounds as long as they were in their possession for the rent originally agreed upon. President Emery of the Track Association had rather a stormy interview with Secretary Coles of the Gun Club on this question, and told him plainly that his organization was acting in bad faith to the cyclists, who had expended over $800 in advertising and improving the grounds. Just what will be done no one can tell at this writing. The track at Brotherhood Park is being rapidly built and seems to be about the only available place. Two other tracks are spoken of both pushed by athletic clubs, but they will probably result in nothing.

The coming club elections on March 3 are causing much speculation among the Missouri's members. Mr. E. W. Pattison, who was the founder of the club and has long been connected with it, has positively declined to run for the presidency on account of lack of time. Mr. Robert Holm, who is mentioned for the position, has stood on the executive committee of the organization for two years and has done as much, if not more, than any member in pushing it to the front. Dr. Keith will receive the unanimous vote of the members, and his enthusiasm will do much to increase the growth of the club.

Messrs. Wilder & Laing offer a costly gold medal to any rider breaking the existing one mile Division championship record at the Carthage meet on July 4.

The Board of Officers of the Missouri Division held their semi-annual meeting at the Missouri's club house the other evening and transacted some important business. Chief Consul Holm presided. Reports were read from the Chief Consul, the Representatives and from the various committees, save the one on Highway Improvements, which seems to be decidedly non est. Secretary Kelly again failed to send in his report and was severely censured. The Road-Book Committee urged the appropriation of a sum of money to cover a new edition of the road-book, but no action was taken on the matter. A committee was also appointed to revise the Division's constitution and by-laws and to report at an early date.

BUFFALO NOTES.

"SETAGEC."

The *Referee's* local correspondent made a very cowardly attack on me in its last week's issue. I see between the lines the venom of the ex-President of the club to which this special friend belongs. If Dal Lewis, Lewis Bruch or any other Ramblers have any more "charges" to make, they should come over their own names instead of hiding behind "Buffalo Bill" and "Biff." Then I will accommodate them with all the proof they want, and a good deal that will not be to their credit, but they are too great cowards for that. "Buffalo Bill" is in bad form throwing mud for his armor is a regular seive.

The Press Cycling Club's ball at Music Hall last Thursday night was well attended and does that club great honor.

The bicycle track idea has turned up again. This time Lewis starts the subject and booms the East Genesee street ball grounds. There are lots of locations where a bicycle track could be built if these agitators would stop bluffing and produce the money.

The Women's Wheel Club is getting lots of health besides pleasure out of its walks, bowling and gymnasium exercise.

The Wanderers have done a wise thing. They have shown the union spirit which is uncommon for this city. They have outlined runs for the whole season, April to October inclusive, and have invited all wheelmen to take part in these runs! Here's success to you, Wanderers.

In the play off of the tie in the Ramblers pool tournament John Diehl was beaten by Macbeth.

Lots of remarks have been made about that 5-mile race between Dorntge and Crooks, but the most common was that Dorntge would not dare to race Crooks again. This is not so; while Dorntge does not make any bluffs about the matter, he is not a coward by any means, and will meet Crooks or any other Buffalo rider at any time, indoors or out.

Evidently the *Referee's* special friend goes heavy on the sensa-

EAGLES FOR 1891.

CATALOGUE

FOR 1891

NOW READY

LARGER, HANDSOMER AND MORE INTERESTING THAN EVER.

Tells Why the Eagle is the Fastest Wheel on Earth. Fully Describes and Illustrates

THE EAGLE ROADSTER,

THE EAGLE LIGHT ROADSTER,

THE EAGLE RACER,

THE BOYS' EAGLE.

FREE ON APPLICATION, ALSO MILEAGE BOOK.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

THE

ROVER

Heads the list of high grade Safeties,—six styles, ranging in price from $85.00 to $165.00, and from 30 to 48 pounds in weight. Pneumatic, Cushion and Solid Tyres, Hollow Rims, Tangent Spokes and Ball Heads.

Those desiring the Agency for these goods, should apply at once to insure being supplied. The trade supplied with everything in bicycle sundries, at the lowest possible prices.

The JOHN WILKINSON CO., Direct Importers, 269-271 State St., Chicago.

Sixteenth Year in America.

1876

The First Cycles in the United States

"The philosophy of trade forces prices to correspond with quality. No man can buy for a dollar that which is worth two dollars, nor can one man make for a dollar what another and older man cannot produce for twice as much money. There are prices and prices, and qualities and qualities, and every time they correspond. * * * It is worth something to know what you are going to get"—*See Bicycling World, p. 128, Dec. 6th, 1889.*

1891

The Largest Cycle Manufactory in the World

SINGER SAFETIES

Eight Patterns.

MINIATURE, INTERMEDIATE, APOLLO, SPECIAL APOLLO, SINGER, LADIES' SINGER, SPECIAL SINGER, ROYAL SINGER.

Prices From $80.00 to $185.00.

SINGER & CO. 6 and 8 BERKELEY STREET and 2 WARREN AVENUE. **BOSTON, MASS.**

tional, for last week he had some pretty strong hyperboles; said the Iroquois rider rode wide throughout the fifty laps of that famous race and other such rot; the week before he jumped on the *Wheel's* report of trade here; this week I suppose he will pitch into the *Sporting Review*, or some other big thing; well, he ought to succeed in getting at least one free advertisement.

KENTUCKY. "GX. EX. JX."

THE Independent Cyclers have moved from Main street to the ground floor of the Macauley building on Walnut street near Fourth avenue. They have elegant apartments, and they are convenient. Asphalt, connecting with the best streets in the city, is at their door, while just across the street is the palatial home of the Pendennis Club of Louisville, the wealthiest social club in the South now. The Independent Club has among its members some of the best fellows and best riders in Louisville, but it also has some drones and some wild harum-scarum boys who care for nothing but fun. The name of the club has in the past been a synonym for wild and reckless deeds and doings, and, not to mince words, these things have hurt the club. There is a suggestion to reorganize now and change the name, and the more conservative members favor this. There is room for two first class prosperous clubs in this city, and with careful guiding the Independent Cyclers should be successful socially and financially.

AN unexpected disappointment regarding the track for races will cause a postponement of the publication of the Division meet programme a few days. It will be out by the 1st of April anyhow.

A RECEPTION and supper for Dr. Charles G. Lucas is now talked of by the Louisville Cycle Club. Dr. Lucas leaves for a year's visit to Europe in a few weeks.

NEWS AND COMMENT.

THE Bay State Bicycle Club of Worcester, Mass., celebrated its fourth anniversary with a banquet on the evening of February 5. The affair was a huge success in every way. Many visiting wheelmen were present, and the affair was kept up till a late hour.

THE Palisade Wheelmen of West Hoboken, N. J., celebrated their anniversary on the evening of February 12th by a theatre party to Jacob's Theatre, and afterwards held a "stag" at their rooms.

THE members of the Memphis Cycle Club recently presented Capt. Deupree of that organization with an elegant silver service.

A SMOKING concert and athletic entertainment will be given by the Missouri Bicycle Club on the evening of February 14.

THE North End Wheelmen of Philadelphia will celebrate their yearly anniversary by a banquet and reception on the evening of April 9

THE Hudson Co. Wheelmen have all the stock subscribed for their new club house, and they will begin to build at once. The scheme has given considerable impetus to the club, and as a consequence applications for membership are rapidly pouring in.

"CYCLING FOR HEALTH AND PLEASURE," the best book of its kind in existence, can be obtained for 50 cents from the WHEELMEN CO., 12 Pearl street, Boston, Mass.

THE annual dinner of the Citizens Bicycle Club of New York will be given on the evening of February 21 at the Grand Union Hotel.

THE Buffalo Ramblers will celebrate their sixth anniversary by a dancing reception on the evening of February 16. The club is to be congratulated on the strong position into which it has intrenched itself, as at one time, and not many years ago, its chances of life were rather dubious.

DO you enjoy fun? If so, send 50 cents to the WHEELMEN CO., 12 Pearl street, Boston, and get a copy of "Cycleland," the best collection of comic cycling sketches published.

THE Memphis, Tenn., Cycle Club at their recent election had an exciting contest, eighteen ballots being necessary to decide a choice for First Lieutenant.

THE Capital City Bicycle Club of Washington, D. C., celebrated its twelfth anniversary on the evening of January 31. The invitations and menu for the occasion were of an elaborate description, and reflect much credit on the members having the matter entrusted to their care. After a thorough discussion of the splendid menu the company present turned their thoughts to the flow of wit and wisdom which followed. Mr. Chas. Richards Dodge officiating as toastmaster. a number of toasts, interspersed by vocal selections by a quartette, were responded to, and the festivities wound up with the song "Keep it away from the Cat" by the quartette and club members. This club was organized in January, '79, and has steadily gained in prosperity, and at present have a splendid club house of their own, and a large membership.

THE Centaur Club is making arrangements for a big smoker to be given on the 19th inst. in celebration of the fourth anniversary of the formation of the club. The affair promises to be the largest and finest of its kind in the history of the club. The Centaur Club started four years ago with eight members, six of whom are still on the roll, the other two, Charles Gasknis, the club's first President, and Charles R. Eisenbrandt, having died. The club now numbers 45 members, and its future is full of promise.

THE Whitinsville, Mass., Bicycle Club gave an anniversary entertainment on the evening of February 6, which was a pronounced success in every particular. The audience was the largest ever assembled in the hall, and the hearty applause given the different participators in the entertainment, showed that the audience were in full sympathy with their endeavors.

MUNCIE, IND., claims the distinction of having the heavy weight bicycle rider of the United States residing in her limits; Mr. Geo. P. Davis, the gentleman in question, weighs 253 pounds, and up to last year rode an ordinary. He made a tour of 482 miles through Indiana last year, and spins off 60 or 70 miles in a day occasionally at the present time. Mr. Davis joined the L. A. W. in '81, and has been a member ever since. Mr. Davis is a jolly good fellow, and is very popular with the boys.

MR. SAWYER, the father of John and Ralph of tandem fame, has been transferred from the Tennessee Division of the L. A. W., to that of Vermont, and has been appointed a Local Consul of that State. As Mr. Sawyer is a hustler we expect to see the membership increase in Vermont.

THE Harlem Wheelmen held their fifth annual reception on the evening of Feb. 5. Large delegations of wheelmen from neighboring clubs were present and also some of the leading officials of the L. A. W. The affair was a decided success in every particular.

THE pool tournament at the Missouri's club house is attracting large audiences, as the contestants are pretty evenly matched. This makes the contest all the more exciting. The final winner will probably not be known until the last evening of the tournament, Feb. 21.

THE Philadelphia Bicycle Club held their annual meeting on the evening of Feb. 10, at which time the presentation of the Captain's and President's cup and also the awarding of the "tin cup" for the smallest mileage record took place, the whole affair concluding with a supper. This club exhibits considerable enterprise in its manner of keeping the boys together through the winter months, which is worthy of emulation; printed reminders are sent in each monthly notice to the members, stating the various entertainments to take place during the month and the evenings on which the events occur. The club has amended its by-laws so that it now admits members, termed junior and senior, contributing at lower dues, who can have the use of the club house, but have no voice in the management of the club's affairs, the juniors paying $12 per annum and the seniors $20. No entrance fee.

"DO."

IT'S fashionable now for writers of the wheel press to set themselves up as Solomons and from the heights of their superior wisdom to tell their readers and other unfortunates what they should and should not do in cycling, so now I from my little throne am going to add my dose in the shape of ten 'do's" and four "don'ts" as follows:

First—Let the pressure of the feet upon the pedals be as even as possible, endeavoring to put the pressure upon one pedal as you take it from the other

Second—Practice and learn to ride in a straight line by keeping a steady, yet easy, hold upon the handles and using the weight of the body when possible.

Third—In ascending hills hold the handles firmly, get as much purchase or pressure from the loins as you can.

Four—Bear in mind that it often pays better to get off and walk than to struggle painfully to drive the wheel up very steep gradients, as the action of walking is a change and more natural for hard work.

Fifth—Always slacken speed in going round a corner or in making a sharp turn to avoid running into anything or taking a fall.

Sixth—Always lean or sit well over towards the centre of the circle made in turning; the sharper the angle and the greater the speed at which it is taken the more this is necessary.

Seventh—Take care and back-pedal, as well as use the brake, until the bottom of a hill is in sight.

Eighth—Always be courteous to wayfarers, both pedestrians and horsemen.

Ninth—Obey the rules of the road religiously, unless you see that the driver of any vehicle will not allow you to do so, when to avoid a charge of "contributory negligence" it is well to act as prudence and circumstances dictate.

Tenth—In encountering freshly laid stones get out and walk, as it saves the tires when the weight of the rider is not upon them.

"DON'T."

First—Drive too fast or cultivate a high rate of speed.

Second—Go too fast at the beginning of a hill, but reserve your power for the top.

Third—Take your feet off the pedals unless the wheel is provided with a powerful brake.

Fourth—Lend your machine to your friend or to anybody else's friend.

While the foregoing are neither new, nor original, I felt called upon to add my collection of wisdom to the general list and here it is. If the reader thinks there is too many things for him to do I have purposely made the number of ones for him not to do very small, and if he only obeys them he will be a good, safe rider, and will enjoy cycling in the rational way in which it is most beneficial.

"HAWKSHAW."

THE STANLEY SHOW.

BY T. A. EDGE.

No doubt the most interesting features of this year's show were the tires. It is the perfect tire for which every cyclist is looking. Had not the question of "shoeing" cycles being practically revolutionized during the past season I fancy there would have been but very little interest in this year's exhibition at the Crystal Palace. The regular attender of Stanley Shows missed the old firms and familiar faces of their representatives; but a visit to the London depots of the larger makers made the cyclists, who had already visited the show, familiar with the whole of the new features in cycles and their accessories for 1891.

One saw beneath "Sydenham's glassy dome," as thetpoetical Swindley would say, the old monstrosities. The same pensive-looking gentleman who thought hand-driven machines would supersede those driven in the present fashion. There were quite as many faddists as in the days of yore. Saddles, especially of combination pattern, had apparently received considerable attention, and from what I could see English manufacturers are following the lead of Americans and paying attention to that of the hammock "species." Lamps, too, have been considerably improved, the "Regenerative Bell Rock," manufactured by Messrs. Miller & Co., and "Holophote," a new lamp introduced by Messrs. Lucas & Son, were the best things I came across. I shall have something to say about them later. There were a few spring frame safeties in the show. The "Collier Two-Speed Gear" again makes its appearance; it has been greatly improved since last season, having now ball bearings at both speeds. Mr. Pollitt, the maker of the gear just mentioned, also shows a ladies' safety fitted with his "ladies' safety starter," an arrangement by which the rider "can place one foot on the floor, the other on the pedal and start away without jumping into the saddle." The saddle and seat pillar are made so as to enable the former to be lowered at will. When the rider has started the saddle springs back to the correct height and is locked there. One ingenious gentleman geared his machine to 80-inch, and to make one able to drive such a high gear attached weights fitted to the centre of the heels and projecting about six inches on either side. These weights, he argued, would, when the machine was started, carry the machine along, overcome the dead centre and make an 80-inch gear as easy to drive as the 60-inch gear on an ordinary machine. With the exception of adding about 8 pounds to the weight of the machine, and making it considerably harder to drive, I could see nothing in the invention. No doubt it would be very good for riders possessed of strength above the average. The "Zimmer" gear, which enables one to use hands as well as legs, is the best of its kind I have seen, and in all probability there may be something in the idea, although without a trial one cannot speak with any degree of authority; theory in cycling has on too many occasions been proved radically wrong. An ounce of practice is worth a hundredweight of theory.

Frames have not received very much alteration since last season. There is a tendency to build diamond pattern with socket ball steering head. Some makers prefer one short ball socket; others think long centres are stronger if not quite so neat and consequently adopt them. The latest frame work—the Wenham—is a double tubular, starting from bottom and top of the socket steering, and running in a half semi-circular, half eliptical manner past the saddle pillar, round to the bearings of the driving wheel (these being joined to the tubes, one on either side), thence to the bottom bracket and to the bottom of the socket steering. The frame is thus made in one piece or two pieces and not in anyway brazed. It is claimed by the manufacturers to be much stronger. Another firm builds almost a similar frame, but it is made additionally rigid by means of spokes or thin wires forming stays, and screwing into a centre or hub. In fact made on the same lines as a wheel. This frame is made of a semi-section of tubes. It is very light and particularly strong. A feature of the show is the way in which several of the larger firms' machines have been exhibited. I refer to those who signed the bond not to exhibit. At Messrs. Goy & Co.'s stand are "The Whippet," "The Psycho," "The Humber," "The Rover" and others. And now a word about the various cycle exhibitors. Space forbids me dwelling at any length with a detailed description of any one exhibitor's wares and I shall confine myself to a few remarks only; firstly, tires; secondly, accessories.

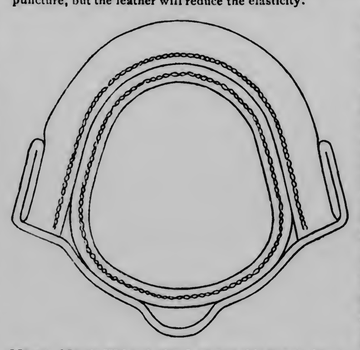
Speaking of tires, I cannot say that I was particularly pleased with the show in this direction. I came prepared to have retailed for my especial benefit, and through me the benefit I hope of others (when I can be sufficiently lucid in my descriptions), but I really gained very little knowledge in this direction. Half of the firms who are making tires did not exhibit. I cannot but think they were ill-advised. The whole interest in the show was centred in the tires, and for several of the principal makers to be absent was extremely bad policy.

Although with the exception of being seen on many machines the Pneumatic Tire Company had no exhibit. No doubt some interest is attached to the movements of the firms and the progress of the tire, and I may here remark that for this season the tire has been considerably improved. The bursting of the tire was of common occurrence last year. This year the canvas covering the inner tube instead of being stuck together with a solution is sewn, and the inner tube will consequently not burst or bulge in the same manner which was so frequently seen during 1890. The inner tube has been somewhat strengthened, the valve has been greatly improved. Instead of laying inside the hollow portion of the tire, projecting through the rim considerably, it is now made in such a manner that it lays practically level with the rim itself. Freedom from puncture will be greater this year than last. I hear on good authority that this season if R. J. Mecredy races he will have a specially made tire. The canvas will be replaced by silk and other features introduced which will combine to make the tire faster even than it is at the present time. So much for Dunlop's patent, but there are many pneumatics at the present in the market. Boothroyd's, Hancock's, the North British Rubber Co.'s ("The Clincher"), Chas. MacIntosh & Co.'s, one made by Tupper & Redhill were all with the exception of MacIntosh's on exhibition. Boothroyd's was only exhibited on a "Geared Facile" on to which machines it was fitted. This safety was on Goy & Co.'s stand. The firm with whom Mr. Boothroyd is connected (Messrs. Ellis & Co., the makers of "Geared Facile") is amongst the bonded non-exhibitors, consequently there was no section of the Boothroyd on view.

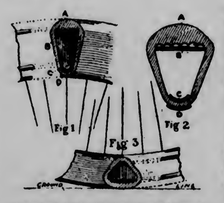


No doubt to the curious, the one shown by Mr. J. L. Hancock afforded a certain amount of food for reflection. It had the appearance of a life buoy it was so large. Upon inquiry I found it was only built for exhibition. But the Hancock tire itself is extremely simple and has the appearance of being thoroughly reliable. In looks it is not unlike the ordinary cushion tire; there is an eccentric hole or air-chamber much larger than that in the ordinary cushion. The chamber is made with the rubber coming in contact with the road is thicker. The chamber is lined with canvas and the whole tire is vulcanized together. It is filled with air in the ordinary way by an inflator, which is screwed on the valve. When enough air has been pumped in, the valve is closed by a small screw. There can be no bursting; a puncture can be very easily repaired and it certainly is one of the simplest of pneumatics.

Leather for the inner tube covering takes the place of canvas in the Surrey Machinists' Co.'s tire. The other covering is attached to the rim by leather laces, instead of being solutionized on. It is very readily repaired, difficult to puncture, but the leather will reduce the elasticity.



If the "Clincher" pneumatic tire will only stick fast into the rim then it can be no other than successful. The inner tube of the "Clincher" pneumatic lays in the rim; over it a broad strip of rubber of uniform thickness is placed. This is tucked in under the rims, which are turned inwards, and when the inner tube is blown up the outside covering is jammed in such a manner as to be immovable. Though some people are afraid the outside covering may be forced out of the rim, especially when going round a corner a trial may prove this to be wrong. I need hardly remark that it is very easily repaired and not likely to get out of order. Messrs. Morris Wilson's tire I was unable to see; it was not exhibited, but I understand it will (should it prove satisfactory) be placed on the market after an extended trial.



The appearance of Humber's suspension tire has long been anxiously looked forward to. It consists of a rubber tube having two steel bands inside it. The one is bolted to the rim of the wheel, thus fastening the tire. The other stretches the tire and the weight of the rider is supported on the ground by the outer band or hoop. The recliency of the tire by those who have tried it is said to be quite equal to the pneumatic.

Of Cushions there are not very many show of the newn design. I am inclined to think of the simpler cushions, the one which has a chamber in shape between ∧ and ∩ running through it is the best. This chamber should not be placed in the centre, but allow more rubber where the tire comes in contact with the ground. The portion of the chamber fixed in the rim is almost immovable, hence not elastic. By this class of tire unnecessary weight is done away with; the rubber is thick where it is needed, whilst it is less liable to cut from the inside. The Bates cushion, which is grooved above the line of contact with the rim, so that when its queezes up through the weight of the rider it will not be cut by the rim, is well known. The North British Rubber Co.'s "Clincher" tire.



It is between ∧ and ∩ in shape, fits into a rim which is made to slope inwards, and which helps to hold the tire, which is also vulcanized to the rim.

The Ancoats Vale Company show a half circular section of rubber tire fitted to a T shaped rim. The Dunkley tire has a double chamber; the bottom chamber U or half circular shape, the top one being circular. These are the principal cushions shown. There were several important rubber firms absent from the show, hence no description is given of their tires.

In saddles of the combination pattern, I think a sample which attracted the most attention was the new hammock made by Messrs. Middlemore & Co. of Birmingham, for which firm W. H. Linford, the rider of the greatest number of miles in the twenty-four hours' North Road race on a solid tired safety, is the manager. He showed me the article under discussion. I have said it is of the hammock pattern, but in addition to this it is hung on springs of the Arab cradle pattern, the front portion working on a swivelled or hinged joint. The combination of spring and saddle is not very heavy, and it will, I understand, be made still lighter to suit the fast road rider or record breaker. It can be very easily adjusted. The weight of the roadster combination is but 2 1-2 pounds, so it will be seen that its weight is of no great disadvantage. The other combination is one made by Messrs. Lamplugh & Brown combines the qualities of perfect adjustment to the weight of the rider; all the excellencies of the hammock, whilst its formation does away with (to many) the objectionable quality the hammock saddle possesses of giving away too much in the centre. The front portion of Messrs. Lamplugh & Brown's "Tandem Spring Hammock" saddle is suspended by means of a coiled spring between the top part of which and the saddle is attached an adjustable piece of steel wire, the lengthening or shortening of which adjusts the spring of the saddle. Behind the coiled steel springs are used.

Of lamps Messrs. Miller & Co.'s specialty, "The Regenerator," is fitted with a regenerative chimney and most of the smoke is consumed, thus the light in the lamps shines much more brilliantly than in most lamps. The nuisance of the oil reservoir dropping out when the door of the lamp is opened has a so been obviated by a simple catch which prevents the reservoir moving and prevents rattle. Extra reflecting power is obtained by other specially designed reflectors, altogether it is a vast improvement on other lamps. Messrs. Miller & Co. make a spanner of box pattern at one end, the ordinary jaw at the other. Hence all nuts can be dealt with, the extra strength of the box pattern of spanner enabling great pressure to be used without fear of much strain.

Going back to lamps the "Holophote" of Messrs. Lucas & Sons gives a magnificent light. It is entirely unlike any other lamp on the market. The wick is fixed at the bottom of a deep, highly polished funnel, directly in front of an extraordinary strong reflector. The light given has the dazzling brightness of the electric or lime light. Though an expensive lamp, those who require a strong light to show the road "in darkest England" will doubtless not be within paying the price for it.

There were many specialties, but few of any real service. In cyclometers one of Messrs. Lucas & Sons' should prove a boon to those riders who care to know the number of miles they cycle during their season's work. The cyclometer is attached to the handle bar and is constructed differently to any cyclometer I have seen. A new home trainer finds room at one stand by which your own machine can be ridden and consequently no deviation from your actual action is necessary. You pedal identically as you would on the road.

To many the exhibition of "old crocks" was no doubt interesting, but I am afraid very many persons who visited the show the first two days would be dreadfully disappointed by the fact that they were not labelled, and they presented the hopeless jumble of rib-and stock at a broker's shop. When they were labelled the history of cycling from its infancy could be traced and the ancient relics of wheeldom were the subject of much comment and kindly criticism.

A pneumatic saddle was one of the novelties shown. It was an inflated covering of rubber made to fit over the saddle.

There were over 200 exhibitors at the exhibition this year.

I heard of an invention which, if it prove feasible and practical, will be a great improvement on machines using pneumatics. It is an automatic air pump, which so soon as the tire reaches a certain degree of softness proceeds to re-inflate the tire slowly and by very minute volumes of air.

There is no doubt but that the pneumatic wheel of the future will use a drum brake, the action of the ordinary plunger brake is a bit too drastic for use on the air tire.

RESOLUTIONS OF THE HARTFORD, CONN, WHEEL CLUB ON THE LIMITATION OF THE VALUE OF PRIZES

At a regular meeting of this club the following preamble and resolution was unanimously adopted. Preamble:

Whereas, It being the unanimous opinion of the members of this club that the adoption by the League of American Wheelmen of rules forbidding team races, and the award of various articles of intrinsic value and use as prizes in amateur cycling events, as recommended for adoption by the joint committee of the League of American Wheelmen and the Amateur Athletic Union would be so highly prejudicial to the interests of American amateur cycle racing as to make the creation of a new and independent authority for the government of such racing a matter of necessity, therefore,

Resolved, That justice towards those clubs whose desire it is to continue in the future the large and attractive race meetings of the past, fairness toward racing men, and the best interests of the League itself, demand that the present rules regulating races and the award of prizes remain unchanged, and that it is the duty of the League's officers to avert the unfortunate results which we are certain would follow the adoption of the changes proposed by the the Committee by rejecting them. Attest,

F. E. HASTINGS, Secretary.

February 10th, 1891.

SENATOR RICHARDSON on January 6th presented a bill to the Senate for the purpose of Roads Improvement in New York State, and for the building of State roads. The act proposes a loan to the State of ten millions to be issued for this purpose, and a special tax is provided for so that the loan and interest can be paid up in eighteen years. The act also provides that it shall be submitted to the people of the State at the next annual election for their action before it becomes a law.



A SUCCESSFUL LIFE.

"If you don't succeed at first, try, try again" is a trite proverb, and one that is too often regarded, we fear, as childish and outworn, and yet many of America's most successful men owe their high places to a faithful observance of its conditions. Perhaps in no instance has this fact been more vividly illustrated than in the career of the subject of the present sketch.

There has just been celebrated in Boston the golden anniversary, so called, of the J. P. Lovell Arms Company, in recognition of the completion of the fifty years existence of the business under the management of its founder, John P. Lovell. And this is the man who has literally struggled his way to triumph.

Born July 25, 1820, when the opportunities for a poor boy to acquire a good education were not nearly so plentiful as they are now, he was still further handicapped by the loss of his father. He must work to live. But at what? Well, young John was ready for anything, for we see him first in a cotton factory, later in a gunsmith's store, next as a grocer's boy, and then—strange transition—at work with legs crossed at a tailor's table. But these three changes by no means complete the list of them. Back to the cotton factory went young Lovell, stayed three months, and then—lo and behold we find him on a cattle ranch as a drover's boy. Still this is scarcely more surprising than the occupation which next claims his attention—that of an auctioneer.

What a school of experience did all these employments form for the young man! All sides of his character were submitted to friction, and polished and hardened to resist fresh shocks of fortune.

And undoubtedly with it all he had to endure the gibes and insinuations of those who affirmed that such a rolling stone would gather no moss. Yet he kept pegging away, not at work pure and simple alone, but at the problem of the sort of work for which he was best suited.

And thus at last he found his true vocation—rendered all the more worthy to fill it by the rude buffetings to which he had hitherto been subjected.

He was but sixteen when he returned to the gun shop and laid there the foundation of that career which is now in the zenith of its brilliancy and power. For three years he worked faithfully at the tasks accorded him—so faithfully that when only nineteen he was made foreman of the shop, and twelve months later became a member of the firm.

And now one would imagine that young Lovell's trials were over and he was smoothly embarked on that sea of prosperity which was to bring his ship, amply treasure laden, to the port whither he would go. But not so. Scarcely had he assumed management when his partner died.

Everything now depended on this mere boy. Money was needed and immediately. Where was it to be had? Would any be found to instrust their capital to so young an investor? This was the task set for young Lovell to accomplish, a harder one to bring to a good finish than work that required merely indomitable plodding, untiring toil. For not the baser metals, but men's minds were to

be subdued, and tact and generalship as well as courage and persistence, are necessary qualities for the subduer to possess.

And Lovell had them all; otherwise he would not be the subject of this paper. He had them and knew how to use them. The John P. Lovell Arms Company was founded and stands to-day, one of the most important of Boston's business enterprises, and with a name and fame reaching to the West across the continent and to the East across the sea. One man's pluck, energy and industry has brought all this to pass, and now the object, tended with such care in its infancy, has grown to giant's stature and rewards its guardian with golden fruits.

But this, we fancy, is one of the least of the joys that the man of seventy has in the work of his brain and hands. It is the sense of difficulties conquered, obstacles overcome, assured success wrung from threatening failure—these are the satisfying musings of the self made merchant, all these, and the realization that his career is a comforting example to the struggling lad whose youth is as barren and unpromising as was his own.—*Argosy*.

(See page 407.

The first annual reception of the Outing Wheelmen of Philadelphia took place on the evening of Feb. 6 and was a very pleasant and successful affair. Much credit is due to the members who had the matter in charge.

The best book of its kind ever published is the verdict of the numerous readers of "Cycling for Health and Pleasure." Have you read it? It can be obtained of the Wheelmen Co., 12 Pearl street, Boston. Price 50 cents.

LEGAL.

BOWN VS. CENTAUR CASE.

The Overman Wheel Co. advise us as we go to press that they "have just received a cablegram from England announcing the reversal of Judge Kekewich's decision in the Bown vs. Centaur Case."

ELWELL EUROPEAN TOUR NOTES.

Messrs. Elwell and Higgins have now ready full printed information as to what to ride, what to carry, how to carry it, and other matters in connection with their tours this summer. As the number is limited, and names are coming in rapidly, all interested should communicate with them at once. See advertisement on page 406 of this paper.

TRADE NOTES.

We have a mass of interesting trade notes which have been crowded out this week, notably Messrs. Sweeting, Strong & Green, Bretz & Curtis, Geo. R. Bidwell & Co. and others.

We desire to state that the Pope Mfg. Co. have deposited with the Wheelmen Co. a check to their order for $1000 subject to disposal, as per terms which appear on their advertising page.

THE GORMULLY & JEFFERY MANUFACTURING CO.

It was certainly a bold move on the part of this sterling company to send out over 1000 circular letters to the most prominent riders, agents and dealers, calling for criticisms on their machines. It was a move that showed they were open to honest criticism and suggestions. The questions were:

What defective features, if any, have you observed in our machines?

In what manner could parts, although not defective, be further improved?

What merits have competing machines which are absent in ours?

Certainly these questions hit from the shoulder and invited exhaustive criticism. The results were more than satisfactory.

In every case where suggestions showed merit and were practicable they have been adopted by the Gormully & Jeffery Mfg. Co., but as these suggestions nearly all related to the minor details, it was found that the principal features of the Rambler were almost unimously endorsed by the correspondents. Therefore the Rambler of 1891 is practically the same as that sold in 1890.

It was our pleasure to visit the home and birthplace (if we may use the term) of the Rambler, and what we saw there impressed us much with the size of the business of the Gormully & Jeffery Manufacturing Company, the system of detail and the care shown in the manufacture of their machines. We were three or four hours passing through the factory, and every courtesy and facility was offered us to delve into the methods and judge of the material used in the manufacture of their wheels. The "inspection" proved most satisfactory, and nothing could be asked for more than is done by the company in using the latest and most approved methods and the best of material. In fact in some cases the regular "best" stock of steel was not good enough, and they have a special brand made for them. The total number of hands employed is something like 350, and every available space in their already large five-story factory is utilized. The company, with its usual foresight, seeing that the time was near at hand when they would have to increase their factory, have purchased a large estate on the opposite corner. The land is at present covered by buildings, which are used by Messrs. Gormully & Jeffery as storehouses for their material and completed stock. The day is not far distant when it will become absolutely necessary to put up a factory fully as large if not larger than the one they at present occupy. The present factory consists of five stories and basement. The basement is of course used for boiler, engine and blacksmith shop, where the drop forging is done, and the brazing. Crude oil is the fuel used for forging, brazing and steam. Four stories above this are the different machine rooms, placed in such order that the machines will pass through them in the natural sequence of manufacture and completion. The lamp department occupies a portion of the fourth floor. Here all the well-known lamps are manufactured. We were especially pleased with the line of lamps they make, and their full nickelled Ramblers No. 1 and No. 2, with the latest improved anti-vibration spring and adjustable socket for the bracket are perfect gems. The chief beauty of this lamp is that it will fit any lamp bracket, whether it be solid or of the bent wire pattern. All the other lamps made by G. & J. are equally meritorious, however. Of course these anti-vibration lamps have to work on joints; so to limber these joints up an ingenious arrangement has been attached to a broad endless belt, to which the lamps are fastened and set in rapid motion, so that the joints get a good working and limbering up before they are passed on by the inspector. Messrs. G. & J. are making a drive on the lamp business, and are constantly placing large orders from manufacturers and jobbers for this most excellent line of goods. It would be well for the manufacturers and dealers to make a note of that fact.

On the top floor is the leather department, and here not only all the tool bags and saddles necesaary for use in their own business are made, but they are doing a very large business with the trade in furnishing leather goods. When we were up there they were at work on several large orders from manufacturers as well as on their own particular line.

Before leaving the subject we cannot but help noticing a special feature in the construction of the Ramblers and that is the use of bent and formed tubing where it is usual to use solid metal; for instance, at the point on the frame where the crank sprocket is hung, and the upright portion of the frame that takes in the saddle post meets the loop frame by a most ingenious bending of steel tubing, all that portion which, as we said, is usually solid is made hollow—a very expensive mode of construction. This form of construction is also used at the point where the neck of the loop frame is attached to the steering head and other points. To write up such a thoroughly first-class cycle factory in *detail* would be a job that would take pages of this paper and the technical description of the hundreds of machines necessary to turn out a first-class wheel would be tedious and understood by few. In this brief, but imperfect sketch of the Gormully & Jeffery Mfg. Co.'s factory, we have tried to give at least an impression of the excellence of method and material and thoroughness used in the manufacture of the American wheels, and if we have done this we have achieved our purpose.

As to the brains that run this vast-growing business we have to come down to the first story. Mr. Gormully looks after the general business and financial interests of the company, while Mr. Jeffery is the head of the manufacturing end of the business, and that these two branches are well looked after the past prosperity and future outlook of the company's business speaks more eloquently than mere words. The clerical force of the office is naturally large and is divided up into departments, the chief of which are agencies, cashier's and advertising. Having thus briefly disposed of the factory we now will drop down to No. 85 Madison street, at which place

THE CHICAGO RETAIL STORE

is situated. Situated in the very heart of the cream of the retail portion of the city, and made attractive by a brilliant display of nickeled wheels and sundries in the fine plate glass windows, together with the beauty and fine taste of the interior we do not know of a cycle store that equals it in attractivenees, even though it be excelled in size. The window at night is the most attractive on the street and is made brilliant until every midnight by groupings of incandescent lights. The interior finish of the store is rich in its inlaid hardwood floor and cherry desks, counters, cases, partitions and furniture. Each piece was built so as to form a harmonious whole, and the fittings all show the very highest quality of the cabinet-maker's skill.

The basement was being fitted up as a riding school, with dressing and toilet rooms for ladies and gentlemen, The sides of the walls and posts will be richly upholstered and the finish will be in keeping with the elegance of the up-stairs salesroom. Mr. John O. Blake, formerly with Messrs. A. G. Spalding & Bros., has charge of the down town house of the Gormully & Jeffery Co., and he is assisted by a corps of salesmen and instructors. Not only do they carry the full line of American machines, but they also carry a line of other makes. While we were in Chicago the company closed an arrangement to open a



THE STOVER BICYCLE MFG. CO.

WASHINGTON (D. C.) BRANCH

at No. 1325 Fourteenth street, N.W., to be under the management of Mr. L. B. Graves (formerly of L. B. Graves & Co.) This branch will include the District of Columbia, Maryland and Virginia and will be the distributing depot of the American Cycle for that territory. Mr. E. B. Parker, formerly of Terre Haute, Ind., will be with Mr. Graves. The store and basement measure 70x25 each; the basement will be used as a repair shop. Next to this store is a large vacant lot 70x100, which will be prepared for and used as a riding school by Mr. Graves. The company is gradually spreading out in the branch idea, as by this method it is found to facilitate and simplify the business very much, so necessary in a growing business.

MESSRS. WM. READ & SONS.

Whatever Wm. Read & Sons do they do well, and this fact has been further exemplified by the manner they have handled their cycle business. Last week we published a cut and specifications of the New Mail for 1891, and in the advertising columns they present two new wheels for which there will no doubt be a big market. The $100 cushion New Mail is a beauty and will take at sight. In general lines it is very like the $135 New Mail, though of course it does not have the spring fork and the drum brake. It is a very handsome and fetching bicycle. The Ladies' New Mail is a little beauty and will at once jump into popularity with the fair sex. Unlike the two patterns of the Men's New Mail the front forks have a curve. This machine is fitted with cushion tires and a very neat looking chain and wheel guard. They also have a New Mail Boys' Safety listed at $35, and they also handle the Little Giant Boys' Safety, fitted with the Bolte spring, listed at $35. Messrs. Read & Sons are always in the field for live agents and those who desire to handle their line of wheels should at once put in an application. Of course it is understood that all the New Mail parts are thoroughly interchangeable, and the material and workmanship is on a par with the reputation of the firm, "right on the top shelf." Agents write for terms and keep your eye on their announcements.

M. V. LIVINGSTON CYCLE CO.

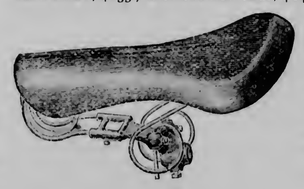
The friends of the M. V. Livingston Cycle Co. will be pleased to hear that work at the factory at Westboro was resumed Monday last and here this week has elapsed the full complement of hands will be hard at work engaged in the completion of the Broncho cycles. The workmen have been paid in full for wages past due to all those who presented themselves at the office of the company, and all other employes who were not on hand will be paid wages in full on their applying for same. Certain papers have alluded to the Livingston Co. during their embarrassment in a way that the company very rightly resents. The charge of "fraudulent transactions" are entirely without foundation and the authors of the charge will no doubt hear of that matter later. We sincerely hope that the cloud has rolled by permanently and that the M. V. Livingston Co. will now proceed on the even tenor of their way towards success and prosperity.

THE STOVER BICYCLE MFG. CO.

The above cut shows the ladies' new Paragon bicycle made by the Stover Bicycle Mfg. Co. of Freeport, Ill. The same company also send cut and description of saddle which appears below:

SPECIFICATIONS OF LADIES' PARAGON.

Twenty-eight inch tangent spoked wheels, 5-8x3-4 tires (red Para rubber), ladies' Phœnix saddle, raw hide dress guards, full ball bearings constructed of forgings, and Credenda tube, centre brake, tiller steering, new design soft rubber handles and pedal rubbers. Built expressly for the ladies. Weight all on, 40 pounds. Price standard finish, $135; with cushion tires, $145.



NEW PHŒNIX SADDLE.

A new rear and downward acting saddle. Built on a new principle of tempered wire and aluminum bronze. Weight 2 pounds 8 ounces. The neatest, most comfortable and strongest saddle in the market.

Price $6 00.

THE OVERMAN CUSHION TIRE.



We present this week a cut of the Overman Wheel Co.'s cushion tire. We have before this printed cuts of the tire as it appeared on the specifications presented to the Patent Office, but the cut herewith gives a much better idea of the tire as it is. This tire has been put to hard test by the company on the road with the most satisfactory results. We were shown a Victor wheel on which the solid tire of the front wheel showed several bad cuts from use on the road,

while the cushion tire on the rear wheel was *absolutely unscratched.* This certainly is a most satisfactory "object lesson." By the way, the enlarged quarters of the Overman Co.'s Boston branch are most beautifully furnished and the formal opening of same will take place before the end of this month.

WRIGHT & DITSON, the largest outfitters of ladies and gentlemen's sports in the world, have gone into the cycle trade with that indomitable energy and push that up to the present time has caused all of their many departments to stand first and foremost in the trade. They have bought the lease of 578 Washington street, and yesterday began the work of connecting the stores. One week will probably be occupied in making alterations. This will increase their floor space one-fourth. They will be the Eastern depot of supply for A. Featherstone's complete line, and will use the entire Hayward place side of their store for their display of cycles. Their specialty will be the Pneumatic tired safety, both diamond and drop frame, at $135. These machines will be fully warranted. They will also carry a complete line graded from $125 down to $15 Their sundry list will be complete. This firm make a specialty of cycle clothing, both flannel and worsted. They are now running two large factories, both worked to their full capacity turning out these goods. Mr. G. Minturn Worden, so well and favorably known to the cycle trade all over the country, has charge of the cycle department. Mr. Worden is one of the best posted and most successful salesman on the road and in the office, and Messrs. Wright & Ditson have "hit the gold" in securing his services.

THE Pope Manufacturing Company have secured the well-known Winslow's Skating Rink for a riding school, and it is now open. There is a large clear area for riding and a splendid floor. Competent instructors are in attendance at all times, the school being open from 9 until 6. One feature that will interest the ladies is that a special time will be set apart for their use. The entrance to the rink is on Clarendon street, near Copley Square, and there are no stairs to climb, the rink being on the first floor. Appointments for lessons should be made at the company's store, 77 Franklin street.

THE Warwick catalogue is out, and a very neat, comprehensive catalogue it is. It shows details of construction, especially of the hubs, bearings and chain adjustment. The method they employ to make their bearings absolutely dust proof is illustrated in a way that any one can understand. The cushion tire and the method of attaching the spoke to the rim are also made plain. Send for the catalogue and see for yourself.

MR. H. D. HUTCHINS, the well-known safety rider of Malden, Mass., has been engaged as salesman in the Gormully & Jeffery Mfg. Co.'s depot at Boston, Mass.

MR. J. J. FECITT, Secretary of the Roxbury (Mass.) Club has accepted a position with Singer & Co. in their Boston store. Mr. Fecitt is one of the best known and most popular cyclists in Boston. He is a veteran rider, having ridden the velocipede for sixteen years. He is just as enthusiastic as ever, and he rides every day when it is possible, having covered over 5000 miles in 1890 He will be happy to have his friends call in and see him at Nos. 6 and 8 Berkeley street, Boston.

MESSRS. A. G. SPAULDING & BROS have occupied their new store at the Southeast corner 11th and Chestnut streets, Philadelphia, and report that they are already beginning to feel the increased retail trade consequent upon their removal to Chestnut street from their old store, 1022 Market street. The main store is devoted to the general line of base ball, tennis and general athletic goods, including the uniform department, while in the L, opening on 11th street, the bicycle department is located. Here will be shown samples of the various lines of Victor and other wheels handled by the firm, a large stock of which, together with a line of parts and sundries, will be carried in order to supply the wholesale demand from Victor agents in Pennsylvania, Southern New Jersey and Delaware, who now draw their supplies directly from the Philadelphia House. The office and accounting department is located on the second floor, while the two upper stories will be devoted to manufacturing purposes. The wholesale and shipping departments are in the basement, and a thoroughly equipped bicycle repair shop in charge of competent men will also be established.

H. D. HEDGER of 473 Tremont street, Boston, is agent for the Eclipse Safety Bicycle for that city and vicinity. By all means call up and see the Eclipse.

HOWARD A. SMITH & Co., Newark, inform us that their new edition of the "Encyclopedia of Cyclers' Wants" will be ready for mailing in about two weeks. League members not receiving a copy will do well to drop them a postal card. This edition will far eclipse any former one published, and shows great enterprise upon the part of this pioneer bicycle house of New Jersey who have taken the lead from the first in supplying bicycle sundries. Mr. W. H. Kirkpatrick, Captain of the Business Men's Cycling League of Newark, N. J., has connected himself with Messrs. Howard A. Smith & Co. as Manager of the Wholesale Department and general road agent. This firm has secured the King Patent Bicycle support and brake lock, advertisement of which appears in another column.

THAT there are incipient Longfellows, Whittiers and Tennysons in this great and grand country of ours, we think none will dispute, after reading the following from the pen and brain of a boy in the employ of the Steel Pulley and Machine Works of Indianapolis, Ind. The rhythm and measure are especially worthy of notice. It is safe to say the lines are *beyond* criticism.

"Have you seen the Eclipse Bicycle?
It is of the latest make,
You can ride over stones and bridges,
And you'll find it will never break.
When on the street you see it,
How pretty it does glide;
It is the safest safety that ever you did ride.

This bicycle is made
Of the very best of steel,
It has the latest improved ball bearing wheel,
It never gets loose or rattles,
And you'll find it never jerks,
For these bicycles are made at
The Steel Pulley and Machine Works."

FIXTURES.

MARCH.

2-7—Bicycle Exhibition Associated Cycling Clubs of Philadelphia at Horticultural Hall.

MAY.

30—Third annual Cycling Tournament of the Bay State Bicycle Club at Agricultural Park, Worcester, Mass.
31—Chicago-Pullman Road Race at Chicago, Ill.

JUNE.

8—Annual Spring Meet Connecticut Division L. A. W. and New Haven Bicycle Club Tournament at New Haven, Conn.
26 and 27—Kentucky Division Meet at Louisville, Ky.

JULY.

2, 3 and 4—Hagerstown (Md.) Bicycle Club Race Meet.
3 and 4—Missouri Division Meet at Carthage, Mo.

A. C. C. CYCLE SHOW.

FIRST ANNUAL EXHIBITION
—OF—
CYCLES AND CYCLING ACCESSORIES,

Under the Auspices of the ASSOCIATED CYCLING CLUBS OF PHILADELPHIA,
HORTICULTURAL HALL, MARCH 2d TO 7th, 1891.

Spaces have been secured by upwards of 50 of the Leading Cycle Manufacturers and Dealers.

A special feature of the show will be the display of antiquities and curiosities of Cycling from its earliest history.

For Prospectus, Terms and General Information, Address, R H. KAIN, Secretary,
21 South Seventh Street, Philadelphia, Pa.

GORMULLY & JEFFERY MANUFACTURING CO.

The best men of a town are usually found in its graveyard. This is the way one of the latter day wags has put it. But we think he has drawn it too fine. Were we certain that he was acquainted in the cycling world, we should feel sure of it.

* * *

Sickly sentiment in connection with the sale of bicycles in some quarters prevails to a truly nauseating extent. The talking up of wheels, the exhibiting of their good points and such legitimate advertising has given way to an oily and seemingly endless rehash of ancient history,—history, the facts of which are so polished as to give the crust an appetizing look, notwithstanding an indigestible and badly overdone interior; legitimate advertising has been succeeded by a constant and "modest" parading of the virtues, the "gratuitous" efforts, the "unselfish" devotion and a pot-pourri of other such sickly sentiment as relating to individuals—sickly, because, when simmered down and divested of all its flavorings, the underlying basis of it all was not "for love and good of the cause," as would seem from the exterior of the oily rehash, but in plain words, for the money that there is in the manufacture of bicycles. There may be other reasons, but it will not be dealt with here, even though it be no more unselfish. If, in connection with our advertising, were we to constantly remind you of the fact that R. Phillip Gormully or Thomas B. Jeffery contributed to the support of a hospital or other public institution, or constantly kept before you every little crook of the finger and expenditure of cash we had made in the interests of cycling, you would at once set it down as out of place and purely a display of uncalled for sentiment—and you would be right, too. Yet do you suppose that it could not be done?

* * *

FOSTERING THE INFANT INDUSTRY.—This is one of the favorite strings on the Harp of Sickly Sentimentality. We have never twanged the string ourselves, though often interested listeners. But we will twang it just this once. Foster! Humph! Do you know, dear reader, that if this now-paraded "unselfish, fostering policy" had attained that, cycling in America in all likelihood would today still be in its infancy, that its growth would have been stunted and its proportions limited,—very limited; it would have resulted in a monopoly, a trust, to which a constant paying of let-me-live money would have stared every new comer in the face. How was it averted? Permit us to twang that string real loud. The firm of Gormully & Jeffery thought a bit, opened its purse, spent many thousands in the courts, fought the incipient monopoly at every turn and finally snapped to pieces the chain that it sought to weld on the infant industry. G. & J. threw open the gates, as it were. Cycling and the cycle industry began to flourish, has flourished and will continue to flourish. Yet we will not constantly remind you of our part in the matter. It was not entirely unselfish.

FIGHTING POPULAR PREJUDICE.—Another string in the same harp. Pioneers in any line must needs encounter and overcome many obstacles and much prejudice; needless to say the pioneers in the cycle line found no exception. Public prejudice was a common foe. Competitive prejudice or grasping was another. G. & J. fought both. They helped fight the common foe, they had to brave the other one, successfully rolling away the barriers of the latter in the courts. If, indeed, there is any unselfish credit, to whom is credit due?

* * *

FAITH IN THE FUTURE OF CYCLING.—One more string on same instrument. Will it, or will it? This was a policy pursued at first by most of the pioneers. Wheels made by contract and a slow, cautious and gradual feeling of the way was the result. G. & J. considered the matter very carefully, then up went the first factory in America, built and equipped for the making of bicycles. Pretty strong evidence of faith, wasn't it?

* * *

WHICH IS THE BEST BICYCLE FACTORY IN THIS COUNTRY?—This is a matter which has been discussed very recently, and very naturally there is more than one claimant, and we are not a bit backward in laying claim to possessing a bicycle factory equal to any. It was designed, built and equipped for bicycle making, and has been used for no other purpose. It has been constantly improved and added to, and kept abreast, if indeed, not a little ahead of the times, and a factory the value of which is not represented by unmarketable patents or the like. We have shown many visitors through, both before and after the 1st of July; they have found the machinery moving merrily and have always gone away with a good impression of our factory and methods. But we haven't made much fuss about it.

* * *

THE PRICE OF BICYCLES.—This is another matter of recent discussion, which carries one back to early days and ancient history. Do you know who it was who first materially reduced the price of bicycles? Well, it was the Gormully & Jeffery Manufacturing Company, and no one else. Doubtless, the "old timers" will remember how, when that "Wicked Western Concern" (G. & J.) dared to set a lower price than that existing, what a cry went up from the others, how they feared demoralization of prices and ruination of trade and how they sought safety in combining, how G. & J. held out against that "Board of Trade," how that combination died of its own weight and collapsed like a punctured toy balloon, and how (although no "parading" was ever made of the fact) how some of the others came quietly down to the G. & J. prices.

CHICAGO. WASHINGTON. BOSTON.

NEW KODAK CAMERAS---FOR WHEELMEN.



"YOU PRESS THE BUTTON, WE DO THE REST."

(OR YOU CAN DO IT YOURSELF.)

SEVEN NEW STYLES and SIZES

ALL LOADED WITH

TRANSPARENT FILM.

☞For sale by all Photo. Stock Dealers. *Send for Catalogue.*

THE EASTMAN COMPANY, Rochester, N. Y.

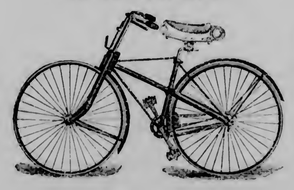


Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street, BROOKLYN, N.Y.

PRICE, - - - - $100 00.

THE HARTFORD SAFETY.



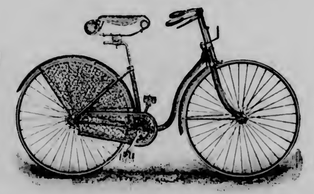
—MANUFACTURED BY—

THE HARTFORD CYCLE CO.,

HARTFORD, - CONN.

Ball Bearings, Interchangeable, Strong, Durable and Well Finished

THE HARTFORD LADIES' SAFETY.



Send for 1891 Catalogue.

Strickland & Pierce's

FAMOUS

BOSTON SPORTING SHOES.

. . . 1882-1891 . . .



Original Kangaroo (Genuine) Bicycle Shoe, (Patented)

No. 1, $5.00; No. 2, $3.50; No. 3, $3.00.

TO THE TRADE.

We are ready to talk Agencies for 1891. Dealers will do well to give advance orders for spring shipment. Address all orders and correspondence to the factory.

PIERCE, SMALL & CO, Proprietors

RANDOLPH, MASS.

H. H. BROWN,

Wappingers Falls, N. Y.

Patentee and Manufacturer of

Hard Rubber Bicycle Handles and Grips

FOR CYCLE MANUFACTURERS.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 27

ABBOT BASSETT, Secretary.

OFFICERS FOR 1890—91.

PRESIDENT,

JAMES R. DUNN,
40 Wall st., Room 6. New York.

SECOND VICE PRESIDENT,

GEO. R. BIDWELL,
308 W. 59th street, New York City

TREASURER,

W. M. BREWSTER.
117 No. 4th Street, Quincy, Ill

SECRETARY,

ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committee.

Membership Committee.

Sanford Lawton.....Springfied, Mass.
George C. Pennell.....Elizabeth, N. J.
Geo. C. Arbuckle.....1902 Euclid ave., St. Louis, Mo.

Committee on Improvement of Highways.

Isaac B. Potter, Esq.....Potter Bldg., New York
Albert Mott.....203 Lenox St., Baltimore, Md.
Maj. Chas. L. Burdett.....Hartford, Conn.

Committee on Rights and Privileges.

Clarence Hodson.....Hodson Building, Crisfield, Md.
Chas. F. Cossum, Esq.....Poughkeepsie, N. Y.
T. S. Dean, Esq .....28 State St., Boston, Mass.

Committee on Rules and Regulations.

W. A. Davis.....340 S. Leavitt St., Chicago, Ill.
Michael Furst, Esq.....16 Court St., Brooklyn, N. Y.
A. B. Richmond.....Grand Rapids, Mich

Transportation Committee.

W. M. Brewster.....117 No. 4th St., Quincy, Ill
Amzi T. Dodd.....70 Park Place, Newark, N. J.
Burley B. Ayers, "Rookery,".....Chicago, Ill.

Racing Board.

Chas. S. Davol.....Warren, R. I.
George Collister.....147 Ontario St., Cleveland, Ohio.
Robert D. Garden.....Chicago, Ill.
W. H. DeGraaf.....47 W. 14th St., New York.
Geo. D. Gideon.....17 No. 7th St., Philadelphia Pa.

Hotel Committee.

George S. Atwater, 1424 Penn. Ave., Washington, D.C
H. H. Hodgson. 13 Carondelet St., New Orleans, La
W. C. Marion.... 1255 Bedford Ave., Brooklyn, N. Y

Massachusetts.

To the Members of the Massachusetts Division L. A. W.:

An order asking for the "appointment of a commissioner or commissioners of highways and bridges for the inspection and supervision of the roads and bridges in the Commonwealth, and whose duty shall be to furnish information and advice to the cities and towns in relation to highways and bridges," has been presented to the Massachusetts Legislature, and the Committee on Roads and Bridges will be asked to recommend a bill similar to the one which was defeated in the last session.

To recite to you the many advantages that will accrue from improved highways, or to state the many reasons why this bill should pass, appears unnecessary, for I have yet to find a wheelman who does not realize the necessity, and heartily favor this reform.

It is a measure that will be of benefit to all who use the roads, whether for business or pleasure, and I therefore appeal to you one and all for your energetic support, and ask each one of you to make a personal effort to secure the approval and co operation of your prominent townsmen, and thus influence your Senators and Representatives.

The prospects for success this year are excellent, and if a united effort is made throughout the State, victory will surely be ours.

Petitions, Road Improvement literature, etc., etc., will be furnished with pleasure.

The time is short. Commence work to day.

Fraternally ARTHUR W. ROBINSON, C. C.
20 Equitable Bldg, Boston, Feb. 9, 1891.

Rhode Island.

I have appointek as Committee on Improvement of Highways: Nathan W. Littlefield, Chairman (87 Weybosset street, Providence), Charles C. Mumford and Harry N. Francis.

I have appointed as Chairman of Committee on Rights and Privileges (in place of Mr. Littlefield, transferred as above) Charles B. Mason (Warren), and as third member of said committee, Joseph C. Ely.

A. C. Barker having resigned from the Division Board as one of the Rhode Island Wheelmen's Representatives, I have, upon nomination by said club, appointed Albert F. Titus to fill the vacancy.

GEO. L. COOKE, Chief Consul.
Providence, R. I., Feb. 9, 1891.

500--Missouri Division--500

To Consuls and Membes:

It is said that Koch's Lymph is a cure for consumption. At least that is what has been claimed for it. There may be some doubt about the effectiveness of the new Berlin remedy, but there is none whatever about the particular kind of "Lymph" to which the undersigned desires to call your attention.

HUSTLING LYMPH

is a cause of consumption—consumption of recruits I mean. But in order to produce proper results it should be immediately applied, so as to keep our Division well up in the front ranks. Many a League member complains of stagnation in recruiting at this season of the year, and if an officer or hustler falls into the habit of "letting up" during this time he makes, or helps to make his own recruiting stagnation. Improvement in Divisions comes from individual resumption of hustling activity. It is wise to start at once; it is wise never to stop; for "Keeping everlastingly at it brings success."

Stir yourself,
Stir your Local Consul,
Stir your wheelman friends.

To stir things generally and keep them stirred is your duty and business as a League member. Try the remedy named above in liberal doses, and note the reaction. Fraternally yours, ROBT. HOLM,
St. Louis, Feb. 2, 1891. Chief Consul.

P. S. January, 1890—10 applications—total membership 341. January, 1891—only 4 applications—total membership 461.

California.

My attention is called to a number of absurd and ridiculous letters to the BICYCLING WORLD signed by anonymous names. We, the officers of this Division, at first were inclined to take no notice of these comments, but it is repeated so often that a word or two may not be out of place.

The letter in the BICYCLING WORLD a week or two ago says that the officers of the Division designed a century run, and that only 23 finished. Now if this gentleman, whoever he is, knows anything of the L. A. W. affairs in California, he must know that this much talked of century run was proposed at a called and stated meeting of the whole Division, and was brought to the knowledge of the officers in that way. It was most thoroughly talked over and planned that evening, and the meeting as a whole authorized the chairman of the Touring Board to draw on the treasury for the expenses connected with it. The touring master, W. W. Maker, arranged the time and place for holding it, sent notices and *invitations* North and South three weeks in advance, and successfully brought 53 men to the finish. It is false to hint or say that a ring of men is running this Division for its own profit.

Now a word about the circular calling for $1.00 from each member. Upon coming into his office, the newly elected treasurer found himself wholly without funds (cause hereafter), and so we thought it best to have a general meeting and explain matters and see what was best to be done at this meeting. After considerable discussion Mr. Phillips rose and moved that the Secretary be instructed to ask $1.00 of each member as a means of replenishing our funds. It was seconded, I think by Thos. Knox, and upon the question being put, not a dissenting vote was recorded, so you see, gentlemen, that the officers had nothing to do with either of these three things that seem to trouble our anonymous *friends*.

Then again some one says that the L. A. W. as a Division is "practically dead in California." Pray what does this gentleman mean? Is it expected that the Chief Consul will visit each and every one of our 538 members and spend an hour or so with him? Must the officers travel from one end of our big State to the other and salute the N. Y. Z.s and the No. 1698, and other disagreeable and anonymous sorcheads that love to throw mud at the men elected to office? No, gentlemen, I am unfortunately so situated that I must spend a little time to gain the where-with-all to exist and be comfortable. If any member of this Division, with a name or otherwise, can show me how to escape the visits of the butcher, baker, landlord, etc., I will be most happy to give all my time to my Division affairs, but until such a way appears I must necessarily give some attention to the affairs of our every day humdrum world.

But as it is, I think that we have no cause to complain. We grow every week. Our local consuls are efficient men. We have our hand and road book published. We have an hotel list. By dint of hard work and energy of our Secretary-Treasurer, we are at last on the right side of the ledger. We have our Touring, Racing and other boars. Gentlemen, what more do you want? What more does any State Division do? We are always ready for suggestions and opinions, and instead of sitting in your lonesome little room and bemoaning, just try and put your little shoulder to the wheel and see what good you can do. To our Southern members I must say that I regret sincerely that it is impossible for me not to know you personally, and I can readily understand the feeling you have at being, as it were, so far from the seat of government, but believe me I am as anxious for the welfare of the Divisions in your section as in my own, and am always ready to entertain any propositions you may think me worthy of receiving.

And now a closing word in regard to the money that was spent during the last term. As a member of that Board of Officers I can honestly say that not one penny was expended but with the cause of the whole Division at heart, and if we were unfortunate enough to lose over $600 at the San Jose meet and to spend nearly $400 on a hand book and something like $130 on a century run, believe me it was with the idea of benefit to the Division for which we have used so much time. I before hinted we are not infallable, and if any one can show us a way to become more useful, we are only too glad to listen to them.

I am, gentlemen, your most obedient servant, and would like to sign myself, Yours fraternally,

THOMAS L. HILL, C. C.

San Francisco, January 31, 1891.

New York.

Mr. T. A. Raisbeck of New York City and Mr. Howard E. Raymond of Brooklyn are hereby appointed delegates to the National Assembly L. A. W., from the New York State Division, vice Mr. George R. Bidwell and Mr. I. B. Potter, resigned.

W. S. BULL, Chief Consul.

Buffalo, N. Y., Feb. 5, 1891.

Illinois Local Consuls.

Springfield--Hershel Johnston.
Chicago, North side--F. E. Spooner, No. 15 Madison street.
Chicago, South side--A. E. Lumsden, No. 291 Wabash avenue.
Chicago, West side--H. J. Winn, No. 599 W. Madison street.
Chicago, South side--Otto Rellihen, No. 710 W. 21st street.
Chicago, North side--C. L. Steen, No. 70 Park street.

Fraternally yours, W. A. DAVIS, C. C.
Chicago, February 6th.

Iowa Division.

Having changed my business and finding it impossible to longer perform the duties of the office of Chief Consul of the Iowa Division, I have forwarded my resignation to the Secretary-Treasurer to take effect at once. Under the provisions of our Constitution the Vice Consul, Mr. H. L. Chase of Cedar Falls will act as Chief Consul until the end of the year, September 1st 1891. Local Consuls will take notice and hereafter report to him. Fraternally. ACKLEY HUBBARD.

Spencer, Iowa, February 6th, 1891.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 46—Total 113—18,116

BOSTON, Feb. 13, 1891.

CALIFORNIA DIVISION—3—562.

Unattached.

21213	Fulkerson, F. W.,	Duarte
21214	Graves, Frank,	"
21239	Paddock, Edw. L.,	Oakland

CONNECTICUT DIVISION—4—1437.

Unattached.

21268	Wulf, H. A., 161 Main st.,	Norwich
21269	Cunningham, Fred W.,	Scotland
21270	*Backus, Miss Annie,*	Willimantic
21271	Palmer, Maro V.,	"

ILLINOIS DIVISION—57—1490.

Lincoln C. C. (unattached).

21284	Baine, Horace G., 228 N. Franklin,	Chicago
21285	Loftus, G. F., 227 State,	"
21286	McFadden, E. R., 507 Tacoma Bldg,	"

Chicago C. C. (unattached).

21287	Morris, W. D., 123 La Salle ave.,	"
21288	Anderson, W. C., 255 57th st.,	"
21289	Becker, Benj. F., 3140 Wabash ave.,	"
21290	Darling, H. W., 1746 Mich. ave.,	"
21291	Davis, C. W., care W. W. Kimball Co.,	"
21292	Foster H. C., Ill. Trust and Sav. Bank,	"
21293	Palmer, Chas. M., 3917 Grand Boul.,	"
21294	Turgeon, N. E., 291 Wabash ave.,	"

Columbia Wheelmen (unattached).

21295	Frees, F. A., 300 N. Carpenter,	"
21296	Graff, Henry, 53 Bauman st.,	"
21297	Green, J. A., 52 Bauman st.,	"

Douglas C. C. (unattached).

21298	Kopf, C., 447 Centre ave.,	"
21299	Lobstein, J. G., Jr., 21st and Loomis,	"
21300	Walker, H. B., 616 W. 21st st.,	"

D. L. C. C.

21301	*Brockway, Mrs. Dr. V. A.,* 411 So. Leavitt st.,	Chicago

Victor C. C. (unattached).

21302	Dominick, Wm., 445 Hastings,	"
21303	Schmitt, F. A., 504 W. 21st,	"

Englewood Cy. C. (unattached).

21310	Allen, S. W., 6253 Wentworth ave.,	"
21311	Fitch, Fred W., Nat'l Live Stock Bank,	"
21312	Gere, A. H., 101 Mich. ave.,	"
21313	Hall, Chas. B., 410 Cedar,	"
21314	Holbrook, J. L., 6643 Stewart ave.,	"
21315	Rees, Richard, 443 64th st.,	"
21316	Starr, J. C., 5542 Green st.,	"
21317	Wise, Fred T., 736 64th st.,	"
21304	Fyfe, L. R., 233 67th st.,	Englewood
21305	Gilmore, H. W., 301 63d st.,	"
21306	Rees, T. E., 6053 Wentworth ave.,	"
21307	Roovaart, Wm., 5935 Wright st.,	"
21308	Tredwell, John, 119 66th st.,	"
21309	Warner, Frank, 558 62d st.,	"

Quincy Bi. Club (unattached).

21240	Bonnett, Geo H., 511 Jersey st.,	Quincy
21241	Dickson, Clarence, 712 Broadway,	"
21242	Ertel, Chas. M., 521 Kentucky,	"
21243	Ferree, H. E., 611 No. 6th,	"
21244	Hill, William H., 1107 Kentucky,	"

21245 Kaempen, F. T., Jr., 825 So. 14th, "
21246 Kinner, Gus. S., 325 No. 9th, "
21247 Levy, Alfred J., "
21248 Levy, David W., "
21249 McMein, Geo. J., W. U. Tel. Co., "
21250 Montgomery, R. W., 925 Broadway, "
21251 Webber, H. M., "
21252 Wood, Frank S., 1211 No. 6th st., "
21253 Wood, Oliver B., 1211 No. 6th st, "

Unattached.

21267 Eddy, A. C., Harber Bros., Bloomington
21318 Gormully, Alfred R., No. Franklin, Chicago
21319 Hilliard, W. J., 504 Park ave., "
21320 Irwin, F. J., 310 W. Jackson, "
21321 Rankin, C. W., 405 S. Water st., "
21322 Woolas, J. B., 46 So. Desplaines st., "
21323 Drake, Marshall, Box 33, Maplewood
21324 Du Ross, Cornelius P., Box 1155, Pullman
21325 Kintz, Geo. A. W., Washington Heights

IOWA DIVISION—1—193.

Unattached.

21281 Bell, Geo. M., Wapello

LOUISIANA DIVISION—14—140.

Arlington Bi. Club (unattached).

21224 Palfrey, Henry W., 155 Pennlston st., New Orleans

Louisiana C. C. (unattached).

21215 Cason, B. W., Jr., 164 Gravier st., "
21221 McKenzie, Robert, Jr., cor. Lafayette and Camp, New Orleans
21227 Tully, T. J., Jr., 417 Tulane ave., "

Unattached.

21216 Conner, Jas. M., 663 S. Chas., "
21217 *Chapman, Mrs. C. P.*, 519 Colesium, "
21218 Godbery, L. J., Amelia & Perrier, "
21219 Graham, Edw. J., 291 La. ave., "
21220 Lyman, G. S., 121 Carrolton ave., "
21222 Mitchel, S. L., 36 Camp st., "
21223 Monroe, M. B., 782 Annuciation, "
21225 Pilcher, G. W. D., Bordeaux & Prytania, "
21226 Sicard, Louis F., 28 St. Chas., "
21228 Warriner, H., 36 Carondelet, "

MARYLAND DIVISION—3—622.

Unattached.

21255 Schmidt, Chas. F., Jr , 1039 Harlem ave., Baltimore
21220 Varney, Wm. W., 1101 Harlem ave.' "
21254 Brooks, Frank R. P., 511 McMechin st., "

MASSACHUSETTS DIVISION—5—2311.

Unattached.

21256 Dennison, W. S., 7 Concord st., Charlestown
21257 Fiske, Leslie C., Box 22, Holliston
21258 Talbot, James, Box 23, "
21230 Craw, A. E., Box 315, Ludlow
21231 Dewey, E. H., 55 Mechanic st., Westfield

MICHIGAN DIVISION—2—564.

G. R. Bi. Club.

21232 Perkins, S. B., 15 Fountain st., Grand Rapids

Unattached.

21233 Bishop, Jno. R., Box 10, Buchanan

NEW HAMPSHIRE DIVISION—4—165.

Unattached.

21277 Lovell, Chas. S., 5 1-2 Crown st., Nashua
21278 Parker, C. C. (P. O. Hudson Centre), "
21279 Parker, James E., care Moody, Esterbrook &Co., Nashua
21280 Smith, Geo. W., 58 Temple st., "

NEW JERSEY DIVISION—2—1045.

Unattached.

21235 Vreeland, E., Jr., Hackensack
21272 Benjamin, Warren, Jr., Newark and Waldo aves., Jersey City

NEW YORK DIVISION—8—3697.

Brooklyn Bi. Club (unattached).

21259 Midgley, F. B., 397 Sackett st., Brooklyn

Unattached.

21264 Davison, Milton W., Box 1, Canisteo
21234 Van Hoesen, D. N., Box 1023, Ithaca
21262 Ogden, Harry C., 2 West Main, Middletown
21263 Case, G. W., 54 Front, Port Jervis
21261 Bentley, Edwin Lindsley, 445 W. 22d st., New York
21260 Wehle, Henry I., 117 East 12th st., "
21273 Poole, Ernest E., Box 622, Cazenovia

OHIO DIVISION—4—1197.

Unattached.

21265 Parkhurst, Thos. S., 2110 Franklin ave., Toledo
21274 Nelson, Carlton T., cor. Vine and Armstrong, Columbus
21282 Burgoyne, Chas. L., Box 769, Cincinnati
21283 Mecke, Robert, care Thos. Emery's Sons, Cincinnati

PENNSYLVANIA DIVISION—6—2059.

Chester Co. Wheelmen (unattached).

21237 Strickland, B. G., West Chester

Erie Wanderers (unattached).

21266 Beck, Wm. H., 1010 State st., Erie

Keystone Bi. Club.

21275 Addy, Will L., 6002 Penn. ave., Pittsburg

Unattached.

21276 Sterrett, Harry, Box 327, Titusville
21236 Redichimer, Cyrus, 618 Chestnut, Philadelphia
21238 Haines, Willits P., Westtown B. S.

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasueer, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelith avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary - Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1424 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No. Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 607 No. Alabama street, Indianapolis.

IOWA—Chief Consul, Ackley Hubbard, Spencer. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 65, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 314 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

MAINE—Chief Consul, Howard M. Breen, 199 Franklin street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, A. W. Robinson, 20 Equitable Building, Boston. Secretary-Treasurer, Chas. S. Howard, Globe Office, Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 380, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI — Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, R. H. Scott, People's Ins. Co., Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 116 Broad street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK — Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Joseph R. Wilson, Jr., Clarksville. Secretary-Treasurer, B. A. Patch, Clarksville.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box 281, Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro'. Secretary-Treasurer, F. A. Roberts, Brattleboro

VIRGINIA—Chief Consul, Ira B. White, 16 Nolls court, Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1891. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 April 30. Enclose $1.50 with this blank on any date between date of paper and April 1, 1891. Write plainly—Printing preferred.

☞ If you want a waterproof ticket holder, made of the best calf skin with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards send 25 cents extra. If you want your name in gold, stamped on the holder send 50 cents extra. *Leave the margin in using this blank.*

"BUILT ON HONOR."

ADOPTED BY THE UNITED STATES GOVERNMENT.

WARWICK PERFECTION CYCLES.

WEIGHT, 50 POUNDS.



SPECIALLY CUSHION TIRES.

NO CAST METAL.

WARWICK CYCLE MFG. CO., - Springfield, Mass.

CATALOGUE, JANUARY, 1891.

3 DEALERS 3

WE HAVE THREE DISTINCT LINES OF MEDIUM GRADE BICYCLES.

OUR SPECIAL LINE

THE IMPROVED LEADER,	24 INCH,	LIST,	$40.00
THE FASHION,	27 INCH,	LIST,	$60.00
THE IMPROVED FLASH,	28 INCH,	LIST,	$65.00
THE TYPHOON,	30 INCH,	LIST,	$80.00

Drop Frame, Steel Tubing, Garford Saddles, Tangent Spokes, Ball Bearings, Steel Chain, Etc.

THE IMPERIAL

NO. 1,	26 INCH,	LIST,	$60.00
NO. 2,	28 INCH,	LIST,	$75.00
NO. 3,	30 INCH,	LIST,	$85.00

We shall have the IMPERIAL Wheels in all Sizes, with Cushion Tires Drop Frame, Steel Tubing, Garford Saddle, Full Ball Bearing, Tangent Spokes, Noiseless Chain, Etc.

THE ADVANCE

NO. 1,	24 INCH,	LIST,	$35.00
NO. 2,	26 INCH,	LIST,	$42.00
NO. 3,	28 INCH,	LIST,	$50.00
NO. 4,	30 INCH,	LIST,	$60.00

Truss Frame, Ball Bearings, Garford Saddles, Tangent Spokes, Steel Forged Chain, Etc

350 WE HAVE 350 GUIDE, 30-IN. GENT'S SAFETIES. LIST, $55.00. **350**

Truss Frame, Ball Bearings to Wheels and Pedals, Fish Saddle, Forged Chain, Direct Spokes, Etc.

DEALERS WILL FIND THESE WHEELS A BONANZA. WRITE FOR CATALOGUE AND PRICES. DO THIS TO-DAY.

Western Branch UNION CYCLE MFG. CO. Dealers west of and including the States of Michigan, Indiana, Kentucky, Mississippi and Tennessee are invited to inquire about territory, prices, etc., for the sale of the "Union Spring Frame Safeties." Highest Grade.

CHAS. F. STOKES MANFG. CO.,

293 and 295 Wabash Ave., CHICAGO.

PNEUMATICS

ARE THE WHEELS OF TO-DAY.



IMPROVED 500 % OVER LAST SEASON

ALL PREVIOUS RECORDS WILL BE

BEATEN BY THEM THIS YEAR.

AGENTS WANTED.

Featherstone's Pneumatics, $135

FEATHERSTONE'S CUSHIONS,	$125.00
FEATHERSTONE'S CYCLONE,	100.00
W. & D. SPECIAL,	85.00

Also the most complete line of Cheap WHEELS IN THE WORLD, $15 to $45.

WRIGHT & DITSON, Sole Agents,

578 & 580 Washington Street, - - - - - BOSTON, MASS.

WESTERN * WHEEL * WORKS.

Revolution in Business

LAST year our Safeties were made of Malleable Iron and American Tubing.

THIS year they are made of Steel Drop Forgings and best English Cold Drawn Weldless Steel Tubing.

LAST year our 28 and 30 inch machines weighed from 50 to 56 pounds.

THIS year they weigh from 47 to 48 pounds, and are strong, light, graceful, beautifully finished and perfectly fitted.

LAST year our lists were high and discounts large, and everyone sold at their own price.

THIS year our lists are low, discounts smaller, and all agents are required to sell at list.

Our wheels must be seen to be appreciated. Send for Catalogue and sample machines.

R. L. COLEMAN & CO.,

AGENTS FOR EASTERN, SOUTHERN AND MIDDLE STATES,

35 Barclay St., and 40 Park Place, New York.

* PNEUMATIC *

FEATHERSTONE'S PNEUMATIC.

SOLE AGENTS IN NEW YORK.

Territory, - - - THE EARTH.

Will be on the market on or before March 1st. We are booking orders. Will be filled in rotation, as ordered.

RETAIL PRICE, $135. Guaranteed Highest Grade in Every Respect.

SCHOVERLING, DALY & GALES, 302 Broadway, New York.

CHOICE OF THE EXPERTS.

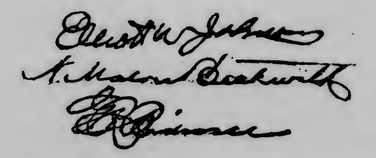
"U. S."

GALLERY AMMUNITION

UNITED STATES CARTRIDGE COMPANY, Lowell, Mass.

Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee.



Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.

406, 408, 410 & 412 Broome Street, NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps.	League Regulation	1.25
Shirts.	League Regulation	2.00
	No. XX Fine Cheviot for hot weather wear	1.00
Stockings.	Our celebrated Linen Sole Stocking, League color	1.00
Belts.	No. X Silk, Edge's League color, white centre, Snake Buckle	.50
	No. XX Worsted Solid, League color, Snake Buckle	.40
Shoes.	Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic	5.00
	No. 1, Canvas, leather trimmings	3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,

241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia, 1022 Market St

CYCLING FOR Health and Pleasure.

Chapter V.

The rapidly increasing number of competitors in athletic sports, and particularly in cycle racing, make the publication of competent advice on TRAINING very timely. The subject is gone into at length in this chapter, in which the principal writer on the subject is freely quoted. After a few preliminary remarks of explanation, Cortis, a physician and successful racing man, speaks for himself. In fact, all the principal parts of Cortis's little work on Training is quoted; so that this chapter alone is a complete guide to intending competitors in cycle racing. It expounds clearly the fundamental principles on which proper and perfect training must rest.

230 Pages, Illustrated.

50 Cents, Postpaid.

WHEELMAN COMPANY,

PUBLISHERS.

12 Pearl St., - Boston.

Stamps not received.

THE

ECLIPSE ≈ BICYCLE

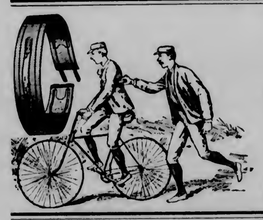
Is the Best Machine on the Market for the Money.

Wait until you see it before making a purchase. Price, $100. SEND FOR CATALOGUE.

STEEL PULLEY AND MACHINE WORKS,

Patentees and Sole Makers. INDIANAPOLIS, IND.

GOOD AGENTS WANTED IN ALL UNOCCUPIED TERRITORY.

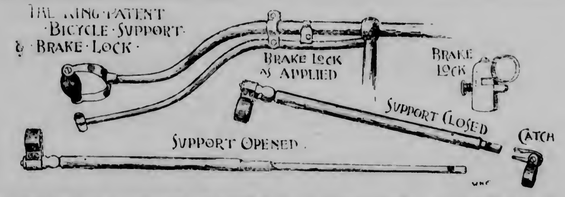


THE INSTRUCTION BELT.

By aid of this device a skilled instructor is not needed. as a beginner can be taught by one who does not himself even ride.

Sent by Mail on receipt of $1.25. with full instructions for use.

ST. LOUIS WHEEL CO., 311 N. 14th St., St. Louis, Mo.



THE KING PATENT BICYCLE SUPPORT AND BRAKE LOCK.

HOWARD A. SMITH & CO., 518 Main St., Newark, N. J.
Wholesale Agents for the U. S.



FOR TANGENT AND DIRECT SPOKES.

Nickeled, Price 75c.. Postpaid.

Dealers send for Sample and Electrotype.

AVERY & JENNESS,
5756 Madison Ave., Chicago

SAVE YOUR PANTS!



IN USE. NOT IN USE.

OSTERGREN'S TROUSER GUARD.
(Patent Applied For.)

Three styles of finish. 15 cts. per pair, blued steel; 25 cts., enamelled; 35 cts., nickeled.

To be had of all dealers, or

A. K. & C. E. SCHAAP, - Richmond, Va.
Bicycles and Sundries.

---

500 SCRAP PICTURES, VERSES, &c. PUZZLE, LADIES AGE REVEALER CALENDAR and AGENT'S NEW OUTFIT. All 2 cents for postage. **$5 PRIZE** YALE CARD CO., 24 NEW HAVEN, CONN.

BEST CYCLES!

LOWEST PRICES!

It will pay you to write for information. Dealers wanted everywhere.

Wholesale and Retail. J. E. POORMAN, Agent, 8th and Race Sts., Cincinnati.



The Victor Wrench.

A genuine triumph! By actual tests over 80 per cent. STRONGER than the strongest wrench of its class heretofore in the market. Nickel plated. Price $1.00.

——Overman Wheel Co., Makers, Chicopee Falls, Mass.——

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ Cash must accompany the Order.☜

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜

GIVEN AWAY- At $12.75, Chambers' Encyclopedia, 8 vols., flexible backs, 9x12, 7000 pages, 1890 ed.; new; usual price $35. Box 122, Selinsgrove, Pa.

WANTED—A bicycle mechanic capable to act as superintendent of factory; must be a tool-maker and possess energy, push and ability to handle men. Address "Cycle," P. O. Box 125, Station A., New York City.

WANTED—58-inch Eagle. Address D. MARSHALL, Box 52, St. John's, Mich.

WANTED—54-inch Eagle. J. B. MERRITT, Roddy, Tennessee.

FOR SALE—No. 2 Kodak camera; used but little. Address F. W. PIOTROW, Hamilton, N. Y.

SAFETY WANTED—A second-hand safety for less than $65. Write, with description and price to Box 523, Newton Centre, Mass.

WANTED—To purchase or exchange a Columbia 1890 gentleman's and one ditto lady's safety. Must be in good condition and bargains. Have a Columbia tandem tricycle in A1 condition, or choice of four musical boxes in exchange. Send particulars to W. H., 680 Broadway, New York.

FOR SALE—A Columbia Light Roadster Safety, 1890 pattern, in perfect condition; has not been ridden 500 miles, $115, including Invincible lamp and bell. Address J. T. RILEY, 218 Laurens St., Baltimore, Md.

LADY'S AND GENT'S Columbia Safety Bicycle. Cost $135.00; will sell for $100.00; as good as new. WILSON BROS., 6 Hanover street, Boston.

FOR SALE—Two Victor Safeties in good condition. Address Box 280 Chicopee Falls, Mass.

FOR SALE—Four Odell Typewriters, metal type, single case, $10; double-case machines, $15 each, or will exchange all for a safety bicycle. W. A. CAMPBELL, Oil City, Pa.

Down went the wheelman
To the bottom of the mud,
And he isn't loosened yet,
So he'll surely start to fret.
Down went the wheelman
To the bottom of the mud,
Dressed in his fetching pair of hose.

Gentle reader, you who ride the G. O. O., if these lines call up "tender" memories just get one of our safeties and the tender places will grow another covering or get a tandem, then you can "tend-her" too.
Knight Cycle Co., 207 No. 10th, St. Louis, Mo.

LOOK!

WE OFFER A LIMITED NUMBER OF

1890 WARWICK SAFETIES

—AT—

$100 each.

Agents Write for Our Specialty.

D. SNITJER,
St. Louis, Mo.

IN AND AROUND CAPE ANN, by John S. Webber, Jr. being a hand book of that most charming section of Massachusetts. It is a book equally valuable and interesting to the wheelman, tourist, the student and resident. It is illustrated finely and bound handsomely. It is one of the most complete and well written little books of the kind ever published. Price 50 cents, post paid. For sale by Bicycling World Co., 12 Pearl st., Boston.

☞ Postage stamps not received in payment.

SPECIAL.

All Advertisements in this Department 20 cents a line

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜



L. A. W. BADGES

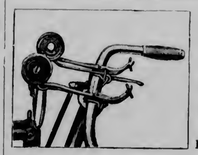
The official design in
SOLID GOLD.

Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the inferior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better for $1.50, $2.00, and $2 50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.

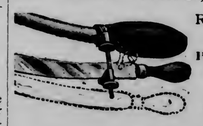


LAMSON'S
Luggage Carrier
NO. 1.

Convenient, durable, noiseless, cheap. $1. Sold everywhere.

Made by
C. H. LAMSON,
Portland, - Maine.

Ah! There! Wheel, Stay There!



Reliable Adjustable
Brake Grip.
PRICE, 75 CENTS.
Sold by Dealers or
A. DUMP,
CHILLICOTHE, O.

The New "39" and "24" Star



NO MACHINE ON THE MARKET ITS EQUAL.

Easiest Running Wheel
—AND—
Best Hill Climbing Machine Ever Produced.

We Challenge Honest Criticism.

In this Machine we have combined ALL the advantages of a low wheel and the speed of a high one.

Send for Catalogue of STAR BICYCLES.

H. B. SMITH MACHINE CO.,
Smithville, N. J.

Howard A. Smith & Co.,



518 Broad St., NEWARK, N. J.

AGENTS

WANTED IN EVERY TOWN IN NEW JERSEY

——FOR THE——

FEATHERSTONE PNEUMATIC

Apply Quickly. Also

AGENTS IN NORTHERN NEW JERSEY

—FOR THE—

RAMBLERS, VICTORS, ORMONDES, SWIFTS, BUCKINGHAM & ADAMS, (a splendid 36 lb. machine), ECLIPSE, NEW MAILS and SYLPHS

Manufacturers and Wholesale Importers of

Cycling Supplies.

Send Postal For

"Encyclopedia of Cyclers' Wants,"

Ready for Mailing within a few days.

Repair Shop

Run and Lighted by Electricity.

We have the shop, we have skilled workmen, and NOW is the *time to have your machine repaired*

Howard A. Smith & Co.,

518 Broad St., NEWARK, N. J.

FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. For sale by all Cycle Agents. Liberal discount to the trade.

JOHN W. WILSON, Cottage City, Mass.

PATENTS

Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. **W. E. AUGHINBAUGH,** Baltic Building Washington, D. C.



Elwell European Cycle Tours.

From June to September.

PARTIES FORMING.
CATALOGUES READY.

ELWELL & HIGGINS, Portland, Me.

REAL BICYCLE UNIFORMS.



Be sure to send for free samples and measure blanks. Club Uniforms a specialty. L. A. W. Coats, $8. Knee Breeches, $4. Punnett's celebrated Jersey Cloth Knee Breeches, only $4 a pair. Bicycle Caps, Hose, Pins, Tights, gold or silver Letters, Punnett's Invisible Pants Holders, 25c. a pair. Be sure to write now. R. A. PUNNETT, Tailor and Athletic Outfitter, 98 & 100 West Ave., ROCHESTER, N. Y. All strictly first-class work at moderate prices.

IT PAYS?

Reliable and well-known wheelmen wanted as agents in cities and towns, for an incorporated organization, that sells its members all makes of "high grade" wheels at $4 per month and at reduced cost. No capital required. Address for full particulars,

THE BICYCLE & SUPPLY CO.,
Baltimore and Holliday Sts.,
BALTIMORE, - - MD.

THE COLLINS PRESS
H. G. COLLINS
BOOK AND PAMPHLET PRINTER AND BINDER
15 MILTON PLACE
BOSTON, U.S.A.
ALWAYS READY TO EXECUTE ORDERS DAY OR NIGHT, AT SHORT NOTICE
Printer of the "Bicycling World."
TELEPHONE 2629



"WIZARD OF THE WHEEL."
MALTBY! MALTBY!
The Champion Scientific and Artistic Cyclist has returned after his second successful tour of the world.
New and startling feats never before attempted, including some marvellous feats on the "Eagle." Open for engagements with bicycle or athletic clubs for a short season only. Address, W. S. MALTBY, Wallingford, Conn.



SMITH'S "'91" TOUR
THROUGH EUROPE.
80 days. - - - Total Cost $300.
Sail July 29th, 1891.
Address C. H. SMITH,
211 Putnam Avenue, - - Detroit.

"PERFECT" POCKET OILER.



One-half size.

For Bicycles, Guns, etc. No Leakage. Throws only small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50c. each. CUSHMAN & DENISON, 173 Ninth ave., N. Y.

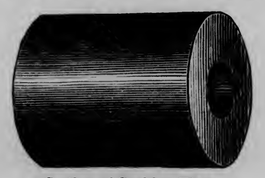
The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.
For sale by all Cycle manufacturers and dealers.

NEW CATALOGUE NOW READY.



Section of Cushion Tires.

We carry a full line of Cushion Tires, Solid Tires, Safety Bicycle Handles, all sizes, to fit any machine; Spade Grips; Safety Handles, all sizes; Bicycle Balls, Bicycle Spokes, Tire Cement, Pedal Rubbers, Adhesive Tape for holding on tires, Cement for repairing cuts in tires, &c. Also a full line of Rubber goods of every description. Mould work of any kind solicited.



Send for catalogue and prices.

ELASTIC TIP CO.,
Patentees and Manufacturers of Rubber Specialties.
Cor. Cornhill and Washington Street,
BOSTON, MASS., U. S. A.

THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as THE CYCLIST does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmey. $2.50 per year, including postage. Office: Coventry, England.

Send for Complete Bicycle Catalogue.



MEACHAM
HIGH-GRADE
DIAMOND FRAME
SAFETY.

Ball Bearings to Both Wheels.
Both Pedals and Crank Shaft.
Ball Bearings to Head.
Hollow Steel Tubing.

List Price, **$115.00**

COMBINATION WHEEL FOR EITHER GENTLEMAN OR LADY.

Selling Price, **$75.00.**

WILL SUSTAIN A PERSON WEIGHING 225 LBS.
BY REMOVING TOP CROSS-BAR, CAN BE RIDDEN BY A LADY.

Remit by Post Office Money Order

E. C. MEACHAM ARMS CO. ST. LOUIS, MO.

Lovell Diamond Cycles

HIGH GRADE ONLY.

WATCH THIS SPACE For Cuts of the Following Wheels:

LOVELL DIAMOND SAFETY No. 1, $85.00
LOVELL DIAMOND SAFETY No. 2, (Cushion Tires.)
LOVELL DIAMOND SAFETY No. 3, (For Ladies.)
LOVELL DIAMOND SAFETY No. 4, (Convertible,)

JOHN P. LOVELL ARMS CO.,

Manufacturers and Jobbers in Fire Arms, Bicycles and Sporting Goods,

147 Washington Street, - - BOSTON, MASS.

OUR $1000 IS UP.

BOSTON, Feb. 10th, 1891.

To Whom It May Concern:—

We have this day deposited with the editor of the BICYCLING WORLD, the sum of $1000, to be held by him subject to the conditions and provisions of the following challenge:

FIRST: An advertiser has published three times in the BICYCLING WORLD AND L. A. W. BULLETIN the following statement, to wit:

What maker in America made the first high grade bicycles with tangent spokes, hollow rims, dropped handle bars, etc.?
Who first reduced prices on bicycles in America?
Who made the first Rover type safety bicycle in America?
Who made the first square rubber pedals in America?
Who established the price of $135 for Rover type safety in America?
Who originated the term cushion tires?
Who made the first cushion tires?
Who has the largest and finest bicycle plant in America, devoted exclusively to the production of high grade bicycles?
We have the documents in hand to prove that there is one answer which fits each of the above questions, and that answer is, THE OVERMAN WHEEL CO.

SECOND: The Pope Manufacturing Company hereby challenges the writer of the above quoted statement, or any other person, firm or corporation who is ready to say and maintain that that statement is true, to deposit a like sum of $1000 with the editor of the above paper, subject to the terms hereof, and let the truth be proved.

THIRD: Upon the deposit of this second thousand dollars, the accepter shall select one referee, the challenger shall select one referee, and the two so chosen shall select a third to act with them, neither of said referees to be in the bicycle trade or in the service or employ of either the challenger or the accepter. The referees are to examine the "documents" or other evidence that either the challenger or accepter, or both may offer, and to read or hear any statement or presentation of facts, or refutation of facts that may be made by either, or by any one in their behalf, and upon fair consideration by a majority vote decide in a written finding, a copy of which shall be given to either party, and to the holder of the challenge money, whether said statement is true and correct or not. This decision to be rendered within 30 days from the date hereof.

FOURTH: If the decision of the referees be that said statement is tru and correct, then the $1000 deposited by the challenger shall be paid to the treasurer of the League of American Wheelmen, for the use of the L. A. W. committee on improvement of highways, and the $1000 deposited by the accepter returned. If the decision be that said statement is not true and correct, then the $1000 deposited by the accepter shall be paid to said treasurer for said purpose, and the $1000 deposited by the challenger returned. The expenses of the referees to be paid by each party, in proportion to the time and costs he may incur with them.

FIFTH: In case of no acceptance of this challenge, or in case of non-compliance herewith of the accepter or referees within 30 days from date hereof, then this first deposit shall be returned to the challenger.

Signed:

POPE MANUFACTURING CO.

80095

FOUNDED THE 1878

BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXII. Number 17. BOSTON, 20 FEBRUARY, 1891 $1.00 a Year. 5 cents a copy

(*New Series—First Paper.*)

IT CONCERNS US.

We regret that the continued use of our name by the Pope Mfg. Co. compels us to use theirs. We prefer to avoid personal mention of competitors. It always shows weakness, and we feel quite healthy ourselves.

We have many live problems which occupy us, and we dislike to waste a single minute on such stuff.

We have had the cushion tire problem in hand for several years, and that has kept us busy. The Pope Mfg. Co. will sympathize with us in this after two or three years, when they will begin slowly to find out that the cushion tire question is a live one, and one which bicyclers demand a solution of.

Bicyclers have learned to expect that we will lead in all great improvements, and we do not intend to disappoint them in this one.

We really are sorry that our plain statement of facts has caused the Pope Mfg. Co. to lose its temper. Of course we know it will be a great advertisement for us, but we don't need it. We always have more orders for Victor Bicycles than we can fill.

Another reason why we regret to see this inclination to get mad is because the Pope Mfg. Co. have done some good things and we should dislike to see any ill happen to them. You know, "Whom the gods would destroy they first make mad."

If there was any way in which we could get out of this and let them down easy we would, but the facts! the facts!! "There's the rub."

Of course every boy in the land knows that we really were the first in America to make high grade bicycles; that is, to really make them for the market—to put in good forged steel throughout, when the Pope Mfg. Co. were using malleable iron castings in their best bicycle;

To put in hollow rims when they were using solid rims;

To use tangent spokes when they were using direct spokes;

To use hollow dropped handle bars when they were using solid straight bars;

To make machines lighter than theirs, etc., etc.

To give all these high grade improvements without extra charge when they were charging extras like the following:

Columbia Ball Bicycle Pedals, $6 00.

Expert Bent Handle Bars, $2 50

(Probably bending solid bars came high that year).

Of course we know that even referring to these matters in a delicate way, as we did in our "eight questions" must be very discouraging to the Pope Mfg. Co., but they have compelled us to do this in order to explain our position.

Gentle reader, don't be deceived by the smoke! The trouble is not with the "eight questions" which have been so beautifully emphasized by our kind competitors. The "eight questions" are all right. Of course there is an explanation of all this rumpus. The "explanation" has been gradually growing for the past six years. The "explanation" is found in these words, VICTOR CUSHION TIRES. This is at the bottom of all this "green-eyed" trouble.

We "tried the experiment"—but then we ought not to blame the Pope Mfg. Co. They frankly admitted their position June 24th, 1887, when they headed their ad. in BICYCLING WORLD, "LET OTHERS TRY THE EXPERIMENT."

However, we almost forgot the "satisfaction" part of the Pope Mfg. Co.'s challenge. We have used up our space, and shall have to ask the indulgence of readers until next week, when we will in this space undertake to give the Pope Mfg. Co. all the satisfaction they want.

In the meantime, please bear in mind that Victor Bicycles Lead—that the Victor Cushion Tire is all right, that it is the result of years of experiment, and that if you want to ride a '91 model Victor Safety you will have to get your order on the books promptly; take your place in the line and wait your turn. The line has been formed for some months.

Yours in the cause of truthful and candid advertising,

THE OVERMAN WHEEL CO.

AGENTS WANTED THROUGHOUT THE NEW ENGLAND STATES

FOR THE

STOVER CYCLES

GOOD TERMS TO RIGHT PARTIES.

SIDWELL & SABEN, SOLE NEW ENGLAND AGENTS, **243 Columbus Ave., Boston, Mass.**

N. B. We have secured control of J. S. Murray's stock of Yale and Harvard parts.

OUR $1000 IS UP (the spout.)

Truth is Stranger than Friction,

Especially in the cycle business, where the one is so often sacrificed to the other.

What maker in the world (all others barred) made the first Hickory Bicycles?

Who first fixed a price for Hickory Bicycles?

Who first reduced the price on Hickory Bicycles?

Who first raised the price on Hickory Bicycles?

Who made the first Rover type Hickory Bicycle?

Who "first originated" the term Hickory Bicycle? (Those who "originate it" later don't count.)

Who has the largest plant in the world devoted to the manufacture of Hickory Bicycles?

We have the documents in hand to prove that there is one answer which fits each of the above questions, and that is,

Nobody Knows,

and it might also be true that ***nobody cares.*** The only question having any possible contemporaneous interest is, who makes Hickory Bicycles ***now?*** And also this: How do those bicycles compare intrinsically with others, and with the price asked for them.

A bicycle, like any other mortal production, depends for its ultimate success on something beside talk.

Next to a good lubricating oil, the cycle trade needs a reliable blood purifier.

For further particulars, see W. W. STALL, of Boston; SWEETING CYCLE CO., of Philadelphia; GEO. S. ATWATER, of Washington, D. C., ———, of Chicago, or Your UNCLE ELLIOTT, of Newton, Mass.

American Records Made on the ORMONDE, (Highest Grade.)

1-4 Mile Safety,	- -	W. F. Gassler, Jr.,	- -	35 and 4-5 sec.,	- -	July	11, '90
1-4 " "	- - -	H. E. Laurie,	- - -	30 and 2-5 "	- - -	Aug.	20, "
1-2 " "	- -	" "	- -	1 min. 12	" - -	Oct.	10, "
1 " "	- - -	" "	- -	2 " 27 and 1-5 "	- - -	Sept.	16, "
2 " "	- -	" "	- -	5 " 28 and 2 5 "	- - -	Aug.	15, "
3 " "	- - -	" "	- -	8 " 13 and 3-5 "	- - -	"	" "
4 " "	- -	" "	-	11 "	"	"	" "
5 " "	- - -	" "	- -	13 " 39 and 2-5 "	- - -	"	" "
4 " Ordinary,	- -	A. B. Rich,	-	11 " 11 "	- - -	Sept.	" "
5 " "	- -	" "	- -	13 " 51 and 2-5 "	- - -	"	" "

No superfluous material used. Construction Scientific. It is light, strong, durable, easy running and graceful in appearance. Send for catalogue, giving full particulars. Live agents wanted.

A. B. RICH & CO., 1780 Broadway, New York,
Sole Importers for NEW ENGLAND, N. Y., N. J., DEL., PA., MD., VA., W. VA., DISTRICT OF COLUMBIA, OHIO AND MICHIGAN.

ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.,
Sole Importers for the remainder of the U. S., except Northern Illinois and Eastern Wisconsin, controlled by Spooner & Peterson, Chicago.

SWEET REPOSE

"ONLY THE TIRED MAN KNOWS THE SWEETNESS OF REPOSE."—*Handford.*

Very true, but the average cycler does not care to ride a hard running cycle. If that is the condition on which sweet repose may be had, he is willing to go without "sugar in his'n." Give him a "Sylph" cycle that rides like a "couch of down" or a "load of hay," and he is willing to labor along under the delusion that his repose is sweet enough. If you don't believe it, try it. We've tried it. We don't ask you to believe it, nor us. We would not believe a total stranger ourselves. We do ask you to try the "Sylph." Our agents will be glad to show it to you, and you can decide for yourself. Correspondence solicited. Address,

MORAL.—"The Proof of the Pudding." **ROUSE-DURYEA CYCLE CO., 9 G St., Peoria, Ill.**

U·N·I·O·N

WISE JONES.

Said Jones, when in a cycle store,
"I want a Cushion wheel, that's sure."

But first he told his wish to Brown,
The fastest rider in the town.

B. said the cushion would not go,
The blessed thing was dead as dough.

So on he went to Smith, a friend,
On whose advice he could depend.

Was the pneumatic worth his trust?
"Well, yes," said Smith, "if it don't bust."

"The one may bust, the other's dead,"
Sighed Jones, and mopped his sweating head.

Just then a UNION passed him by.
Such easy riding caught his eye.

He slapped his hand upon his knee,
And yelled, "That's just the wheel for me."

He did not wait for more advice,
But placed his order in a trice.

And now,

No rider hustles o'er the stones,
With greater ease than brother Jones.

Everything comes to him who waits--even old age--if he waits long enough. But NOW is the time to order your UNION.

UNION CYCLE MFG. CO., HIGHLANDVILLE, MASS.

Mr. Stokes, of Chicago, attends to our Western business.

"FEATHERSTONE'S PNEUMATICS."

For the convenience of our Eastern trade we have established distributing depots for our Pneumatic Tyres in the following cities, to which all correspondence for the respective districts should be addressed: Boston, New York, Philadelphia and Newark. The New England trade will be supplied through WRIGHT & DITSON of Boston; New York City, Brooklyn, Eastern and Southern New York State through Messrs. SCHOVERLING, DALY & GALES of New York City; Central and Eastern Pennsylvania and Maryland, with the exception of Baltimore City, through the SWEETING CYCLE CO. of Philadelphia; the State of New Jersey through Messrs. HOWARD A. SMITH & CO. of Newark, N. J.; Baltimore City through Messrs. CLINE BROS. of Baltimore.

These distributing depots will carry in stock a large supply of Pneumatic Wheels from which the Eastern trade in their respective territories will be promptly supplied. By drawing your supply from these depots near at hand you will at all times be able to get them promptly as you may need them instead of waiting until they could be shipped from here.

You will recognize it was late in the season when these Pneumatic patents were transferred to us, and it has been impossible to get out a supply of these Pneumatic Machines before, as great skill and care is required to make these machines, second to none in the market in point of grade and finish.

The cycle trade have too much intelligence to believe that the mechanical skill and capital of this country can be controlled by any two or three bicycle makers, and any one whose ignorance or personal interest may persuade them to say that our bicycles will not be strictly high grade and equal to any now made, had better wait until they see them. It is impossible to know what they are talking about until they have.

We now have about 1200 men working on these Pneumatics, having made a contract with the Ames Mfg. Co., the well known bicycle makers of Chicopee, Mass., to run nearly their entire plant on a part of our work.

We shall be able to deliver 500 finished Pneumatic Bicycles a week, both for men and women, beginning March 15th, and can increase this ouput if the trade should demand it.

All manufacturers will tell you their particular machine is the best; we say nothing about ours, it will speak for itself. We simply refer you to the record of the Pneumatic and to the riders of it.

You may put it down that the Pneumatic Tyre has passed through all its stages of experiment and is now a success, that it is the tyre of the future, and that some riders already know, and all others will find that they will not be in it without the Pneumatic.

"SWIFT" * SAFETIES.

100,000 IN USE.



"SWIFT," Model A.

Our Cushion Tire Makes the SWIFT Swifter than ever. *Catalogue Free.*

COVENTRY MACHINISTS' CO., - - Boston, Mass.

LOOK ★ AT ★ THIS!

THE SENSATION OF 1891.



A NEW MAIL at $100

With CUSHION TIRES!

—OFFERED AS THE—

Handsomest and Best Medium Priced Safety.

Has the New Mail handsome pattern Diamond Frame, has the New Mail pattern Low Handle Bars, has the Straight Front Fork, Tangent Spokes, Ball Bearings throughout, Garford Saddle and Cushion Tires. All Parts Interchangeable.

WARRANTED THROUGHOUT! Already being heavily ordered!

Now arranging Agencies. Good firms Wanted Everywhere as Agents for our wheels. Must apply at once. Catalogues ready. Address Manufacturers,

WM READ & SONS, 107 Washington St., Boston, Mass.

FACTORY, CHICOPEE, MASS.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the Wheelman Co.

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

The management of this paper refuses to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 20 FEBRUARY, 1891.

NATIONAL MEET at Detroit, July 16, 17 and 18.

THE election is over and the result cannot fail to be most satisfactory to the League at large. President James R. Dunn needs no introduction and no words of ours can add to his reputation as an enthusiastic League worker. His past record speaks louder than words. We congratulate the League on Mr. Dunn's re-election.

Major C. L. Burdett. the First Vice-President, is one of the strongest League men in Connecticut, by profession a lawyer, and a civil engineer by training, a man of parts, a man who will bring strength and dignity to the League. He is an enthusiast on the subject of Road Improvements. The selection is a wise one, as will be verified and proven as time progresses and Major Burdett's work and influence begin to show.

Dr. G. Carleton Brown, the Second Vice-President, is already well known to most League men and has made a record in his own State for himself as a worker and a safe man to follow. This record insured him the support of the convention and was a flattering but deserved acknowledgement of his worth.

MR. PRIAL is not a great success as a political prophet. He does not seem to be able to grasp the situation, and draw conclusions from facts as they are, but wanders off into the uncertainties of speculation. Our friend is a success only when wholly in the realm of fancy, and then he wields a very pretty pen.

THE shades of Longfellow were observed to flit uneasily about the Convention room in Willards Hotel, Washington, during the reading of Secretary Bassett's report, and on conclusion of same a delegate with a proper sense of the fitness of things, moved a vote of thanks and gratitude be passed to the memory of the dead poet for the inspiration evidently controlling the talented Secretary-Editor.

THE thanks (?) of the convention ought to have been tendered Mr. Perkins of Massachusetts, who showed marvellous presence of mind in closing and bolting the door of the room in which the convention sat on the occasion of Mr. Potter being called on to read his report as Chairman of the Roads Improvement Committee. It was observed, however, that Mr. Brewster performed a flank movement and in a fainting condition escaped through a window in the rear during the second hour of the reading. The report was excellent nevertheless, and was a most exhaustive essay on the question of Roads Improvement in all its bearings. Whether the report will be printed in full the Executive Committee will decide later on.

AS soon as affairs began to shape themselves in Washington so that the result of the election was pretty well forecast it was edifying to note what a scurrying there was among the minority to "get under cover."

THE ethereal looking colored gentleman whose duty is to announce in the rotunda of Willards the departure of trains from Washington, was requested last Monday to give information to an excited delegate who happened to be on the wrong side of the question, as to "when the first train for Salt River would leave."

ONE of the strange features of the caucus work was that in the general wire pulling the Western men refused to name any man to go on the ticket other than Mr. Dunn. They could not be switched off by any proposed deal. They all said that they were satisfied with Mr. Dunn as being a representative from the West.

CONNECTICUT has furnished the League with a most excellent presiding officer. His clear grasp of all points of order and his ready decision and fairness were very gratifying. We are exceedingly pleased that there is a lawyer on the Executive Committee. Whatever opinions many laymen may have of the profession, their training cannot but prove of value in any matter the committee may be called to act upon.

IN the report of the Roads Improvement Committee, it was suggested that the League of American Wheelmen and the Farmers' Alliance join forces in the interest of good roads. This would be going into politics with a vengeance! And we doubt very much whether the League members would consent for one moment to make pledges to support any particular political party through thick and thin. The argument used by the friends of the scheme is that nothing can be done unless concerted action be taken by the League with some political party which is pledged to the advancement of road improvement legislation. While the argument is feasible—nay, perhaps based on the broadest grounds of common sense—we do not believe that it would be possible to make any pledges which would be worth the paper they were written on. It may be that the League, single-handed, will make slow progress in the matter of road improvement, but it is very sure that the members at large of the League will never consent to an alliance with any political party. It might be easy to make the "pledge," but it would be another thing to make the pledge hold. The theory may be good, but the actual fulfillment would be practically impossible.

SPEAKING of alliances: If we understand the matter aright a proposition is to be made by the A. A. U. to the L. A. W. on the basis of allowing a representative of the L. A. W. a place and a voice in the meetings of the A. A. U. On the face of it this seems to be a pretty fair proposition for the L. A. W. to entertain, especially as in the pleasant talk by Mr. Matthewson before the L. A. W. Assembly at Washington there was no indication that any return was expected other than that of good fellowship and concerted action for the general good of the amateur cause. We shall be pleased to see the terms of proposed alliance in writing, and then we can judge as to its advisability. In the meantime we view it in the light of an "Olive branch," which we hope is the harbinger of peace and harmony.

A GOOD deal of disappointment was evinced in Washington among the L. A. W. delegates when the news reached them that the A. A. U., at the meeting in Boston, had failed to take any action on the questions of expense and prizes as agreed upon by the Joint Committee. It seems to us that the A. A. U. ought to have taken some definite action in regard to the matter. They have had ample time to informally discuss the matter, and it is nothing but right to the athletic public that the matter under discussion should receive prompt action. We hope, however, that the meeting which is to be held at New York tomorrow will bring about something definite on the subject. Possibly it may be the intention of the A. A. U. to defer action on the expense and prize matter until the matter of the proposed alliance is settled.

THE manufacturers and importers are making great preparations to be well represented at the cycle show in Philadelphia, commencing March 2 and ending March 7. Every effort should be made by all wheelmen to make this show a permanent affair, and it is only by evincing interest and practical support that it can be made a success. We want to see Philadelphia's enterprise rewarded, so that the promoters can feel encouraged to make the show an annual fixture.

MR. GOLDER, who is now in this country, is better known as a cycling press man than as one in the trade. For a long time he has been connected with the *Cyclist*, and has done much good work. He is an exceedingly quiet gentlemen and impresses one as being thoughtful. He is lacking entirely in that habit of "bouncing" so many Englishmen are addicted to. Mr. Golder will write his impressions on America for *Wheeling*, and we are informed that he is already at work upon an article on the cycling press men of the United States. We have had our little shy at him first.

VERILY, mighty is the power of the press, and great is the learning of those who uphold its powers by the pens they wield! How neat and appropriate is the newly designed badge of the Buffalo Press Cycling Club? "Formed of a bar, a wheel, a chain and a sword." Could any combination more perfectly denote the power and purpose of the club whose emblem it is? Yes, alas! indeed, even the "*bar*" becomes an important part of the artistic whole, when one stops to consider how many inspirations have come to the weary quill-driver across the polished or dingy top of a bar.

LOUISVILLE thinks that perhaps it might introduce a winning novelty in racing by electric light. Our advice to them is not to do it. It has been tried and it has failed, at least as far as outdoor racing is concerned. Racing, never free from an element of danger, has that danger greatly and unnecessarily increased, and when it is attempted under the deceptive lights and shadows of a glistening electric light, and those who love either the sport or its racing men will not encourage any such foolhardy performance as after-dark race meets out of doors.

THE wheelmen or anybody else intereted in Roads Improvement will find in Washington and vicinity the most instructive object lessons. Let the visitor compare the magnificent streets paved with asphalt and the sloughs of liquid mud yclept roads which surround the Capital during the rainy season. In the District one can find the two extremes, the finest system of paved streets in the world on one hand, and the most miserable of country highways on the other. We saw a wagon drawn by six horses in Washington the other day. The spaces between the spokes were solid mud, while the horses and the driver were literally plastered with red mud up to the ears. It required six horses to draw a load over the vile roads, which two horses could have easily drawn at a much greater rate of speed, had its highways been in even decent condition. Isn't it strange that with such a contrast of things existing under their very nose, the granger absolutely refuses to see the false economy of his opposition to the cost of making and maintaining good roads?

WE are unavoidably late with our paper this week on account of the delay in receiving the proceedings of the National Assembly.

L. A W. NATIONAL ASSEMBLY,

AT WASHINGTON, D. C.,

February 16, 1891.

UNLIKE many of the meetings in the immediate past, the results of the election of the officers of the L. A. W., were up to the last moment very unsettled.

When the representative of the WORLD returned from the West about two weeks ago, he was aware that there was a certain amount of breeze which might develop into quite a gale before the time of election arrived. On arriving in Washington on Saturday night he found that things were decidedly mixed, and in fact, the friends of Mr. Dunn were rather blue in contemplating the outlook. The reasons given for the upheaval were, first the fact that the friends of Mr. Mott claimed that Mr. Dunn had not treated him in a fair manner. The other fact which strengthened opposition, was the supposed friction between Mr. Dunn and the members of the Racing Board and other committees.

While the delegates were not here in full force Saturday evening, sufficient numbers of them were present to indicate somewhat the way they were thinking. It was, however, agreed that the caucus to the different divisions should be postponed until such time as Mr. Dunn would be present in Washington to make any explanations that he chose in regard to his side of the question. This policy was followed out, and it was a noticeable fact that by Sunday evening a revulsion of feeling had set in in favor of Mr. Dunn, and while there was nothing absolutely settled, it was very evident that he had strengthened his position very materially.

Another feature which rather complicated matters was the fact that the officers of the A. A. U., at their meeting in Boston Saturday, did not take any action in regard to the adoption of the Racing rules as adopted by the joint committee in New York City. The Washington papers and also the New York papers were closely scanned for some news as to the results, but not a word could be found in any of those journals. The delegates from Boston, who left that city late Saturday night, were also utterly in the dark as to what was done there, if anything. The editor of the WORLD, however, through the courtesy of the manager of the Boston *Herald*, was enabled to place himself in communication with Boston, and it was found that the A. A. U. had been apparently shrewd enough to defer action until after the meeting of the L. A. W.

This was a circumstance which the Racing Board had not contemplated, as they supposed they would be able to go before the National Meeting with a report and suggestions based on the action of the A. A. U. In fact, the Racing Board had appointed a meeting for Sunday afternoon expecting that the results of the Boston meeting would be known to them by that time. The lack of action was a great disappointment to the members of the Racing Board as well as to the members of the National Assembly.

The name placed prominently as being in opposition to Mr. Dunn was Maj. Burdett of Connecticut for President. The name also of Mr. Geo. R. Bidwell of New York had been brought forward by the New York delegation in connection with the office of President. Mr. Prial of New York had put forward his name editorially, and in connection had also named for First and Second Vice President, Mr. Dean of Massachusetts and Mr. Mott of Maryland. A curious omission on the part of Mr. Prial being that of Dr. Brown, whom it was acknowledged by all of the delegates was sure of a place on the ticket. It must be confessed that it did look very much like Maj. Burdett for a time, but after a careful canvassing of the pros and cons, and Mr. Dunn had made certain explanations, it was seen that that combination could not be made to work.

The Massachusetts delegation were the last ones to arrive, and, in fact, they deferred their caucus until half past nine Monday morning, at which they expected certain members who had not arrived before would be present. A good deal of interest was evinced by the friends of the different candidates as to the position Massachusetts would take.

Just before the convention assembled a new combination was suggested, and it was worked for all it was worth. The combination was Dunn, A. Mott and A. W. Robinson of Massachusetts, it being understood in the meantime that Mr. Bidwell would have his name withdrawn, and that New York would throw its vote for Mr. Dunn. This condition of affairs assured Mr. Dunn for the first position on the ticket.

The friends of the candidates for First Vice and Second Vice were both confident that they would be able to elect their several tickets. It was most evident, however, to the casual observer that Dr. Brown was altogether too strong to be thrown over.

THE MEETING.

The convention assembled at 10:30. The first order of business was the report of the credentials committee, Sanford Lawton, chairman. This committee reported that there were seventy-nine votes personally represented, and votes represented by proxy, fifty-eight, making a total of one hundred and thirty-seven, out of a possible one hundred and fifty-five.

REPORT OF THE PRESIDENT.

The report of the President, through a misunderstanding, had not reached us up to the time of going to press; it will therefore be published in our next issue.

REPORT OF THE TREASURER.

League of American Wheelmen in account with W. M. Brewster, treasurer:

Balance on hand, Feb. 19th, 1890	$1 817 37
March 19th, from BICYCLING WORLD	300 00
Feb. 24th, from Sanford Lawton	179 23
April 7th, from Secretary Bassett	128 52
July 17th, from Secretary Bassett	5 000 00
Sept. 15th, from Secretary Bassett	500 00
Total	$7 925 12
Paid out as per statement	$3 404 00
Balance on hand	$4 520 81
Deposited—	
Quincy National Bank	$2 958 92
Continental National Bank, St. Louis	1,561.39
Total	$4,521.31

REPORT OF THE SECRETARY.

SHOULD you ask me why this preface? Why this gratulating preface? with its plaudits and its praises, with its cry of "jubilate," song of triumph for the record, record made of thrice six thousand, I should answer, I should tell you, tell you that I stand before you to exhibit the largest enrolment of members that our organization has ever put upon its books. Last year I peeped a feeble note of triumph over the enrollment of 12,500 members, but that record takes off its hat with humility to the record of 1891, and retires to a remote second place; while the proud record of '91 sees the crest-fallen record of 90 and goes it better by nearly fifty per cent. The fact that we have done better in the total enrolment naturally carries with it the fact that we renewed more members and added more new names than ever before. I exhibit a table showing the membership totals for last year, and the totals to date of the present year.

MEMBERSHIP TOTALS.

	April 30 1890.	Feb. 13 1891.		April 30 1890.	Feb. 13 1891.
California	443	562	Wisconsin	114	232
Colorado	51	51	Alabama	13	18
Connecticut	742	1437	Arizona	10	3
Delaware	56	59	Arkansas	7	10
Dist. of Col.	192	231	Dakota	10	8
Illinois	931	1490	Florida	20	9
Indiana	178	273	Georgia	9	10
Iowa	142	193	Idaho	1	1
Kansas	137	145	Oklahoma	0	1
Kentucky	110	144	Oregon	2	0
Louisiana	104	140	Mississippi	12	9
Maine	161	229	Montana	6	7
Maryland	543	622	Nevada	19	15
Massachusetts	1658	2311	New Mexico	9	9
Michigan	449	564	North Carolina	3	5
Minnesota	132	160	South Carolina	5	3
Missouri	357	462	Utah	13	42
Nebraska	100	100	Washington	4	13
New Hampshire	71	165	Wyoming	3	3
New Jersey	634	1045	Bermuda	1	1
New York	2169	3097	Canada	13	10
Ohio	867	1197	England	4	3
Pennsylvania	1505	2059	Nova Scotia	5	6
Rhode Island	358	567	Australia	0	1
Tennessee	103	137	Germany	0	1
Texas	40	61	Mexico	0	1
Vermont	37	62			
Virginia	85	62		12,703	18,113
W. Virginia	65	70			

The first ten Divisions in point of numerical strength rank and have ranked as follows:

	1889-90.		1890-91.
New York	2154	New York	3097
Massachusetts	1644	Massachusetts	2311
Pennsylvania	1460	Pennsylvania	2059
Illinois	916	Illinois	1490
Ohio	858	Connecticut	1437
Connecticut	742	Ohio	1197
New Jersey	627	New Jersey	1045
Maryland	533	Maryland	622
Michigan	439	Rhode Island	567
California	441	Michigan	564

The following tables give the number of renewals and new members enrolled in the last five years:

	Renewals.	New.	Total.
1886	4385	5879	10,264
1887	7707	4232	11,939
1888-9	7851	4342	12,193
1889-90	7745	4958	12,703
1890-91 (10 mos.)	9655	8461	18,116

Our list embraces a great many ladies. Last year we had 171, now we have 441.

California	7	Missouri	13
Colorado	2	Nebraska	3
Connecticut	31	New Hampshire	2
Delaware	2	New Jersey	21
District of Columbia	9	New York	58
Illinois	41	Ohio	26
Indiana	4	Pennsylvania	53
Iowa	5	Rhode Island	37
Kansas	3	Tennessee	4
Kentucky	5	Texas	1
Louisiana	3	Vermont	1
Maryland	5	Wisconsin	3
Massachusetts	83	Canada	1
Michigan	12		
Minnesota	6		441

Our income from memberships has been to February 1 last, $25,561. Of this $9655 came from renewals, and $15 906 from new members. I have credited to the Divisions $16,458, and to the Treasurer $9103. Our entire income from memberships last year was $17,005.50. Excess to February 1, $8555.50.

Thus in brief is told the record, told the record, told the story; told the story of our triumph, told the record of a year. Much it gratifies and cheers us, cheers us, fills us with a feeling we have never known before; bids us strive for prouder records, bids us push with vigor onward, bids us pass the twice ten thousand, bids us pause not by the wayside, bids us labor for the cause. And if we

shall heed the bidding, work with will as ne'er before, we shall each a greater triumph and press onward evermore.

REPORT OF THE MEMBERSHIP COMMITTEE, L. A. W.

Mr. James R. Dunn, President L. A. W.:

Dear Sir—After receiving your valued appointment as Chairman of the Membership Committee we deemed it prudent to take counsel with the sage Secretary-Editor that we might form some conception of the duties and requirements of the office before accepting the responsibilities of the same. The emphatic manner in which our friend assured us that any appointment to that committee was a compliment, and that there was literally nothing to do—citing the experience of the committee just dismissed, who had had not a single case and had not even rendered a report—decided us, and we entered upon the onerous duties of the office, full of brave determination to sit with folded hands, work just as hard as our predecessors had been called upon to do, and retain our vote in the National Assembly thereby. As a result of our labors it becomes our privilege to report that the affairs in this department of the League machinery are in good working order Throughout the year the members of our committee have worked in entire unanimity, and with an ardor born only of a desire to do well whatever the hand finds to do, and with a wisdom and discretion that withholds from the left hand a knowledge of what the right may be doing. Fourteen cases, as per the attached list, have demanded our sober judgment: six of the protests were sustained, three of the charges being for professionalism, and three expulsions from League Clubs for non-payment of dues. Six of the cases were dismissed, and no action was necessary for the other two.

Plainly it does not come within the scope of this committee to criticise or utter futile complaint, yet we wish the average protestant had a more dignified conception of a protest and its mission. A casual perusal of the budget accompanying our report will convince the most disinterested reader of the small motives, petty jealousies, club wranglings, etc., etc., that enter very largely into what is deemed sufficient cause for a protest. Wipe out the element of personal spite and animosity, and you do away with the cause of one half the protests. Respectfully submitted,

Sanford Lawton, Chairman,
George C. Pennell,
George C. Arbuckle,
Membership Committee.

HIGHWAY IMPROVEMENTS COMMITTEE.

This report was very long and exhaustive and is still in the hands of the committee.

RACING BOARD.

Mr. President and Members of the National Assembly:

During the past year the following 33 men have been declared to have forfeited their amateur status for violating clauses of the Amateur Rule: Messrs. H. G. Kennedy, Robert Gerwing, G. F. Waldron, H. V. Croll, F. N. Coleman, Louis Block, H. Shaw, J. L. Sutton, Austin Banks, A. H. Brown, E. R. Pynchon, F. L. Shepard, H. D. Green, G. D. Peabody, R. H. Biegel, J. C. Epeneter, A. A. Morris, A. L. Anderson, J. M. Rotart and C. C. Hopkins, all of Denver, Col., for violating Clause B. E. M. Mooar of Grand Rapids, Mich., W. F. Chidester of Hastings, Lester Peck of Buchanan, E. W. Heath of Benton Harbor, F. F. Rough of Buchanan, Clarence Skinner of Chicago, H. A. Bamberger of Chicago, D. Spangler of Elkhart, Chas. Daniels and C. H. Bremenderfer of Goshen and W. V. Houck of Buffalo for violating Clause A. W. F. West of Philadelphia for violating Clause C. Owen T. Morgan of Swansea, Wales, for violating Clause B.

Reinstatement has been granted to nine applicants: Messrs. Grant Bell of Minneapolis, W. C. Palmer of New Haven, Prince Wells of Louisville, John Hulett of Armada, Mich., E. A. Leopold of New Haven, J. H. Polhill of Columbus, Ga., J. S. Shobe of Columbus, O., C. C. Hopkins of Denver and G. S. Hart of Philadelphia.

Reinstatement has been refused in 22 cases: Messrs. Ed. McDowell of Philadelphia, S. G. Speirs of San Francisco, M. O. Spring of New Orleans, E. M. Mooar of Grand Rapids, S. G. Whittaker of Philadelphia, W. A. Rhodes of Highlandville, Mass., H. G. Kennedy, H. V. Croll, Louis Block, F. L. Shepard, A. H. Brown, G. D. Peabody, J. C. Epeneter, R. H Biegel, R. Gerwing, F. N. Coleman, H. S Shaw, J. L. Sutton E. R. Pynchon, Austin Banks, J. M. Rotart and H. D. Green of Denver.

Nineteen charges have been investigated and dismissed for want of sufficient proof.

Twenty-seven have been under suspension for violation of track rules.

Two State championships have been established: One-mile ordinary and one-mile safety championships of Georgia.

Two records have been accepted: Ordinary, one-quarter mile, 32 3-5s., at Harford, Sept. 1, by E. C. Anthony; safety, one-quarter mile, 35 4 5s., at Niagara Falls, July 12, by W. A. Gassler, Jr.

The L. A. W. national championships were contested at the League meet at Niagara Falls and were won as follows: One-mile ordinary, W. F. Murphy, time 3 06. Two-mile ordinary, declared off, time limit not reached. Five-mile ordinary, E. C. Anthony, 23 19 4-5. One-mile safety, W. D. Banker, 2.59 3-5. Two-mile safety, W. F. Murphy, 9 17 4-5. Five-mile safety, Hoyland Smith, 15.50 4-5. One-mile tandem safety, W. F. and C. M. Murphy, 2.57 1-5. Two-mile tandem safety, W. F. and C. M. Murphy, 6.58 2-5. Three-mile tandem safety, W. S. Campbell and A. B. Rich, 8.31 1-5.

Nineteen cases are at present before the board, sixteen being under suspension pending investigation.

Respectfully submitted, Chas. S. Davol,
Chairman L. A. W. National Racing Board.

HOTELS.

To the L. A. W. National Assembly:

Gentlemen—This committee have no especial report to make at this time, as, under the present rules, the committee are utterly unable to do any practical work, beyond the distribution of hotel application blanks and certificates of appointment.

We have the following recommendation to offer, which, if adopted, we believe will make the hotel committee one of the most important committees of the organization. We recommend that this committee be changed from a special to a national committee, and that the chairman be given power to appoint all hotels, upon the recommendation of the local consuls. By the adoption of this plan, the committee will be in possession of a complete list of hotels, rates, etc., and will then be enabled to furnish much valuable information to the members of the organization.

Notwithstanding the fact that earnest efforts have been made to secure a complete list of hotels, the committee, through the indifference or neglect of some of the Division officers, have utterly failed, and we are therefore unable to furnish information when called upon.

We further recommend that, unless some such plan is adopted, the hotel committee be abandoned.

Respectfully submitted,
Geo. S. Atwater, Chairman.

After the reports of the different committees had been submitted, read and accepted, the convention adjourned to reconvene at half-past one, at which time the important business of electing the officers would take place. During the adjournment a splendid picture of the delegation was taken on the steps of Willard Hall.

The delegates reassembled at 2, and at once began business. Mr. Geo. A. Perkins of Massachusetts nominated Mr. Dunn in a well-made speech, while Mr. Shriver of New York seconded the nomination, and Mr. Potter in a most eloquent speech, moved that the secretary be instructed to cast one ballot for James R. Dunn. This change of front by the New York men was the cause of the wildest enthusiasm. The fun then commenced, and Mr. Kirkpatrick of Ohio nominated for first vice-president Maj. C. L. Burdett of Connecticut; Mr. Cooke of Rhode Island seconded the nomination. Mr. Luscomb of New York then made an able appeal on behalf of Mr. A. Mott. His speech was a good one, and he was well seconded by Mr. Willison of Maryland. The convention then proceeded to ballot. Mr. Van Nort of Pennsylvania and Mr. Randall of Illinois were appointed a committee to receive and count the ballots, and on reporting the result of the ballot for first vice-president, announced that C. L. Burdett of Connecticut received seventy-eight votes and Albert Mott fifty-nine votes. The chair then declared Maj. Burdette elected to the office of first vice-president. This caused somewhat of a panic in the Massachusetts ranks, as they feared that certain votes which had been pledged to Robinson would go over to the other candidate, and the result indicated that this was so. Mr. A. A. Dean of Connecticut nominated G. Carleton Brown; Mr. Crowther of Pennsylvania nominated Mr. Robinson. It was rather a forlorn hope for the Robinson men, but they stuck to their candidate loyally. Returns, as reported by the committee, showed that G. C. Brown of New Jersey had received eighty-three votes, while A. W. Robinson polled forty-nine.

There was no opposition to the nomination of Mr. W. M.

EAGLES FOR 1891.

CATALOGUE

FOR 1891

NOW READY

LARGER, HANDSOMER AND MORE INTERESTING THAN EVER.

Tells Why the Eagle is the Fastest Wheel on Earth. Fully Describes and Illustrates

THE EAGLE ROADSTER,

THE EAGLE LIGHT ROADSTER,

THE EAGLE RACER,

THE BOYS' EAGLE.

FREE ON APPLICATION, ALSO MILEAGE BOOK.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

THE

ROVER

Heads the list of high grade Safeties,—six styles, ranging in price from $85.00 to $165.00, and from 30 to 48 pounds in weight. Pneumatic, Cushion and Solid Tyres, Hollow Rims, Tangent Spokes and Ball Heads.

Those desiring the Agency for these goods, should apply at once to insure being supplied.
The trade supplied with everything in bicycle sundries, at the lowest possible prices.

The JOHN WILKINSON CO., Direct Importers, 269-271 State St., Chicago.

Sixteenth Year in America.

1876

The First Cycles in the United States

"The philosophy of trade forces prices to correspond with quality. No man can buy for a dollar that which is worth two dollars, nor can one man make for a dollar what another and older man cannot produce for twice as much money. There are prices and prices, and qualities and qualities, and every time they correspond. * * * It is worth something to know what you are going to get."—*See Bicycling World, p. 128, Dec. 6th, 1889.*

1891

The Largest Cycle Manufactory in the World

SINGER SAFETIES

Eight Patterns.

MINIATURE, INTERMEDIATE, APOLLO, SPECIAL APOLLO, SINGER, LADIES' SINGER, SPECIAL SINGER, ROYAL SINGER.

Prices From $80.00 to $185.00.

SINGER & CO. 67 and 81 BERKELEY STREET and 2 WARREN AVENUE, **BOSTON, MASS.**

Brewster of Illinois to re-election to the post of Treasurer, and the Secretary was instructed to cast one vote for that gentleman. Mr. Potter of New York, in complimentary terms, and, we trust, in a manner satisfactory to Mr. Brewster, did the honors in nominating Mr. Brewster, and, as there was no opposition, he was re-elected unanimously. After the smoke had cleared away from a rather short, sharp and decisive battle, the amendments to the by-laws presented by Mr. Bassett were taken up, and were all passed except the amendment to Article III., providing for the appointment of delegates on failure of a Division to elect. This brought out much discussion, and, although the amendment was killed on a point of order, the sentiment of the meeting was clearly against the amendment. During the discussion many points of order were raised. Vice-President Burdett was in the chair, and proved himself to be a most excellent presiding officer.

President Dunn here read a letter from the committee of the A. A. U. as follows:

To the President of the League of American Wheelmen, Willard's:

Dear Sir—We beg to inform you that we have been appointed by the Amateur Athletic Union of the United States, a committee to lay before your organization a proposition for an alliance which, if affected, would conduce to the permanent good feeling and harmonious action which both bodies interestood would, we feel sure, view with gratification.

Awaiting your pleasure we remain, Yours, etc.,
H. McMILLAN, President,
CHAS. F. MATTHEWSON,
Committee.

The Arlington.

It was voted that the gentlemen be invited to address the meeting, and President Dunn and Chairman Davol were appointed a committee to escort Messrs. McMillan and Matthewson to the meeting. While the committee was absent, Mr. Wells of Massachusetts moved that the assembly accept the invitation of the Columbia Cycle Club to the banquet and a vote of thanks to the club and Mr. Atwater for the invitation and other courtesies. This having been passed unanimously, "Griff," in his usual mellifluous tones, addressed the meeting and extended to the League an invitation to meet in Detroit. The City of the Straits, he said, was waiting for the League and that the members would have such a good time that they would wish they had to do it over again. President Dunn spoke of the advantages Detroit had to offer and it was voted that the League meet for 1891 be held at Detroit on July 16, 17 and 18.

Mr. Matthewson of the A. A. U. here addressed the meeting. He suggested that the League form an alliance with the A. A. U. similar to that existing between the A. A. U. and the North American Turnerbund. He thought such an alliance was one that other athletic associations would adopt. One that would control every branch of athletics. While he recognized that the League was the great controlling power in wheeling, his association had an interest in the sport and the best results would be obtained by co-operation. They had a plan of reorganization of the A. A. U. The consititution favors the forming of alliances and they had power to make an alliance. The plan was to have each division represented. The League would have a representative who could vote on all questions. If an alliance was made it could be terminated at any time by either party on thirty days' notice. They would agree to no rules affecting cycling without the consent of the League. He suggested that a committee of the League confer with the A. A. U. and be given power to draft an agreement of alliance. President McMillan also made a brief address of the same general terms. Mr. Potter said there was an unanimous feeling of appreciation for the acts of the managers of the A. A. U., as to the subject matter it could be considered better by a committee. Mr. Post of Connecticut moved that the matter be referred to the Executive Committee, with the Racing Board, with full powers. Passed.

The recommendations of officers and committees were referred to the Executive Committee with power to act.

Adjourned.

THE BANQUET.

The Columbia Cycle Club of Washington did itself proud in the matter of its generous hospitality tendered the visitors on Monday evening. A long table stretched from the door of Fleischmann's restaurant to the rear, at which point another table was placed at right angles. Over 150 sat down at 9 o'clock to discuss the collation, which was most delicious and varied in its make-up. Salads, cold meats, confections and fruit, enough in quantity to satisfy the appetites of twice 150 hungry cyclists was placedbefore the guests, and we were pleased to notice that ample justice was done the viands. At about 11 o'clock the men had evidently eaten their fill, and were in a happy frame of mind to enjoy the speeches. Mr. Atwater opened the post-prandial exercises by welcoming the guests, and then he introduced Mr. Hay as the toastmaster of the evening, which duty he performed in the most satisfactory manner. The principal speakers of the evening were President Dunn, Vice-President Burdett, Col. Pope, ex-President Luscomb, Secretary Bassett, W. H. DeGraaf. Much enthusiasm was awakened by the speeches of these gentlemen, and it was not until after midnight that the guests left, filled with good cheer and sweet memories of the generous hospitality of the Columbia Cycle Club.



BOSTON NOTES.

"TONEY."

THE members of the Somerville Cycle Club are now interested in solving the problem of where and when to hold their annual dinner to which all will turn out and attend. It is thought, however, that the dinner will be eaten at either Young's Hotel or the Parker House, which are the only hotels in this vicinity having dining-room sufficiently large enough to accommodate the half-hundred members of that organization.

DURING the next half-dozen weeks the whist players of the Rovers' Cycle Club of Charlestown will endeavor to outdo each other at the whist table in order to gain an opportunity to receive first or second prize in the tournament. The battle has been going on for several weeks, and at the conclusion of the game last Saturday evening "Little Tot" headed the list with a score of 48 points to the good, with Henry Martin second and Fergurson and Allen fighting for the booby prize.

THE Rhode Island Wheelmen made a bold stroke when they invited the commissioners of parks to join them in the festivities attendant upon their annual banquet. The commissioners received the invitation in the manner intended and showed their appreciation of the kindness by attending the dinner. They were delighted to hear that the wheelmen would be their staunch allies in the carrying out of the commissioners' plans for the improvement of Roger Williams' Park.

CHIEF CONSUL ARTHUR W. ROBINSON and Vice-Consul George H. Perkins have entered upon the discharge of the duties of their new offices with a spirit that augurs most promising for the future welfare of the Division. They have already issued blank petitions addressed to the Massachusetts Legislature asking for the enactment of a law permitting the appointment of a highway and bridge commission. Not only are they circulating these petitions among the general wheelmen, but they have also placed a number of them in the hands of Secretary Jewett of the New England Trotting Horse Breeders' Association, who has promised to do all in his power to assist the gentlemen in reaching the goal of their ambition—the passage of such a law.

CHICAGO NOTES.

"WAYNE SCOTT."

WEATHER! well, Chicago weather can't be beat, two snow storms this winter and to-day the air is as balmy as spring; the roads are good and touring parties are being formed to-day for Aurora, Evanston and Highland Park. At this rate Chicago will be the greatest winter resort in the world.

ROCKFORD will make a strong bid for the Illinois Division meet. The 200 wheelmen are now hard at work, thanks to the good work of R. C. Lennie of the Illinois Cycling Club, who personally saw the wheelmen of the town. It has a fine system of paved streets, a number of very fine runs, two good race tracks and picnic grounds all along the river. Rockford is booming, and its people recognize the fact that there is no better way of advertising their city and will try to eclipse anything the Illinois Division has ever had before.

AT the annual meeting of the Associated Cycling Clubs held last Thursday night, officers were elected for '91; the former officers were continued in office by unanimous vote. R. G. Betts, G. K. Barrett and E. J. Roberts, the committee appointed to select suita-

ble courses for road records, reported upon nearly all the neighboring towns. The records made over these courses will be passed upon by competent judges and upon being approved by the committee will be entered upon a book of records.

DOUGLAS Cycling Club members feel highly elated over the huge success achieved at their annual masquerade ball last Friday evening; 175 couples were present. Apollo Hall was gayly decorated and with handsome costumes presented a gay and pretty sight.

RECEPTIONS and dances have been given and will be given, but never has one been given to equal the fourth dance of this winter's series given by the Illinois Cycling Club last Friday night; 75 couples were in attendance and not one but was strictly in full dress. Music was furnished by Fitzgerald's orchestra, while nimble feet wandered through a programme of 14 numbers. A light lunch was served during the evening by French.

TWO HUNDRED dollars was cleared and a piano purchased with the proceeds at the smoker of the Columbia Wheelmen at their club house last Saturday evening. The prize was a music cabinet. Entertainment was provided and lunch and cigars followed.

A SPLENDID meeting was held by the Cook County Wheelmen this last week and passed an amendment to the constitution making applicants for membership under 21 ineligible. The club's road book is now well under way, the committee being hard at work on it. It will be a neat 100-page book (pocket size. 5 1-2 by 3 1-2), containing some 30 tours, with maps and other useful information to wheelmen. This book will be mailed to all League members in the State.

AND now, Connecticut, where are you? Illinois is tie with you and nearly 100 more to come. The meeting held in this city last Saturday evening of the Illinois Division, L. A. W., was attended by nearly 450 wheelmen. A mandolin orchestra provided the music and some rattling good speeches were made. An elegant little lunch followed. R. D. Garden, R. G. Betts and Dr. C. B. Gibson, the committee, can be thanked for the great success of the enterprise.

SYRACUSE. "SALINA."

IT is unfortunate that the Onondaga Cycle Club again seems to be in trouble, and, if rumor can be relied upon, its life is of short duration. At the last meeting, President Lancaster offered a resolution to disband the club. The motion was lost, however, though a number of resignations were handed in. It is said that charges were to be preferred against the president, but this would hardly seem probable, as he was most active in the club's welfare. It is too bad that discord has arisen, as it was for the second time on its feet, with splendid chances of success, there being plenty of room for two organizations in the city.

THE third stag progressive euchre party was held at the home of the Syracuse Cycling Club on Feb. 9, and an enjoyable time was spent in which the honors were divided as follows: First royal, Theodore Rattenberg; second royal, G. Howard Avery; first booby, Geo. Westfall; second booby, Clarence Decker.

THE Thursday afternoon and evening ladies' receptions at the club house are a grand success and are becoming more popular every week. Music is furnished by the club orchestra and many other pleasant features are introduced. Every one enjoys themselves except Mac. By the way, Mac, be careful what you do, our late president is after you.

MY friend, the correspondent to the *Wheel*, seems to be a little hasty in his remarks regarding Mr. Bassett and the L. A. W., and also lacks knowledge as to the location of the Membership Committee, as a matter of fact every member of the S. C. C. does not wish to see "the four" expelled from the League. Editor Prial's advice is good and it is much better to go slow.

SINCE my last letter the Syracuse Cycling Club has had another important meeting, when the "expulsion" matter of October last came up again. It seems that, although Mr. Bassett was officialy notified of the expulsion, he failed to acknowledge its receipt and no action has up to date been taken by the League, for which the members, or at least some, feel the club has been slighted. Upon resolution, so the rumor goes, the secretary was instructed to draw up a letter calling the Chief Consul to account. What the outcome of the matter will be no one seems to know.

ONE thing seems clear, however, and that is that Vice-Consul Wood seems to be in pretty good standing with the Division if not the S. C. C., as he presided at the meeting of the Board of Officers of the New York Division on Feb. 9 in the presence of the Chief Consul. At this meeting Syracuse put in application for a date in the proposed racing circuit.

CHAIRMAN JOHNSON of the house committee is a hustler. He is now superintending the placing of electric lights all through the house. He has also placed a splendid oak roller-top desk in the committee room for the convenience of the officers.

BUFFALO NOTES. "SETAGEC."

BUFFALO always has the latest in bicycle clubs, and besides our Doctors Bicycle, Press Cycling, Ladies Wheel and Athletic, Roamers, Ramblers, Mystics, Wanderers, Iroquois, Mohawks, Koaxes, Zig Zags, Travelers and a score of others, we now have a Faternity Cycling Club, composed of high degree Masons, and they hold their meetings on the plan of a Fortnight Literary Club, meeting around at the members' homes, where almost every thing but cycling is discussed. Good luck to you brothers, may you reach the mystic shrine of cycling!

"WHAT NEXT!" Well, let's get ready for the 1891 annual League meet.

A WESTERN cycle paper says "Hawkshaw" is bald-headed.

RALPH TEMPLE was in town this week.

ON the evening of the 28th at the Arsenal games there will be some more indoor cycle races, but the riders will be mostly dark horses.

ROBINSON of the Standard Cycle Company says: "These newspaper correspondents that get up these controversies ought to be locked in a room where they can fight it out without bothering the public." That is a sensible idea, and I agree with him, but it is hard to put into practice.

AT the joint athletic games of the Buffalo Athletic Club and the Athletic Association of the 74th Regiment, held in the Virginia Street Armory last night (the 19th), quite a number of wheelmen took part. Schmidt and Macbeth with Brunner, Kiipfel, Moore, Smith, Johnson and Crooker represented the Ramblers. The Press Cycling Club entered Rhodes and Sampman, while the Roamers were represented by Dayton, Rick and Blanchard.

THE Zig Zags are having a little boom in membership, and the Zs will be in it this year sure.

THE Ramblers celebrated their sixth anniversary this week with a jollification and dancing.

BILLY HUGHSON and John Wirtner have gone again to 'Frisco, and Billy says he expects to have dust enough next time he comes back to build his club the best club house in town. Forty of their fellow club mates farewelled them at the depot.

I SAID only Daniels went to Bermuda; I was wrong, three others of the Buffalos went with him, and they intended to make a longer stay than he did.

CHIEF CONSUL BULL and W. S. Jenkins attended the League meeting at Washington this week.

THE Zig Zags and Roamers hold their annual election in April; the Press Cyclers were to do so too, but instead will hold their election earlier, I am told.

JOE KANE, the popular captain of the Ramblers lost his father last week. His father had been sick but a short time and his death was very sudden; it will be sad news to the friends of Captain Kane.

THE Buffalos' whist tournament is still in progress.

LARGE numbers of wheelmen were out for a ride last Sunday, and the Park seemed like old times.

NEWS AND COMMENT.

OUR surprise at hearing of the return to the United States of Mr. H. G. Priest of the Quadrant Co. was only excelled by our pleasure at seeing that gentleman for a few moments at Philadelphia last Tuesday. Mr. Priest's stay in this country will be very short this time, as he will probably be on his way back to England before this reaches many of our readers.

THE Peoria, Ill., Cycling Club are to be congratulated on their new club house which they have recently occupied. No expense was spared in remodelling and fitting up the interior, and the result is that they have one of the handsomest club homes in that section of the country. The club is made up of the best young men in the city, and they have hosts of well wishes for their future prosperity.

THE Second Ladies' night of the Somerville, Mass., Cycle Club was held on the evening of February 12. About fifty persons were in attendance, and a short entertainment, refreshments and dancing were provided for the enjoyment of those present.

WILL some member of the L. A. W. confer a favor on a victim of the bicycle craze, by informing him of the best riding road (no hurry for a lazy man) between New York and Washington, D. C. The aforesaid victim is not partial to sand, though an admirer of "Grit."

THE Long Island Wheelmen will hold a stag reception at their club house on February 28.

WE extend our heartiest congratulations to Mr. Troy of the well known house of A. B. Rich & Co. of New York on the birth of a daughter.

MISS MAGGIE KIRKWOOD is one of the best lady riders of New England. Miss Kirkwood is engaged during the day, so that her riding has been done evenings after eight o'clock, and on Sundays and holidays. Her record, therefore, of 2281 miles for the year 1890 is quite remarkable. In eight rides she covered between 50 and 60 miles, and the best single ride she covered a distance of 117 miles.

IN a late issue we spoke of Mr. H. G. Sawyer as having been appointed a local consul in Vermont. We should have said New Hampshire, and our apologies are duly made.

MR. MARRATT of the Coventry Machinists' Co. is now in this country for a short space of time. Mr. Hill, the American manager for the same company also returned to this country about two weeks ago.

MESSRS. Plunkett, Glessom and Joslyn of the Francis Wilson Opera Co. were the guests of the Victor Cycle Club of Washington, D. C., on a highly enjoyable run to "Cabin John Bridge" on February 6th. The members of this club are all enthusiastic wheelmen, and with the present outlook will double their membership the coming season.

ON the evening of February 13th, the Binghamton, N. Y., Wheel Club made a departure from their usual "Stag," and enjoyed a Ladies' night with progressive euchre, music and dancing—light refreshments were served. The affair was a great success in every particular, and much credit is due the committee who had the matter entrusted to their care.

MR. HERMAN SERODINO, a prominent member of the Wanderers' Cycle Club (of Cincinnati) entertained the members of that club at his residence on the evening of the 13th inst. A jolly time was had, and plans for the coming season discussed.

THAT it is not altogether safe to coast a steep hill with worn out tires, even on a safety, was demonstrated by a member of the Wanderers' Cycle Club of Cincinnati on the occasion of a club run a few days ago. The tire on the front wheel gave way, choked up the fork, and rider and wheel immediately begun to turn somersaults. Both were slightly disfigured, but they are still in the ring.

THE Washington Club of Chicago, Ill., will celebrate Washington's birthday tomorrow evening at the clubhouse, 653 West Adams street.

"JACK" SEWARD of the "Rovers" of Charlestown, Mass., met with a serious accident Tuesday while coasting down the Capitol Hill at Washington. He lost control of his machine, and was thrown so heavily as to be rendered unconscious. Luckily, no bones were broken, though Mr. Seward was very lame and sore, and had injured his hand somewhat.

IT is rumored that R. J. Mecredy of the Dublin Bicycle Club and W. C. Jones of the London Polytechnic will visit this country and take part in the cycling tournaments during the summer.

The Pennsylvania Bicycle Club (Philadelphia) held their second annual musicale on the evening of Feb. 12 at their clubrooms, Twenty-Ninth street and Girard avenue. The rooms were prettily decorated, and the attendance of members and lady friends was large.

The Rhode Island Wheelmen (Providence) held their annual banquet on the evening of Feb. 13. About 70 persons, with invited guests, were present.

AN exchange says: "Some of the champions of velocipede days, now turned gray, in many instances, are giving their attention to the new wheel, in hopes, like Ponce de Leon, to find the spring of perpetual youth—not in the wilds of Florida, however, but in the best quality of steel."

THE friends of Mr. T. E. Lambert of Boston will learn with sorrow of his death after a brief illness. Mr. Lambert was an enthusiastic wheelman, a member of the Boston Bi. Club, and one of the most popular of men among his associates. In the death of Mr. Lambert the editor of this paper feels that he has lost a dear personal friend.

THE Apollo Cycle Club of Taunton, Mass., will hold their first grand social in Davol's Block Friday evening, February 27th.

JACK PRINCE, the well known old time professional is on his way East. He sent in a letter for publication, which shall have space in our next issue, refuting charges made by our Detroit correspondent "Judge."

A OPENING.

"PLACE—The old stand—182 Columbus avenue, Boston.

TIME—Next door to G. Washington's Birthday, Monday, Feb. 23d, 1891—From sun up to sundown.

PARTICIPANTS—You, if you will do us the honor—The gentlemanly salesman (with descriptive declamations)—The ambidextrous order clerk (who writes it down in the book)—The industrious porter (who does lots of things)—The manager (general utility)—Horse marines, ghosts, desperate tramps, patagonians, etc., by the company at large.

OBJECT—To give you a chance to form an opinion of the new crop of Victors.

PROMOTERS—The Overman Wheel Co. (who make bicycles.)

P. S.—Bicycles may be ordered at any minute.

P. P. S.—Excursion trains will not be run on all railroads reaching Boston expressly for this occasion.

P. P. S. S.—Come early and avoid standing in line. (The police object to our blocking the sidewalk.)"

[Many of the above invitatians have been issued, and we are hereby requested to say that in case any wheelman has not received an invitation direct they are now cordially invited to attend.—ED.]

ELWELL EUROPEAN TOUR NOTES.

MESSRS. ELWELL AND HIGGINS have now ready full printed information as to what to ride, what to carry, how to carry it, and other matters in connection with their tours this summer. As the number is limited, and names are coming in rapidly, all interested should communicate with them at once. See advertisement on page 406 of this paper.

TRADE NOTES.

STALL'S OPENING.

W. W. STALL announces that he will give the ninth annual spring opening next Monday, February 23; hours from nine A. M. to four P. M. He will show a full line of 1891 model machines; Psychos, Rivals, Eagles, Stars, and "the mysterious $150 Elliott Hickory." Mr. Stall's place at 509 Tremont street has been refitted, remodelled and much improved, and all wheelmen are specially and cordially invited to call up and see him on the 23d.



"SPECIAL APOLLO" SAFETY.

THIS safety is recommended as one that has been tried and proved on all sorts and conditions of roads. It has a staunch diamond frame, ball bearings to all running parts, including pedals, Singer improved long socket ball steering and Singer steering lock—a most important addition to a safety bicycle,—seamless steel tubing (cold drawn), hardened steel rollerchain, and its rubber-cushion tires have the unquestioned advantage of being fastened on "to stay," by the well known spring-wire attachment, to which Singer & Co. have the exclusive right, and which have been used on their wheels for a number of years past, to the mutual satisfaction of the manufacturer and the rider of Singer cycles.

SPECIFICATION—30-inch wheels, speeded to 57-inch; spring-wired cushion tires; ball bearings to all running parts, including pedals; Singer ball steering; Singer steering lock; roller chain; weldless steel tube frame, handle-bar and forks; guard to both

wheels and to chain; brake; foot-rests; lampholder; best combined saddle and spring; spanner; a most popular safety, enamelled and lined. Price (30-inch wheel), $130.

LOVELL DIAMOND CYCLES.

THESE wheels are manufactured by the John P. Lovell Arms Co. of Boston, Mass. Their No. 1 Diamond has now passed through its first season of use before the riding public, and to see that it was a success all you will have to do is to ask any of the riders who are now using these wheels. The demand for these machines last season was five times as great as the supply; they had inquiries from all parts of the country for them, but were unable to do anything, as they could hardly get enough machines to supply their home trade. Wherever introduced the machine met with the most flattering success, and inquiries for the agency poured in on the company, and in some cities and towns the applications numbered from two to seven from a single place. The increased demand is eloquent evidence as to how the Lovell Diamond is viewed by riders. They have made arrangements to turn out this season three times the quantity of last season, and will try in every way to supply all the wheels necessary. There will be few radical changes made in the wheel from last season, as it was satisfactory in every way then, but, however, they have improved it by putting on a little longer handle bar, with more curve, a new hammock spring saddle, with springs on both front and back, and with an entirely new idea of adjusting, which is very simple and neat. The saddle has been pronounced, by those who have tried it, to be one of the easiest that has been placed on the market. They have also put on a new step, which is dropped a little lower down. With these improvements their machine is bound to make a still further favorable impression. In finish it is most attractive. The Lovell Diamond No. 2 is the same as the No. 1, with the exception of cushion tires. As there will be a certain demand for these wheels, they propose to furnish them when they are wanted, and shall use the best tires that can be found. The Lovell Diamond No. 3, for ladies, has been turned out to meet the demand for a high grade ladies' safety at a medium price, and in this machine will be found all the improvements of the modern safety. It has a loop frame, which gives plenty of room for a lady to mount and dismount from the wheel, and also plenty of room for the dress. In other ways this machine is built on the same lines as the No. 1 Diamond, and we are free to say that in this machine the purchaser will find all the improvements of the modern safety. The Lovell Diamond No. 4, convertible, is built on the same lines as the No. 3, with the exception of a cross-bar. This is manufactured to fill the bill for a family wheel. This cross bar can be removed by a moment's work, so that a lady can ride. The dress guard is the same as is used on the ladies', and is made entirely out of sheet steel, and, by a very simple device, can be removed by a moment's work. This is the only dress guard in the market that will not rattle. This machine is fitted with 28-inch wheels, as is also the ladies' safety In the construction of the Lovell Diamond Cycles is used Credenda cold drawn, weldless steel tubing and drop steel forgings only. The ball bearings are of the well known Bown pattern, the same used by all the leading manufacturers. It will pay the purchaser to examine the Lovell Cycles, as all their machines are warranted to be built of strictly the best material in every respect. Their sundry department contains everything to supply the cycler's wants. They will be pleased to receive a call from any of the cycling fraternity, or will be pleased to correspond with parties desiring any information in their line. The John P. Lovell Arms Co. is one of the oldest and best known houses in the United States, and their integrity is beyond question. In their new '91 catalogue will be found a full description of their different wheels. Mailed free on application.

For cuts and ptices see page 439.

HUMBER & CO.

SOME time ago this paper wondered editorially why it was that the Beeston Humber people did not have representation in this country, as there was an undoubted demand for the machines of that company in the United States. The reason has been lately made plain to us from the fact that it is one of the principles of the Beeston Humber people not to extend their business beyond the limit of prompt supply, and until within the last twelve months the output of that company at their original works in Beeston had been only equal to demand for these machines in England.

Within the last 12 months this company has enlarged their capacity threefold, and in addition to their large and spendid plant at Beeston they are now operating under efficient and skillful management large factories at Coventry and Wolverhampton. This was done with the feeling that every machine which this world-wide known firm could make would have a ready market in other parts of the world other than the "Tight Little Isle" and especially in the United States.

These new factories have been pushed to their utmost capacity of production during the past six months, so that now the company is in a position to furnish any demand that may be made upon them, and which they certainly expect will be made when these facts are known. Having equipped themselves and made arrangements for this largely increasing production, the Humber people made arrangements with Mr. Stephen Golder to take a trip around the world and establish agencies—with the United States as a starter.

Mr. Golder arrived in this country about a week ago, and will for a brief period make his headquarters in New York city, at which place he can be reached by those desiring to make arrangements to represent the Beeston Humbers in different parts of the country. This annoucement will be sufficient to insure Mr. Golder a large number of applications, and we should advise those who desire to handle these famous machines to put in their application quickly or they are likely to get forestalled. Mr. Golder has already received a number of applications.

This company presents to the cycling public 35 different patterns of wheels, of which 23 are safeties, which of course include patterns for ladies, the balance being ordinaries, tricycles and tandems. A novelty which will be shown on the Humber machines, in this country at least, is the use of a band brake on the line of the front wheel, a feature which experiment and experience has shown to this country to be an improvement over the ordinary plunger brake. The safeties embrace patterns from the heavy roadsters to the light racing machine. The racing machines being identical in pattern as that on which the wonderful world records have been established by Mecredy and Dr. Turner; Osmond on the ordinary also having made his famous world's records on a Beeston Humber.

It will be seen that the company is prepared to meet the tastes and wants of every class of riders, from the tourist to the road and racing track scorcher. The company proposes to put upon the market a suspension tire, illustrations of which appeared in last week's issue of this paper. This tire has been carefully tested by the Humber people, and they do not hesitate to say that it contains all the strong points of the pneumatic tire, with none of its possible disadvantages. Mr. Golder expects to have a sample of this wheel in the course of a few weeks, and its advent in this country will be awaited with a good deal of interest by both the trade and riding public. Mr. Golder also brings over with him a Signal Cyclometer invented by Mr. Rucker. The cyclometer is of the hub form, and as each mile is completed a bell is rung.

There is no doubt that the Humber people will open a branch office either in Boston, New York or Philadelphia, just at which point Mr. Golder has not yet decided. In the meantime all letters addressed to him at Post Office Box 2225, New York city, will receive prompt attention.

GEO. R. BIDWELL.

G. R. BIDWELL is to open up one of the finest, if not the finest, bicycle store in the country, located on 270 and 272 Wabash avenue, Chicago. Associated with Mr. Bidwell will be Mr. Arthur A. Taylor, who is so well and favorably known, not only in the Western States, which has been his special territory, but also in the Eastern. The store proper, which of course is on the street floor, is 43x70 feet. On entering we find placed at the right the private office of Mr. Taylor and Mr. Bidwell, next comes the cashiers and book-keepers' department, and still further back are the counters, shelves, drawers, etc., which are to contain the cycling sundries. The partition is to be placed across the end of the store, making a room which will be used for storing bicycles and a shipping room. The fittings of the store are of the highest quality of the cabinet makers' work. The walls and ceilings are beautifully finished and when completed it will certainly be a "cycling palace." The part of the basement which extends under the sidewalk will be used as a repair shop; this will be neatly partitioned off, and the basement proper under the store floor will be made into a riding school, giving a clear space of 40x60. The walls to a certain height will be nicely padded, so that in case of a collision or fall the pupil or machine will not be hurt. This room will be brilliantly lighted by electric lights, and the toilet rooms for both gentlemen and ladies will be fitted up luxuriously with every appointment for comfort. The feature of Mr. Bidwell's business will be the renting of bicycles, and as his store is within one block of the boulevard it will be seen that they are right in the centre of the riding district. None but the very best machines will be used for renting purposes, so that if a man or lady hires a wheel they will be sure of having a first-class mount. The machines which will be handled principally are the Warwick, Kenwood, Victor, Psycho, Eagle and a full line of the St. Nicholas Toy Co.'s goods. The territory covered by Mr. Bidwell for the Warwick is Michigan, Indiana, Illinois, Wisconsin, Minnesota, Iowa, Nebraska and North and South Dakota. It is expected that in the course of three or four weeks this magnificent store will be ready for occupancy, so that by the time the riding season begins it will be in full fledged trim for active business. While the repairs are going on Mr. Taylor is occupying the store recently vacated by the St. Nicholas people on Wabash avenue.

VICTORS FOR 1891.

THE two engravings, here shown (See next page), represent the advance guard of the Overman Wheel Co.'s line of high grade bicycle for the year 1891. Their new models comprise five Victor Safeties, one Victoria Ladies' Safety and their Victor Rational Light Roadster. All of these machines have been tried and proved by a season of hard service.

Some ten years ago this company began to manufacture high grade cycles upon the American plan of interchangeable parts made by special and expensive machinery. The results of succeeding years of experience, based upon a correct system of manufacture, are here shown. These machines will bear close and critical examination, and are models of skilled workmanship.

In the Victor list some old features will be found modified and some entirely new ones adopted. In regard to these, every modification and every new feature has had the test of actual use. They have been tried and tested in comparison with kindred devices offered, and their superiority proved by actual practical test.

The Company's full list includes also the Credenda and Ladies' Credenda Safeties, listed at $90 each, and two grades of the Nonpareil Safety for youths, listed at $40 and $50. These machines, as well as the Victors, are sold with the company's usual guarantee.

VICTOR SAFETY, MODEL A.

This model is substantially the same as the Victor of 1890. It has, however, several improvements in matters of detail. It is retained in the 1891 list, as it has been in constant demand, and has been found to be too good a machine to abandon.

The spring fork is essentially the same as before, but is constructed for greater convenience in use.

Brief: 30 inch wheels geared to 54 inch; Victor hollow rims; 3-4 inch solid tire to front and 1 1-8 inch cushion tire to rear wheel; detachable cranks of new design, 6 inch and 6 3-4 inch throw; single adjustment ball bearings; removable hardened bushings; improved Victor spring fork; Victor pedals with square rubbers; hollow bar and spade handles; Victor saddle, all forged steel, nickeled; guards to chain and wheels; adjustable foot rests; spring-tension brake to rear wheel. Finished in Victor enamel, all bright parts heavy nickel plate on copper. Price $135. (See page 424.)

VICTOR SAFETY, MODEL B.

This is the first Safety having a rigid front fork, which the Overman Wheel Company have felt justified in offering to American riders. They have, however, so perfected the Victor Cushion Tires that they are satisfied that this machine will be a favorite with riders where roads are comparatively smooth.

The frame is of the most approved construction of the diamond type. Though quite light, it is remarkably strong and rigid.

Brief: 30 inch wheels geared to 54 inch; Victor hollow rims of new design; 1 1-2 inch Victor Cushion Tires to both wheels; single adjustment ball bearings all around; removable hardened bushings; detachable cranks of new design, 6 inch and 6 3-4 inch throw; Victor pedals, with square rubbers; hollow bowed handle bar; Victor saddle, all forged steel, nickeled; guards to both wheels; adjustable foot rests; spring-tension brake to rear wheel. Finished in Victor enamel; all bright parts heavy nickel plate on copper. Price $135. (See page 424.)

THE FEATHERSTONE PNEUMATIC.

SOME few weeks ago we alluded at length to the arrangement recently made by Mr. A. Featherstone and the manufacturers of the Dunlop patent pneumatic tire for the United States, and the details are no doubt fresh in the minds of our readers. We think it would, however, be of interest to repeat the facts in regard to the improved construction of the 1891 pattern of the Dunlop pneumatic. The inner envelope of the rubber has been enlarged so that the distention will not be so great, under pressure of the air, in order to bring it in firm contact with the canvas covering. The quality

PRICE, - - - - $100.00.

THE HARTFORD SAFETY.



—MANUFACTURED BY—

THE HARTFORD CYCLE CO.,

HARTFORD, - CONN.

Ball Bearings, Interchangeable, Strong, Durable and Well Finished.

THE HARTFORD LADIES' SAFETY.



Send for 1891 Catalogue.

A. C. C. CYCLE SHOW.

FIRST ANNUAL EXHIBITION

—OF—

CYCLES AND CYCLING ACCESSORIES,

Under the Auspices of the ASSOCIATED CYCLING CLUBS OF PHILADELPHIA,

HORTICULTURAL HALL, MARCH 2d TO 7th, 1891.

Spaces have been secured by upwards of 50 of the Leading Cycle Manufacturers and Dealers.

A special feature of the show will be the display of antiquities and curiosities of Cycling from its earliest history.

For Prospectus, Terms and General Information, Address, R. H. KAIN, Secretary,

21 South Seventh Street, Philadelphia, Pa.



VICTOR SAFETY, MODEL A. (Seepage 423.)



VICTOR SAFETY, MODEL B. (See page 423.)

W. W. STALL,

509 Tremont Street, 4 Warren Avenue,

BOSTON, MASS.

Ninth Annual Spring Opening, February 23d, 1891.

We hereby invite you to attend our Opening exhibition of spring samples on the above date. We shall hope to exhibit at that time full lines of our '91 goods, including the latest Model Psychos in Hard, Cushion and Pneumatic Tires; the Light Roadster Eagle; Improved Rivals; the new $150 Hickory; the 39x30 Safety Star, new model; 1891 models of the Boston and Tremont Safeties, &c., &c.

In addition, we shall present many improvements and novelties in Accessories and Supplies.

Offices and Salesrooms will be open from 9 A. M. to 4 P. M., and our full corps will be in attendance.

Hoping to have the pleasure of seeing you and your friends on this occasion, we remain, Yours Truly, W. W. STALL.



$75,000

Given to the Bicyclists of the United States.

For some weeks past we have been advertising "The Sweeting Diamond," price $135.

We have met with so much success, being able to see sales of about 3000 of this wheel, that we have arranged with the manufacturers to reduce the list of this wheel to $110, thus giving to the bicyclists of the country, $75,000.

A LIBERAL DISCOUNT TO THE TRADE.

SPECIFICATIONS.—30-inch wheels, direct spokes, Credenda cold drawn weldless steel tubes, drop forgings throughout, ball bearings all over, including the head, Garford saddle, tool bag, wrench and oiler and the celebrated "Bates" cushion 1 1-4 inch tires.

GUARANTEED IN EVERY RESPECT FOR ONE YEAR

Sole Agents for New England, W. W. STALL, Boston, Mass. Sole Agents for West and Northwest, THOS. KANE & CO., Chicago, Ill.

SWEETING CYCLE CO., Sole Importers, PHILADELPHIA, PA.



The Victor Wrench. A genuine triumph! By actual tests over 80 per cent. STRONGER than the strongest wrench of its class heretofore in the market. Nickel plated. Price $1.00.

Overman Wheel Co., Makers, Chicopee Falls, Mass.

of the rubber used for this inner skin has also been improved. The canvas covering has also been greatly changed and improved. In the old pattern cement was entirely depended upon to resist the strain, and it was found that the cement would give way, form a larger or smaller aperture through which the inner rubber tube would be forced, thus forming a blister and causing almost sure liability to bursting. This canvas envelope is now securely sewed on each side so that the full strenth of this specially woven fabric is utilized and liability to bursting and puncture is reduced to the lowest minimum, so slight indeed as not to be considered. This canvas is of special weave and is tremendously strong, made to resist the utmost requirements. The outer envelope of rubber and a peculiarly woven flax fabric, also of great strength. This flax fabric is vulcanized to the inner surface of the rubber, and is so woven that it resists *lateral* stretch entirely, while it is perfectly stretchable in the longitudinal way. This outer covering is made so that the edges are thin and the "tread" or wearing surface is much thicker. While it is believed by the inventors that the improvements made on the tire this year will preclude the possibility of rupture, still an improvement will be made in the rim, the edges will be carefully rounded and formed so that "nipping" will be impossible.

Mr. Featherstone has sent out a letter to the trade setting forth the price of pneumatic tires, which price includes the fitting to wheels of 26 to 30 inches. Mr. Featherstone has placed orders for 7000 tires to be delivered in this country at an early date, and feeling that everything depends on having skilled labor to fit these tires he has under contract for three years the services of Mr. Robertson, who is the foreman of the Pneumatic Co. of Dublin. This is a wise move, as now there can from the word go be no "experiments" in the matter of fitting tires. Mr. Robertson will be in this country by the time this article appears in print.

Orders are coming in very fast not only for tires and fittings alone, but for the "Featherstone Pneumatic" Safety also. Ralph Temple has been East for several weeks and has placed good orders. A. G. Spalding & Bros. of Chicago are "No. 1" on the order book for the tires and others come in quick succession in quantity of all the way from 12 to 500.

Mr. Featherstone has spent much money and thought on the design of a gentleman's machine which he will put on the market, and after much deliberation, and on the advice of Mr. DuCros himself, he has adopted a frame similar in every way to the Humber. This is a straight diamond frame, long steering socket, 30-inch wheel. Balls all round, including head. Improved Fish saddle. Humber pattern chain. The material used will be the best Credenda steel tubing and drop steel forgings. Rear adjustment for chain. Weight, all on, 45 pounds.

In the matter of the ladies' wheel he has also spent a lot of thought and money in determining the form he would use. He purchased quite a number of high grade ladies' wheels and by actual observation and experiment, by having some of his female employes ride them, he has endeavored to embody the best points of the different machines into the one he proposes to place on the market. The ladies' will have 28-inch wheels, balls all round, including head. Will be made of the same first-class material as the gentlemen's machine. Weight about 40 pounds all on. (See page 411.)

SWEETING CYCLE CO.

WHEN in Philadelphia we called on the Sweeting Cycle Co. and at their down town store found Mr. Sweeting himself. He showed us a new machine, the construction of which is certainly a novelty and showed some most excellent points, both as to strength and lightness. The frame proper was made of double tubing, and the neck instead of being a single piece of tubing was made so as to continue the forks separately in the form of tubing up to the point where the handle bar is usually brazed on, then each piece of tubing was bent over and made to form the handle bars. These pieces of tubing were bridged at two points, and in the upper and lower bridge the steering head was inserted. Mr. Sweeting is going to order a number of these machines with certain minor improvements, which he says will be necessary to meet the demands of this country. Of course the leader and particular machines which will be handled by the Sweeting Co. will be the Rivals, a full line of which are expected at an early date. These machines have given universal satisfaction during the past year and the demand for them is increasing very rapidly. Mr. Sweeting will also handle the Featherstone Pneumatic for Eastern Pennsylvania, and he has placed a large order, anticipating a good trade. This concern also handles the Irwell and the well-known R. & P. safeties. We saw for the first time one of the Sweeting Combination Racing and Training machines. This is an excellent device. Two home trainers are placed side by side and these by means of rod, chain and gear are connected with a large board on the face of which protrude two long hands like a clock, one painted red and the other blue. A big dial about four feet in diameter is painted on the face of the board and is divided, however, into space representing feet. There are so many laps to a mile. The hands are placed one over the other, the word "go" is given and the men start, whichever man is riding faster the hand of the dial will show the lead and exactly how far he is in advance. It is a first-rate thing and should be in every cycling club room and gymnasium in the country.

Under the guidance of Mr. Sweeting we then took a horse car up to 2125 and 2145 Broad street, which is the up town store, riding school and gymnasium of this enterprising firm. The house itself has been entirely renovated and fitted up into reading rooms, dressing rooms and locker rooms. There is a splendid piazza on the second story, which will be an excellent place on a summer evening for those who are inclined to lounge and smoke. A piano is in position on the main floor, the walls are covered by beautiful pictures, a fine carpet is on the floor, luxuriant furniture is placed round the room; the rest of the house, which is quite large, is fitted up with private offices, store rooms, and of course the salesroom on the first floor. A repair shop has been added to the rear of the house. A great feature of this up town store is the splendid out-door riding school; a track has been laid out on a lot, the centre of which is to be sodded and will be used for lawn tennis. An outside gymnasium is being fitted up with flying rings, ladders, climbing ropes, and in fact everything that a good gymnasium could contain. This will be covered over with a roofing to protect one from the sun and rain, but the sides will be open so that the air can pass through uninterrupted. This up town establishment of the Sweeting Cycle Co. should be seen to be appreciated; situated in a part of the city, in the very centre of the riding district, and covering as it does all the points of a first-class club house, we doubt if the establishment can be duplicated in the whole world. It is the intention of Mr. Sweeting during the non-riding season to have hops, musicals, etc. He intends to make the place popular, and that he will do so none who have seen the establishment will doubt.

Mr. Sweeting showed us a Safety Securer, one of the most perfect locks for securing a safety or tricycle that we have ever seen. It weighs about two ounces, can be easily carried in the tool bag or rider's pocket, and is as neat in its appearance as it is useful in active use. It is one of the best inventions in the sundry line that we have seen in a long time.

STRONG & GREEN MFG. CO.

THE newly organized firm of Strong & Green Mfg. Co. of Philadelphia is the successor to the Strong & Green Cycle Co. The officers of the new company are: John C. Sullivan, president; L. Woodhorn, secretary, and John A. Wells, treasurer. The output of the Quadrant Cycle Co. is to be the special feature of this company, and in speaking of the lasting qualities of the Quadrant cushion tires Mr. Wells pointed out the fact that four postmen at Atlantic City, New Jersey, had each one ridden a Quadrant Safety fitted with their cushion tires a distance of over 6000 miles each, and the tire was practically intact to-day. This certainly shows that the guarantee of the Quadrant people is based on the results of actual test. We were disappointed in not seeing a full line of the '91 patterns of the Quadrant safeties, but it will be our good fortune to view a full line of these machines at the coming show next month. At their up town store and riding school we were shown a Quadrant Safety, which we think is one of the best advertisements in showing the strong material and workmanship used in these machines. The safety under discussion was about four or five weeks ago being ridden on the pavements of the street between the lines of the cable road, the rider seeing a car approaching started to turn out to the left, but before he could do so a warning bell from the rear told him that a cable car was approaching from the other direction, he immediately started back to the orignal path and tried to ride between the two approaching cars; the space, however, was too narrow and the machine was caught between the two cars and the result was that the machine was twisted into an almost inconceivable shape. The excellence of the material was shown, however, in the fact that not a crack appeared in the tubing or forgings and neither was there a single spoke broken; the machine will undoubtedly be on exhibition at the show in Philadelphia. The riding school of Messrs. Strong & Green's up town store is in the second story, is very large, roomy and light; straight round the room about one foot from the wall are ropes, and by actual test we found that it was impossible for a machine or person to fall against the wall; in fact by riding head on at a very rapid pace the ropes act as a cushion and the result to the rider

What maker in America made the first high grade bicycles with tangent spokes, hollow rims, dropped handle bars, etc.?

Who first reduced prices on bicycles in America?

Who made the first Rover type safety bicycle in America?

Who made the first square rubber pedals in America?

Who established the price of $135 for Rover type safety in America?

Who originated the term cushion tires?

Who made the first cushion tires?

Who has the largest and finest bicycle plant in America, devoted exclusively to the production of high grade bicycles?

We have the documents in hand to prove that there is one answer which fits each of the above questions, and that answer is, THE OVERMAN WHEEL CO.

and machine is nothing more than a very easy fall sidewise. We think this arrangement is one of the best we have ever seen in a riding school, and it positively insures the rider and machine from harm. It will be our pleasure to give in detail at an early date the line of goods and description of same to be carried by this concern

AQUILA B RICH & CO.

WHEN in New York we called upon the firm of A. B. Rich & Co. in their new store at 1790 Broadway. The quarters of this new and enterprising firm are fitted up in the most æsthetic manner, rich carpets covered the floor, and the furniture and fittings are of the highest quality. The well known Ormonde is of course the machine that this firm is handling. This machine was only introduced into the United States and pushed to any extent last summer, and with such an excellent record both on road and track as the Ormonde established, the demand for them this year will test the capacity of the exporters to furnish their representatives with machines in this country. The Ormonde for '91 is the same practically as the machine placed on the market in '90, the only radical change being the fitting of cushion tires, the changes in detail are so small as not to be worth mentioning. As an indication of the excellence and strength of the Ormonde, a Mr. Horton toured over 3000 miles of rough American roads on one of these machines weighing only 28 pounds. This certainly was a most severe test, the results of which reflected in a most complimentary manner on the methods of manufacture and the material used in the Ormonde. Their full roadster with cushion tires weighs 40 pounds, the light roadster with cushion tires, 34 pounds, and the Ormonde road racer, 28 pounds, while the Ormonde racer from 20 to 26 pounds. This concern also shows a beautiful machine which they call "Our Diamond;" it has a straight diamond frame, fitted with cushion tires which they list at $100.

This machine is one that will undoubtedly meet with a great sale as it is very taking in appearance, and certainly is a staunch all round wheel. They also show a very fine Boy's Ormonde which they list at $65; this machine is ball bearing all round excepting the head. It is geared to 48 inches and weighs 38 pounds. The Ormondes are all interchangeable, and the material and workmanship of every machine is guaranteed by the makers and importers.

BRETZ, CURTIS & CO.

WE called at the headquarters of the Referee Cycles in Philadelphia and found the members of this firm in excellent spirits from the results of the past season and the prospects of the future. The Referee Roadster has been pushed into deserved prosperity and notoriety by the United States representatives. Agencies have been established at 46 Columbus avenue, Boston; 611 Main street, Buffalo; 308 W. 59th street, New York; 599 Madison street, Chicago; 258 Walnut street, Cincinnati; 1724 Olive street, St. Louis; 1325 Fourteenth street, Washington, D. C.; 116 N. Pennsylvania street, Indianapolis; 1315 Dodge street, Omaha; 33 Page street, Providence, and one in Detroit, Orange, N. J., and Springfield, Mass. The only change in the '91 machine will be a 30-inch front wheel. So successful has the wheel been that the makers were of the opinion that no changes were necessary with the exception of the one mentioned. The wheels will be fitted with Webb's cushion tire, and listed at $140, $35 extra for pneumatic tires. In the retail department of this concern may be found a full line of the Warwick, Western Wheel Work's new line and Stokes' line of cheap wheels.

The ladies' pattern of the Safety is very strong and graceful in appearance, the triple backbone making this wheel especially rigid and competent to carry a heavy weight. Their track machine is a little beauty, and in weight it only scales 19 pounds. The price of this machine with solid tires is $140, and the ladies' safety is also listed at the same price.

HOWARD B. SMITH has opened up his cycling store at 605 Main street, two doors below Sweet's and opposite Doll's, and there is a good natured rivalry between Smith, Doll and the Standard people to get the handsomest and neatest show room and store, at present Thomas has the lead.

WE are in receipt of a catalogue from the Calumet Wheel Co. of St. Louis, Mo. This Company is a new one in the business. They are building high grade wheels and medium grade, ranging in price from $100 to $135.

MESSRS. BROWN BROTHERS MFG. Co. of Chicago, manufacturers of the Greyhound Safeties, have issued their catalogue showing their wheels and the prices thereon. These wheels are listed at from $90 up to $115, according to finish and tire used.

SORRY when we called in at Banker, Campbell & Co. to find that they did not have any machine to show. They expect to have a large line at Philadelphia next month, at which time we shall be pleased to examine, report on same and give full description.

WE notice that the Indian on the cover of the Gormully & Jeffery '91 catalogue has abandoned the high machine and has taken to riding the safety. Now that the red man has concluded to follow in the lead of his more enlightened white skinned brethren we trust that the trouble with the Indians in the future will be obviated. Probably the example of Gen. Miles, whom we reported as a safety rider, had some influence on the redskin. The catalogue of the Gormully & Jeffery Mfg. Co. is now ready. The little frontispiece of the lady on a wheel is a most attractive little bit of engraving. We expect that this and the other good qualities of the catalogue will insure for it a large demand.

THE Gormully & Jeffery Manufacturing Co. have leased the store 174 Columbus avenue, Boston, adjoining their present quarters, which will be used exclusively for the retail sale of wheels of other makes than their own—principally medium and low-priced machines. Their present quarters will be used wholly for the sale of their own high-grade machines, the Ramblers and Champions. This concern will also have a line of low-price wheels shortly, which they will job. These are not of their own make, however. They will also handle the Lovell Diamond for that end of the city.

THE uptown agency for the sale of Columbia bicycles in New York city has been transferred from Mr. George R. Bidwell to A. B. Rich & Co., who have opened a very attractive store at the corner of Broadway and Fifty-Seventh streets. A line of '91 Columbias will be found there at all times. Their rental department will be an important feature of the establishment, and will be equipped entirely with new Columbias.

MR. A. M. SCHEFFY, representing R L. Coleman & Co., Eastern agents for the Western Wheel Works, who has been pretty much all over New York and Pennsylvania during the last five weeks, was in Baltimore the other day. He says the trade appreciate the great improvement made in his line of wheels for 1891, and that business is simply screaming.

PAUL L. HASSENFORDER of Taunton, Mass., agent for the Swift and Eagle, has purchased a 28 pound pneumatic Swift racing safety which he intends to use on the road.

MR. C. S. MERRILL, representing Jno. Wilkinson & Co. of Chicago, has placed the Rover agency in Detroit with Huber & Metzger, and in Grand Rapids with A. B. Richmond Co. The Hartford will also be sold by Huber & Metzger.

MESSRS. HOWARD A. SMITH & Co. of Newark, N. J., are the sole New Jersey agents for the Featherstone pneumatic tires, and it is with pride that we mention this pioneer firm as "leading the van" in New Jersey. This firm has also achieved a wide reputation in the manufacture of bicycle sundries, and their trade extends even beyond the limits of New Jersey. Their new salesroom at 518 Broad street, Newark, is fitted up with the many conveniences that facilitate in handling their increasing business.

MR. WORDEN informs us that Messrs. Wright & Ditson are having numerous applications for agencies for the Featherstone pneumatics. The applications are pouring in from all over New England, and the members of the concern are much elated over the outlook. Any parties who may contemplate writing in regard to agencies for above machines we would advise to take time by the forelock.

THE Coventry Machinists' Co. will list their celebrated "Swift" Safety with Cushion Tires at $140. Their Cushion is so constructed that it is impossible for the rim to cut the tire.

THE Michigan Cycle Co. will continue to push the Rambler, also the Eagle.

FIXTURES.

MARCH.

2-7—Bicycle Exhibition Associated Cycling Clubs of Philadelphia at Horticultural Hall.

MAY.

30—Third annual Cycling Tournament of the Bay State Bicycle Club at Agricultural Park, Worcester, Mass.
31—Chicago-Pullman Road Race at Chicago, Ill.

JUNE.

8—Annual Spring Meet Connecticut Division L. A. W. and New Haven Bicycle Club Tournament at New Haven, Conn.
26 and 27—Kentucky Division Meet at Louisville, Ky.

JULY.

2, 3 and 4—Hagerstown (Md.) Bicycle Club Race Meet.
3 and 4—Missouri Division Meet at Carthage, Mo.
4—Tournament at Charter Oak Park, Hartford, Conn., under the auspices of the Columbia Cycle Club.
16, 17 and 18—Annual League meet, Detroit, Mich.

Gormully & Jeffery Mfg. Co.
THE AMERICAN CYCLES,
Chicago, Boston, Washington.

Who has not seen or heard him? The bicycle salesman or travelling man whose chief stock in trade is his ability to blackguard and misrepresent competitive goods; the man who is, as a general thing, but little posted on the merits of his wheel, and whose possibly legitimate capital is composed of brag, bluster, sentiment, ancient history, glittering generalities and bland like ways and converse and who, when these fail, calls on his reserve fund—blackguardry and misreprentation. "Anything to sell wheels" is his motto, for but let a competitive wheel be mentioned, and his bland way is succeeded by a flood of condemnation and downright blackguardry. Proof and logic are secondary considerations, and still this sweet scented chap believes such business (!) tactics are strictly honorable. He is a character, is this man.

"Some men stand on principle, others trample on it. The latter perforce make the most noise" He comes under the latter head. Occasionally his methods attain, more frequently not. There is little to be gained by such tactics, and it is usually but a question of time before his day is run.

We are led to this little homily by the contents of a letter from one of our agents, whom one of the ilk recently happened across. Rambler men—those who have taken the trouble to post themselves—have no need for such assistance (!) for, as our correspondent put it: "I have no time for such talk. It takes every moment to explain the good points of the Rambler—there are so many of them." The Rambler has enough substantial "talking points" to render resort to blackguardry unnecessary, and if any of our representatives are detected in blackguarding competitive wares, we cannot be notified too quickly. They represent a line of wheels which requires no such prop and will be made to understand it in short order.

☞ Our catalogue, which deals extensively with most of these "talking points," can be had for the asking.

NEW KODAK CAMERAS---FOR WHEELMEN.



"YOU PRESS THE BUTTON, WE DO THE REST."

(OR YOU CAN DO IT YOURSELF.)

SEVEN NEW STYLES and SIZES

ALL LOADED WITH

TRANSPARENT FILM.

For sale by all Photo. Stock Dealers. *Send for Catalogue.*

THE EASTMAN COMPANY, Rochester, N. Y.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street, BROOKLYN, N.Y.

SMITH'S "'91" TOUR

THROUGH EUROPE.

80 days. - - - Total Cost $300.

Sail July 29th, 1891.

Address C. H. SMITH,

211 Putnam Avenue, - - Detroit.

Strickland & Pierce's Famous Boston **Sporting Shoes.**

1882-1891.



Original Kangaroo (Genuine) Bicycle Shoe, (Patented)

No. 1, $5.00; No. 2, $3.50; No. 3, $3.00.

TO THE TRADE.

We are ready to talk Agencies for 1891. Dealers will do well to give advance orders for spring shipment.

Address all orders and correspondence to the factory.

PIERCE, SMALL & CO., PROPS., Randolph, Mass.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 27.

ABBOT BASSETT, Secretary.

OFFICERS FOR 1890—91.

PRESIDENT,

JAMES R. DUNN.

40 Wall st., Room 6, New York.

SECOND VICE PRESIDENT,

GEO. R. BIDWELL,

308 W. 59th street, New York City

TREASURER,

W. M. BREWSTER.

117 No. 4th Street, Quincy, Ill

SECRETARY,

ABBOT BASSETT,

12 Pearl Street, Boston, Mass.

Standing Committee.

Membership Committee.

Sanford Lawton.....Springfied, Mass.
George C. Pennell.....Elizabeth, N. J.
Geo. C. Arbuckle.....1962 Euclid ave., St. Louis, Mo.

Committee on Improvement of Highways.

Isaac B. Potter, Esq.....Potter Bldg., New York
Albert Mott.....203 Lenox St., Baltimore, Md.
Maj. Chas. L. Burdett.....Hartford, Conn.

Committee on Rights and Privileges.

Clarence Hodson.....Hodson Building, Crisfield, Md.
Chas. F. Cossum, Esq.....Poughkeepsie, N. Y.
I. S. Dean, Esq. .....28 State St., Boston, Mass.

Committee on Rules and Regulations.

W. A. Davis.....340 S. Leavitt St., Chicago, Ill.
Michael Furst, Esq.....16 Court St., Brooklyn, N. Y.
A. B. Richmond.....Grand Rapids, Mich

Transportation Committee.

W. M. Brewster.....117 No. 4th St., Quincy, Ill.
Amzi T. Dodd.....70 Park Place, Newark, N. J
Burley B. Ayers, "Rookery,".....Chicago, Ill

Racing Board.

Chas. S. Davol.....Warren, R. I.
George Collister.....147 Ontario St., Cleveland, Ohio.
Robert D. Garden.....Chicago, Ill.
W. H. DeGraaf.....47 W. 14th St., New York.
Geo. D. Gideon.....17 No. 7th St., Philadelphia Pa.

Hotel Committee.

George S. Atwater, 1424 Penn. Ave., Washington, D.C
H. H. Hodgson.....13 Carondelet St., New Orleans, La
W. C. Marion.....1255 Bedford Ave., Brooklyn, N. Y

Annual Meeting.

WASHINGTON, Feb. 16, 1891.

A regular meeting of the National Assembly L. A. W. was held in the Tea Room of Willard's Hotel, this day, President Dunn presiding.

The meeting was called to order at 11 A. M. The Committee on Credentials reported seventy nine members personally present and fifty-eight proxies. Total representation 137.

The following reports were read and adopted, and they may be found in full in the news columns:

Report of the President.
Report of the Treasurer.
Report of the Secretary.
Report of the Membership Committee.
Report of the Highway Committee.
Report of the Racing Board.
Report of the Hotel Committee.
Election of Officers was held as follows:

For President.

James R. Dunn, unanimously.

For First Vice President.

Whole number of votes	137
Necessary for a choice	69
Charles L. Burdett	78
Albert Mott	59

For Second Vice President.

Whole number of votes	133
Dr. G. Carleton Brown	83
A. W. Robinson	49
Blank	1

For Treasurer,

W. M. Brewster, unanimously.

The following amendments to the By-Laws were adopted:

Article I., Section 5. Expunge the words "National Assembly" and insert the word "League."

Article III., Section 1. Expunge the figure "2" and insert "3." Expunge the word "National Assembly" and insert the word "League."

Article III., Section 4. Expunge the entire section and make Section 5 to be Section 4.

Article IV., Section 2. Expunge the last sentence of the first section beginning, "In the case of a," and expunge clause *b* entire.

Article IV. Expunge Section 4 entire and insert in its place the following: "To the Committee on Rules and Regulations shall be referred all amendments to the Constitution published in the official organ in compliance with Article X. of the Constitution, and all amendments to the By-Laws published in the official organ in compliance with Article XII. of the By Laws. All such amendments the committee shall consider and present in proper form to the body authorized to act upon the same; but this provision shall not prevent the proper body from acting upon any amendment legally given notice of if the committee fail to consider the same and report upon it."

Article IV., Section 7, Line 1. Expunge "are" and insert "shall be." Same section, expunge the word "they" in lines 2, 6 and 7, and insert "it" in each instance.

Article IV., Section 7, clause *b*. Expunge the words "their duty" in the first line and insert "the duty of the Board." Same clause, line three, expunge "will" and insert "shall." Same clause, line sixteen, expunge "will" and insert "shall."

Article IV., Section 7, clause *b*. Expunge "for a removal of the reasonable doubt" and insert the following: "or a satisfactory explanation of the circumstances which gave rise to the doubt."

Article IV., Section 7, clause *c*. Insert in third line following the word "merits," "If the Board shall be satisfied that the best interests of the sport will be enhanced by the restoration of the applicant to the status of an amateur it may declare him to be re-instated and invest him with all the rights and privileges enjoyed by amateurs."

Article IV., Section 7, clause *d*. In second line expunge "they" and insert "it." Same clause, third line, insert after the word "dealing" the words "in connection with cycle racing." Same clause, sixth line, close sentence with the word "Board," expunge "and" and begin new sentence with the word "any."

Article IV., Section 7, clause *e*. In second line expunge "its" and insert "cycle." In fourth line expunge "their" and insert "its."

Article IV., Section 8, clause *b*. Expunge "his" and insert "the."

Article V. Expunge the entire article and number all subsequent articles one less than the number they now bear.

*Article VI. Expunge clauses *a*, *b* and *c*, and insert he following: "(*a*) Any member holding a position in the League, either as an efficer, member of a committee, or member of the National Assembly, who shall be charged in writing by ten members of the League with malfeasance in office, or with conduct prejudicial to the interests of the League, may be suspended by the President pending an investigation of the charges.

(*b*) Any member against whom charges have been preferred as above, shall be furnished with a copy of the charges, and shall be heard in his own defence, after not less than twenty days' notice, before a committee consisting of the President and the Chairmen of the Committees on Rights and Privileges, Rules and Regulations, Membership and Improvement of Highways, and if found guilty of the charges preferred may be reprimanded, suspended for a specified time, removed from his position, or expelled from the League.

(*c*) Any member found guilty and sentenced as above shall have the right of appeal to the National Assembly, a two-thirds vote of which shall be necessary to overrule the decision of the committee. Such appeal shall be filed with the Secretary within twenty days after the finding of the committee, and until it shall be decided the judgment shall stand."

"Article VI. Expunge section *d* and insert the following, to be called Section 2: "Any member of the League, not holding a position, charged with conduct prejudicial to the interests of the organization may be protested in writing by four members of the League. In case of such protest the charges and specifications shall be sent to the Secretary, who shall make a record of the protest, and forward all the papers to the Membership Committee. The Membership Committee shall furnish the protested member with a copy of the charges and hear him in his own defence. If, after a full hearing, the committee shall find that the charges are sustained, it may impose a penalty of reprimand, suspension or expulsion, but in the latter case an appeal may be taken to the Rights and Privileges Committee.

Article VI. Add new section to be marked Section 3: "A member of the League charged with being a professional wheelman may be protested in writing by any member. In case of such protest the charges and specifications shall be sent to the Secretary, who shall make a record of the protest and forward all the papers to the Racing Board. In a case of this nature the Racing Board shall proceed as provided in Article IV., Section 7 of these By-Laws, and its judgment shall be final and without appeal."

Article VI. Add new section to be marked Section 4: "An applicant for membership may be protested in writing by any member, but the protest must be in the hands of the Secretary within two weeks from the date on which the applicant's name is published in the official organ. All such protests shall be regarded as confidential so far as a disclosure of the protesting member's name is concerned. The Secretary shall make a record of the protest, and forward all the papers to the Membership Committee. If after a full hearing the Committee shall find that the protest is a just one it shall sustain the charges and deny the applicant admission. If the protest charges the applicant with being a professional the committee may refer the protest to the Racing Board for investigation, and in such case shall abide by the decision of the Board in its finding for or against the applicant. In case an applicant is denied admission his fee shall be returned."

Article VI. Clause *c* shall be Section 5. Add the following: "When a member is expelled from a League Club and the club desires his expulsion from the League, the Secretary of the Club shall forward to the Secretary of the League a full statement of the circumstances which led to the expulsion. The Secretary shall make a record of the case and forward the papers to the Membership Committee. If the Membership Committee shall find that the offence against the club was also an offence against the League, or if they shall find that the best interests of the League call for the expulsion of the member, they shall direct the Secretary to expunge the name from the books."

Article VII. Expunge the entire last line and insert —"an equitable share of the fee and dues paid to the League during the year current by the member asking for the transfer." Insert after the words "another" in the first line, "at any time prior to January 1st."

Article IX. Expunge in Section 2 the words, "said tailors to obtain the cloth of the Secretary of the League," and insert, "under such regulations and restrictions as the Committee on Uniform may make and impose."

Article IX., Section 4. New section to read, "Wearing the uniform or the badge shall not be compulsory, nor can they be held to indicate membership in the League, the League ticket being the only reliable certificate of membership."

Article XI. Expunge the entire article and substitute—"All officers of the League shall be elected by written or printed ballot, and a majority of all the votes cast shall be necessary to elect. Each officer shall be elected by a separate ballot."

*Article XII. Add Section 1 to read as follows: "The Executive Committee may amend these By Laws at any time when a Constitutional Convention shall have amended the Constitution and rendered these By-Laws inconsistent therewith. But this power to amend shall be limited to such changes as shall remove the inconsistences. Announcement of all such amendments shall be published in the official organ.

Article XII. Mark the article as it stands "Section 2." Expunge "no amendment shall be made" and insert, "it shall make no amendment."

Mr. A. H. Griffith, on behalf of the Detroit Wheelmen, invited the League to hold its annual meet in Detroit on July 16, 17 and 18. The invitation was accepted with thanks.

The Columbia Cycle Club extended an invitation to the Assembly to a banquet to be held at 9 o'clock the same evening. The invitation was accepted with thanks.

A committee of the Amateur Athletic Union, consisting of Mr. H. W. McMillan and Mr. C. F. Matthewson, waited upon the meeting and requested that steps be taken to form an alliance between the L. A. W. and the A. A. U., which shall bind the two organizations in harmony. Referred to Executive Committee and the Racing Board.

The recommendations in the President's report favoring the appointment of a Legislative Committee and the issue of a handook were adopted and all other recommendations were referred to the Executive Committee.

Adjourned at 5.45 P. M.

Massachusetts.

The following additional Local Counsuls have been appointed:

Leicester--Mr. Albert E. Booth.
Lexington—Mr. Geo. L. Gilman, Monument street.

Fraternally yours, ARTHUR W. ROBINSON.
February 10, 1891.

Nebraska Division.

Nebraska having now 100 members and entitled to a Secretary-Treasurer and Vice Consul, I take pleasure in appointing N. T. Fisk, Lexington, Neb., Secretary-Treasurer and Frank Van Horn, Lincoln, Vice Consul.

Fraternally, A. H. Perrigo, Chief Consul.

Pennsylvania Division.

We have been courteously invited by the Maryland Division to join in their meet at Hagerstown, Md., on the 2d, 3rd and 4th of July next. I shall be glad to hear from the officers and members of this Division concerning their desires in the matter.

Philadelphia, 12 February, 1891.

SAMUEL A. BOYLE, Chief Consul.

"And There Stood Old Kaintuck."

We won't be able to say it unless we can count 200 members on our books by the time of the June meet at Louisville. There were four names added last week. We now have 144. If every Local Consul will get to work we will have the required number in a little while. Stir up the boys. Kentucky must make a good showing.

G. E. JOHNSON, Sec.-Treas.

Ohio Consuls.

Chief Consul High has appointed the following Consuls:

Ashland—Levi Garber.
Belleville--Lynn A. Lefevre.
Columbia—Ambrose Bauman.
Dalton—A. E. Dauchy.
Doylestown—Fred D. Miller.
Elyria- A. L. Garford.
Mansfield—A. McFarland.
Medina--Blake Hendrickson.
Mt. Vernon—Dwight Curtis.
North Ridgeville--G. A. Leeson.
Wellington—Jno. W. Wight.
Wooster—J. S. V. Speer.

Chief Consul High has also appointed the following League Hotels:

Belleville—Clifton House; day, $1.00.
Blanchester—Grand Central; day, $1.50; meals, 35c.
Cleveland—The Wilmot; day, $2.00.
Elyria—Beebe House; day, $2.00.
Greenfield—New Elliott; day, $1.50; m., 35c.
Ironton—New Ironton House; day, $2; m. or l., 50c.
Marietta—Grand Union; day, 2.00; m. or l., 50c.
Marion—Hotel Marion; day, $1.50; m. or l., 40c.
Medina—American; day, $2.00.
Mt. Sterling—Central; day, $1.25; m., 30c.; l., 35c.
Napoleon—Miller House; day, $2.00; m. or l., 50c.
Niles—Sanford House; day, $1.50; b., s. or l., 40c.; d., 50c.
Salem—Creiner—Brainard; day, $2: m. or l., 50c.
Troy—Hotel Coolidge; day. $1.50; m. or l., 50c.
Wellington—American.
Webster—Archer House.

The Addenda to the Hand Book is now in the hands of the printer, and will be mailed to the members of the Division the very instant it is finished.

Fraternally. WM. D. KEMPTON,
Cincinnati, O., Feb. 14, 1891. Sec.-Treas.

500—Missouri Division—500

To Consuls and Members:

It should be remembered that there has been a number of valuable prizes offered for the persons getting us the most members as follows: A gold L. A. W. pin valued at $5 to the local consul securing the most new members by May 1; a gold L. A. W. pin to the Local Consul securing the second highest number of new members. Only consuls residing outside of St. Louis or Kansas City can compete for these prizes. A $5 L. A. W. pin is further offered to each member securing us twenty members by December 1, 1891. Experience and natural ability in obtaining recruits, combined with persistent and earnest efforts are certain to boom our Division like it never has before, and will cause an extraordinary rush for membership in our organization. Far seeing people are mostly successful. Their perception of opportunities, where others see nothing, is the secret of their success. A bright, wide-awake organization like the League, ably managed and with an influence as far reaching as it is powerful, cannot fail to become an attraction for far-seeing wheelmen, provided you call their attention to it. Have you done this to date? If not, it is now the time to begin, and incidentally you may make a double effort to secure one of the prizes offered. It will be a genuine reward of merit. "We offer the prizes, you do the rest."

Fraternally years, ROHT. HOLM, C. C.
February 14, 1891.

Treasurer's Report Missouri Division.

RECEIPTS.

Oct. 20.	Balance	$373.78
Jan. 1.	A. Bassett, applications	34.50
Jan. 1.	A. Bassett, two transfers	1.00
Jan. 21.	Return dep. Canfield case	16.25
		$425.53

DISBURSEMENTS.

Oct. 31.	Type writer, Chief Consul	30.00
Nov. 8.	Deposit Canfield case	50.00
Nov. 8.	350 cir. letters and stamped envelopes Pike Co. tour	6.38
Nov. 23.	H. D. McCorkle Atty services	10.00
Nov. 13.	500 membership blanks	2.00
Nov. 19.	Postage, R. M. Seibel, Kansas City	1 01
Dec. 4.	Postage Road books H. G. W.	1 50
Dec. 4.	Postage, R. W. Garner	2 00
Jan. 3.	Postage, Chief Consul	3.00
Jan. 3.	Printing and express, Bassett	6 15
Jan. 3.	Roll Book	1 00
Jan. 3.	1 transfer	.75
Jan. 31.	Postage Sec.-Treas. office	1.50
		115.89
	Balance on hand	$309.64

Respectfully submitted, Joe H. Kelly,
Secretary-Treasurer.

Missouri Appointments.

C. A. Johnston, Box 102, Aurora, Mo., is hereby appointed local consul for Aurora and vicinity.

W. P. Laing is hereby appointed Delegate to the National Assembly, vice W. W. Brewster resigned.

Fraternally yours, ROHT. HOLM, C. C.
February 13, 1891.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 47—Total 67—18,183.

BOSTON, Feb. 20, 1891.

CONNECTICUT DIVISION—3—1450.

Bridgeport Wheel Club.

21373 Sanford, David C., 405 State St., Bridgeport

Unattached.

21374 Burchell, Wm. H., Drawer 46, New Haven
21375 Boynton, H. P., New Milford

ILLINOIS DIVISION—8—1498.

Cook County Wheelmen (unattached).

21363 Root, J. Sherman, 122 La Salle, Chicago
Oak Park, C. C. (unattached).
21326 Richardson, F. T., 196 La Salle, "
21327 DeVose, W. G., D. D. S., Oak Park

Ramblers C. C. (unattached).

21361 Haugen, Geo., 88 West Huson, Chicago
21360 Stewart, A. K., 504 N. 5th, Quincy

Unattached.

21344 Thomas, C. S., 34 Wabash ave., Chicago
21304 Smeal, Hugh, 46 Walnut st., "
21362 *Haugen, Mrs. Wilhelmina Constance*, 88 W. Huron, Chicago

INDIANA DIVISION—1—274.

Unattached.

21345 Keplinger, Harry A., Ft. Wayne

MARYLAND DIVISION—2—624

Unattached.

21345 Heise, August, 2121 E. Pratt st., Baltimore
21328 Stoffregen, Ernest, care Sharp & Dohme, "

MASSACHUSETTS DIVISION—1—2231.

Unattached.

21388 Boutelle, J. G., Box 206, East Pepperell

MINNESOTA DIVISION—1—.61.

Unattached.

21376 Rotchka, F. E., 516 2d ave., S. E. Minneapolis

NEW HAMPSHIRE DIVISION—14—179.

Unattached.

21329 Mosely, Charles F., 14 Merrimack st., Concord
21330 Burbank, W. H., cor. Lake ave. and Massabesic Manchester
21331 Evans, Chas. H., 112 Pearl, "
21332 French, Geo. A., N. H. Ins. Co., "
21333 Gould, Nelson G., 114 Pearl st., "
21334 Kuehn, Fritz, 113 Hanover st., "
21335 Lane, Alton A., 1441 Elm st., "
21336 Orrill, Edwin J., 38 Hanover, "
21337 Ray, Alfred W., 937 Elm st., "
21338 Stevens, Clarence, 335 Manchester st., "
21339 Stone, Fred W., 16 Jane st., "
21389 Andrews, E. G., 10 Greene st., Nashua
21390 Butrick, A. F., 9 Lowell st., "
21391 Sylvester, G. A., care Rollings Engine Co., "

NEW JERSEY DIVISION—2—1047

Unattached.

21347 Newell, Maurice, Box 25, Atlantic
21348 Smith, Charles J., 30 Georgia ave., "

NEW YORK DIVISION—14—3111.

Gotham Wheelmen.

21392 Palmer, Walter, 675 Greenwich st., New York

New York Bi. Club.

21337 Debes, Roman, 3 Broad st., New York

Queens Co. Wheelmen.

21381 Cummin, John H., L. I. R. R., Long Island City

Ramblers Bi. Club (unattached).

21341 Metcalf, Percival, 8 Balding ave., Poughkeepsie

Iroquois A. C. (unattached).

21380 Dorntge, Chas., 154 Broadway, Buffalo

Rome Cyclers.

21385 Rivers, Lorenzo L., 603 No. Wash. st., Rome

Crescent Cycle Club.

21382 *Mason, Mrs. F. E.*, 58 St. Joseph, Rochester
21383 Spichler, Adolph M., 242 Averill ave., "
21384 Summerhays, Jos. E., 17 Tracy Park, "

Unattached.

21349 Drew, E. R., 12 Warren st., New York
21378 Ferry, Theodore Leroy, 53 Leonard st., "
21350 Frost, Edward Hickok, 563 Walton ave., "
2 340 Spahr, Chas. A., 337 East 68, "
21379 Ketchum, Joseph, 171 Gates ave., Brooklyn

OHIO DIVISION—3—1200.

Unattached.

21351 Tate, Ralph, 65 W. 9th ave., Columbus
21342 Chessell, Harry, Box 152, Martin's Ferry
21386 Ellenberger, W. T., Box 1192, Oberlin

PENNSYLVANIA DIVISION—5—2062.

Columbia Cyc'ers (unattached).

21343 Shee, Thomas F., 1735 No. 27th, Philadelphia

Erie Wanderers (unattached).

21387 Mertens, Chas. A., 623 Holland, Erie

Unattached.

21352 Woodworth, A. L., 463 Northampton, Easton

VERMONT DIVISION—7—69.

Vt. Wheel Club (unattached).

21365 Wilder, Geo. H., 53 High st., Brattleboro

Unattached.

21366 Knight, Fred S., 40 Green st., "
21370 Brackett, C. A., Box 423, "
21367 Goodrich, Abbott B., Brandon
21368 Bales, David M., "
21369 Button, Edwin H., "
21371 Lyon, R. Henry, White River Junction

WISCONSIN DIVISION—2—234.

Unattached.

21353 Morrison, E. W., Appleton
21372 Lindquist, N. E., Box 115, East Mar.nette

GEORGIA—6—17.

Unattached.

21354 Gross, W. W., 142 Congress, Savannah
21355 Grady, W. Edwin, Box 144, "
21356 Rushing, C. M., "
21357 Sawyer, C. H., 134 State, "
21358 Thompson, W. A., 63 1-2 Bay st., "
21359 Thompson, A. D., "

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasurer, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1424 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No. Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 607 No. Alabama street, Indianapolis.

IOWA—Chief Consul, Ackley Hubbard, Spencer. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 65, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 547 Carondelet street, New Orleans.

MAINE—Chief Consul, Howard M. Breen, 109 Franklin street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, A. W. Robinson, 20 Equitable Building, Boston. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 380, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI—Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, R. H. Scott, People's Ins. Co., Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 116 Broad street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK—Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 166 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Chas. J. Sherer, 211 Main st, Memphis. Secretary-Treasurer, B. A. Patch, Clarksville.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box 281, Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro'. Secretary-Treasurer, F. A. Roberts, Brattleboro

VIRGINIA—Chief Consul, Ira B. White, 16 Nolls court, Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1891. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 April 30. Enclose $1.50 with this blank on any date between date of paper and April 1, 1891. Write plainly—Printing preferred.

☞ If you want a waterproof ticket holder, made of the best calf skin with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards send 25 cents extra. If you want your name in gold, stamped on the holder send 50 cents extra. *Leave the margin in using this blank.*



WEIGHT, 50 POUNDS. SPECIALTY CUSHION TIRES.

WARWICK PERFECTION CYCLES

BUILT ON HONOR.

ADOPTED BY U. S. GOVERNMENT.

STEEL THROUGHOUT.

WARWICK CYCLE MFG. CO.,

Send for Catalogue. **SPRINGFIELD, MASS.**

"Shadow is never taken for substance; you must be if you would appear to be, the world is not long unjust."
—*Madame de Sevigne.*



Our machines are what they appear to be, the best finished and staunchest bicycles made in the world, and **we guarantee everyone.**

Send for the most artistic cycle catalog ever published.

1891 PARAGON.

STOVER BICYCLE MFG. CO., - - - - Freeport, Ill.

"Finest Quality Produced in the World."

TRADE **"CREDENDA."** MARK.

THE ✱ CREDENDA ✱ SEAMLESS

STEEL ✱ TUBE ✱ Co., ✱ Ltd.,

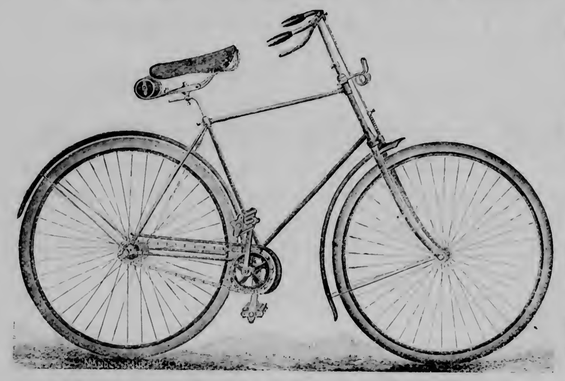
BIRMINGHAM, ENGLAND.

W. C. STIFF, Managing Director.

TELEGRAMS:—"CREDENDA" BIRMINGHAM

PNEUMATICS

ARE THE WHEELS OF TO-DAY.



IMPROVED 500 % OVER LAST SEASON

ALL PREVIOUS RECORDS WILL BE

BEATEN BY THEM THIS YEAR.

AGENTS WANTED.

FEATHERSTONE'S PNEUMATICS, $135

FEATHERSTONE'S CUSHIONS,	$125.00
FEATHERSTONE'S CYCLONE,	100.00
W. & D. SPECIAL,	85.00

Also the most complete line of Cheap WHEELS IN THE WORLD, $15 to $45.

WRIGHT & DITSON, Sole Agents,

578 & 580 Washington Street, - - - - - - BOSTON, MASS.

WESTERN * WHEEL * WORKS.

Revolution in Business

LAST year our Safeties were made of Malleable Iron and American Tubing.
THIS year they are made of Steel Drop Forgings and best English Cold Drawn Weldless Steel Tubing.
LAST year our 28 and 30 inch machines weighed from 50 to 56 pounds.
THIS year they weigh from 47 to 48 pounds, and are strong, light, graceful, beautifully finished and perfectly fitted.
LAST year our lists were high and discounts large, and everyone sold at their own price.
THIS year our lists are low, discounts smaller, and all agents are required to sell at list.
Our wheels must be seen to be appreciated. Send for Catalogue and sample machines.

R. L. COLEMAN & CO.,

AGENTS FOR EASTERN, SOUTHERN AND MIDDLE STATES,

35 Barclay St., and 40 Park Place, New York.

* PNEUMATIC *

FEATHERSTONE'S PNEUMATIC.

SOLE AGENTS IN NEW YORK.

Territory, - - - THE EARTH.

Will be on the market on or before March 1st. We are booking orders. Will be filled in rotation, as ordered.

RETAIL PRICE, $135. Guaranteed Highest Grade in Every Respect.

SCHOVERLING, DALY & GALES, 302 Broadway, New York.

CHOICE OF THE EXPERTS.

"U. S."

GALLERY AMMUNITION

—MANUFACTURED BY THE—

UNITED STATES CARTRIDGE COMPANY, Lowell, Mass.

Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee,

Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.

406, 408, 410 & 412 Broome Street, NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.
Cloth, $2.25 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25
Shirts. League Regulation.....3.00
No. XX Fine Cheviot for hot weather wear.....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk, Edge's League color, white centre, Snake Buckle.....50
No. XX Worsted Solid, League color, Snake Buckle.....40
Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic.5.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price.
Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,
241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia. 1022 Market St

CYCLING

FOR

Health and Pleasure.

Chapter V.

The rapidly increasing number of competitors in athletic sports, and particularly in cycle racing, make the publication of competent advice on TRAINING very timely. The subject is gone into at length in this chapter, in which the principal writer on the subject is freely quoted. After a few preliminary remarks of explanation, Cortis, a physician and successful racing man, speaks for himself. In fact, all the principal parts of Cortis's little work on Training is quoted; so that this chapter alone is a complete guide to intending competitors in cycle racing. It expounds clearly the fundamental principles on which proper and perfect training must rest.

230 Pages, Illustrated.

50 Cents, Postpaid.

WHEELMAN COMPANY,

PUBLISHERS,

12 Pearl St., - Boston.

Stamps not received.

GIANT SAFETY BICYCLES.

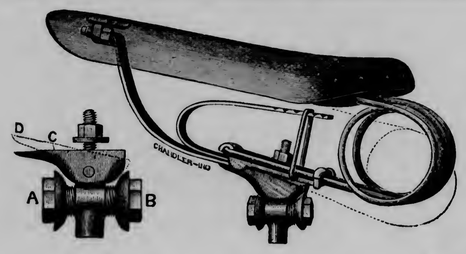


The only wheels at medium prices combining all the improvements of the day. Ball Bearing all over, including head. Spring Fork, Spring Frame, etc. Catalogue on application.



H. A. LOZIER & CO., Cleveland, Ohio.

THE ECLIPSE SADDLE.

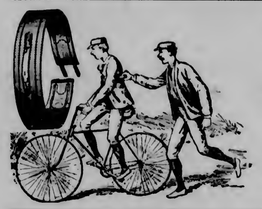


We now offer this saddle to the trade for the first time, and are prepared to fill orders with reasonable promptness. Every dealer in bicycles will do well to place a small order for these saddles, as they are acknowledged by experienced riders to be the best on the market. The springs have a double action, and make riding easy over the roughest roads. The tension can be changed to suit the rider, any slack in the leather after use can be taken up without trouble, and the saddles are made to fit any cycle. The springs are made from the best crucible steel, oil tempered. Our patent adjustment for raising or lowering the front of the saddle, is a neat device, and one that every rider will appreciate. **Price, $6.00.**

In placing your order for saddles, don't forget that we make the best **bicycle** for the money on the market. The **Eclipse Bicycle** is strictly first-class, high grade in every respect. **Price, $100.00.**

STEEL PULLEY & MACHINE WORKS,

INDIANAPOLIS, - - - - IND.

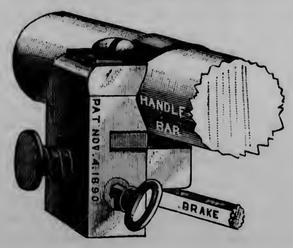


THE INSTRUCTION BELT.

By aid of this device a skilled instructor is not needed, as a beginner can be taught by one who does not himself even ride.

Sent by Mail on receipt of $1.25, with full instructions for use.

ST. LOUIS WHEEL CO., 311 N. 14th St., St. Louis, Mo.



THE

King Patent Bicycle Support and Brake Lock.

HOWARD A. SMITH & CO.

518 Broad St., NEWARK, N. J.

Wholesale Agents for the U. S.



FOR TANGENT AND DIRECT SPOKES.

Nickeled, Price 75c., Postpaid.

Dealers send for Sample and Electrotype.

AVERY & JENNESS, 5756 Madison Ave., Chicago

SAVE YOUR PANTS!



IN USE. NOT IN USE.

OSTERGREN'S TROUSER GUARD.

(Patent Applied For.)

Three styles of finish. 15 cts. per pair, blued steel; 25 cts., enamelled; 35 cts., nickeled. Fits

To be had of all dealers, or

A. K. & C. E. SCHAAP, - Richmond, Va.

Bicycles and Sundries.

BEST CYCLES!

LOWEST PRICES!

It will pay you to write for information. Dealers wanted everywhere.

Wholesale and Retail. **J. E. POORMAN, Agent, 8th and Race Sts., Cincinnati.**

GILLOTT'S STEEL PENS ARE THE MOST PERFECT

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the Order.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*

ZOOK—Lititz, Pa., cycles taken in payment for typewriters, organs, books, cigars and miscellaneous goods; 1891 catalogues of cycles now ready; new $160 trike, $50.

CASH—For a 51 or 54-inch Special Star, ball front wheel, must be cheap; 55 inch New Mail and 54-inch Eagle for sale cheap. C. L. v. BERG, Hartford, S. D.

$95 BUYS a 52 inch Expert Columbia, full nickel finish, equally as good as new; cost $135.50; in use only 2 months. Address H. M. ZIMMERMANN, Marine City, Mich.

WANTED—Bicycle salesman. Address at Cincinnati, O., A. A. BENNETT.

FOR SALE—Columbia L. R. Safety, 1890, with King's patent support and brake lock; in use three months; guaranteed in perfect condition; price $110. Address GEO. BROWN, Box 275 New York City.

FOR SALE—A Columbia L. R. Safety, 1890 pattern, ridden 500 miles and in perfect condition, together with a Butcher cyclometer and a luggage carrier, for $115. C. N. F., 17 Pleasant ave., Somerville, Mass.

FOR SALE—Cheap for cash, 51 inch Columbia Light Roadster bicycle; in first class condition. H. ROBSON, 39 Boston street, Salem, Mass.

WANTED—A first-class bicycle repairer; must thoroughly understand repairing in all its branches. Address, stating salary expected and experience, No. 40, Bicycling World Office.

SITUATION WANTED—By an English cycle mechanic; don't mind repair shop or depot. Apply to J. W. BILLS, Mechanic, Buchanan, Cedar Co., Iowa.

FOR SALE—A Columbia Light Roadster Safety, 1890 pattern, in perfect condition; has not been ridden 500 miles, $115, including Invincible lamp and bell. Address J. T. RILEY, 218 Laurens St., Baltimore, Md.

LADY'S AND GENT'S Columbia Safety Bicycle. Cost $135.00; will sell for $100.00; as good as new. WILSON BROS., 6 Hanover street, Boston.

OR WE'LL STATE IT THIS WAY.

Lives of men who walk remind us,
Moving thus is rather slow,
Buy a wheel, to you it's kindness,
Then you've got a right to crow.
Crow because you bought your wheel
Where a bargain you could see,
Sold so cheap for your best weal
By Knight Cycle Company.

Send for our list before it's McKinleyed. It will queer your pocket more after the Ohio man tampers with it. Knight Cycle Co., 207 No. 10th, St. Louis, Mo.

D. SNITJER,

ST. LOUIS - - MISSOURI,

Manufacturing Agent for the

Columbia, Victor and Warwick.

EASY PAYMENTS.

Agents should write for our prices on cheaper wheels. They will SURPRISE YOU.

SPECIAL.

All Advertisements in this Department 20 cents a line

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*



L. A. W. BADGES

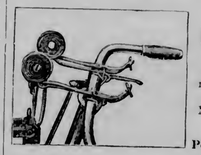
The official design in SOLID GOLD.

Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the inferior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better for $1.50, $2.00, and $2.50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.



LAMSON'S

Luggage Carrier

NO. 1.

Convenient, durable, noiseless, cheap. $1. Sold everywhere.

Made by

C. H. LAMSON,

Portland, - Maine.

Ah! There! Wheel, Stay There!



Reliable Adjustable Brake Grip.

PRICE, 75 CENTS.

Sold by Dealers or

V. DUMP,

HILLICOTHE, O.

The New "39" and "24" Star



NO MACHINE ON THE MARKET ITS EQUAL.

Easiest Running Wheel

—AND—

Best Hill Climbing Machine Ever Produced.

We Challenge Honest Criticism.

In this Machine we have combined ALL the advantages of a low wheel and the speed of a high one

Send for Catalogue of STAR BICYCLES.

H. B. SMITH MACHINE CO.,

Smithville, N. J.

We Are the SOLE NEW JERSEY AGENTS for the

FEATHERSTONE PNEUMATIC

AGENTS WANTED IN EVERY TOWN IN NEW JERSEY.

Also, AGENTS in NORTHERN NEW JERSEY for RAMBLERS, VICTORS, ORMONDES, SWIFTS, B. & A's., ECLIPSE, NEW MAILS, SYLPHS, GENDRONS, Etc.

BICYCLE SUPPLIES AT WHOLESALE.

REPAIR SHOP

Run and Lighted by Electricity. We have the Facilities, the Skilled Workmen, and NOW is the time to have your machines repaired.

Remember we are in our new Store and Riding School at the above address.

HOWARD A. SMITH & CO., 518 Broad St. NEWARK, N. J.

FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. For sale by all Cycle Agents. Liberal discount to the trade.

JOHN W. WILSON, Cottage City, Mass.

PATENTS

Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. **W. E. AUGHINBAUGH**, Baltic Building Washington, D. C.



Elwell European Cycle Tours.

From June to September.

PARTIES FORMING.
CATALOGUES READY.

ELWELL & HIGGINS, Portland, Me.

REAL BICYCLE UNIFORMS.



Be sure to send for free samples and measure blanks. Club Uniforms a specialty. L. A.W. Coats, $8. Knee Breeches, $4. Punnett's celebrated Jersey Cloth Knee Breeches, only $4 a pair. Bicycle Caps, Hose, Pins, Tights, gold or silver Letters, Punnett's Invisible Pants Holders, 25c. a pair. Be sure to write now.

R. A. PUNNETT, Tailor and Athletic Outfitter, 98 & 100 West Ave., ROCHESTER, N. Y.

All strictly first-class work at moderate prices.

IT PAYS?

Reliable and well-known wheelmen wanted as agents in cities and towns, for an incorporated organization, that sells its members all makes of "high grade" wheels at $4 per month and at reduced cost. No capital required. Address for full particulars,

THE BICYCLE & SUPPLY CO.,

Baltimore and Holliday Sts.,

BALTIMORE, - - MD.

THE COLLINS PRESS

H. G. COLLINS

BOOK AND PAMPHLET PRINTER AND BINDER

15 MILTON PLACE
BOSTON, U.S.A.

ALWAYS READY TO EXECUTE ORDERS DAY OR NIGHT, AT SHORT NOTICE

Printer of the "Bicycling World."

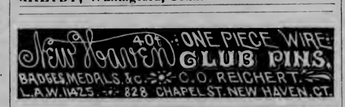
TELEPHONE 2629



"WIZARD OF THE WHEEL." MALTBY! MALTBY!

The Champion Scientific and Artistic Cyclist has returned after his second successful tour of the world.

New and startling feats never before attempted, including some marvellous feats on the "Eagle." Open for engagements with bicycle or athletic clubs for a short season only. Address, W. S. MALTBY, Wallingford, Conn.



"PERFECT" POCKET OILER.



One-half size.

For Bicycles, Guns, etc. No Leakage. Throws only small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50c. each. CUSHMAN & DENISON, 172 Ninth ave., N. Y.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

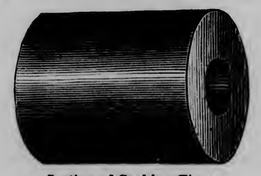
Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.

NEW CATALOGUE NOW READY.



Section of Cushion Tires.

We carry a full line of Cushion Tires, Solid Tires, Safety Bicycle Handles, all sizes, to fit any machine; Spade Grips; Safety Handles, all sizes; Bicycle Balls, Bicycle Spokes, Tire Cement, Pedal Rubbers, Adhesive Tape for holding on tires, Cement for repairing cuts in tires, &c. Also a full line of Rubber goods of every description. Mould work of any kind solicited.



Send for catalogue and prices.

ELASTIC TIP CO.,

Patentees and Manufacturers of Rubber Specialties.

Cor. Cornhill and Washington Street,
BOSTON, MASS., U. S. A.

WANTED

A position (with a firm manufacturing first-class American Bicycles) to introduce their wheels in Foreign Countries by a wheelman who is a mechanic and salesman and speaks French, German and English fluently.

Address L. A. W.,
Care BICYCLING WORLD.

Send for Complete Bicycle Catalogue.



MEACHAM HIGH-GRADE DIAMOND FRAME SAFETY.

Ball Bearings to Both Wheels.
Both Pedals and Crank Shaft.
Ball Bearings to Head.
Hollow Steel Tubing.

List Price, **$115.00**

COMBINATION WHEEL FOR EITHER GENTLEMAN OR LADY.

Selling Price, **$75.00.**

WILL SUSTAIN A PERSON WEIGHING 225 LBS.

BY REMOVING TOP CROSS-BAR, CAN BE RIDDEN BY A LADY.

Remit by Post Office Money Order

E. C. MEACHAM ARMS CO. ST. LOUIS, MO.

HERE THEY ARE!

THE LEADERS FOR 1891!



Price, $85.00.



Cushion Tires. Price, $95 00.

LOVELL DIAMOND CYCLES.

HIGH GRADE ONLY. ALL BALL BEARING. STEEL TUBING and DROP FORGINGS.

1891 MODELS. —MANUFACTURED BY— 1891 MODELS.

JOHN P. LOVELL ARMS CO.,

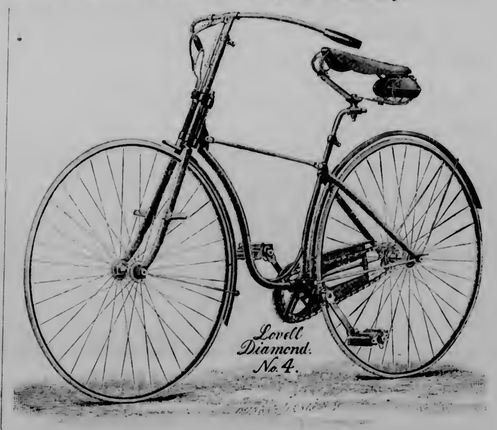
Manufacturers and Jobbers in FIRE ARMS, BICYCLES, FISHING TACKLE and SPORTING GOODS,

147 Washington Street, - - - - *BOSTON, MASS.*

Bicycle Catalogue Free. **Agents Wanted in all Unoccupied Territory.**



For Ladies. Price, $85.00.



Combination, $85.00.



New Features Worth Studying.

DOUBLE DIAMOND FRAME.

Strong and inflexible, will permit no twisting, ensures even and true steering, which is also contributed to by the increased length of the steering head. Light and handsome in appearance.

WHEEL CONSTRUCTION.

Light, drop-forged hubs, with detachable rear gear wheel. Double butt-ended spokes, drawn tangent without tying, elastic, noiseless and easily cleaned. "These seem to possess all the good elements of direct and tangent systems. There is elasticity promised in these, and more strength than in any direct spoke."

SEAT ROD AND ADJUSTMENT.

Tubular straight rod, or tubular and solid loop rod if desired. Ample vertical and horizontal adjustment permitted by the new bridge carried on the parallel upper frame tubes.

SELF-OILING CHAIN.

A very quiet, smooth running and strong chain, packed with an absorbent carrying sufficient oil for a thousand miles, ensuring complete lubrication, and freedom from grit.

PEDAL DUST-CAP.

A small point but an important one; it prevents the entrance of dust and sand into the pedal bearing, a contingency to which any safety pedal is particularly liable.

SPRING FORK JOINTS.

A new joint shaft and cones afford a positive take-up for wear, positive action, and cannot work loose.

ALL STEEL FORGINGS.

The 1891 Columbia Light Roadster Safety contains no castings, but steel drop-forgings throughout.

POPE MFG. CO.,

77 Franklin Street, BOSTON.

BRANCH HOUSES: 12 Warren Street, NEW YORK 291 Wabash Avenue, CHICAGO. Factory, HARTFORD, CONN.

THE BICYCLING WORLD & L. A. W. BULLETIN.
DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXII. Number 18. BOSTON, 27 FEBRUARY, 1891 $1.00 a Year. 5 cents a copy

We "Try the Experiments."

CHAPTER II.

APOLOGY.—WE know that all this personal mention of competitors is in very bad taste.

WE know that it is unbusinesslike, but are simply compelled to adopt such methods by the continued and unwarranted use of our name by the Pope Mfg. Co.

FIRST—VICTOR BICYCLES LEAD.

SECOND—If this fact were not so apparent a fact, if it were not getting to be a fact acknowledged the broad land over, our esteemed competitors would not have paid us this delicate attention.

NOTE.—These "delicate attentions" have gradually increased since the superiority of the Victor Cushion Tire became known.

But the "satisfaction"—(It is hard for us to bear this in mind; being occupied with other things, we continually lose sight of it.)—Under this head it is remarked by all who have noted this "Pope Challenge":

First, that the scope is small. (Needs to be broadened).

Second, that the amount of money is small. (Needs to be increased).

Third, that the ONLY LARGE THING in this "Pope Challenge" is the LARGE AMOUNT OF TEMPER displayed by the Pope Mfg. Co. (Needs to be turned off).

The question raised in this so-called "challenge" is a question of advertising veracity between the Pope Mfg. Co. and the Overman Wheel Co.

Now, the question suits us exactly, except that we should like, as suggested, to broaden it in several particulars. We like broad things. Like to have everything done in the best possible way.

We will arrange this matter so that, while it shall give the Pope Mfg. Co. all the satisfaction they want it will be far more comprehensive than the plan originally suggested by them, at the same time not omitting to cover the small patch of ground they have outlined.

(Before we forget it, we want to say the VICTOR CUSHION TIRES are all right; that they are fully warranted, and will be found in every way better than solid tires.)

AS TO SCOPE.

The question shall involve any and all matters found in print coming from either Company. This should be broad enough to include, for example, such matters as:

Advertising highest grade only, and at the same time making in the factory low grade work;

Advertising that a plant covers five acres of floorage at a time when it does not cover such an amount;

Advertising business of over a million dollars, when the facts cannot be substantiated, etc., etc., etc.

(In fact, we have a large, juicy scrap-book, which we have been keeping for several years, which is now about ripe enough to pick, and we hail with joy this invitation to gather it in.)



AS TO AMOUNT OF MONEY.

The Company found to have taken the most liberty with truth in statements of fact, in advertising, shall contribute $5000 to the League of American Wheelmen.

Each Company to submit in writing a statement of the facts to the BICYCLING WORLD, who shall have charge of appointing a committee of arbitration to render a final decision.

The finding of this committee, together with all facts presented by both Companies, to be published at joint expense, and each Company to be allowed to distribute 50,000 copies.

Each Company to allow every opportunity to ascertain the facts in the case, furnishing statements under oath when desired to do so.

Expenses incurred shall be divided equally between the two Companies. (To be continued in our next.)

OVERMAN WHEEL CO.

AGENTS WANTED THROUGHOUT THE NEW ENGLAND STATES

FOR THE

STOVER CYCLES

GOOD TERMS TO RIGHT PARTIES.

SIDWELL & SABEN, SOLE NEW ENGLAND AGENTS, **243 Columbus Ave., Boston, Mass.**

N. B. We have secured control of J. S. Murray's stock of Yale and Harvard parts.

"COME LET US REASON TOGETHER."

Webster tells us that reason is that "faculty or capacity of the human mind by which it is distinguished from the inferior animals."

Among the inferior animals we might mention the grasshopper. Now the grasshopper has a "spring frame," but has very little reasoning capacity: still more springs and still less reason is found in the flea.

It was once a popular delusion that a fly had pneumatic feet, which accounted for his great speed while walking on the ceiling. If you are not already convinced just see if you can get a fly to walk on the under side of a piece of clean smooth glass. The great success of the fly depends on his getting a more tangible hold of things than he was at first credited with. There were flies on Noah's Ark, and so far as I can learn they held on with the same kind of feet now generally used by the American fly.

But mankind wondered how he did it for over a thousand years, until finally a learned (?) "scientist" discovered that he had "valves" and "flaps" and "cavities" in his feet, which held him on to the ceiling by "suction," and straightway Grandpa had a new story with which to illustrate to the children the "wonders of nature," until another imaginative "investigator" discovered that from the fly's foot there was "exuded" at every step a minute particle of "gumstickum," and the necessity of this supply accounted for his fondness for "sweetnin." Notwithstanding all these wonderful points man has never lost an opportunity to "swipe" the fly, and has within a comparatively short time discovered that flies hang on very much as the rest of us do, viz., by the strength of their grip, though while man cannot get more than a "double grip" the fly has ——.

I had intended to state here the exact number, but the Hickory Bicycle works seem to afford just at present a very poor field in which to study the personal habits and make up of the fly.

The bicycle business contains many similar delusions. One of the most interesting diversions is to read the latest catalogue along with those of years recently passed. *Crow* seems to be the favorite diet with the bicycle maker.

Emerson said, "Speak what you think *now* in hard words, and to-morrow speak what to-morrow thinks in hard words again though it contradict everything you said to-day."

For a man who was not in the cycle trade Emerson came close on to being a prophetic expert.

For the manufacturer who comes up and takes his medicine like a little man we shed tears of joy only equalled in copiousness by our sympathy for those who are *not* built that way. If you hear a maker advocating as the *best* anything that he *denounced* last year don't say mean things to him; he may have enough trouble on his mind without that.

Just ask him if he knows what will be *au fait n xt* year.

STERLING ELLIOTT, Newton, Mass.

P. S. The above is intended for *general* use.

LARGEST JOB LOT IN AMERICA.

(Job Lot List Just Out.)

Wheels now in store and prices way down. Orders filled promptly. Our job lots do not mean shop worn and old style wheels, but brand new ones of late patterns and finish. Note a few on the following list:

	Regular Price.	Our Price.
SPEEDWELLS, (Full Ball), - - -	$115.00	$85.00
MERCURY DIAMOND, (Full Ball) (not a job lot),	100.00	75.00
1890 REGULAR CRESCENTS, (Balls to both wheels),	75.00	60.00
" " JU O, (For Lady or Light Gentlemen),	60.00	50.00

Ordinaries reduced in the same proportion, ranging in price from $10.00 up according to size and finish. We sell on Easy Payments, without extra charge. Spring is almost here and by the time you get your machine it will be good riding Our Second Hand List offers many bargains. (Send for New List just out.) Second-hand machines taken as part payment for new ones and highest prices allowed.

ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.

Bicycle Sundries and Job Lot Wheels a Specialty. *Send for Catalogue.*

Territory:

UNION

In New England,

WARWICK

In New England, except Western Massachusetts and Connecticut.

STANDARD DIAMOND

And LADIES' CONVERTIBLE,

REINDEER NO. 3. NO. 5. NO. 7.

In the U. S.

NO LOW GRADE WHEELS!

A. O. VERY,

173 Tremont Street,

BOSTON.

A Complete Assortment of SUNDRIES At Reasonable Prices.

AGENTS WANTED IN

UNOCCUPIED TERRITORY

—FOR THE—

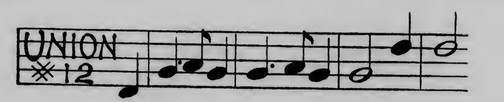
Finest and Most Complete Line of Wheels Now in the

MARKET,

—AT PRICES—

From $135 Down to $25.

Verses on Springs.



The cycles that bloom in the Spring, tra la,
Are certain of making a hit;
That anti vibration's the thing, tra la,
We never have doubted a bit.
And that's what we mean when we say that the thing
Is not in the swim, when devoid of a spring.

The cycle that booms with THE springs, tra la,
Has somewhat to do with the case,
So of course while the Union Co. sings, tra la,
Our friends will be making a face.
And that's what we mean when we pass the remark
That the future of rigid framed cycles is dark.

P. S.---Our address from March 2nd until March 7th will be Nos. 24 & 26, A. C. C. Show, Horticultural Hall, Philadelphia, Pa.

ANOTHER OLD-ESTABLISHED HOUSE HAS ARRIVED AT THE SAME CONCLUSION. HAVE YOU SEEN THEIR CIRCULAR ANENT SPRING FRAMES VS. PNEUMATICS, CUSHIONS, ET AL?

WESTERN HOUSE:
CHAS. F. STOKES MFG CO.,
293 and 295 Wabash Avenue,
CHICAGO. - - ILL.

UNION CYCLE MFG. CO.
Office and Factory,
HIGHLANDVILLE,
MASS.

"FEATHERSTONE'S PNEUMATICS."

For the convenience of our Eastern trade we have established distributing depots for our Pneumatic Tyres in the following cities, to which all correspondence for the respective districts should be addressed: Boston, New York, Philadelphia and Newark. The New England trade will be supplied through WRIGHT & DITSON of Boston; New York City, Brooklyn, Eastern and Southern New York State through Messrs. SCHOVERLING, DALY & GALES of New York City; Central and Eastern Pennsylvania and Maryland, with the exception of Baltimore City, through the SWEETING CYCLE CO. of Philadelphia; the State of New Jersey through Messrs. HOWARD A. SMITH & CO. of Newark, N. J.; Baltimore City through Messrs. CLINE BROS. of Baltimore.

These distributing depots will carry in stock a large supply of Pneumatic Wheels from which the Eastern trade in their respective territories will be promptly supplied. By drawing your supply from these depots near at hand you will at all times be able to get them promptly as you may need them instead of waiting until they could be shipped from here.

You will recognize it was late in the season when these Pneumatic patents were transferred to us, and it has been impossible to get out a supply of these Pneumatic Machines before, as great skill and care is required to make these machines, second to none in the market in point of grade and finish.

The cycle trade have too much intelligence to believe that the mechanical skill and capital of this country can be controlled by any two or three bicycle makers, and any one whose ignorance or personal interest may persuade them to say that our bicycles will not be strictly high grade and equal to any now made, had better wait until they see them. It is impossible to know what they are talking about until they have.

We now have about 1200 men working on these Pneumatics, having made a contract with the Ames Mfg. Co., the well known bicycle makers of Chicopee, Mass., to run nearly their entire plant on a part of our work.

We shall be able to deliver 500 finished Pneumatic Bicycles a week, both for men and women, beginning March 15th, and can increase this ouput if the trade should demand it.

All manufacturers will tell you their particular machine is the best; we say nothing about ours, it will speak for itself. We simply refer you to the record of the Pneumatic and to the riders of it.

You may put it down that the Pneumatic Tyre has passed through all its stages of experiment and is now a success, that it is the tyre of the future, and that some riders already know, and all others will find that they will not be in it without the Pneumatic.

A. FEATHERSTONE & CO., - - - Chicago, Ill.

"SWIFT" * SAFETIES.

100,000 IN USE.



"SWIFT," Model A.

Our Cushion Tire Makes the SWIFT Swifter than ever. *Catalogue Free.*

COVENTRY MACHINISTS' CO., - - Boston, Mass.

LOOK ★ AT ★ THIS!

THE SENSATION OF 1891.



A NEW MAIL at $100

With CUSHION TIRES!

—OFFERED AS THE—

Handsomest and Best Medium Priced Safety.

Has the New Mail handsome pattern Diamond Frame, has the New Mail pattern Low Handle Bars, has the Straight Front Fork, Tangent Spokes, Ball Bearings throughout, Garford Saddle and Cushion Tires. All Parts Interchangeable.

WARRANTED THROUGHOUT! Already being heavily ordered!

Now arranging Agencies. Good firms Wanted Everywhere as Agents for our wheels. Must apply at once. Catalogues ready. Address Manufacturers,

WM. READ & SONS, 107 Washington St., Boston, Mass.

FACTORY, CHICOPEE, MASS.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

—BY—

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Wheelman Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

The management of this paper refuses to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 27 FEBRUARY, 1891.

DETROIT wheelmen are happy over the acceptance of their invitation to the L. A. W. to hold the annual meet July 16, 17 and 18. Make your arrangements so that you can enjoy Detroit's hopitality.

IT seems to us a crying shame that the city of Boston cannot boast of a single active cycle club. True it is that the shadows of two clubs still exist; but they are mere shadows of their former greatness, and the comparison of now and the good old days brings sad thoughts to the veteran who was active in days of the "Bossachusetts" Club.

IT is now ten years since those halcyon days when the Boston Bicycle Club and the Massachusetts Bicycle Club had a national, yes, an international, reputation. But who ever hears of these two clubs now? Occasionally a few of the faithful gather together and discuss sadly the days agone. The old Boston Club (the first cycle club in America) still retains its name and organization, and the Massachusetts Club, reorganized some few years ago, also retains the mere shell of its original form. From being the leading clubs of America they have sunk into practical oblivion, and it is a burning shame that it is so.

THERE must be some reasons for this great change in, and obliteration of, two of the strongest clubs in America, and in the case of the Bostons we think we discern the cause of the sapping of its vitality as a cycle club by the introduction of the social element. At first the results of this departure were, apparently most satisfactory; temporary success hid the real danger, and for a time things went swimmingly. The riders and the non-riders had a common interest, that of the welfare of the club.

AFTER awhile the social element, far outnumbering the riding contingent, demanded and were accorded representation in the club's management. From that time the cycling interest declined, and, though the most cordial relations existed between the riders and non-riders, the Boston Club as an active riding club died for want of interest. It was simply smothered by the social influences.

THERE is a moral to this brief history, and we think that all of our readers can see it without our pointing it out. To be forewarned is to be forearmed, and in the fate of the old Boston Club we have an object lesson that cannot be ignored. Here was a club, not destroyed by dissentions, but simply overwhelmed by the preponderance of an element not riders, but by no means hostile to cycling and cycling interests Under the joint condition of affairs the club was prosperous for some five years, and then the crisis came

WE have dwelt somewhat at length on this matter, as it is not only one of general interest historically, but as a sort of warning, that it may impress those who think there is no danger in the tail outgrowing the wagging powers of the dog.

THE reason of the Massachusetts Club's falling into innocuous desuetude was not the same as the Boston Club. It came, however, through more natural though none the less unpleasant cause. Still the fact remains that Boston to-day is without a single active bicycle club, and we blush when we record it.

WE do not exactly blame the suspended men for getting a bit impatient because of the lack of action on behalf of the Racing Board. Yet there is reason, and very good reason, for the delay. No action can be taken until the A. A. U. formally and finally defines its position on all the questions discussed, and apparently agreed upon, at the joint meeting of the L. A. W. and A. A. U. Committees in New York last December. It is to be hoped, however, that March will not pass without something definite being arrived at.

THERE is no doubt at all but that the personnel of the Racing Board will be almost if not entirely changed, and it is with sincere regret we learn that Mr. Davol has positively refused to accept the chairmanship for another year. Mr. Davol's retirement will be regretted by all who have followed his work and noted the honest, conscientious manner in which he has discharged his duties. It was hoped up to the last that Mr. Davol would reconsider his oft repeated assurance that he would not accept a reappointment, but his characteristic firmness showed itself here, as in all his actions. He had made up his mind, and his decision was final. The League loses a most efficient worker and the Racing Board an invaluable head.

AS to who the successor of Mr. Davol may be, of course, nothing has been given officially. Still we cannot ignore the fact that the name of Mr. Randall of Chicago has been prominently named in connection with the place. Mr. Atwater of Washington has also been mentioned. While we have no knowledge as to the intention of the executive as to who will lead the Racing Board during the coming season, we think that Mr. Randall stands a most excellent chance of accepting or declining the office.

WHOEVER takes the Chairmanship of the Racing Board will not find it a path of roses during the next season. The knotty questions now vexing the governing bodies of the A. A. U.

and L. A. W. will have to be unravelled, and much will depend on the make-up of this important committee as to whether we are to have peace or war, harmony or discord. Let us hope that peace and harmony will take the trick.

PRESIDENT DUNN'S report, omitted from last week's issue through it's not reaching us in time, will be read with great interest,as it is able, exhaustive and right to the point. It is the epitomized history of the League during the past year, and the history thus recorded is such as to cause all League members to congratulate themselves that the good work of the L. A. W. in all its branches is on the move forward.

FIRST on the list of important work is, of course, the question of "Highway Reform," and the motto of the League officials has been "Educate, Agitate, Legislate." That is the pathway marked out—it is the only pathway by which we can hope to attain our end. The methods employed on those lines are fully set forth in the President's report.

THE recommendations of the President show a live interest in the welfare of the League, and the adoption of same will do much towards bringing the organization nearer that desideratum, "perfection."

IN our last week's editorials we alluded to the report of the Highways Committee as recommending an alliance with the Farmers' Alliance. Our attention has been called to the fact that we have not put the case in the correct light, a condition of things brought about by the fact that we *heard* the report read only, and that we did not see the report, and, in fact, have not seen it up to the present writing, it being still in the hands of the committee. We are pleased to make the correction sent in, by stating that the part of the report referring to the matter reads: The Farmers' Alliance "is courting the co-operation of the L. A. W. in inducing the general government to undertake the construction of national roads," and specially states that "aid be invoked."

OUR correspondent who calls our attention to the above correction, says: "This does not involve alliance, politics, votes, pledges, or anything more than simply that General Roy Stone and a committee from the Farmers' Alliance and our President and Highway Committee go together before the Congressional Committee on Roads and Canals, and tell them that they represent the Farmers' Alliance and the L. A. W., and ask that preliminary surveys be made for the construction of certain roads. This 'co-operation' would undoubtedly prove influential, and very probably the surveys would be ordered—simply that, and nothing more. These surveys by government engineers are the 'entering wedges,' and appropriations for the construction of the roads based on these reports of surveys would flow as naturally as water."

GIRD up your loins, put money in thy purse and make tracks for Philadelphia. There, from March 2d to 9th, you will see all that is to be seen in the cycle and cycle sundry line than can be seen in the United States. Don't miss it; it will be the finest and most complete exhibition of cycles ever held in this country. It is the precursor of a permanent affair and Philadelphia draws the prize.

AN English contemporary says that in case of a civil suit for damages where a cycler is a party it is "heads I win, tails you lose." This may be so in England, though we would suppose that where cycles are so much in use a wheelman would stand a fair show of obtaining a just verdict. Our experience here has been very favorable, and we have found that the cyclers are quite as favorably regarded as the drivers of horse flesh. We could enumerate several cases where cyclers have recovered damages for injuries due to the negligence of jehus.

WE have long since believed that parades have outlived their usefulness, and we think so still except under certain conditions. We would like, for instance, to see at the time of the World's Fair, if the League meets there, a monster cycle parade that would by its proportions be somewhat typical of the extent of the sport. If such a parade were had, it should be treated as an event that every cycle rider in the United States would like to say he participated in. A parade of a thousand wheels would not be worth while, but if we could muster in line ten times that number, it would be an event worth recording.

THE town of Gloucester, Mass., has voted to borrow the sum of fifty thousand dollars for Highway Improvement. Such an amount is not much, but shows a little enterprise, and is an indication that the good work is progressing slowly.

PRESIDENT DUNN'S REPORT.

WASHINGTON, D. C., Feb. 16, 1891.

To the National Assembly, League of American Wheelmen:

I beg to report, as briefly as may be, upon the principal features of the work of the year just ended.

The Executive Committee first organized on Feb. 17th last by electing Dr. W. H. Emery Secretary.

A conference with Dr. Charles S. Butler, the chairman of the Committee on Improvement of the Highways, developed the fact that a contract had been made with the publishers of the Book on Improvement of the Highways for 20,000 copies, at a cost of $425 or more, for which he had received contributions to the amount of $185. After much negotiation I was able to order certain necessary alterations in this book and to settle with the publishers at a cost to the League of about $200.

The committee found it expedient to make a new contract, for the term of five years, with the Wheelman Co., for additional space in the League organ upon terms most advantageous to the League.

The unfortunate legacy of strife and discord, in connection with legislation for highways improvement in New York State, which was one of the unpleasant features of the early history of the administration, was amicably settled by the agreement of Mr. Cossum, the New York Division and the New York State Highway Improvement Association to agree upon and work for the passage of but one of the bills then pending before the State Legislature.

The President has been thrice in Albany and once in Boston in the interest of proposed legislation during the past year.

The former contract with the League outfitters was continued for the year 1890.

The proposed policy of the President, for the work of the League in the direction of highway reform, which was heartily indorsed by the Executive Committee, may be epitomized as follows:

First—The Committee on Rights and Privileges was to be given the charge of all matters of legislation, with oversight of and care for the work of the Division officers when desired, and with power to act in any Division wherein the local officers were unable to undertake the work of highway legislation.

Second—To the Committee on Improvement of the Highways was apportioned the labor of preparing, editing and circulating educational and literary matter of every description pertaining to the subject of highway improvement and legislation; of compiling statistics relating to the cost of building and maintaining highways in every part of the country, etc.; of the publication of correct data as to the effect upon local taxation of any proposed legislation, and of equipping and employing able speakers and lecturers to address meetings of various organizations throughout the United States.

Third—To enlist the indorsement of organizations and individuals upon some plan of association which would bring to the League's great work of highway reform the co-operation (if not the membership) of all users of the highways.

In this work of highway reform our motto has been "first educate, then agitate, and, when the time is ripe, legislate." Your committee therefore agreed that the year's work should be devoted especially to educating and enlightening the public mind upon this subject.

In this work the Committee on Improvements of the Highways has done most excellent, painstaking and efficient service, and as the result is apparent in the increasing public interest evident throughout the land the League is to be congratulated as the recognized pioneer in this great movement.

From all sources come indications of deep and widespread attention to and study of the literary matter promulgated by the League. In this work the officers of many of the Divisions have contributed most valuable assistance, and within their own jurisdictions have taught the new gospel of true economy in land transit. Especial mention of most intelligent, ingenious and faithful work is due to the efficient officers of the League in Kansas, Illinois, Ohio, New York, Massachusetts Rhode Island, Connecticut and Pennsylvania.

Various eminent men, who are most competent to judge of its value, are interesting themselves in the League's work, and offer an endorsement which should be taken advantage of. Conferences held with prominent New York men lead me to the belief that success may attend a concentrated effort soon to be made, for legislation by Congress, which will provide for a National Highways Commission. We believe that the plans already laid will result in the creation of this commission with large powers, and in the ultimate reorganization of the various National mail routes and post roads long since established but neglected by the Federal Government.

Great credit to the League and its mission may accrue from the movement now under way for the rehabilitation of one of these historical Government highways. The old "Post Road" of Revolutionary times, between New York and Boston, passes through portions of four of those States where tradition and sentiment influence most deeply the public mind. I believe that for a practical initial step in the line of definite agitation no highway on this Continent offers the same opportunity for success in our work.

That this movement will result in the re-establishment of a grand thoroughfare, with many ramifications to and through the most important cities and towns in historic New England, is already assured. I trust the effort to secure for the *League* the prestige, honor and credit of this undertaking will be continued. The far-reaching effect of the success of this specific movement would soon be apparent in like undertakings in all of the more settled portions of the country.

While the League has been devoting its more serious efforts to the securing of highway reform, the athletic portion of our mission has not been neglected. A year of remarkable activity in bicycling sport seems but a precursor of brighter days yet to come.

The perfection of mechanical construction not alone, but the genuine spirit of amateur athletic sport also, inspires the belief that cycle racing will continue to grow in popular favor. About a year ago the Racing Board adopted, in conjunction with the Amateur Athletic Union, certain rules in relation to proper expenses to be received by cyclists, within the amateur definition. Under these rules certain suspensions were made by the Racing Board, for alleged infractions. These suspensions were undoubtedly proper and fully warranted.

Upon the request of the Amateur Athletic Union, as communicated to me long before these suspensions were made, I appointed, with the concurrence of the Executive Committee and Chairman Davol of the Racing Board, a committee to confer and act with the Amateur Athletic Union in formulating an expense rule for the future.

At the time of the meeting of this conference (the suspensions having been announced, meanwhile), we were asked to take into consideration the request of the Amateur Athletic Union for the removal of these suspensions. Upon the strength of their statement that through some fault of their officers the present rule had never been promulgated, and some of their clubs were, consequently, in ignorance of it, we consented to recommend to the Racing Board the removal of the suspensions complained of, in consideration of the adoption by the Amateur Athletic Union of an expense rule for the future, sufficiently stringent to be in keeping with our ideas of pure amateurism.

Upon this basis the report recently published was adopted by the joint conference and recommended for adoption by the A. A. U. and the L. A. W. Racing Board. I have recommended that no action be taken by the Racing Board until said rules are acted upon by the Amateur Athletic Union.

In this connection I wish to express my sense of gratitude to the members of the Racing Board for their valuable, patriotic and unselfish attention to a task as thankless as it is attractive.

Few, except those occupying official position, have any accurate idea of the vast amonnt of detail and tiresome and unselfish effort required in the work of the League. The amount of correspondence handled by the executive of the League and many of the committees is so great as to interfere with the private interests and private business of any such official to an extent such as is hardly warranted by the lack of appreciation on the part of the general membership. Much faithful and efficient work has been performed during the year just closing, upon the line of policy adopted at its beginning, and with results greater than could have been anticipated.

I feel that too much praise cannot be bestowed upon the Committee on the Improvement of the Highways and the Racing Board especially, and, since I have become officially well acquainted with the duties of our Secretary Editor, I feel it but just to express formally my appreciation of his tireless devotion to the duties of his office.

For the detailed work of the League during the coming year, I have the following suggestions to offer, some of which are ably endorsed by various Chief Consuls and others who are qualified to judge of the needs of the League. I feel that the scope of the work of the Hotel Committee should be increased, and that if possible, its duties, together with the general work of keeping records pertaining to the best touring routes, etc., should be, in a measure, centralized in the office of the Secretary.

I recommend the employment by the League of one or more agents whose duty it shall be to make a complete census of the wheelmen of the country, and to canvass the whole field thoroughly under the direction of the executive and with the advice and consent of the Division officers.

I suggest the publication in the near future of the new book upon Highways' Reform, for which the matter is almost ready, in the hands of the present Chairman of the Committee on the Improvement of the Highways. I recommend that a hand book in some measure similar to the one published last year, be published in the interest of the League. I recommend that the duties of the Committee on the Improvement of the Highways and of the Committee on Rights and Privileges be somewhat changed, also that a special Committee on Legislation be created, whose duty it shall be to give attention to legislative work for the League throughout the Divisions wherever the work may be desired, and that the work of the Committee on Improvement of the Highways be continued upon its present most admirable policy, to the end that a constantly increasing mass of educational and literary matter shall be published and promulgated by its instrumentality.

I recommend, in the case of smaller Divisions at least, a more thorough oversight of their finances by the National officers. I am an advocate of giving to League clubs some additional privileges beyond those now enjoyed.

I recommend such official action in conjunction with the Canadian cyclists as will result in a less complicated, expensive and annoying means of exporting and importing wheels when accompanied by their riders between the United States and Canada.

In conclusion, I have much pleasure in congratulating the League on its enormous growth and its splendid financial condition, and beg to acknowledge thus formally my personal appreciation of the efforts of the various officers of the League, in so far as they have rendered my share of the League's work productive of results.

Respectfully submitted, JAMES R. DUNN, President.

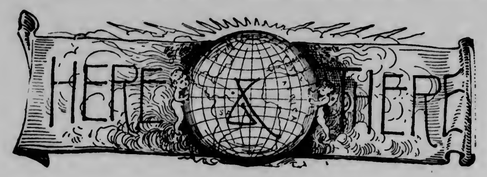
MR "JONES" IS CORRECTED.

Editor Bicycling World: I note an article in a late issue of the BICYCLING WORLD signed "Jones." Who "Jones" is I don't know, but I do know that he has been either misinformed or else his upper works are liberally sprinkled with 'Gum" of a soft quality, thus allowing considerable stretching. If there is one thing I am down on it is these fellows, who, to boom a thing, sit down, write a lot of truck, inserting names of parties, and putting them down as doing things of which they never dreamed. This they consider smart. I believe a newspaper or journal should contain facts and truth. Its well enough to pad and draw on imagination when writing a story, but when you give news give the plain truth.

Now I am in a position to know what I say, when I state that the Harlem Wheelmen have not given a thought about putting up a new house at the expiration of the present lease. On the question of track racing I can safely say that Messrs. Osborn and Bellmer have no idea of going on the track, although they will probably take part in the club races just for fun. As for Putney, he was never yet known to race.

Now a word as regards to the election. Our ex captain, Frank Lord, was put up on the regular ticket for vice-president, and he would have been elected by a very large majority had he not withdrawn, and I hold a letter in which he distinctly states that he positively would not accept any office whatever. His name for the captaincy was not even mentioned, and the letter above mentioned I read to the club at the meeting. Talk about rot! Captain Morrison's majority was something like 5 or 6, Mr. Litchhult coming in a close second. "Jones" says a large majority. I think, all told, "Jones" would do well to let the sun shine on his head. Heat is a great thing and cures many ills.

If Powers is to ride under H. W. colors this coming season it is certainly news, but I doubt it very much.



BUFFALO NOTES.

"SETAGEC."

THE Buffalo Athletic Club will hold regular field days this year at Olympic Park; path and bicycle races will probably be a prominent feature. They have a cinder running path there, and I expect they will widen it and make it a quarter mile track for cycling events.

THE Iroquois A. C. have a strong cycling branch, and, with several other good men like Dorntge, will be able to carry off their share of cycling prizes, as they have done in all classes of athletics.

THE Y. M. C. A. Outing Park seven-lap cinder track will be put in shape for cycling races if enough of the members desire it.

THE owner of one of the East Side ball grounds on Genesee street will lay a four lap track if some of the cycling clubs will guarantee enough returns to pay for laying it.

WISHING to know what the dealers thought about a half-mile track for bicycle races, I made a round of them, and will quote them:

J. H. Isham—"The only way to do is to buy the land and build your own track. Then many will take stock, knowing that the land will increase in value if the races fail to pay expenses. Those who put up the money must get some value for it. I am not in favor of paying Hamlin a big price for the use of that track at the Fair Grounds."

J. M. Thomas of Standard Cycle Co.—"I'd like to see one mighty well. I think a joint association, with shares at a low price, would be best. If the track at the Fair Grounds can be hired for fifteen hundred dollars a year, as you say, it would be easy to get two hundred or two hundred and fifty men at ten dollars each to organize and control it without jealousy between clubs. We could then turn out some racing men."

J. F. Doll—"I think a joint company would be the best plan; then you could get everybody interested. I wish I had a fortune; then I'd build a track myself and let the boys use it. I wouldn't like any better pleasure."

Howard B Smith—"I think it would be a rattling good thing. It must come sooner or later, and I am willing to do my part. Buffalo is behind other places in this matter."

B. D. Harris of Buffalo Cycling Works—"There is no reason why there should not be a bicycle track in Buffalo. It would help the sale of wheels, besides advancing the sport."

E. N. Bowen—"I don't think a weekly tournament would pay in Buffalo—the past show it. I think three or four tournaments a year would at least pay expenses, and we ought to have them."

W. C. Boak—"I haven't given the subject a moment's thought, but it would be a good thing. By hiring the half-milf track we could have fine sport. We should have it."

J. B. Sweet—"I have no objection to it. No doubt it would be a great benefit to the trade."

W. G. Schaak—"I am going to do all I can to get a permanent bicycle track for Buffalo. There is no place as convenient as the driving park, and fifteen hundred a year is not such a big price for the best track in the country, when you think it over. We could make that clear on the first big tournament. Regular tournaments right through the season is what we must have. Two thousand raised by guarantee fund would do the business, and before the season was over we could pay a big dividend. Why, it would pay as an investment."

Geo. S. Castle—"No reason why this should not be the best local cycle market in the country as it is the largest cycling centre. Of course we should have a permanent cycle track and frequent tournaments."

H. C. Pease of Comet Cycle Co.—"We should have it. The first thing that I looked for when I came to Buffalo was a bicycle track, and I have been surprised ever since. A good way would be to have the three leading bicycle clubs and the Iroquois and Buffalo Athletic Clubs, that would be five, club together and either hire the Hamlin track, Olympic Park, or buy a tract of land and build a track; then conduct a field day or cycling and athletic tourney every Saturday afternoon; then each club's turn would come about once a month, and the pleasant rivalry between the various clubs to get the most points will make these tourneys as popular as base ball. I am in favor of thoroughly agitating the track idea till public opinion demands it and we get it."

HARRISBURG NOTES.

"W. H. EEL."

THE Harrisburg Operatic Company will on the 4th of March render the "Chimes of Normandy," under the auspices of the Harrisburg Wheel Club. The opera will be put on the boards of the Grand Opera House, and as the same company acquitted themselves so well in a previous performance, the boys are sure to draw a house full of people anxious to repeat the vision.

ON Friday night, Feb. 20, our monthly reception was held in the "Grand ball room and parlors" of the H. W. C. quarters. A splendid programme was presented, in the rendering of which the following participants distinguished themselves: H. Van Horn, Messrs. Oyster and Fahnestock, Miss Koons, Miss Elder, Miss Wooley, Mr. Kepner, the Royal Italian Orchestra and the Cynthia Club. Following this refreshments were partaken of, and finally dancing wound up a most pleasant evening's entertainment.

I REGRET to announce that Myrtle, the little daughter of L. O. Glover, who attracted so much attention by her perfect control of the bicycle, lies at her home seriously ill. Mr. Glover is a member of the H. W. C., and his wife is president of the Lady's Cycle Club of this city. Much sympathy is extended, and sincerest hopes for Myrtle's speedy recovery are the sentiments I voice for the entire community.

C. P. LUSK covered himself with glory at the reception, officiating in the absence of the president, Mr. Keeker.

BY THE WAY, is it not customary for presidents to be present on such occasions? I think so. Well, our's rarely is. He is quite fond of reaping the glory of the office (in one or two ways), but is not there when work is to be done. Really, I should like to see our president manifest more interest in the club in return for the confidence reposed in him by the members, they having elected him for a second term recently.

CLUB house news is scarce. Look out in the near future for several more remarks upon this subject, which I trust will prove interesting to all wheelmen.

NEW ORLEANS.

"LA. DODGE."

SOME few days ago I had occasion to go into a store in a part of the city where the pavements are not of the kind that contribute to the joys of cycling, and consequently the wheel and its different appurtenances are looked upon with interest. It was rather windy, and I had left my wheel outside, where it was hid from view from the inside, and I had failed to remove my trouser guards. The proprietor looked curiously at me a few minutes and then innocently inquired if I used those springs to keep the wind out. I replied, not to keep the wind out, but to keep my trousers out—of the safety chain, and then showed him my wheel. I further informed him that I wore them wind or no wind.

THE New Orleans Cycling Club are still working on their club house proposition, and in a short while another cycling home will ornament this city.

MR. G. STEVENSON, the good-natured Secretary of the New Orleans Bicycle Club, has entered the ranks of the happy married men, he having captured the fair daughter of one of our prominent business men.

FOR some time past a young wheelman of my acquaintance has been annoyed by a gang of young toughs who amused themselves by throwing sticks and bricks into his wheel as he passed, but he has given one a lesson which, though it may be a trifle severe, will not be forgotten. He observed one of this gang just as he was about to throw a brick into his wheel, and, with aim good and true, squirted the contents of a dog paralyzer into his face. It had been loaded for dogs with a strong solution of carbolic acid. The boy uttered a howl of surprise and clasped his hands to his face. It was aimed so as not to injure his eyes, and this specie of dog will have something to remind him that it is a dangerous practice to endeavor to cripple a passing wheelman. He will also have a delicious perfume about his person that will bring forth inquiries that may aid in making the shot effective as a warning to others.



EAGLES FOR 1891

THE OLD RELIABLE EAGLE ROADSTER

Will be made the same as last year. On all kinds of roads and for all service it will not be found wanting. Safe, comfortable and fast, it exactly fills the bill.

A model for strength and graceful proportions, beauty of finish and excellence of workmanship. All parts interchangeable, and any repair easily made without the necessity of sending the machine to a repair shop.

Our constant aim has been to produce a machine thoroughly high grade in every respect, and this season our wheels will be even better than last year.

There is no shoddy work about the Eagle. It is good honest construction right through, made of the best materials that money can buy, and built by men who take pride in their work and are working for a reputation.

Facts speak for themselves!
Look at the records won on the Eagle last season!

If you want to know why they did it, try an Eagle yourself, and you will chime in with the chorus: "It is the fastest wheel I ever sat on."

CATALOGUE FREE, ALSO MILEAGE BOOK.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

$10,000 TO A YELLOW DOG,

That J. K. Starley & Co., (Starley & Sutton), Coventry, England, made the first Rover type safety.

That all American safeties are imitations.

That the Rover heads the list of high grade safeties in America to-day.

That Cycle dealers of the best judgment are selling Rovers.

That riders of the best judgment are riding Rovers.

That the Rovers are fitted with Pneumatic and Cushion tyres, which originated in England and Ireland.

That THE JOHN WILKINSON CO., 269-271 State St., Chicago, are the sole U. S. Importers.

GET OUR CATALOGUE.

Sixteenth Year in America.

1876

The First Cycles in the United States

"The philosophy of trade forces prices to correspond with quality. No man can buy for a dollar that which is worth two dollars, nor can one man make for a dollar what another and older man cannot produce for twice as much money. There are prices and prices, and qualities and qualities, and every time they correspond. * * * It is worth something to know what you are going to get."—*See Bicycling World, p. 128, Dec. 6th, 1889.*

1891

The Largest Cycle Manufactory in the World

SINGER SAFETIES

Eight Patterns.

MINIATURE, INTERMEDIATE, APOLLO, SPECIAL APOLLO, SINGER, LADIES' SINGER, SPECIAL SINGER, ROYAL SINGER.

Prices From $80.00 to $185.00.

SINGER & CO., 6 and 8 BERKELEY STREET and 2 WARREN AVENUE, BOSTON, MASS.

We have heard numerous inquiries on all sides, both from wheelmen and others, as to when the L. C. C. will give another entertainment. The previous ones were so successful that the boys are longing for another. Surely some amusement should be provided to remind the boys that there is a cosy and comfortable club house at Octavia and St. Charles streets.

The L. C. C. are certainly progressing. The new constitution and by-laws recently adopted have some good provisions and also some others. One of the good features is a clause prohibing gambling for money. One of the "others" is providing a sergeant-at-arms, whose duty it shall be to sit at the right hand of the president to help to preserve order. The members will look upon the frowning countenance of the sergeant and remember that there are neighbors in the vicinity. The sergeant might also help the worthy president in numerous ways. For instance, he might remind him that some one else is entitled to the floor, and also might occasionally whisper a few lines of Cushing's Gospel in his ear. Boys, be sure to select a big man and a fire-eater for your sergeant, for if anything goes wrong at a meeting something might happen. Our former president often felt the need of something sharp or heavy to keep the boys quiet, but this new officer may require a personal arsenal. Perhaps some of the kickers are kicking too hard, and it may be necessary to have the awful presence of this functionary to prevent severe loss.

Another one of the "others." The secretary-treasurer has been bonded to the extent of $100; but we presume this is for the one that will be elected next April, as the present treasurer has never taken a prize in any race, though often in it, and they certainly are not worried about his running capacities.

PORKOPOLIS NOTES.

"STAR."

Being anxious to see the intellectual giants who control the destiny of the L. A. W., I crept into the baggage car of the train which took our high and mighty Chief Consul to Washington. On our arrival I noticed that our Chief Consul was very indignant that President Harrison had not met him at the depot. His wrath was appeased, however, when he learned that the President was out of the city, but had left a letter expressing his regrets.

When I gazed on the ponderous Chief Consul of New York, when I saw the winsome smile on the face of "Griff," the only wheelman in Detroit, and listened to the voice of Luscomb, and saw the raven locks which adorned the head of the scholastic Potter I could not help exclaiming: "Great is the L. A. W. and long may she live!

The proposition of the A. A. U. to form an alliance with the L. A. W. in which they offered to permit the L. A. W. to elect one whole delegate to act with the ten delegates from their organization seemed rather in the nature of an attempt on their part to gobble us. As the matter has been referred to the Executive Committee it will no doubt be *done* up *brown*.

I had also the pleasure of inspecting Atwater's pneumatic which I think is an infringement on the invention of Mr. A. B. Norton of this city, which is automatic as well as pneumatic.

I also read in the *Wheel* an editorial stating that Bidwell and Mott would in all probability be the successful candidates, and I would like to suggest to the editor of that paper that he would do well hereafter to inquire of the delegation from Ohio before making any more such rash statements.

The next day High, Merg., Probst and myself climbed to the top of the dome of the capitol. We would have paid our respects to the Goddess of Liberty had not the stairway leading up to her reception room been barricaded, probably, as Merg suggested, on account of the presence in Washington of the National Assembly.

We next ascended the Washington Monument and were squeezed into the elevator between pretty girls and fragrant Africans. When we reached the top and were drinking in the magnificent views, our pleasure was somewhat marred by the laments of High and Merg at their neglect to bring their cameras.

On leaving the monument Merg favored us with a lengthy dissertation on the benefits of the bicycle in general, and the movement cure in particular, and ere he had concluded we had reached the Smithsonian Institute. Here, bewildered by the myriads of stuffed birds of all sizes, shapes and colors bearing heathen and unpronounceable names, we wandered aimlessly about till we came across a case of owls, which started High on the subject of owlology and talking owls.

From here we went to the National Museum where we saw a case containing Washington's knee breeches. "Why" said Probst, "I didn't know he was a cyclist." "You didn't?" exclaimed High, "Why he's an honorary member of the 'Porkopolis Wheelmen,' and that is what made him so famous!"

From this we passed to a case containing what we at first supposed were dog paralyzers, but which proved to our disappointment to be only harpoons used in whale fishing. We saw these and many other objects, and agreed with Crane in the "Senator," when he said a man can get a liberal education in Washington within 24 hours.

Chief Consul High has decided to call the State meet for Monday, Tuesday, Wednesday, July 13, 14 and 15, that is, on the three days immediately preceding the National meet at Detroit. This will give those who can get but one vacation a year an opportunity to take in both meets. This applies not only to residents of Ohio, but to wheelmen to the south and east of us who intend to go to the National meet.

The Columbus boys are making preparations to make this meet one of the most successful ever held in the United States, and outsiders will miss the event of their lives if they fail to attend.

The Columbus boys do not take kindly to the restriction in the value and character of prizes, as recommended by the conference between the L. A. W. and A. A. U., as they have several hundred dollars worth of prizes already secured, among which are a number of high-grade wheels, and they believe it would be quite a hardship to prevent their use as prizes.

John Petty writes that the Cleveland Athletic Club has secured grounds on Euclid avenue on which it intends to build a bicycle track. It is a pitty that Euclid avenne could not be paved with asphalt, instead of that soft and friable Medina stone, for then it would be a wheelman's paradise, and a valuable object lesson to the citizens of that otherwise beautiful city.

CHICAGO.

"WAYNE SCOTT."

Last Thursday evening the Oak Park Cycling Club gave a literary and musical entertaiment. Miss Knowlton, the elocutionist, entertained the members. Mr. Thomas Gale gave a reading, with piano accompaniment, entitled "The Story of a Waltz." A guessing contest on the number of beans in a jar was followed by the reading of a paper by Ed L. Bevington, secretary of the club, entitled "A Few Happenings." This dealt with the past and the future of the club, with those responsible, and was witty throughout. Forty couples were in attendance.

Chicago club members made merry at a progressive combination party last Wednesday evening. In a progressive combination party cards, bean-bag, tiddle de-wink and like games are played, and the players progress from one game to the other as in progressive euchre.

A gold wheel weather-vane was presented to the Æolus Club this last week by Mr. Featherstone. This the club had mounted last Wednesday. Their new club house is now finished outside and the workmen are pushing matters inside. The club placed an order this week for over $1200 of apparatus for their billiard and pool room and bowling alleys. The house will be ready for occupany April 1.

Western wheelmen and Western manufacturers will be well represented at the Philadelphia cycle exhibit.

There are 15 lady members (perhaps more) of the L. A. W. in Chicago.

Masonic Hall at Englewood was comfortably filled last Tuesday evening with a merry crowd. The occasion was the fourth dance of the winter series of the Englewood Cycling Club. F. H. Geer and Miss Carrie Underwood led the grand march, followed by nearly 50 couples. Forest supplied the music. Twelve numbers and four extras were danced. Many of the ladies present were members of the Ladies' Englewood Cycling Club.

The Chicago Club handicap billiard tournament closed last week. Tobey was the winner, with 5 games won and and none lost; Cameron won 4, Sage won 3, Lumsden won 2, Cruttenden won 1 and Sinclair lost 5 straight.

J. Foster Bacon, ex-member of the Lincoln Cycling Club, was joined in the holy bonds of wedlock this last week with Miss Mamie Page of Austin.

F. Howard Tuttle mourns the death of his father. Mr. Tuttle was 42 years of age, an active rider of the wheel and a member of the Illinois Cycling Club. His death was sudden, being sick but a week with pneumonia. The loss of his father is a hard blow for Howard, as he was his constant companion. Howard and his father have been taken again and again for brothers. The sympathies of his many friends are with Howard in his affliction.

Twenty-five employes of the Consolidated Copying Co. in this city are riders of the wheel and have formed themselves into a cycling club.

The new club house of the Victor Cycling Club is located at Ashland avenue and Fifteenth street.

Two pool tournaments started at the Englewood Cycling Club last Friday night, both handicaps. The E. C. C. boys are rehearsing twice a week for a minstrel show to be given in the near future.

A masquerade was given by the Æolus Cycling Clnb last Friday night. A burlesque game of indoor base ball was played previous to the game between the "Neversweats" and "Afraid of the Umpires." This was comical in the extreme. The ball was a foot in diameter and the players in fancy costumes and masks presented a most comical appearance. The dance, as all Æolus dances are, was a sucess.

A musical and literary entertainment will be given at Central Turner Hall, Wednesday evening, March 18, for the benefit of the library fund. An excellent programme has been prepared. A reception and dance will take place after the entertainment.

Chas. Wittenberg has withdrawn from the race for captaincy of the Æolus Club. Frank Bodach will probably gain the election.

Saturday evening, Feb. 21, the Washington Club celebrated Washington's birthday.

The Cook County Wheelmen feel elated over the way their membership has increased since their formation, and rightly too; 165 members now on the roll and 75 applications on the board.

Forty-five couples were present at the Lake View's reception and dance at the Lincoln Park refectory last Friday night.

MISSOURI.

'LINNEUS."

The event of the local cycling social season was the smoking, concert, and athletic entertainment given by the Missouris last Saturday evening. For the first time in, perhaps, a year fully 75 per cent. of the entire members were present, and invited guests swelled the total number to nearly 200. The affair was a big success, and the many new features introduced held the attention of the audience to the last. The programme opened with an address by the popular Dr. Keith, the club's next vice-president, who made a decided impression, and was loudly applauded. Percy Fletcher next gave splendidly two piano solos. The balance of the evening's musical entertainment consisted of banjo and guitar selections by the Y. M. C. A. Banjo and Guitar Club, vocal solos by Vincent P. Ring, recitation by D. W. Robert, harmonica recital by Walter Berry. The atheletic part was then introduced by three 3-minute rounds of sparring between Fogarty and Bean. This was followed by a unique and most excellent exhibition of fancy and trick riding by M. L. Johnson. The recently acquired gymnasium team, consisting of Messrs. Bearce, Williams, Wagely and Matson, now made their initial bow by a most remarkable and skilful exhibition on the parallel bars, the horse and tumbling. A. L. Gill then gave a finished exhibition of club-swinging. The club team gave an exhibition of wrestling, which was won by Bearce. Refreshments were here served, and a stag dance, in which all participated, wound up the evening's joys. Pipes and tobacco were furnished in profusion, and the affair will long linger in the minds of the participants as being the most enjoyable one yet held here.

There has been some talk of holding a meeting of all the cyclists of this city at some convenient hall under the auspices of the Division, at which only League members and such riders as apply for membership before the date of the meeting will be admitted on presentation of their membership card. A first-class entertainment could be easily arranged, and some good speaking could be listened to in regard to the advantages of League membership. This plan was recently tried in Chicago with good results, and there is no reason why it should not result in a large gain in members in this city.

After May 1 the wheelmen of this city will be without a track for cycling racing, as the Gun Club has positively refused to sublet grounds. It is to be hoped that some new arrangements will shortly be made with the Brotherhood park people to enable the holding of the annual tournment in August.

Street Commissioner Murphy is very emphatic in stating that the asphaltum will be kept in rideable shape the day round this year, and, as a consequence, down-town riding to business will be resumed, and bids fair to be more popular than ever before.

General Sherman's funeral took place today, and it was the grandest military pageant that St. Louis has ever seen. The cyclists were out in full force, and among the militia many familiar faces were noticed. For once the asphaltum street presented a clean appearance, and as the experiment of washing it has proven itself such a big success it will be continued hereafter.

St. Louis is to have a road race which will be confined to Forest Park during May, and President Emery of the Track Association is hard at work arranging the details. The course will be laid out with the assistance of Park Commissioner Klemm, who not only has given permission to run the race, but will encourage it in every way. It is about settled that the distance will be 20 miles, and that the race will be a handicap, and run under the auspices of the Track Association.

The Missouri's pool tournament was concluded on Feb. 21, and the closing games were the most exciting of the entire series. E. C. Platt won the contest, Otto Ludwig being second and W. Saunders third. The prizes were two elegant cues. Total number of games played, 153, of which Platt won 16.

A billiard tournament will shortly be arranged, and in the meantime a euchre or whist tournament, to be arranged by W. R. Wright, will claim the members' attention.

Fun flows fast and furious at the interclub foot-ball contest between the Missouris and Cycling clubs. The games are played on the grounds of the Track Association, and have caused a great deal of friendly rivalry between the members of the respective teams. To date the record stands one game tied and two games won by the Cycling Club. Both games were lost or won by playing outsiders on account of the non-appearance of the regular teams. The deciding game for the championship will be played next Sunday, and both clubs will place their strongest teams in the field. Taken as a whole, the cyclists make a first-class lot of kickers, and, with the practice and experience which these games bring, they will be in shape to tackle the stronger clubs later in the season.

NEW JERSEY NOTES.

"PALISADES."

The B. M. C. L. of Newark at their regular February meeting gave their room committee full power to secure rooms and furnish them with all club comforts and necessaries. Their new quarters will be ready some time next month. They raised their dues to $12 per annum.

Rumor has it that two of the sisters of one of the prominent racing men of the Orange Wheelmen will take to the wheel this season.

The election of Chief-Consul Brown as Second Vice-President of the L. A. W. gives general satisfaction to all League members. We feel elated that New Jersey has at last obtained recognition in the National Assembly and are positive she will never prove unworthy.

It is rumored that the B. M. C. L. of Newark have challenged any cycle club in Essex county for a 25-mile team scratch race to take place on Decoration Day. Medals and banner to be given to winning club.

Englewood, Vineland or Elizabeth—which will get the State meet for '91? All are working hard for it. We understand Englewood will present a joint application from the Bergen County Wheelmen and Englewood Wheelmen. The vexing question will be settled at the regular quarterly board meeting in March.

NEWS AND COMMENT.

One of the few fatal accidents from riding a bicycle occurred on Monday last at Canton, Ohio. Mr. A. L. Keller, a foreman in the Hampden Watch Works, was riding with a party of friends on Cleveland avenue, and in endeavoring to cross the street car track was thrown from his safety and striking on his head was instantly killed. Mr. Keller was 25 years of age and leaves a wife and one child, as well as a large circle of friends to mourn his loss.

The members of the Elwell party on the late trip to Bermuda report a very successful trip. The roads were in perfect condition and a great cycling treat was thus enjoyed.

The Harlem Wheelmen will hold a stag on March 7.

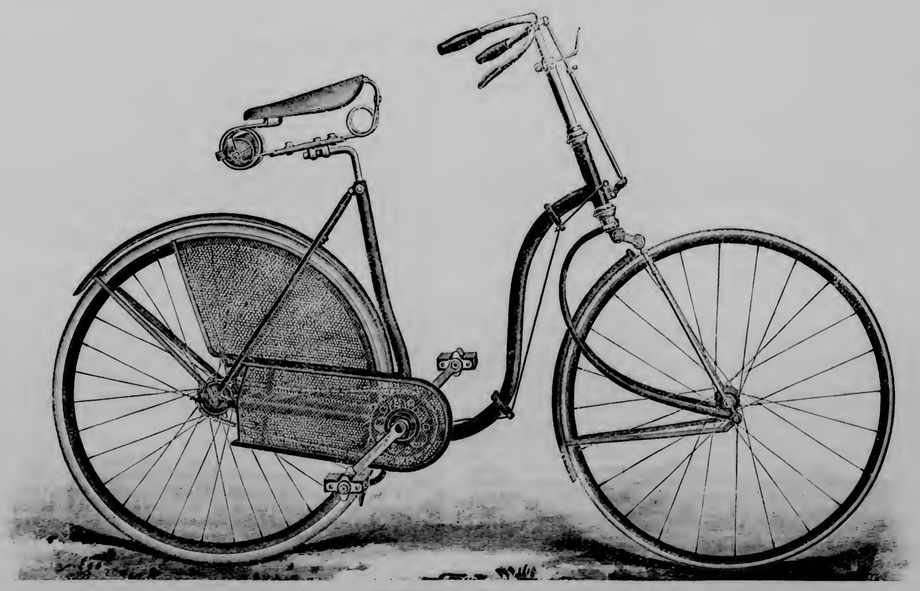
The Chesapeake Wheelmen of Baltimore, Md., on account of fast increasing membership, are obliged to make additions to their handsome club house.

Mr. Henry G. Priest returned to England on Wednesday last after a flying visit to this country.

The Manhattan Athletic Club of New York are to give an entertainment at the Madison Square Garden on March 14 for the purpose,



VICTOR SAFETY, MODEL D. (See page 458.)



VICTORA, (See page 458.)

it is said, of raising funds to send a representative team of athletes across the pond to compete with the cracks on that side. Among those mentioned to form the bicycle contingent are Messrs. Anthony, Zimmerman and Berlo.

THE Centaur Cycle Club of Baltimore, Md., celebrated its fourth anniversary on the evening of Feb. 19 in royal style. The commodious club house was crowded all the evening, there being besides numerous representatives of other wheeling organizations a very large number of non-club members. The best possible evidence that the visitors enjoyed themselves is found in the fact that it was only possible to clear the house at 3 A. M. the following morning by turning off the lights. By all odds the affair must go on record as the biggest event in the history of the club.

THE theatre party of the Pennsylvania Bicycle Club will be given at the Chestnut Street Opera House on the evening of March 9. W. H. Crane in the "Senator" will be the attraction.

THE Harlem Wheelmen will hold a ladies' reception on the evening of March 3.

THE New York Bicycle Club will give a banquet and entertainment at their club house on March 7 in honor of their bowling team winning the championship of the Wheelmen's League.

A NEW bicycle club has been organized at Frederick, Md., to be known as the Frederick Bicycle Club. The organization starts with 30 members and the promoters of the enterprise already feel the effects of prosperity.

THREE THOUSAND DOLLARS worth of bonds issued four years ago by the Philadelphia Bicycle Club, for building purposes, were redeemed last week.

THE annual banquet of the Maryland Club will be held on March 13.

"CYCLING FOR HEALTH AND PLEASURE" is a book no wheelman should be without. Send 50 cents to the Wheelman Co., 12 Pearl street, Boston, and obtain a copy.

Two new clubs are on the tapis in Baltimore, Md. That city will then have the honor of having nine clubs.

THE Ladies' Cycle Club of Baltimore, Md., is steadily increasing in membership. It has its quarters at the house of the Chesapeake Wheelmen.

ARRANGEMENTS are being made to have the Hagerstown meet to be the joint meet of all the Divisions in the Third Racing District, which includes Pennsylvania, Maryland, Delaware, Virginia, West Virginia and the District of Columbia.

THE programme of the New Haven (Conn.) Cycle Club spring meet to be held on June 8 will be ready for the press about April. The list will include 12 races for pneumatic and sold tire safeties and also ordinaries. The evening attraction will be a novelty in its way and will be published with the list of races.

THE Columbia Cycle Club of Hartford, Conn., held a smoker and whist party on the evening of February 17th.

THE Troy (N. Y.) Bicycle Club held its annual oyster supper at its headquarters on the evening of Feb. 16. About 100 members and friends were present and the event proved to be one of the many successes for which this organization is noted.

THE Springfield (Mass.) Bicycle Club will shortly move into their temporary quarters pending a settlement on some permanent place. Although many good and practical propositions have been advanced in solution of the question, the club deem it best to consider the matter fully, and when a decision is arrived at the organization hopes to have a club house of its own or handsome rooms in some block.

THE following is from a member of the medical fraternity: "I have met with cyclists in almost every part of the globe and have invariably found them poor patrons of the medical profession, proof positive that bicycling is conducive to health, but, like anything else, it can be abused."

THE Milwaukee, Wis,, Wheelmen are now located in their new quarters in the Loan and Trust Building, Second street and Grand avenue in that city, and they are very comfortably as well as conveniently situated. The rooms are nicely furnished throughout, and such as should make glad the heart of any organization. Seventeen members were admitted at the last meeting, making the membership at present ninety-five and rapidly increasing. The club is composed of many of the well known society people of Milwaukee, and it has hosts of friends who wish it future success and prosperity.

THE Brooklyn, N. Y., Bicycle Club held a "stag" on the evening of February 18, 1891, and like all other entertainments given by this club was a huge success in every particular.

THE Newburgh (N. Y.)Wheelmen have recently moved into their new quarters and are furnishing them up neatly. The club has at present a membership of forty, and is enjoying a prosperous career.

THE Keystone Bicycle Club of Pittsburgh, Pa., gave a smoker on the evening of February 17; they also gave a stag euchre party on the 14th to see Francis Wilson. This organization endeavors to hold its members together by social interminglings during the winter season so that they may not appear as strangers when the riding season begins.

"THE TOURIST WHEELMEN" is the name of a new cycling club in Omaha. Neb. Every member of this organization must be an active wheelmen and a member of the L. A. W.

THE second annual race meet of the Harvard University Cycling Association will be held about the end of May. All the cracks will be in training by this time, and it is expected that the meet will surpass last year's success both in the speed of the racers and the size of the meet.

MASSACHUSETTS CLUB DINNER.

LAST Tuesday the Massachusetts Bicycle Club held its annnal dinner at the Thorndike. Between 30 and 40 members were present, among them being a few of the old timers, the "Forty-niners" of cycling. Among the guests were Chief Consul Robinson, Vice Consul Perkins, Secy. Bassett, J. C. Kerrison of the *Herald*, C. S. Howard of the *Globe* and the editor of the WORLD. The dinner was an elegant affair, and was enlivened by excellent music by Daggett's orchestra. After dinner President Amory called upon the following gentlemen to make speeches: Chief Consul Robinson, Vice Consul Perkins, Col. Pope and the editor os the WORLD. The keynote of the speeches was sounded by Mr. Robinson, who bewailed the fact that Boston had not a single live cycling club, and urged the Massachusetts Club to step in, reorganize and revivify the dead interest in cycling clubs.

All the speakers dwelt on this theme, and it seemed to be one that went home to the spot in every one of the hearers, so much so that we should not be surprised to hear of action being taken to put the club on active footing once again. We would like to see it done, and hope the affair will not end in mere talk. The evening's enjoyment was much added to by the vocal selections of Messrs. Ryder, Joy and others.

THE PHILADELPHIA SHOW.

THE coming cycle show is the prevailing topic of conversation just now—In fact, you hear nothing else. All the cycling world and his wife will be there, and indications point to a success even greater than was looked for by the most sanguine among the promoters. At the last meeting of the executive committee, on Friday evening, it was announced that over *one thousand* season tickets had already been disposed of in the clubs alone, and that applications were pouring in for more. The Entertainment Committee, consisting of Messrs Bunnell. Kain and Crouther, reported that the following programme had been decided on for the evening entertainments throughout the week, Maltby being the rider secured to give exhibitions of fancy riding:

Monday—Opening Night: W. R. Tucker, President of the A. C. C., President Dunn, Col. McClure and Col. Pope will address the audience.

Tuesday—Musical Night: Glee Club and fancy riding; cornet soloist, Clarence Worrell, pupil of Levy, 13 years old, chief bug'er 3d Regt.

Wednesday—Athletic Night: Fencing, sparring, wrestling, etc.

Thursday—Cycling Night: Fancy riding and music

Friday—Military Night: Exhibition drill by Silver Spring Post No. 8, Cadets; and gatling gun, Co. B of Camden, N. J.

Saturday—Closing Night: Finals of home trainer contests, which will be run every evening, and for which gold and silver medals will be provided. A band of music will be in attendance during the exhibition.

Not the least among the attractions will be the collection of fossils in the way of ancient specimens of wheels of all ages and kinds, from one of the two-wheeled hobby-horses to the more modern velocipede and bone-shaker, and so on down the line until the full-fledged pneumatic is shown. A "Press Box" is to be located in the hall during the exhibition, at which will be represented the BICYCLING WORLD and the *Sporting Life*, and here will be found a League bureau of information and application, at which the wheelman who should be, and is not, a member of the L. A. W. can turn over his cash, receiving therefor the membership card bearing the magic autograph of Bassett.

ARIEL.

What maker in America made the first high grade bicycles with tangent spokes, hollow rims, dropped handle bars, etc.?

Who first reduced prices on bicycles in America?

Who made the first Rover type safety bicycle in America?

Who made the first square rubber pedals in America?

Who established the price of $135 for Rover type safety in America?

Who originated the term cushion tires?

Who made the first cushion tires?

Who has the largest and finest bicycle plant in America, devoted exclusively to the production of high grade bicycles?

We have the documents in hand to prove that there is one answer which fits each of the above questions, and that answer is, THE OVERMAN WHEEL CO.



FIRST ANNIVERSARY OF THE PHILADELPHIA CYCLE AND FIELD CLUB.

ILLUSTRATED above is the first of America's—or the world's, for that matter—cycling club's country houses, which, just a year old, celebrated its first anniversary on Monday evening, the 23d instant, by a reception and dance at the cosy and homelike structure at Ardmore. Some of the youngsters are wont to inquire, with an inflection of sarcasm, whether the Philadelphia Club can do any *riding;* but, bless their dear innocent hearts, Philadelphia's members are the veterans of cycling—men who had toured all over the country when the aforesaid questioners were yet in pantalettes. So at this reception it was a sincere pleasure to meet so many of the old faces and greet so many of the old friends, albeit some have gone over to the great majority. There were Blakiston and Blair, two of the original members—the former the oldest cycling club secretary in the country, and still in harness; W. R. Tucker, President of the A. C. C. and Secretary of the Board of Trade; G. N. Osborne—Philadelphia's "Gus"—most genial of house committees; newly-elected President Burt, wearing his honors gravely; Uhler, Smith, Watt, Morris, Carpenter, Hare and Collins of Century, and many others were present, while the ladies, in bright gowns and pretty bonnets, varied the sombre hues of the gentlemen's garb.

The supper was a triumph of gastronomical excellence on the part of the janitor, and he was the immediate recipient of a number of offers from the members of other clubs. (Mem.: If any one appreciates a good meal it is a wheelman.) Claret cup and coffee were provided for the liquid part of the menu, and both were well patronized during the *conversaziones* which whiled away the half-hour after luncheon until dancing began. The party tripped the mazy waltz and quieter quadrille until near midnight, when a majority of the guests where whirled into Broad street by steam, while a few braved the terrors of the moonlit pike on their bicycles—for what were cycles made for if not to ride?

It is the intention of the club to repeat last autumn's successful Field Day before the June roses bloom in the summer air, and they will make the affair quite an event in the young history of the organization.

ARIEL.

Philadelphia, Feb. 23, 1891.

ELWELL EUROPEAN TOUR NOTES.

PROF. AUGUST GEISSER of Regensburg, Germany, will meet the party at Strasburg and accompany them as far as Cologne. Prof. Geisser is a member of the *Allgemeinen Radfahrer-Union*, and a prominent German cyclist. That the tour will be a grand success is now an assured fact. Full information can now be obtained by addressing F. A. Elwell, 152 Pearl street, Portland, Me.

TRADE NOTES.

MR. P. H. SERCOMBE of Milwaukee, Wis., writes us the report circulated in certain sections that he had made a contract with the Ames Mfg. Co. of Chicopee, Mass., for 1000 high grade bicycles to be known as the "Sercombe Spring Fork Safety" is a bit premature. Mr. Sercombe desires to correct this statement. He will not get out any wheels this season, but in all probability will be on the market with a high grade wheel for 1892.

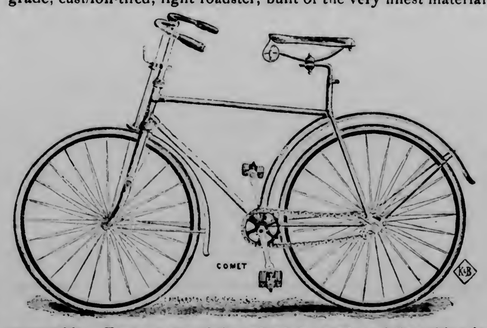
STOVER'S catalogue was issued this week. The cover is printed in ten different colors, the front showing a moonlight scene in the hills, the moon looks down with a smile upon a number of Brownies who are running away with a Paragon safety. The back cover shows the factory surrounded with four views; spring at Niagara Falls, summer at Naragansett Pier, fall in New England, and winter in Florida, all in colors. The whole is an excellent piece of work, both inside and out.

PRESIDENT L. H. JOHNSON of the Premier Cycle Co. expects to reach Philadelphia in time to attend the opening of the Cycle Show, where an exhibit of Premier Wheels and Lucas's Cyclealities will be made by the Philadelphia agents, McDaniel & Merrihew. Mr. Johnson has been making an extended trip through the West, and reports the most encouraging success in placing Premier wheels, and large prospects of an extraordinary demand this season.



KEEFE & BECANNON, 1891.,

The two engravings shown herewith represent the Comet and K. & B. Diamond, two new wheels manufactured by Messrs. Keefe & Becannon, 157 Broadway, New York. The Comet is a full high-grade, cushion-tired, light roadster, built of the very finest material



procurable. Every part of the wheel is steel and the tubing is weldless. A novel spoke arrangement is a feature. The spokes

Gormully & Jeffery Mfg. Co.
THE AMERICAN CYCLES.
Chicago, Boston, Washington.

The editor of this paper came Westward recently, of course he stopped in Chicago, and of course he "did" the Gormully & Jeffery factory before he departed. In the WORLD of February 13th he has recorded some of his impressions. Amongst other things (and please bear in mind, by the way, that the write-up was voluntary) he "could not help noticing a special feature in the construction of the Ramblers, and that is, the use of bent and formed tubing where it is usual to use solid metal; for instance, at the point on the frame where the crank sprocket is hung, and the upright portion of the frame that takes in the saddle post meets the loop frame by a most ingenious bending of steel tubing, all that portion which, as we said, is usually solid is made hollow—a very expensive mode of construction. This form of construction is also used at the point where the neck of the loop frame is attached to the steering head and other points."

It is hardly to be wondered that this feature impressed the editor so strongly, as those who are in position to know recall what a fine large malleable iron casting it was and is customary for certain high grade (!) manufacturers to use at certain points in their wheel. But the editor isn't the only man who has been impressed with the construction and features of the Rambler; in fact we only ask the careful study of anyone who is not slaved by preference or prejudiced to establish superiority, for we have little fear but that the verdict of such a well-known and capable rider as Dr. Geo. E. Blackham of Dunkirk, N. Y.: "That after a season's use I desire to express my continued satisfaction with the Light Rambler and *the confirmation of my opinion that it is the best designed wheel I have ever seen*," will be substantially verified, or that the attention to details which has so "taken" others will be found up to the mark—from the felt washers used to protect *those* bearings, and which have brought more than one enconium by the admirable manner in which they keep the bearings free from "that scratching and grinding so common in other wheels," as one letter puts it, and the clever trouser guard for protecting the rider's trousers from sprocket wheel and chain, which was such a feature as to excite remark and (now keep your eye open) imitation, to the larger particulars and details.

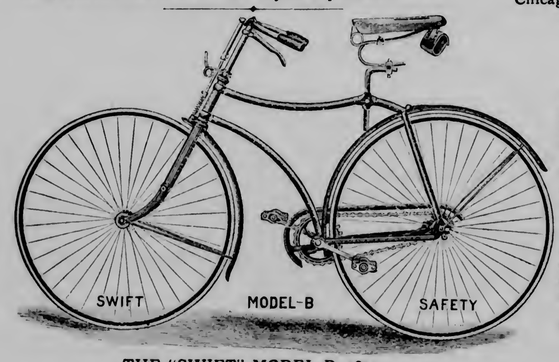
As a still further endorsement of the Rambler we reproduce from a recently published "review of the foreign trade (to which most American makers look for their ideas and patterns) for 1891" the following, which practically represents the sum of this year's improvement:

The firms have almost universally adopted the ball socket head system of steering; that in many cases the *absurdly* short heads which were introduced last season are now replaced by heads of some eight inches in length. Another feature is the almost universal adoption of either a swing crank bracket or a screw arrangement in the back fork ends for the chain adjustment. This latter method appears to be the most general, several very neat specialties in design having been introduced in connection with it. There is also a marked tendency to flatten the forked sides of the back portion of the frame, and adjustable foot-rests are also now very largely used.

In general design a large number of firms are building their machines so that the line of the seat pillar tube and steering-post are parellel, thus adding to the beauty of the wheel, and also insuring the saddle and handles, being always in the same relation to each other as regards distance apart."

It is a fact that every one of these features: Long (11 inches) ball socket steering heads, a screw arrangement at the rear fork end for chain adjustment, flattened rear forks, adjustable foot rests and the building of seat pillar tube and steering head on a parallel line, have been distinctive points of the Rambler *for years past*, and that they are all embodied in the '91 pattern which, by the by, can be recognized when placed alongside of last year's Rambler—which is more than can be said of some other "high grade bests" and "simply perfects" of 1890. To the thoughtful and discriminating such facts as these will carry conviction where bluster, ancient and sentimental history and boyish who-was-the-first-man and I'll-bet yer-a-quarter-I'm right advertisements would fall flat.

run parallel instead of on a tangent or alternately. The advantages claimed for this arrangement is the increased strength, 48 spokes being used in each wheel, instead of 36 to 42 as ordinarily. The chain adjustment is exceedingly simple and effective. The lines of the wheel are very handsome, the frame being of the latest and handsomest form of the Diamond. The wheels are 28-inch, geared to 54 or 57, as desired, fitted with Bolte saddle, C. & D. oiler, B & S. wrench. Price, standard finish, $115; lined in gold and colors, $120; fitted to order only with the Dunlop-Featherstone pneumatic tire at $135. The K. & B. Diamond, price $100, is a 30 inch light roadster, solid tired safety, with direct spokes. The frame is also of the Diamond type, and of weldless steel tubing throughout. Both these wheels are full ball bearing and fully guaranteed. Messrs. Keefe & Becannon, though in the wheel trade but one year, have rapidly come to the front, and are today one of the leading houses in the country. Their other specialties are the Raglan Safeties, manufactured by Messrs. Taylor, Cooper & Bedwell (Lt'd.) of Coventry, England, for whom the firm are U. S. importers. Keefe & Becannon have also been appointed exclusive controllers of the Giant, Giantess and Little Giant safetles for Eastern and Southern New York. In addition many prominent wheels are handled locally. Mr. George Macdonald, who entered the employ of the firm a year ago to organize the Cycling Department, will continue to direct the Bicycle Department.



THE "SWIFT" MODEL B, 1891.

THE full Roadster of the "Swift" line of Safeties shown in the above cut has the reputation of being a thoroughly reliable machine for heavy weights and rough roads.

The frame for 1891 is built on the same lines as last year; the improvements being the extension of the head and the inclination of the handle bars.

The Coventry Machinists' Co. are one of the few firms who have maintained throughout that a direct spoke properly made is the best spoke for hard wear and tear.

The company claim that soft wire cannot be used for these spokes as they develop constantly a tendency to break.

The "Swift" spokes are in two pieces, the wire being of the finest steel, while the butt at the hub is of a softer grade of steel. The average number of spokes the Coventry Machinists' Co. supply from their sundry department is twelve spokes for every 100 machines sold.

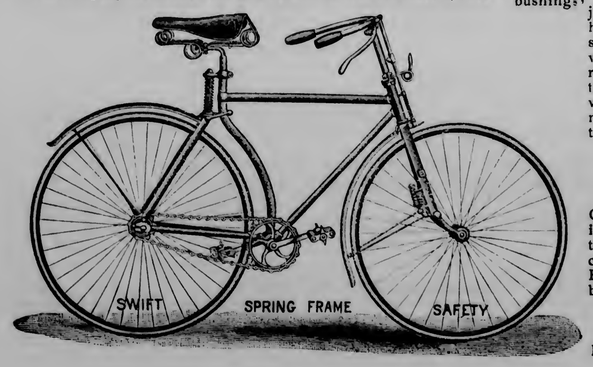
The Model B "Swift" is fitted with 1 1-4 Cushion Tires at $5.00 extra, which are so constructed that the rim cannot cut into them.

A NEW SPRING FRAME.

WE expect to find the Coventry Machinists' Co. with something new every season, and this year we are not to be disappointed. The "Swift" spring-frame, as shown in the above cut. is a model of simplicity in design and construction. By reason of a hinge joint at the back of the crank shaft, the rear part of the frame compresses the spiral spring near the seat pillar tube. This spring is adjustable by means of a nut, so allowing the rider to increase or decrease the tension of the spring as he so desires.

The makers confidently say that "We believe it is without equal at the present time for ease and comfort in riding, and if fitted with a small cushion tire, is simply perfection."

We are just advised that Mr. Marratt of the Coventry Machinists' Co. will remain in this country permanently to take charge of a branch office to be opened in Chicago. The exact location of the Chicago branch has not yet been decided on but will be given later.



VICTOR SAFETY, MODEL D.

(*See page 453 for cut.*)

THIS combination of a rigid frame, with Victor cushion tires to both wheels, is intended for riders of about 140 pounds weight. Like model B it has a stiff front fork, and depends upon the tires to resist vibration. These are 1 1-4 inches in diameter. It is already a favorite mount.

Brief: 28 inch wheels, geared to 53 inches; 1 1-4-inch Victor cushion tires to both wheels; butt end tangent spokes; Victor hollow rims of new design; single adjustment ball bearings all around; removable hardened bushings; detachable cranks of new design, 5 3-4-inch throw; hollow bowed handle bar, with hard-rubber grips; Victor saddle, all forged steel nickled; guards to chain and both wheels; spring-tension brake to rear wheel; tool bag, Victor wrench, spring top oiler, screw-driver and nipple wrench. Finished in Victor enamel; all bright parts nickel.

To order, without extra charge, gearing to 50 1-2 or 56 inches.

VICTORIA.

(*See page 453 for cut.*)

This popular ladies' cycle came into the market late in the season of 1890. It was so well received, however, that the supply was quickly exhausted. It is now better than ever, as together with improvements in details, it has a 1 1-4-inch Victoria cushion to the driving wheel.

Brief: 28-inch wheels, geared to 50 1-2 inches, 5-8-inch solid tire front; 1 1-4-inch Victor cushion tire rear; Victor hollow rims; butt end tangent spokes; detachable cranks of new design, 5 3-4-inch throw; single adjustment ball bearings; removable hardened bushings; improved Victor spring fork; balls to every friction joint, 176 in all; Victoria pedals with square rubbers; hollow bowed handle bar, with hard rubber grips; Victor saddle, all forged steel nickeled; guards to chain and both wheels; dress guards of perforated metal; adjustable foot rests; spring-tension brake to rear wheel; tool bag, Victor wrench, spring-top oiler, screw-driver and nipple wrench. Finished in Victor enamel, all bright parts nickel. To order, without extra charge, 1 1-4-inch Victor cushion tire and rim to front wheel.

THE QUADRANT TRICYCLE CO.

WE desire to call attention to the advertisement of the Quadrant Tricycle Co. which appears on page 466 of this issue. Our notice this week is especially directed towards the announcement they make as to the disposition and control of territory by the Strong & Green Cycle Co. of Philadelphia and Messrs. Alfred Field & Co. of 93 Chambers street, New York.

STALL'S and Overman's opening and description of Hunt's Toe-Clip unavoidably crowded out this week.

NEW KODAK CAMERAS---FOR WHEELMEN.

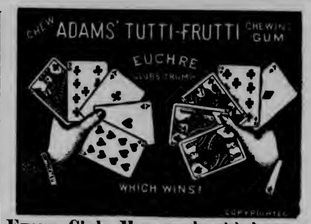


"YOU PRESS THE BUTTON, WE DO THE REST."
(OR YOU CAN DO IT YOURSELF.)

SEVEN NEW STYLES and SIZES
ALL LOADED WITH
TRANSPARENT FILM.

For sale by all Photo. Stock Dealers. *Send for Catalogue.*

THE EASTMAN COMPANY, Rochester, N. Y.



Every Club House should have an Automatic Box.
Address ADAMS & SONS, 150 Sand Street, BROOKLYN, N.Y.

NO DEALER CAN AFFORD

To be without **KING OF THE ROAD LAMPS** or **LUCAS'S STEEL DOME ALARMS.** They are without an equal in the world. Splendid goods for the jobbing trade. Send to us *at once* for samples and prices.

NOTE.

We are Sole American Agents for Jos. Lucas & Son, and genuine **KING OF THE ROAD LAMPS,** with the latest improvements, can *only* be obtained from us. Dealers and riders are cautioned against imitations and obsolete patterns with door hinged at the top. 1891 King of the Roads are hinged on the *side.*

PREMIER CYCLE CO., Eighth Ave. & 51st St., New York.

PRICE, - - - - $100.00.

THE HARTFORD SAFETY.



—MANUFACTURED BY—

THE HARTFORD CYCLE CO.,

HARTFORD, - CONN.

Ball Bearings, Interchangeable, Strong, Durable and Well Finished.

THE HARTFORD LADIES' SAFETY.



Send for 1891 Catalogue.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 20,

ABBOT BASSETT, Secretary.

OFFICERS FOR 1890–91.

PRESIDENT,
JAMES R. DUNN,
40 Wall st., Room 67 New York.

FIRST VICE PRESIDENT,
MAJOR CHAS. L. BURDETT,
Hartford, Conn

SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN,
116 Broad Street, Elizabeth, N. J.

TREASURER,
W. M. BREWSTER.
117 No. 4th Street, Quincy, Ill

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committee.

Membership Committee.

Sanford Lawton.....Springfied, Mass.
George C. Pennell.....Elizabeth, N. J.
Geo. C. Arbuckle..... 1962 Euclid ave., St. Louis, Mo.

Committee on Improvement of Highways.

Isaac B. Potter, Esq.....Potter Bldg., New York
Albert Mott.....203 Lenox St., Baltimore, Md.
Maj. Chas. L. Burdett.....Hartford, Conn.

Committee on Rights and Privileges.

Clarence Hodson.....Hodson Building, Crisfield, Md.
Chas. F. Cossum, Esq.....Poughkeepsie, N. Y.
J. S. Dean, Esq .....28 State St., Boston, Mass.

Committee on Rules and Regulations.

W. A. Davis.....340 S. Leavitt St., Chicago, Ill.
Michael Furst, Esq.....16 Court St., Brooklyn, N. Y.
A. B. Richmond.....Grand Rapids, Mich

Transportation Committee.

W. M. Brewster.....117 No. 4th St., Quincy, Ill
Amzi T. Dodd.....70 Park Place, Newark, N. J
Burley B. Ayers, "Rookery,".....Chicago, Ill

Racing Board.

Chas. S. Davol.....Warren, R. I.
George Collister.....147 Ontario St., Cleveland, Ohio.
Robert D. Garden.....Chicago, Ill.
W. H. DeGraaf.....47 W. 14th St., New York.
Geo. D. Gideon.....17 No. 7th St., Philadelphia Pa.

Hotel Committee.

George S. Atwater, 1424 Penn. Ave., Washington, D.C
H. H. Hodgson. .13 Carondelet St., New Orleans, La
W. C. Marion.... 1255 Bedford Ave., Brooklyn, N. Y

Rhode Island Division.

At a special meeting of the Board of Officers held Tuesday, February 10, 1891, it was voted that each delegate attending the National Assembly of the L. A. W. at Washington February 16, 1891, be allowed $15 00 towards paying his expenses.

NELSON H. GIBBS, Sec.-Treas.
Providence, February 21, 1881.

New Jersey.

According to article IX, section 1 of the By-Laws, the quarterly meeting of the Board of Officers of the New Jersey Division will be held on Wednesday, March 4th at 7.45 P. M. in the club house of the Elizabeth Wheelmen, Elizabeth, N. J. A full attendance is requested and desired as matter of importance will come before the meeting. Yours fraternally,

GEO. C. PENNELL, Sec.-Treas.
G. CARLETON BROWN, Chief Consul.
Elizabeth, N. J., February 21st, 1891.

Racing Board.

The Racing Board has voted unanimously to reinstate W. H. Huntley of Washington, D. C.

For violating clause D, section 9, article III L. A. W. Constitution (amateur rule), Mr. D. H. Lewis of Buffalo, N. Y., is hereby declared to have forfeited his amateur status. Amateurs are warned not to compete with Mr. Lewis. CHAS. S. DAVOL,

Chairman L. A. W. National Racing Board.
Warren, R. I., February 19, 1891.

Wisconsin State Board of Officers.

You are hereby notified to meet at the rooms of the Milwaukee Wheelmen, Friday, March 6th at eight o'clock P. M. for the transaction of important business.

Local Consuls interested in time and place of State meet are invited to be present. Fraternally,

W. L. SIMONDS, C. C.
Milwaukee, February 17, 1891.

Kansas Division.

The Hotel Stillwell is appointed League hotel at Pittsburg, Kansas. Regular rate $2.00; L. A. W. rate $1.50. CHAS. S. DAVIS, Chief Consul.
February 16, 1891.

New York.

Mr. Chas. H. Luscomb is hereby appointed a Delegate to the National Assembly L. A. W. from the New York State Division, vice Dr. Geo. E. Blackham resigned. W. S. BULL, Chief Consul.
Buffalo, February 13, 1891.

New League Clubs.

The following clubs have qualified as League clubs and filed the certificate required in the office of the Secretary:

312—Berkshire County Wheelmen, Pittsfield, Mass. F. M. Miller, Secretary.

313—Quincy Bicycle Club, Quincy, Ill. Frank W. Osborn, Secretary.

Connecticut.

Chas. L. Burdett is appointed a delegate to the National Assembly of the L. A. W., vice Jos. Goodman resigned. ARTHUR ALLEN DEAN, Chief Consul.
February 14th, 1891.

Maine.

The following correspondence which is appended below explains itself. It shows what your Secretary is doing to advance the interests of the League in direction of better roads. Every individual member of the Maine Division should feel it incumbent upon himself to do all possible to help Division officers in this respect. Bring to the notice of Road Commissioners and town officers the literature of the League on this subject.

Agitate the subject through the press and in whatever quarters it may seem wise to do so. Good roads benefit every man in the community, and are the basis on which the future growth of the League rests. The League needs money to carry on the work of educating the public up to where they can see the real economy of a first class highway. Scattered throughout Maine are hundreds of wheelmen who are non-League members. It is the duty of every present member to try and induce these riders to ally themselves to the L. A. W. in order that this result may be more quickly brought about.

It does not seem possible that any rider of a wheel, after he realizes the manifest benefits the League has already conferred upon him, and the many it is still laboring to, can refuse to contribute his mite towards the ends in view.

No other organization in the country has within its ranks so many representative young men, and it should be looked upon as a matter of pride, also that one is eligible to become a member of the League of American Wheelmen.

We trust members will lose no opportunities to enroll new members or further the movement for good roads. Application blanks and literature may be secured from Secretary Torrey. Very fraternally,

H. M. BREEN, Chief Consul.

Portland, Me., February 23, 1891.

To Governor E. S. Burleigh, Augusta, Me.:

Dear Sir—Enclosed please find a little book which the League of American Wheelmen is distributing throughout the country, with a view of making converts to their views regarding road building. The L. A. W. has grown in 1880 to 1890, 10 years, to over twenty thousand members, and has become quite an influence in various directions, generally speaking for good.

It is a notable fact that in any community, the bicycling fraternity comprises the best young men of the town, persons of culture, industry and enterprise. Therefore it is not unreasonable to affirm and to believe, that whatever the L. A. W. strives to promote is not only for the good of its members, but for the community at large; and the object of this writing is to commend to your attention the influence of the L. A. W., particularly in the direction of Road Improvement. In this special connection there are over two hundred L. A. W. representatives in the State of Maine; but a unit as compared with the large number all over the country, but the Maine members have, nevertheless, a co-equal interest with the whole organization in this matter of improvement of highways, and truly in our State the chance for improvement is very great.

At this writing we hardly know what action is best in the matter, and we have little faith that much interest can be awakened in the State, but these books will be distributed freely among the Legislature and town officers everywhere, and if it comes within your way to make official recommendation for better highways, we sincerely trust you will do so. It being obvious that good roads will inure more to the benefit of the people in general, than to the petty two hundred wheelmen I have referred to, you will readily see that the L. A. W. is not wholly selfish in this movement it has inaugurated.

Trusting you will find time and be disposed to give this matter a little attention, I have the honor to remain

Yours respectfully, BATES TORREY,
Secretary Maine Division L. A. W.
Portland, Me., January 24, 1891.

STATE OF MAINE EXECUTIVE CHAMBER.
AUGUSTA, January 28th, 1891.

Bates Torrey, Esq., Portland, Me.

Dear Sir—I am directed by Governor Burleigh to acknowledge your letter of the 26th instant, enclosing pamphlet issued by the League of American Wheelmen concerning the improvement of highways; and to say in reply that he is very favorably impressed with the suggestions and recommendations contained in your letter, and that it will give him great pleasure to aid you whenever he has an opportunity to do so.

The papers have been placed upon his personal file for future reference. Very respectfully,

(Signed) E. C. STEVENS,
Private Secretary.

California.

An important meeting of this Division will be held in San Francisco, at Remembrance Hall, I. O. O. F. Building, on Saturday evening, March 7th, 1891, at 8 o'clock.

The question of holding the usual annual meet of the Division will be discussed, and if agreed upon, the time and place selected, together with other important business

Proxies can be used at this meeting, members to hold and vote 10 each. O. U. GRANICHER, Sec.-Treas.

I trust that the members of this Division will find it convenient to attend the above meeting either in person or by proxy.

Members from a distance should not neglect to bring their wheels, as it is quite likely that a monster run will be held on Sunday, March 8th, 1891, through Golden Gate Park and the Presidio.

A report has been received from the committee appointed to secure park privileges, which will be read and discussed.

The finances of this Division are now sound and healthy. The Secretary-Treasurer will make a complete report. THOS. L. HILL, Chief Consul.
Feb. 12, 1891.

New Hampshire Consuls

F. H. Thompson, Nashua.
Moses Sherrill, Manchester.
Thos. Johnson, Laconia.
Frank Crapo, Concord.
Goodwin E. Philbrick, Portsmouth.
Chas. Flanders, Brentwood.
A. N. Dow, Exeter.
Bert O. Sawyer, No Weare.
Arthur Keys, Milford.
M. S. French, Peterboro.
H. G. Sawyer, Wolfboro.
C. A. Hutchinson, Hinsdale.
J. A. Spead, South Newmarket.
F. B. Sawyer, Littleton.
Harry C. Dean, Keene.
Howard G. Batchelder, Hampton.
C. H. Sanders, Penacook.

F. A. MCMASTER, Chief Consul.
Manchester, N. H., February 20th 1891.

Missouri.

I have this day appointed W. P. Laing a Delegate to the National Assembly, vice W. M. Brewster resigned.

Yours truly, ROHT. HOLM, Chief Consul.
St. Louis, Mo., February 12, 1891.

Missouri to be McKinleyed.

To Consuls and Members:

McKinleyed, past participle of the transitive McKinley—to raise, to advance, to increase. This word will probably be found in forthcoming dictionaries, with the participle "ed," denoting that which is gone—especially up. Hustling local consuls and members are said to have McKinleyed their Divisions. Their memberships increase and profits grow. Don't your friends want to know what we have to offer? High value at a low price, and protection of the right sort which no one but League members can obtain. See them about it.

Do you know there are signs in the air which point to a membership in the L. A. W. as the best paying investment in the cycling world? Riders who are up to the times know this to be true. Those of your friends who have not as yet tested the League's merits should be glad to have the following facts brought to their notice.

In the first place the League is beyond the peradventure of a doubt the leading athletic organization of America. It is head and shoulders above all, and is the only organization which fosters cycling and has done so for the past ten years with ever increasing popularity. Its influence is not confined to any particular locality, but is found everywhere where wheelmen abound. With hundreds of riders in the hustling, growing towns of this State, not to mention St. Louis, Kansas City, St. Joseph and Springfield, it should be an easy matter for live members to rapidly recruit our membership. Taking this fact into consideration don't you think that it is your duty to aid in the work? If you only secure one new member you will have the satisfaction of knowing that you have done your duty nobly. Fraternally yours, ROHT. HOLM, C. C.
February 20, 1891.

Missouri Appointment.

W. N. Turner is hereby appointed Local Consul for Canton, Mo., and vicinity. ROHT. HOLM, C. C.

Missouri Division Board of Officers.

A meeting of the Missouri Division Board of Officers, L. A. W., was held at the Missouri Bicycle Club house, St. Louis, Feb. 7, 1891. Chief Consul Robert Holm presided, and in the absence of Secretary-Treasurer Joe Kelly, Representative W. P. Laing was appointed secretary pro tem. The other members of the Board present were Chairman of Racing Board Geo. M. Wilder, Representatives Gilbert and Woodruff. Local Consul Wainwright was present by invitation. There were proxies from Secretary-Treasurer Joe Kelly, Chairman Touring Board, H. G. Wolzendorf, Representatives Jaccard, Seibel and Garner and Chairman H. Pope of Rights and Privileges Committee. The report of the Chief Consul, a quite lengthy and comprehensive article, was read and adopted.

REPORT OF CHIEF CONSUL.

Gentlemen of the Board:

Since our September meeting our Division has been in a fairly prosperous condition, and with your kind indulgence I will call attention to such matters as I think should be brought before this body.

At the date of my last report our Division had 424 members; we now have 462—a gain of only 38 in four months. This is not as it should be, and I earnestly request that each of you will do all in his power to help increase the membership.

I am very sorry to be obliged to report that the famous Canfield case, which was the outcome of an outrageous assault upon one of our members, resulted in being thrown out of court because plaintiff could not, or would not, testify to the ownership of the vehicle. Mr. Pope is personally present, and as he conducted the case for the Division he will doubtless be able to give us full particulars. The case cost us some $34, which has practically been thrown away, and will cause us to be exceedingly careful in conducting future cases for members in which question of the right of the use of the road is not involved. I have written Mr. Canfield to give me his side of the story or his reason for the case being non-suited, but to date have not been able to obtain a reply.

Our Racing Committee has kept a careful watch over the path events in the State and are working on on racing circuit which will embrace several cities in this vicinity. Chairman Wilder is personally present and will refer to this matter in his report.

Last July we had printed 500 copies of our Road Book at a cost of $377. The supply is very nearly exhausted and it is for you to say if a new and improved edition shall be gotten out next season. The book involves a good deal of labor, and I wish to say here that the expected large increase in membership, which it was to bring about, has not materialized. As a great many changes will be made in forthcoming editions it was deemed inexpedient to have the pages electrotyped. In spite of the fact the book is hardly ever used by residents of the larger cities, as their riding districts are well known, it has proved itself a valuable reference for parties going on tours of discovery and a guide to tourists across the State it stands second to none.

Our State meets are growing in importance as well as in attendance, and as Carthage was awarded the meet for this year I trust to see at least three-quarters of our entire membership present. An attractive programme is already being arranged and everything will be done to make the meet a huge success.

Our Highways Improvement Committee, of which Mr. H. A. Scott of Moberly is chairman, has been very inactive, and to date I have been unable to obtain a reply to the many letters I have written asking for information, etc. Gov. Francis is, I believe, one of the few Missouri Governors who have referred to the need of better road legislation in his annual message to the Legislature, and I am privately informed that a good road bill, which will partly do away with the old fogy system of building and repairing our roads, will be introduced at this session. One hundred and fifty road improvement books have been sent to Jefferson City and were distributed among the members last Monday. There can be no question that if a good live man were placed at the head of this very important committee some good work would be done. The country press could be gotten to take the matter up and their influence would educate the great mass of people, who are now indifferent, to the great need of better transportation facilities. The Governor's message reads as follows:

"I know of nothing that would be more beneficial to the State than a comprehensive system of rock roads. The wagon road is the farmer's railroad, the avenue through which all of his products are carried to market, and upon its maintenance and use depends the prosperity of the town. I am convinced that the welfare of our people would be greatly enhanced and the general prosperity of the State would be materially accelerated if some plan could be devised whereby the construction of rock roads would be made obligatory upon every county in the State. There is one feature of the present road law which could be amended to avantage, and that is the payment of road tax by individual labor. If it were supplanted by a system of private contracts much better roads would result without any increased expenditure of money. It is sincerely to be hoped that, during the present session of our Legislature, some comprehensive plan may be devised whereby these desirable ends can be accomplished.

If material aid could be extended from the State treasury within the limits of the constitution, I believe the expenditure would be a wise one, and that cities and sections which have already at their own expense made great advancement in this direction would cheerfully bear their portion of the burden. The aid should be extended only, however, on condition that the county and the property owners in the districts where the roads are located would contribute sufficient additional means to insure their construction.

During December I mailed all of the Local Consuls, residing outside of St. Louis or Kansas City, a circular letter in which I notified them that prizes consisting of a $5 and $3 L. A. W. pin would be given to the Local Consul securing the most members by May 1. With the exception of two applications received from Local Consul Sansom of Kahoka this scheme has been barren of results thus far, but I have promises from nearly all of the 36 officers that recruiting will have their best attention just as soon as the riding season opens up. Locally I find that the apathy among dealers in regard to recruiting still continues with but one or two exceptions, and something should be done which will cause them to give this subject more attention. While here recently, Chief Consul Post of Connecticut informed me that the recent immense increase in their membership was mainly caused by offering a $5 L. A. W. pin to each person securing 25 new members and it might be advisable to adopt it for our Division.

The State has been districted and each Representative has been placed in charge of a certain number of counties. To date I have no reports as to the progress of their work and would very much like to know just what is being done.

I have appointed Messrs. H. C. Woodruff and M. J. Gilbert to fill vacancies on our board caused by the resignation of Mr. F. W. Wrieden and our increase in membership.

During November I sent out circular letters to the postmasters of every town in the State which had 1000 inhabitants or over in which we were not represented. I have received numerous replies, and strange as it may seem each city has from 3 to 5 cyclists eligible to L. A. W. membership. I have written to wheelmen in 32 towns, inclosing circulars and application blanks, and in spite of the fact that a stamped addressed envelope was enclosed not a single reply has reached me to date. This is very disappointing, but I will keep at them just the same and in course of a few months secure a number of them as new members.

Last year I got out a recruiting pamphlet, the cost of which was borne by the advertisements it contained; 2000 copies were printed and distributed among the non-League wheelmen of our State with good results, and I think it would be a wise plan to again issue a similar work this year. The circulars issued by the national body give only the advantages of League membership in a general way and do not refer to what has been accomplished in our State as the pamphlet does

A great deal of work, which should be borne by our Representatives and Local Consuls, has been thrown on my shoulders, and while I do not complain I would like to see the officers named assume at least a part of it in the way of securing additional members. We must pull together, and by calling at the agencies secure the names of new riders who can easily be gotten to join if you will only approach them.

Our finances are in good shape and the balance is increasing. A year ago the balance was $378 84, while it is now—

[There being no report from the Secretary-Treasurer, he was reprimanded, as the absence of a report from him left the Board in ignorance as to the condition of the Division treasury.]

In concluding this report I wish to thank all the hustling members for their support in the past and beg to assure you that with a resumption of the good work of recruiting we shall soon place our Division among the largest in point of membership. We had hoped to pass a number of States in this respect last season, but the immense loss of non-renewals has dicapped us too heavily just when success was almost within our grasp. The duties of my office for the coming eleven months will be more arduous than ever before, and as the renewal season will soon be upon us I ask the cordial support of all the officers and members to induce each and every member now on our rolls to renew his or her membership. Had it not been for the continued and heavy losses in this respect our Division would now number 600 members.

The office of Chief Consul if properly administered is not a sinecure, and the only remuneration is in the sense of doing some general good in which all participate and to do it well; in fact, to extract from the situation all its possibilities.

The new By-Law which was adopted at Niagara Falls changes the date of the annual election of officers from July 15 to between the 15th day of October and November and the annual meeting of the Board of Officers to the month of December.

Our Constitution is sadly in need of overhauling and revision as it has to be changed to conform with the national one, and I would like to see the matter fully discussed. Respectfully submitted,

ROHT. HOLM, Chief Consul.

The report of Geo. M. Wilder, Chairman Racing Board, was adopted as read, as also were the reports of Horton Pope, Chairman Rights and Privileges Committee, H. G. Wolzendorf, Chairman Touring Board, and Representative Robt. W. Garner in regard to Division meet at Carthage, Mo., July 3 and 4. The matter of a lantern parade at a that time was brought up, but no action was taken.

The resignation of H. G. Wolzenderf as Chairman of the Touring Board was again brought up and discussed and again laid over, the Board being loth to accept it.

A letter was read from Chief Consul Davis of Kansas declining to hold a joint meet of the Missouri and Kansas Divisions.

Report of Representative Seibel of Kansas City was read and adopted.

The matter of revising the Division Constitution to agree with the National Constitution was discussed at length and upon motion a Revision Committee was appointed to consist of Messrs. Holm, Pope and Gilbert. The authority for this committee being found in Art. 8 of Division Constitution. Mr. Pope not being present the Secretary was instructed to notify him of his appointment.

In order to induce the active recruiting of new members it was decided to offer an L. A. W. pin, valued at $5, to the Local Consul securing the most new members, and a like pin, valued at $3, to the Local Consul securing the second largest number of members. This offer not to include St. Louis and Kansas City and time to be limited to May 1, 1891. A further offer of a League pin, valued at $5, to any League officer getting 20 new members was indorsed.

There being no further business a motion to adjourn was made and carried. W. P. LAING, Sec. pro tem.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 48—Total 60—18,243.

BOSTON, Feb. 27, 1891.

CALIFORNIA DIVISION—3—565.

Garden City Wheelmen (unattached).

21303 Thompson, Geo. W., Santa Clara

Oak Leaf Wheelmen.

21426 Brown, Geo. A., Jr., Box 151, Stockton
21427 Fitzpatrick, Ralph L., 411 Centre st., "

CONNECTICUT DIVISION—1—1441.

Unattached.

21433 Coles, James P., Hawleyville

DISTRICT OF COLUMBIA DIVISION—5—236.

Unattached.

21428 Atwater, W. K., 1424 Pa. ave., Washington
21429 Burke, Raymond L., 1602 15th, N. W. "

21430 Fisher, H. C., 3250 O st., N. W. "
21431 Mades, Nicholas, cor. 3d and Pa. ave., "
21432 Sallers, Chas. W., 935 9th st., N. W. "

ILLINOIS DIVISION—14—1512.

Douglas Bi. Club (unattached).
21434 Kuehnel, F. A., 502 W. Chicago ave., Chicago
Ramblers Bi. C. (unattached).
21435 Durant, Gus, 116 N. 5th st., Quincy
Jacksonville Wheelmen (unattached).
21402 Adams, Dr. A. S, Jacksonville
Oak Park, C. C. (unattached).
21419 Taylor, C. M., 217 Cuyler ave., Ridgeland
Unattached.
21397 Lutz, Edward C., Box L., Lincoln
21403 Ide, Roy W., No. 3rd st., Springfield
21404 Leland, J. A., care Leland Hotel, "
21405 Loomis, Webner E., 214 So. 6th, "
21406 Polk, F. B., 305 So. 6th, "
21407 Raymond, Jas. A., Am. Exp. Co., "
21408 Taylor, James E., P. O. Building, "
21409 Vredenburgh, La. Rue, cor. 3rd and Jefferson, Springfield
21440 Yates, Mead, No. 4th st., "
21436 Lee, Chas. T., 76 Lake st., Chicago

IOWA DIVISION—1—194.

Le Mars Bi. Club (unattached).
21411 Taylor, G. L., Le Mars

KANSAS DIVISION—6—151.

Rapid Transits (unattached).
21412 Barrett, John H., Box 92, Pittsburg
21413 Kelly, Sam. F., Box 145, "
21414 La Fary, Jno. S., "
21415 Rutz, F. F., "
Unattached.
21416 Maxwell, A. E., "
21394 Capps, H. N., 210 S. Wash. ave., "

KENTUCKY DIVISION—1—145.

Unattached.
21437 Gaither, E. H., Harrodsburg

MASSACHUSETTS DIVISION—3—2315.

Unattached.
21417 Devoll, Chas. H., 53 Dartmouth, New Bedford
21418 Hoxie, Wm. R., 131 Wash. st., "
21396 Dyer, H. Wilbur, Box 497, S. Weymouth

MISSOURI DIVISION—2—464.

Carthage C. C. (unattached).
21438 Porter, Hill, Box 467, Carthage
Unattached.
21489 Turner, W. N., Box 14, Canton

NEW HAMPSHIRE DIVISION—3—182.

Unattached.
21440 Burtt, Harry B., 233 Main st., Nashua
21441 French, Walter C., 10 Mulberry st., "
21442 Sanderson, H. L., 14 Kingsley, "

NEW JERSEY DIVISION—5—1052

Bridgeton Bi. Club (unattached).
21398 Reeve, Chas. D., Hotel Cumberland, Bridgeton
Rutherford Wheelmen (unattached).
21420 Burgess, E. A., Rutherford
Unattached.
21421 Worden, Walter, 667 Ave. D., Bayonne
21422 Sheldon, Francis D., 136 York st., Jersey City
21443 Baker, Wm. H., Box 60, Dover

NEW YORK DIVISION—7—3118.

Crescent C. C.
21444 Crandall, F. E., 304 No. Union st., Rochester
Palmyra Bi. Club (unattached).
21423 Bates, E. E., Box 302, Palmyra
Zig Zag Bi. Club.
21452 Stein, E. H., 35 Spence st., Buffalo
Unattached.
21424 Stillman, Frank V. R., Wellsville
21445 Hendricks, Clifford B., 49 Cliff st., New York
21446 Smith, Harry A., Box 230, Middletown
21447 Turner, C. G., Box 318, Poughkeepsie

OHIO DIVISION—3—1203.

Akron C. C. (unattached).
21359 Fisher, Frank F., 528 Buchtel ave., Akron
Dayton Bi. Club.
21400 Finke, Edward, care J. B. Finke & Son, Dayton
Unattached.
21448 Fewsmith, L., 360 Erie st., Cleveland

PENNSYLVANIA DIVISION—2—2062.

Duquesne Cyclers (unattached).
21401 Werner, Jno. H., Forbes ave., Pittsburg
Unattached.
21449 Mason, H. Lee, Jr., 425 Wood st, "

TEXAS DIVISION—1—62.

Galveston Bi. Club (unattached).
21425 Sinclair, N. B., Galveston

VERMONT DIVISION—2—71.

St. Albans Bi. Club (unattached).
21450 Stevens, Chas. H., 124 Main st., St. Albans
21451 Stevens, Geo. C., 201 So. Main st., "

VIRGINIA DIVISION—1—63.

Unattached.
21395 Campbell, Frank Howard, Box 65, Lexington

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasueer, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S Atwater, 1424 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No. Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 607 No. Alabama street, Indianapolis.

IOWA—Chief Consul, H. L. Chase, Cedar Falls. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 65, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

MAINE—Chief Consul, Howard M. Breen, 190 Franklin street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, A. W. Robinson, 20 Equitable Building, Boston. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 380, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI—Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

NEBRASKA—Chief Consul, A. H. Perrigo, 1315 Dodge street, Omaha. Sec.-Treas. N. T. Fisk, Lexington.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, R. H. Scott, People's Ins. Co., Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 116 Broad street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK—Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Chas. J. Sherer, 211 Main st, Memphis. Secretary-Treasurer, B. A. Patch, Clarksville.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box 281, Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro'. Secretary-Treasurer, F. A. Roberts, Brattleboro

VIRGINIA—Chief Consul, Ira B. White, 16 Nolls court, Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1891. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $1.50 with this blank on any date between date of paper and April 1, 1891. Write plainly—Printing preferred.

☞ If you want a waterproof ticket holder, made of the best calf skin with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards send 25 cents extra. If you want your name in gold, stamped on the holder send 50 cents extra. *Leave the margin in using this blank.*



WEIGHT, 50 POUNDS. SPECIALLY CUSHION TIRES

WARWICK PERFECTION CYCLES

BUILT ON HONOR.

ADOPTED BY U. S. GOVERNMENT.

STEEL THROUGHOUT.

WARWICK CYCLE MFG. CO.,

Send for Catalogue. **SPRINGFIELD, MASS.**

"HE COULD NOT TELL A LIE."

—School Reader.



You will notice that George is telling his Papa how he found it impossible to break

The Paragon

until he took his "little hatchet," and then he only succeeded in smashing a few spokes.

MORAL.—If you want a *good* bicycle, buy a Paragon. (We have just issued the most gorgeous catalogue you ever saw.)

STOVER BICYCLE MFG. CO., - - Freeport, Ill.

"Finest Quality Produced in the World."

TRADE **"CREDENDA."** MARK.

THE ✱ CREDENDA ✱ SEAMLESS

STEEL ✱ TUBE ✱ Co., ✱ Ltd.,

W. C. STIFF, Managing Director.

BIRMINGHAM,

TELEGRAMS:—"CREDENDA" BIRMINGHAM. ENGLAND.

PNEUMATICS

ARE THE WHEELS OF TO-DAY.



IMPROVED 500 % OVER LAST SEASON

ALL PREVIOUS RECORDS WILL BE

BEATEN BY THEM THIS YEAR.

AGENTS WANTED.

FEATHERSTONE'S PNEUMATICS, $135

FEATHERSTONE'S CUSHIONS, $125.00

FEATHERSTONE'S CYCLONE, 100.00

W. & D. SPECIAL, 85.00

Also the most complete line of Cheap WHEELS IN THE WORLD, $15 to $45.

WRIGHT & DITSON, Sole Agents,

578 & 580 Washington Street, - - - - - BOSTON, MASS.

WESTERN WHEEL WORKS.

Catalogues will not be ready before MARCH 1st, on account of experiments we are now making with Cushion Tires, but we will be there, and in great shape. In the mean time we again call the attention of trade to our splendid line of wheels.



BOYS' JUNIOR, 24 Inch. Same as last year. List $25.



CRESCENT. Diamond frame, 30 inch wheels, finest steel tubing, drop forgings, patent adjustment of chain, simple and strong; balls all over, including head; weight 48 lbs. Price, $85.



RUSH.—Specially strong and graceful, S diamond frame, 30 inch wheels, ball bearings all over, including head, finest steel tubing and drop forgings, tangent spokes; weight 48 lbs. Price, $100, with cushion tires $115.



JUNO. 28 Inch. Steel tubing, drop forgings, ball bearings, weight 47 pounds. List $75.

Don't fail to see our exhibit at the A. C. C. Cycle Show, Horticultural Hall, Philadelphia, March 2d to 7th, 1891.

We have space No. 7.

R. L. COLEMAN & CO.,

35 Barclay Street and 40 Park Place, - New York.

Agents,—Eastern, Middle and Southern States.

COMET,

Cushion Tyred,

$115.00

OF THE HIGHEST GRADE.

ACENTS WANTED.

MANUFACTURED BY

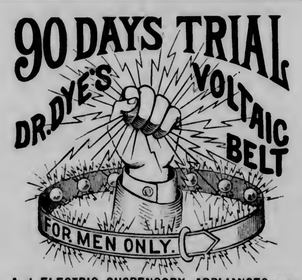
KEEFE & BECANNON,

157 BROADWAY, NEW YORK.

SOLE AGENTS FOR THE

Giant and Broncho Safeties

For Eastern New York.



And ELECTRIC SUSPENSORY APPLIANCES are **Sent on 90 Days Trial**

TO MEN (young or old) suffering with NERVOUS DEBILITY, LOSS OF VITALITY, LACK OF NERVE FORCE AND VIGOR, WASTING WEAKNESSES, and all those diseases of a PERSONAL NATURE resulting from ABUSES and OTHER CAUSES. Quick and Complete Restoration to HEALTH, VIGOR and MANHOOD. Also for RHEUMATISM, all KIDNEY TROUBLES and many other diseases. The BEST ELECTRIC APPLIANCES ON EARTH. Full particulars sent in PLAIN SEALED ENVELOPE. Address

VOLTAIC BELT CO., Marshall, Mich.

SMITH'S "'91" TOUR

THROUCH EUROPE.

80 days. - - - Total Cost $300.

Sail July 29th, 1891.

Address C. H. SMITH,

211 Putnam Avenue, - - Detroit.

IT PAYS?

Reliable and well-known wheelmen wanted as agents in cities and towns, for an incorporated organization, that sells its members all makes of "high grade" wheels at $4 per month and at reduced cost. No capital required. Address for full particulars,

THE BICYCLE & SUPPLY CO.,

Baltimore and Holliday Sts,

BALTIMORE, - - MD.

W. C. BOAK & CO.,

301 Main Street, Buffalo, N. Y.,

Manufacturers, Importers and Jobbers in

CYCLE + SUNDRIES.

Catalogue now ready. Dealers send us your address. We are the only dealers in this country that handle Sundries exclusively. We sell at manufacturers' prices.

Hartford Stand and Trainer.

Pat. July, 1890.



PRICE, $6.00.

JUST OUT.

An attachment for the Hartford Stand and Trainer, which indicates (exact) every quarter mile, by ringing a bell; lots of fun with it, besides in training you can catch your own time without witnesses.

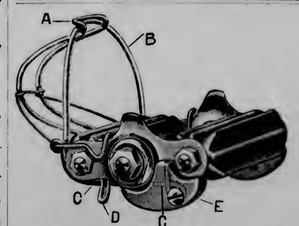
PRICE, $2.50.

Manufactured by H. J. CURTIS,

98 Asylum Street, - HARTFORD, CONN.

Liberal Discounts to the Trade.

Have your dealer order the attachment for your Hartford Stand and Trainer (if you have one) if not, have him get you both from any of the large dealers in bicycle sundries, Chicago, New York, Boston, &c.



Ask Your Agent to Show You

HUNT'S Patent Balancing TOE CLIP.

They are pleased to see this safe and reliable Clip on the market, for it is the only Clip made secured to the pedal frame, and not depending on soft rubber for a support. Only clip that does not spread apart at the toes and catch the foot, but is prevented by using a patent binding wire. Prevents the foot from slipping off sidewise by using a patent arch wire each side and over the toes. Does not pinch your corns or catch the foot in dismounting. Made of the best spring steel wire, and tempered to last. The only Clip using the patent vulcanized rubber coat on the upper parts. The only Clip using a patent balance that ***always*** brings the pedal ***right side up*** ready for use; saves you from kicking all over the road to find the pedal.

Even without balances it is easier to place the foot on the pedal than any other, for the clip does not extend back over the pedal at all. Weighs but a trifle. Agents will find in this Clip a bonanza. Just as big discounts as on any other. Sent by mail, nickeled, **75 cents;** nickeled and rubber coated, **90 cents;** nickeled balances, extra, **75 cents.** Wheelmen will always have the best.

J. A. HUNT & CO., - 7 South St., Westboro, Mass.

QUADRANTS!!

If you are wise, you will place your orders for "Quadrants" at once, as the demand is sure to be far beyond the supply.

Our line for this season includes all kinds of wheels, from $100 to $145. You all know the quality.

The *Quadrant* Cushion Tyres, which were in use all last season, have proved themselves to be what they were represented.

Dealers please communicate with our wholesale agents and you will receive every information and attention.

The Quadrant Tricycle Co., Birmingham, Eng.

WHOLESALE AGENTS:

For New England, New York, Pennsylvania, New Jersey, Delaware, Maryland, West Virginia and District of Columbia, THE STRONG & GREEN CYCLE MFG. CO., 707 Arch St., Philadelphia.

For all other States east of the Mississippi, ALFRED FIELD & CO., 93 Chambers St., New York.



$75,000

Given to the Bicyclists of the United States.

For some weeks past we have been advertising "The Sweeting Diamond," price $135.

We have met with so much success, being able to see sales of about 3000 of this wheel, that we have arranged with the manufacturers to reduce the list of this wheel to $110, thus giving to the bicyclists of the country, $75,000.

A LIBERAL DISCOUNT TO THE TRADE.

SPECIFICATIONS.—30-inch wheels, direct spokes, Credenda cold drawn weldless steel tubes, drop forgings throughout, ball bearings all over, including the head, Garford saddle, tool bag, wrench and oiler and the celebrated "Bates" cushion 1 1-4 inch tires.

GUARANTEED IN EVERY RESPECT FOR ONE YEAR.

Sole Agents for New England, W. W. STALL, Boston, Mass. Sole Agents for West and Northwest, THOS. KANE & CO., Chicago, Ill.

SWEETING CYCLE CO., Sole Importers, PHILADELPHIA, PA.



The Victor Wrench. A genuine triumph! By actual tests over 80 per cent. STRONGER than the strongest wrench of its class heretofore in the market. Nickel plated. Price $1.00.

Overman Wheel Co., Makers, Chicopee Falls, Mass.

PNEUMATIC

FEATHERSTONE'S PNEUMATIC.

SOLE AGENTS IN NEW YORK.

Territory, - - - *THE EARTH.*

Will be on the market on or before March 1st. We are booking orders. Will be filled in rotation, as ordered.

RETAIL PRICE, $135. Guaranteed Highest Grade in Every Respect.

SCHOVERLING, DALY & GALES, 302 Broadway, New York.

CHOICE OF THE EXPERTS.

"U. S."

GALLERY AMMUNITION

—MANUFACTURED BY THE—

UNITED STATES CARTRIDGE COMPANY, Lowell, Mass.

How!!! About This?

Installment Bicycle Clubs now forming on our new co-operative plan, where the usual retail profit is divided among the members.

High Grade Wheels from $12 up.

Send for circular. Agents Wanted.

S. M. GASS & CO.,

546 Penn St., Camden, N. J.

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. **W. E. AUGHINBAUGH,** Baltic Building Washington, D. C.



Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee.

Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.

406, 408, 410 & 412 Broome Street, NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.
Cloth, $2.25 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk, Edge's League color, white centre, Snake Buckle.....50
No. XX Worsted Solid, League color, Snake Buckle.....40
Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic.5.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,

241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia. 1022 Market St

GIANT SAFETY BICYCLES.

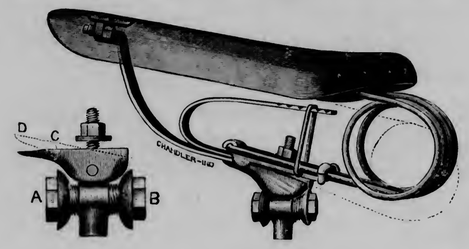


The only wheels at medium prices combining all the improvements of the day. Ball Bearing all over, including head. Spring Fork, Spring Frame, etc. Catalogue on application.



H. A. LOZIER & CO., Cleveland, Ohio.

THE ECLIPSE SADDLE.

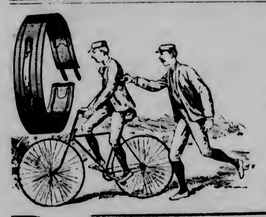


We now offer this saddle to the trade for the first time, and are prepared to fill orders with reasonable promptness. Every dealer in bicycles will do well to place a small order for these saddles, as they are acknowledged by experienced riders to be the best on the market. The springs have a double action, and make riding easy over the roughest roads. The tension can be changed to suit the rider, any slack in the leather after use can be taken up without trouble, and the saddles are made to fit any cycle. The springs are made from the best crucible steel, oil tempered. Our patent adjustment for raising or lowering the front of the saddle, is a neat device, and one that every rider will appreciate. **Price, $6.00.**

In placing your order for saddles, don't forget that we make the best **bicycle** for the money on the market. The **Eclipse Bicycle** is strictly first-class, high grade in every respect. **Price, $100.00.**

STEEL PULLEY & MACHINE WORKS,

INDIANAPOLIS, - - - - IND.



THE INSTRUCTION BELT.

By aid of this device a skilled instructor is not needed, as a beginner can be taught by one who does not himself even ride.

Sent by Mail on receipt of $1.25, with full instructions for use.

ST. LOUIS WHEEL CO., 311 N. 14th St., St. Louis, Mo.



THE

King Patent Bicycle Support and Brake Lock.

HOWARD A. SMITH & CO.

518 Broad St., NEWARK, N. J.

Wholesale Agents for the U. S.



FOR TANGENT AND DIRECT SPOKES.

Nickeled, Price 75c., Postpaid.

Dealers send for Sample and Electrotype.

AVERY & JENNESS,
5756 Madison Ave., Chicago

SAVE YOUR PANTS!



IN USE. NOT IN USE.

OSTERGREN'S TROUSER GUARD.
(Patent Applied For.)

Three styles of finish. 15 cts. per pair, blued steel; 25 cts., enamelled; 35 cts., nickeled.

To be had of all dealers, or

A. K. & C. E. SCHAAP, - Richmond. Va.
Bicycles and Sundries.

BEST CYCLES!

LOWEST PRICES!

It will pay you to write for information. Dealers wanted everywhere.

Wholesale and Retail. **J. E. POORMAN, Agent, 8th and Race Sts., Cincinnati.**

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the Order.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*

ZOOK—Lititz, Pa., cycles taken in payment for typewriters, organs, books, cigars and miscellaneous goods; 1891 catalogues of cycles now ready; new $160 trike, $50.

$35—Columbia Expert; 52-in.; nickeled forks and backbone; fine order; Butcher cyclometer and lamp; two saddles. Lock Box No 318, Dunellen, N. J.

FOR SALE—A Rudge Tandem Tricycle; in good condition; cost $250. Price $100. Address H. S. PAINE, Peoria, Ill.

WANTED—Second-hand 1890 Safety; Quadrant or Referee preferred; must be in good condition and a bargain. H. F. A., Box 1625, Philadelphia.

FOR SALE—Columbia Lady's Safety Bicycle; cost $135, will sell for $100; first-class condition. D. C. CATLIN, Jacksonville, Ill.

FOR SALE—Victor Safety; good as new; must be sold; $100. P. O. Box 172, Akron, O.

WANTED.

Thoroughly experienced Bicycle Repairer Wanted; must be fully capable of taking charge of extensive repair shop. Also a helper. Steady job to right men. Apply to SINGER & CO, 6 and 8 Berkeley street, Boston.

BIG BARGAIN—Columbia Safety, 1890 pattern; perfect condition; $105. Address H. W. PAGAN, Yonkers, N. Y.

FOR SALE—52-inch Eagle; cost $143; in good shape; $95. Light Roadster Safety; used 6 months; $90. Iroquois Safety; cost $125; in good shape; $75. YOUNG BROS., Braceville, Ill.

WANTED—Bicycle salesman. Address at Cincinnati, O., A. A. BENNETT.

FOR SALE—Columbia L. R. Safety, 1890, with King's patent support and brake lock; in use three months; guaranteed in perfect condition; price $1[illegible]. Address GEO. BROWN, Box 2751 New York City.

LADY'S AND GENT'S Columbia Safety Bicycle. Cost $135.00; will sell for $100.00; as good as new. WILSON BROS., 6 Hanover street, Boston.

STOLEN—Light Rambler Safety, No. 2288, nearly new. Address L. A. W. 9937, Box 305, Hornellsville, N. Y.

OR WE'LL STATE IT THIS WAY.

Lives of men who walk remind us,
Moving thus is rather slow,
Buy a wheel, to you it's kindness,
Then you've got a right to crow
Crow because you bought your wheel
Where a bargain you could see,
Sold so cheap for your best weal
By Knight Cycle Company.

Send for our list before it's M. Kinkeyed. It will queer your pocket more after the Ohio man tampers with it. Knight Cycle Co., 207 No. 10th, St. Louis, Mo.

Strickland & Pierce's Famous Boston Sporting Shoes.
1882-1891.



Original Kangaroo (Genuine) Bicycle Shoe, (Patented)
No. 1, $5.00; No. 2, $3.50; No. 3, $3.00.

TO THE TRADE.

We are ready to talk Agencies for 1891. Dealers will do well to give advance orders for spring shipment. Address all orders and correspondence to the factory.

PIERCE, SMALL & CO., PROPS., Randolph. Mass.

SPECIAL.

All Advertisements in this Department 20 cents a line

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*



L. A. W. BADGES

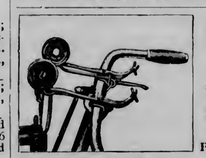
The official design in
SOLID GOLD.

Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the inferior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better for $1.50, $2.00, and $2.50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.

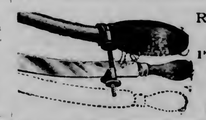


LAMSON'S
Luggage Carrier
NO. 1.

Convenient, durable, noiseless, cheap. **$1.** Sold everywhere.

Made by
C. H. LAMSON,
Portland, - Maine.

Ah! There! Wheel, Stay There!



Reliable Adjustable
Brake Grip.
PRICE, 75 CENTS.
Sold by Dealers or
A. DUMP,
CHILLICOTHE, O.



The New "39" and "24" Star



NO MACHINE ON THE MARKET ITS EQUAL
Easiest Running Wheel
—AND—
Best Hill Climbing Machine Ever Produced.

We Challenge Honest Criticism.

In this Machine we have combined ALL the advantages of a low wheel and the speed of a high one.

Send for Catalogue of STAR BICYCLES.

H. B. SMITH MACHINE CO.,
Smithville, N. J.

We Are the SOLE NEW JERSEY AGENTS for the

FEATHERSTONE PNEUMATIC

AGENTS WANTED IN EVERY TOWN IN NEW JERSEY.

Also, AGENTS in NORTHERN NEW JERSEY for RAMBLERS, VICTORS, ORMONDES, SWIFTS, B. & A's., ECLIPSE, NEW MAILS, SYLPHS, GENDRONS, Etc.

BICYCLE SUPPLIES AT WHOLESALE.

Run and Lighted by Electricity. We have the Facilities, the Skilled Workmen, and NOW is the time to have your machines repaired.

Remember we are in our new Store and Riding School at the above address.

HOWARD A. SMITH & CO., 518 Broad St., NEWARK, N. J.



A Sumptuous Catalogue.

Ivory finished paper affords a magnificent background for the various tinted art inks used.

Com, osed by a violin connoisseur, with many illustrat ons by "BOZ," a famous Boston artist, makes it a valuable as well as elegant addition to the art and musical world. Its equal was never seen.

25 CENTS BRINGS YOU A COPY,

also a coupon good for 25 cents on the first dollar's worth of goods you purchase. Every musician should have a copy. Anyone that thinks of buying a violin, guitar, banjo, flute, harmonica, or any musical instrument, should consult it—it is an educator. A copy awaits your address.

W. C. Story, 26 & 28 Central St., Boston, Mass

FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. For sale by all Cycle Agents. Liberal discount to the trade.

JOHN W. WILSON, Cottage City, Mass.

Elwell European Cycle Tours.

From June to September.

PARTIES FORMING.
CATALOGUES READY.

ELWELL & HIGGINS, Portland, Me.

H. H. BROWN,

Wappingers Falls, N. Y.

Patentee and Manufacturer of

Hard Rubber Bicycle Handles and Grips

FOR CYCLE MANUFACTURERS.

THE COLLINS PRESS

H. G. COLLINS

BOOK AND PAMPHLET
PRINTER AND BINDER

15 MILTON PLACE
BOSTON, U S.A.

ALWAYS READY TO EXECUTE ORDERS DAY OR NIGHT, AT SHORT NOTICE

Printer of the "Bicycling World."

TELEPHONE 2650

REAL BICYCLE UNIFORMS.



Be sure to send for free samples and measure blanks. Club Uniforms a specialty. L. A. W. Coats, $8. Knee Breeches, $4. Punnett's celebrated Jersey Cloth Knee Breeches, only $4 a pair. Bicycle Caps, Hose, Pins, Tights, gold or silver Letters, Punnett's Invisible Pants Holders, 25c. a pair. Be sure to write now.

R. A. PUNNETT, Tailor and Athletic Outfitter,
98 & 100 West Ave., ROCHESTER, N. Y.

All strictly first-class work at moderate prices.

"PERFECT" POCKET OILER.



One-half size.

For Bicycles, Guns, etc. No Leakage. Throws only small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50c. each. CUSHMAN & DENISON, 172 Ninth ave., N. Y.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

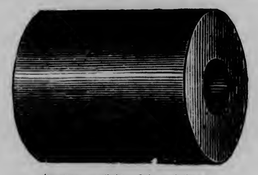
Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.

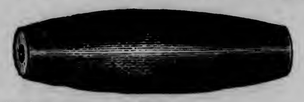
For sale by all Cycle manufacturers and dealers.

NEW CATALOGUE NOW READY.



Section of Cushion Tires.

We carry a full line of Cushion Tires, Solid Tires, Safety Bicycle Handles, all sizes, to fit any machine; Spade Grips; Safety Handles, all sizes; Bicycle Balls, Bicycle Spokes, Tire Cement, Pedal Rubbers, Adhesive Tape for holding on tires, Cement for repairing cuts in tires, &c. Also a full line of Rubber goods of every description. Mould work of any kind solicited.



Send for catalogue and prices.

ELASTIC TIP CO.,

Patentees and Manufacturers of Rubber Specialties.

Cor. Cornhill and Washington Street,
BOSTON, MASS., U. S. A.



Send for Complete Bicycle Catalogue.

MEACHAM

HIGH-GRADE

DIAMOND FRAME SAFETY.

Ball Bearings to Both Wheels.
Both Pedals and Crank Shaft.
Ball Bearings to Head.
Hollow Steel Tubing.

List Price, **$115.00**

Selling Price, **$75.00.**

COMBINATION WHEEL FOR EITHER GENTLEMAN OR LADY.

WILL SUSTAIN A PERSON WEIGHING 225 LBS. BY REMOVING TOP CROSS-BAR, CAN BE RIDDEN BY A LADY.

Remit by Post Office Money Order

E. C. MEACHAM ARMS CO. ST. LOUIS, MO.

D. SNITJER,

ST. LOUIS - - MISSOURI,

WARWICK SAFETIES

At Wholesale.

Write for terms.

REPAIRS—Parts and Sundries a Specialty.

Columbias, Victors and Warwicks always in stock.

See our Catalogue.

HERE THEY ARE!

THE LEADERS FOR 1891!



Price, $85.00.



Cushion Tires. Price, $95 00.

LOVELL DIAMOND CYCLES.

HIGH GRADE ONLY. ALL BALL BEARING. STEEL TUBING and DROP FORGINGS.

1891 MODELS. —MANUFACTURED BY— 1891 MODELS.

JOHN P. LOVELL ARMS CO.,

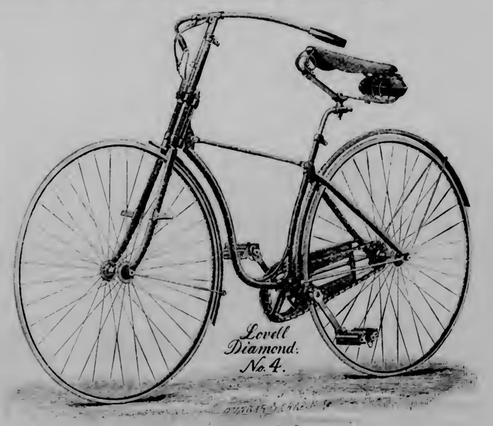
Manufacturers and Jobbers in FIRE ARMS, BICYCLES, FISHING TACKLE and SPORTING GOODS,

147 Washington Street, - - - - BOSTON, MASS.

Bicycle Catalogue Free. Agents Wanted in all Unoccupied Territory.



For Ladies Price, $85.00.



Combination, $85.00.



A STUDY.

Webster defines the word Study in one place as any "object of attentive consideration." We present a study in the above illustration.

It has already been the object of attentive consideration. The inventors have carefully studied it in every part and detail to see if any change could be made for the better. The skilled mechanics have carefully studied how best each part could be made light yet strong, graceful, yet capable of performing the best work. Practical wheelmen have made an object lesson of it, and experimented with it as well, to thoroughly test its every quality. It has had the careful attention of the Company, President, officers and attaches, and has met with unqualified approval.

It is presented as a study for every wheelman. Make it the object of your careful consideration. Note its graceful contour, suggestive of lightness and strength. Mark the absence of superfluities. Examine its detail.

Would you make a further study of it? The Catalogue, a "study" in itself, will tell you all about it. And the machine itself is now on exhibition at our stores and agencies.

IT WILL BEAR THE CLOSEST EXAMINATION AND SATISFY THE EXAMINER.

POPE MFG. CO.,

77 Franklin Street, BOSTON.

BRANCH HOUSES: 12 Warren Street, NEW YORK. 291 Wabash Avenue, CHICAGO. Factory, HARTFORD, CONN.

FOUNDED 1878

THE BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXII. Number 19. BOSTON, 6 MARCH, 1891 $1.00 a Year. 5 cents a copy

WE DO NOT

"Let Others Try the Experiment."

We are like the snow which snows as the writer writes,—we cover the ground! Metaphorically only.

The idea we are groping for is just this,—that the large number of machines and the great diversity of features in the Victor line for '91 afford such a range of choice that everybody is made happy, see?

Our new catalogue will be issued in the immediate subsequently. It will be a Victor. Send in your name.

NOTE.—New series, third paper, will appear in this space next week,—the matter is in preparation.

OVERMAN WHEEL CO.

BOSTON. DENVER.

WASHINGTON. SAN FRANCISCO.

Office and Factory,

CHICOPEE FALLS, MASS.

VIBRATION.

There are in every large city, places where suffering mankind may be cured (so it is claimed) of various diseases by the use of *vibration*. If rheumatism in the foot or leg they (i. e. the leg, foot and rheumatism) are strapped to a machine (made of metal of course) and violently shaken. This is supplemented by pounding, rubbing, etc., and there can be no question that there are cases where such treatment is beneficial. I met on a train recently a man who had expended considerable time and money, he told me, in getting a severe case of rheumatism broken up by the "movement cure."

Seeing one from the window, turned the conversation onto bicycles. I found that he was an enthusiastic rider, and had sold his machine, as he did every Fall, so as to get the "latest thing" in the Spring. On learning this I felt that it would be entirely proper to reveal my identity. I extracted from my elegant russia leather case what I consider something rather fine in the way of an embossed business card (sample by mail on receipt of 10 cents "to pay for packing and crate.") He looked admiringly at the card but seemed to think there was some mistake about it. I found it necessary to urge him considerably to explain his evident surprise. He said, "In talking with you I have detected symptoms of a budding intelligence which could not exist in the man I had pictured as being responsible for the wooden bicycle," and then he asked "seriously now will those wheels stand as much as a steel wheel?"

Dear reader (and you have cost me so much that you are *very* dear) if it has occurred to you to ask the same question please *don't do it*, life is too limited. If you are *really* so uninformed as to think that it *is* a question you have our sympathy, but please don't also take our time. There *are* open questions in the bicycle business, but that hasn't been one of them for several years, nor is the question longer raised as to which is the best drive chain, the evidence is all in, and the verdict rendered in favor of the "Elliott."

(It is called the "Elliott" for the same reason that Rip Van Winkle called his dog "Snyder.")

After this chain was fully established as "the best on Earth" the Pope Mfg. Co. arranged with us for its use. We have had numerous inquiries from other cycle manufacturers, who would like to adopt this chain, and would say that a little later we expect to greatly increase our facilities for its manufacture and furnish it to all who want it, which, unless something better is made, means all who pretend to build high class work.

A great many inquiries come to us about "that new $150.00 Hickory" We expect to begin to fill orders for the new machine about the last of April. The *cuts* will be ready somewhat earlier.

Many interesting and pointed questions are asked about this new machine, all of which will be answered in this space. The price has been announced by Mr. Stall (my accomplice in Boston) to be $150.00, but it is not definitely settled yet whether it will not be fixed at $160.00. It has been suggested (usually by people who have not seen the machine) that this price is too high. Of course if this should turn out to be true it is a crime which will insure its own punishment. Although *any* price charged for a bicycle is usually considered too high by prospective buyers, there is always a demand for something *still better than any machine yet offered*, and the new Hickory is intended to meet that demand.

The $135.00 Hickory we are still selling at $100.00.

STERLING ELLIOTT, Newton, Mass.

NOW READY! 1891 "ORMONDE" CATALOGUE.

(MAILED FREE ON APPLICATION.)

A full and complete description of the best English Safety Bicycle in this or any other market to-day. Sold on merit only. The "Ormonde" (highest grade) is our choice, after looking over the entire field of English makes, for a good and reliable wheel for American roads. Strictly high grade, fully warranted, and built on the American interchangeable plan. A full line of parts constantly in stock, so the objection heretofore made that "duplicate parts cannot be had for repairs," is entirely removed. No part is made solid that can possibly be made hollow. Seven different styles, for either lady or gentleman rider, in different weights—light, lighter, lightest. The latter designed more for racers, while the former are adapted to general riding over all kinds of roads. Solid or cushion tires, as desired. Via, the "Ormonde" cushion tires are no experiment, while American manufacturers are placing them on the market this season for the first time. Make no mistake, but buy the wheel that has stood the test. Good Agents Wanted. Just the machine for dealers to handle.

A. B. RICH & CO., 1790 Broadway, New York,
Sole Importers for NEW ENGLAND, N. Y., N. J., DEL., PA., MD., VA., W. VA., DISTRICT OF COLUMBIA, OHIO AND MICHIGAN.

ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.,
Sole Importers for the remainder of the U. S., except Northern Illinois and Eastern Wisconsin, controlled by Spooner & Peterson, Chicago, Ill.

"Come, Gentle Spring! Etherial Mildness! Come."—*Thomson.*

It is quite evident the poet had been riding a bone-shaker. About two inches of his spinal column had been driven up into his cranium and was crowding the contents out, hence the above.

But he knew what was wanted and called for it, and that the public might make no mistake by supposing a spring to be a spring, he further described what he wanted as "etherial mildness," and he hit it. He could not have described the "Sylph" spring frame more completely or concisely. Being jointed where the load is carried, no jar can reach the load except through the springs, and they are as far from the wheels as it is possible to get them, so they transmit almost none of the shock. There are springs and springs, but if you seek "etherial mildness" try the "Sylph."

ROUSE-DURYEA CYCLE CO, - - 9 G Street, Peoria, Ill.

Territory:
UNION
In New England,
WARWICK
In New England, except Western Massachusetts and Connecticut.
STANDARD DIAMOND
And LADIES' CONVERTIBLE,
REINDEER NO. 3. NO. 5. NO. 7.
In the U. S.

NO LOW GRADE WHEELS!

A. O. VERY,
173 Tremont Street,
BOSTON.

A Complete Assortment of SUNDRIES At Reasonable Prices.

AGENTS WANTED IN
UNOCCUPIED TERRITORY
—FOR THE—
Finest and Most Complete Line of Wheels Now in the
MARKET,
—AT PRICES—
From $135 Down to $25.

MAUDE MULLER.

Maude Muller on a summer day
Rode through the meadows sweet with hay.

She felt the cheering power of spring,
It made her whistle, it made her sing.

With neither sign nor sound of shock,
She glided o'er mound or rut and rock;

And the Judge rode slowly down the lane,
His face bore traces of rage and pain.

His wheels jumped over the lumps and stones,
While the merry click of the judge's bones

Rang out in the gladsome sunny air,
And made the cows in the pasture stare.

He envied Maude and her UNION wheel,
And said, as he watched her steed of steel:

"A woman's judgement is sometimes lame,
But I notice she gets there just the same."

Our ladies' wheel is a little beauty; runs as easily as it is possible to make a cycle run; it is fitted with exquisitely made chain and dress guards, which effectually keep the garments from coming in contact with any of the revolving parts of the machine.

We claim that it is the most perfect and attractive ladies' bicycle ever made, and ask ladies to see and try it before purchasing their wheels for 1891

UNION



UNION CYCLE MFG. CO.,
Highlandville, - - Mass.

Mr. Stokes, of Chicago, attends to our business in the wild and woolly West.

"Featherstone's Pneumatics."

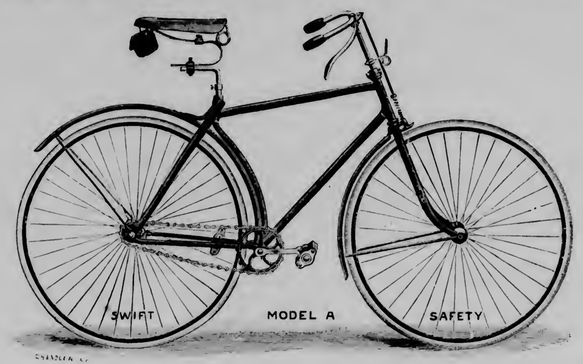
Be patient, boys, the Pneumatics are coming through. You will get all you want three weeks from now. *Twenty* goes out this week. *Twenty* next week, and the week following *one hundred;* after that time from *four* to *six hundred* every week and more if you need them. They will be beauties, and will give you more speed and comfort than you can imagine. This is what Mr. E. R. Shipton, Editor of the C. T. C. Gazette, says of the pneumatic tire:

"As now manufactured, *the pneumatic tire gives us no more anxiety than the solid one*, while the increase in comfort and the luxurious riding is simply indescribable. The tires upon this, our latest machine, do not require re-inflating more than once a week under normal conditions, and the labor required is too trifling to be worthy of consideration."

A. FEATHERSTONE,
Clark and 16th Sts,. and Armour Ave., - - - Chicago.

WRIGHT & DITSON, New England Depot, - - Boston, Mass.
SCHOVERLING, DALY & GALES, Eastern New York State and City Depot, - - - - - - New York City.
SWEETING CYCLE CO., Eastern Pennsylvania and Maryland Depot, - - - - - - - - Philadelphia.
H. A. SMITH & CO., New Jersey Depot, - - - Newark, N. J.
To which all Correspondence for these Territories should be addressed.

◁ SOME ROADS ARE NOT ASPHALTY (AS FAULTY) AS OTHERS. ▷



We guarantee the "SWIFT," Model A, to stand all kinds of roads. Weight, 40 pounds. Correct proportions, not weight, give strength.

COVENTRY MACHINISTS' CO., Ltd.,

239 Columbus Avenue, Boston, Mass.

11 and 13 Madison Street, Chicago, Ill.

LOOK ★ AT ★ THIS!

THE SENSATION OF 1891.



A NEW MAIL at $100

With CUSHION TIRES!

—OFFERED AS THE—

Handsomest and Best Medium Priced Safety.

Has the New Mail handsome pattern Diamond Frame, has the New Mail pattern Low Handle Bars, has the Straight Front Fork, Tangent Spokes, Ball Bearings throughout, Garford Saddle and Cushion Tires. All Parts Interchangeable.

WARRANTED THROUGHOUT! Already being heavily ordered!

Now arranging Agencies. Good firms Wanted Everywhere as Agents for our wheels. Must apply at once. Catalogues ready. Address Manufacturers,

WM. READ & SONS, 107 Washington St., Boston, Mass.

FACTORY, CHICOPEE, MASS.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

—BY—

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Wheelman Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 6 MARCH, 1891.

WE were compelled some time ago by the stress of circumstances to take a stand against what we considered to be objectionable advertising. We felt it to be our duty to our customers to prevent our columns from being used for the purpose of decrying other people's products. With this laudable object in view we had set up and kept standing at the head of our editorial column the following notice:

"The management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way."

INSPIRED with the ardor born of the belief that our position was the correct one, we entered into the task of censorship with the utmost sincerity and faith that our action would be upheld and our endeavors to confine our advertisers to the ordinary lines would be cordially seconded. We did not count on the work, the dissipation of the "gray matter", which the carrying out of our heaven-born plan would incur; but, alas! experience showed us and proved to us the ruggedness of the path we had marked out for ourselves.

DURING the past few weeks a controversy has been started between two prominent manufacturers in the advertising pages of this paper. It started innocently enough; nay, never was a sucking dove more harmless in outward appearance than this same "starter." It was an avalanche in disguise, a flood masquerading as a rain drop; the reply came sharp and to the point and the end we cannot foresee nor the consequences count on; neither can we hold ourselves responsible for "the end" whate'er it may be or the "consequences" thereof.

BUT, seriously, we cannot see our way clear to interfere. It is a matter that has got beyond our control, and having thus broken the rule in spirit, though perhaps not in the letter, we must treat all our advertisers alike as we cannot lay ourselves liable to the accusation of "favoritism." We cannot discriminate as to who shall or shall not have his fling. We therefore have printed the above notice, which has appeared at the heading of our paper for so long, for the last time. Our attempt to control has become irksome, though attempted with the best of motives. Life is short, and though we shall exercise the right to refuse to print matter which is maliciously libellous on its face we cannot in the future split hairs or discover mares' nests in every advertisement that is offered.

WE prefer peace any day to war. Contentions and discussion are distasteful to us; hence we tried to simmer them down into the ordinary hum-drum methods of advertising. We may have been wrong and we hope we have been. In the meantime, as we said before, life is too short, and as the flood gates have been opened we suppose we must let the flood "flood away," and may the best swimmer get ashore, is our earnest prayer.

NOW as to our opinion of the style of advertising which makes claims and charges, counter claims and counter charges, which contain direct and indirect questioning of veracity or pleasant and airy insinuation. We think the trade will bear us out in that we have deplored the tendency to depart from the simple lines of advertising their own goods. Every merchant has the right to claim *par excellence* for his goods and all his belongings, but the drift things have taken is not to our taste, and the peculiar part of it is we are not aware of a single other trade than that of the cycle trade where the advertising methods have followed these unfortunate lines. Have we said enough to show that we do most heartily deplore and respectfully protest against a condition of things which we have tried to correct but seem powerless to do so?

GEORGE ALFRED TOWNSEND has been up to the White House with pencil and note book to interview the President. With most that he is reported to have said we are not concerned, but what he says on the matter of road building is worth recording as cumulative testimony for the cause. The only way we can get good roads is to create in every man, be he of high or low degree, a desire for something better than he now has.

IT is something to know that the ruler of our nation appreciates the fact that our roads are unscientifically and poorly constructed. He says in answer to the query as to the necessity of better roads leading out of Washington:

"There would be no trouble about making roads within the lines of the District of Columbia. The difficulty would be to extend them over the line. This subject of roads I suppose every man is familiar with himself who lived in the country as I did in my youth. I have worked myself on the roads among my neighbors. It was the custom to give a certain amount of our time or work to the road in place of taxes; the farm people generally worked out their road tax. I have been among them, and we have shovelled the dirt as the supervisors ordered from the sides of the road in the middle, where it would stay till the next rain. Then it would wash down again, and the road would be about as bad as before. In that way we have probably spent enough money during a long period of years to have covered this whole land with first rate roads. Had we commenced at one end of the road and put in our time there until we had a good, sound piece of road, well drained and stoned or gravelled, it would have stood the test of time, and at the next road making lark or spree we should have put another piece upon it, and, in course of time, we should have finished roads in the nature of turnpike or macadamized roads. Every person on the road, however, wants some work done before his property, and consequently it is scattered along the line, and our roads are hardly better than they were fifty years ago, except in particular place where there has been some scientific method."

LET us hope that the District of Columbia will set a good example and construct highways outside of Washington itself that will be a credit to it. The only road in the District other than the asphalt streets of the capital we travelled over was that leading to the National Cemetery, and it was without exception the worst road we ever saw. It was one complete stretch of quagmire and was a disgrace to the nation and the District. So important a thoroughfare might at least be made reasonably "safe and convenient."

THE Gospel of Good Roads is spreading and every time we read or hear of a city, county, town or village making appropriations for the purpose of roads improvement we feel like heralding the fact with blare of trumpet and beat of drum. The following item sent us by Mr. A. J. Wellington of Boston shows what is being done in this direction in one of Massachusetts' most enterprising sections:

"There is now good reason to hope for the roads of Worcester county. The enterprising citizens of Spencer have voted to purchase a stone-crusher and steam road roller, and the road commissioners, following the example of Melrose, have selected a complete macadam plant of the "Gates" manufacture and have employed an expert road builder to start them right. The other towns and cities in the county will please take notice."

THE second annual meeting of the New York State Roads Improvement Association was held last Tuesday week at Syracuse, N. Y. The affair was most satisfactory, and the earnestness of the members of the association portends the most satisfactory results. The New York papers notice the meeting at length, and the consensus of opinion seems to be that the question of Roads Improvements and State aid is one quickened with the imperative demands of the time. Speaking of the cause of the decline of the manufacturing interests in the interior of the State, the New York *Recorder* says: "* * * The neglect of common highways has been responsible for the check to our manufacturers in almost equal degree with the preference given to long-haul railway freightage. * * *."

PHOTOGRAPHS were shown of the condition of an ordinary French country road after a heavy rain, and as a companion piece, a photograph was shown of one of the best roads in Pennsylvania also after a storm. Pictures of the vehicles that traveled over those highways under like conditions were also shown, and the lessons that these series conveyed were such as to prove to the most obtuse the value of good roads.

WHAT with the annual road improvement bill, presented by the wheelmen of the State, the prospective bill asking for appropriations sufficient to reopen the old post road, or "King's Highway," between Boston and New York, and that to be presented by the rural member, the Massachusetts Legislature is sure to have its fill of road improvement bills. It will also see that the wheelmen are by no means the only advocates of the bills, as prominent horse owners throughout the State will appear before the honorable committees appointed to pass upon the benefits of the bills. Indeed, the road improvement agitation was never so great in this State as it is at the present day. But before going further would it not be well for the interested parties to stop and consider whether by this happy-go-lucky independent action they are not about to "chop off their noses to spite their faces." Why not decide on one form of bill and join forces to push it?

WHEN Ericsson built the Monitor he astonished the world and revolutionized all naval warfare. Prior to the Monitor a ship had to turn in any direction which she might want to point or use the cannons on her sides, but Ericsson obviated this by making the turrets in which the Monitor's guns were placed revolve, while the ship itself remained at rest. In the days when the Monitor was built cycling had not come upon its mission of instruction, health and happiness to this world, and Ericsson laboring under this disadvantage did the best he could and made his turrets revolve upon a spindle just the same as the first pedals and wheels of a bicycle were constructed to do. But when cycling showed the advantage of ball-bearing to the world the naval constructor was not slow to appreciate its advantages, and now the new monitor which is to guard the harbor of New York has her turrets revolve upon thirty-six steel balls, each one of which is larger than an ordinary derby hat. Great is thy power, O, bicycle, be it shown upon the roadways of earth or upon the waves of old ocean.

DARK threats in the form of the usual "skull and cross bone" type have from time to time reached us that unless we expunge the word "pants" from this paper hereafter, "deth" of the most sudden and horrible shape will be our fate.

WE appreciate the fact that we are too young and too wicked to be able to face the prospect of an early and violent "deth" with anything approaching equanimity. We therefore solemnly promise that hereafter that obnoxious monosyllable shall never again appear in our columns so long as the present editors have charge of the paper. We trust this solemn pledge will reach the eyes of our gentle friends before they "set off" the deadly bomb, sharpen and use the searching dagger or administer the cold, cold "pizen."

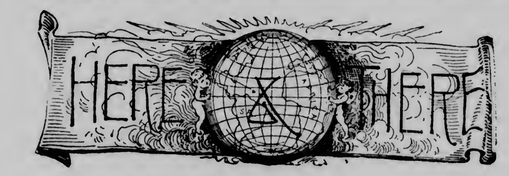
"PANTS" is not a pretty word, it smacketh of vulgarism and hath the flavor of the "gent." It has a possible excuse for existence only in the fact that the Venetians of long ago used it to describe a garment in which "the breeches and the stockings were all of one piece," exactly after the style of the garment we call "tights." The word was also applied in derision to the ancient Venetians, and is to-day used as describing the character of a fool in pantomimes. Shakespeare himself uses the word in describing his "Seven Ages" as the man in the last stages of decrepitude "Sans everything."

ON the contrary the word "breeches" has an honest old time ring to it. Our forefathers "wore "breeches and hose," but we will wager they never wore *pants*. Breeches are described as a garment which covers the lower part of the body and the thighs, a much more correct description of the real garment which is so often and incorrectly called "knee pants." We expect we shall get ourselves most horribly disliked for thus coming out so boldly against the word pants, but with the horror of a possible sudden and violent death before our eyes, backed up with a sneaking dislike for the word ourselves, we could not do otherwise than to promise to expunge the word from our columns from this time forth forever more.

WHILE on the subject of words we dislike, we might as well make a clean breast of it and enter a mild protest against the constant use of the "boys" by correspondents as applied to cyclists generally. We have always felt that we were as a class viewed somewhat by the non-riding public as a lot of "boys" indulging in a "boyish" pastime, and it has been our aim to disabuse the minds of these non-riders of the wrong impression that cycling is nothing but a useless and childish sport. The constant use of the word "boys" in the cycling press (this paper included) is not likely to impress the casual reader with the fact that cycling and cyclers have outgrown the swaddling clothes period, and assumed the dignity of full grown manhood. Therefore we rather dislike to see our correspondents allude to a party of riders as "the boys." We are not "boys," and the average years of the cyclers of the present day is far above that of the legal age. We may be captious, but we confess we do not like to see anything in print, especially in the cycle press, which is likely to give the impression that cycling is still "child's play," a passing fad beneath the consideration or notice of able bodied, intelligent, full grown MEN.

NOTICE TO MASSACHUSETT'S WHEELMEN.

THERE will be a hearing on the proposed Road Bill at the State House on Tuesday morning, March 17, at ten o'clock. If you are interested in good roads do not fail to be present.



BOSTON NOTES.

"TONEY."

OFTEN have the members of the Board of Officers of the Massachusetts Division, L. A. W., privately considered the benefits to be derived by the opening of the old post road between Boston and Fairfield, but knowing that the work required much more attention and energy than could be given it by that little body of progressive wheelmen they have done nothing openly. But now, when this little band is assiduously at work endeavoring to secure the passage of the road improvement bill through the Massachusetts Legislature, another band of as equally as hardy and energetic persons has sprung up in the States of Massachusetts, New York and Connecticutt, composed not only of wheelmen, but also of learned lawyers and lovers of horseflesh. This band has for its object the opening of the old "King's Highway" from Boston to Fairfield and thence to New York city. The Committee on Highways of the national body of the L. A. W. recommended such a proceeding in its annual report to the mother body at the last meeting, which report might well be circulated in pamphlet form among the officials of the L. A. W. and all other persons interested in the subject of highway improvements. But to return to the subject. A party of New York gentlemen were recently in Fairfield looking over the ground and expressed the opinion that in the near future the road would be opened so that we should have a highway from Boston to New York. The road the gentlemen have in view is the main highway running from New York to Fairfield. At the road house in the latter city a new road will be cut through, striking into North avenue and continuing along the "King's Highway" or old post road to Boston. At an early date delegates from each of the cities through which the proposed road will run will be requested to meet in New York and appoint committees from the three interested States to place the matter in a proper light before the Legislatures of their respective States.

THERE is nothing like striking while the iron is hot, and if the present members of the Massachusetts Bicycle Club go to work at once to reorganize their old and honored organization it can be readily accomplished, and by the opening of another riding season wheelmen wearing its uniform and badge will be one of the conspicuous figures at the Chestnut Hill rendezvous and other cycling resorts. But if they linger by the way side another story will have to be told, which I am inclined to think will make the general wheelmen of Boston exceedingly sorry that the original plan was not carried out forthwith. Again and again it has been said that Boston can easily maintain a cycling organization, and I should like to impress it upon the minds of the gentlemen interested that it practically rests with them whether or not Boston once more has the honor of having a cycling organization within her borders. Gentlemen, bear in mind the fact that by reorganizing your old club and admitting one hundred active members you will be doing a good thing for cycling throughout the country, and especially in Boston, if for no other reason than that the wheelmen of the country can point with pride to Boston, and say, see how things are in the city of the birth of American cycling.

THE Somerville Cycle Club, or rather the club of one hundred members, as Secretary Cartwright is anxious to have me know, is now considering whether its members shall wear a uniform of blue, black, grey or yellow material. The members will probably decide in favor of the new League color, or something similar thereto.

THE Norombega Wheel Club of Newtonville has adopted the new League uniform, and will appear in its new garb on Fast Day.

BROOKLYN, N. Y.

"TREB."

THE Kings County Wheelmen have been unusually attentive to their social element during the past two weeks. On Thursday last they held a ladies' reception at their club house which attracted a number of merry maidens and their club members. On Tuesday evening, Avon Hall on Bedford avenue was the scene of their festivities, their tenth annual reception being held. This affair was largely attended by the City Wheelmen, and the attendance of the club members exceeded that seen at any of the previous affairs given by this organization.

THE Wheelmen's Bowling League has at last drawn to a close after a series of successful and exciting games. The New York Bicycle Club have secured the championship with the Atalanta Wheelmen in second place, the Harlem and Brooklyn clubs coming third and fourth respectively. The prize for the highest individual average, a diamond pin, has been won by Hornfick of the Atalanta Wheelmen.

THE Long Island Wheelmen gave a very successful stag entertainment at their club house on last Saturday evening. There were many noted artists engaged who kept the company entertained from early in the evening until late at night.

A HANDSOME silver cup has been put as the pool trophy, to be awarded the winners of the series between the Kings County Wheelmen and Brooklyn Bicycle Club. Each club will be represented by their most expert players, so that some good contests are sure to ensue.

THE racing men, while rather certain of reinstatement, are at present in a quandary, in consequence of the tardiness of the officials in acting upon their suspensions. A number of them would like to commence their training, but until something definite is heard in their cases will not commence the arduous task of ridding themselves of superfluous flesh.

THE movement of the Brooklyn Bicycle Club to abolish their road officers and substitute a road committee in their stead is causing no end of gossip among the club's members, some favoring its adoption and others not approving of it. The movement will probably be adopted.

THE ORANGES.

"ESSEX."

WELL! well! well! Who'd have thought it? Snow, rain, mud, slush, cold, hot; rain and snow again. This is the way it has gone for the last week or two. On Saturday, the 21st, it rained torrents, but Sunday it was clear, and Monday those wonderful roads in and about The Oranges were in good condition and the boys were out in full force.

CAPT. GODFREY appeared on the 23d ult. in a brand new uniform, trimmed with gold lace and a handsome pair of epaulettes It is rumored that he is to be presented with a patent leather kicking strap with silver plated trimmings.

THE Roseville Whoopers are out in force every Sunday. Last Sunday this interesting body of wheelmen visited a celebrated retreat for the insane near The Oranges, where they received very courteous treatment at the hands of the doctors in charge. One of the patients took Al Collier for her long lost son, and another thought Chas. Porter, who had on a pair of abbreviated bicycle "breeks," was George Washington. Llewellen Park is one of the favorite destinations of this contingent, and at a certain mansion on the hill the supply of milk and Henry Clay cigars has been perceptibly lessened several times.

THE Orange Wheelmen give a reception at Music Hall on Wednesday evening, March 4th. Handsomely engraved notices have been sent out and it is their intention to make this event worthy of the Orange "400." Dancing will begin at 9 and at 11 an elaborate collation will be served. A large attendance is expected and no doubt the club treasury will receive a substantial addition.

THUS early in the season several cushion tires in this vicinity have given out at critical times. The question arises is the fault in the style of tire or in the manner in which it is made.

LAST year the E. O. C.s took a run to Philadelphia in which nine members participated The boys reported a splendid time and told how easily they had taken the ride of 100 miles; felt a little uneasy at first, but the more they rode the fresher they became,

and when they reach Philadelphia they were all in the best of condition, etc. It has lately leaked out that several of the members who were on that run did not have such a splendid time as they tried to make the stay-at-homes believe. It is even stated that one or two of them had to be carried into farm houses by the way and doctored before they could proceed. When they reached Philadelphia one of the boys, who drinks his beer regularly in New Jersey, walked up to the hotel bar and called for "beer." He nearly died when the professor of mixed drinks replied, "Beer? Well, I guess not; young man, you are not of age."

ON Washington's Birthday the Wheelmen indulged in a run to Paterson. The boys turned out in good shape and presented a fine appearance in their natty blue uniforms. The E. O. C.s had 22 men out, 6 of whom took part in a scorch. Harry Wheeler came in first and Brock second. Sinch Clark took revenge on Frank Fieger for his defeat earlier in the season by coming in ahead, Fieger's cushion tire notwithstanding. At Bellville sides were chosen and some fine bowling took place, several of the boys scoring as high as *seventy-five*. If they continue to do as well in the future they will make good competitors for the Orange Athletic team who frequently score as high as *eighty*.

SUBSCRIPTIONS to the new club house of the E O. C.s continue to come in and it looks as though work might be begun soon. At the next meeting a resolution will be voted upon to admit associate members, and it is thought that the full amount necessary will be easily raised.

THE E. O. C.s on their run of the 23d ult. fell in with one of the worst cases of "road hog" that has come to my notice. They were on their way to Bellville when the brute in question was heard driving up from behind. Particular care was taken to let him pass on his right side of the road, but the contemptible sneak drove along until he was even with the leading man, when he raised his whip and delivered him a nasty cut over the body and legs. As would be expected, he then tried to run away, but the boys easily overtook him, and although he was a man of the "bull-dog" type several of the boys dared him to get down and take his punishment from any one of them. He declined, however, and sneaked off at the first cross road. He is known, and the next time he tries any of his cowardly tricks it will go hard with him.

PORKOPOLIS NOTES.

"STAR."

THE Crescents evidently believe in getting a good ready, for they have a home trainer at their club house which is kept in almost constant use. In fact they use it so vigorously that one of them is kept busy pouring cold water on the bearings to keep the apparatus from taking fire. If this fact should become generally known I am very much afraid that their chances for winning races the coming season will be exceedingly slim, as they will not find anyone foolhardy enough to compete with them, so please don't tell anybody.

CINCINNATI is not be behind other cities in cycling matters. Our police sergeants and lieutenants are to be mounted on bicycles so that they can be more expeditious in making the rounds of their districts. If the police department could only secure the valuable services of Dr. Green it would be complete. For in addition to mending cracked heads and broken legs he could deliver to the patrolmen his series of edifying and instructive lectures on the art of riding a wheel.

THE Cincinnati Bicycle Club are to have a new club house, at least so I have been told by a member of the committee having the matter in charge and who were given power to act. The same individual who proposed three years ago to build them a house now proposes to build one for them, with three stories and a basement, which he will rent to them for $1200 a year. They expect by subletting parts of the building to reduce their rent to $35 a month—what they are now paying. Pending the erection of this building they are seeking temporary quarters, as their club house has been or is to be sold and they are daily expecting a notice to vacate. If they do not succeed in getting suitable rooms they will probably store their paraphernalia and hold their meetings in the rooms of the Y. M. C. A., of which organization most of them are members.

IN a recent edition of the Cincinnati *Times-Star*, so I am told, there appeared an article on cycling which contained a statement that it required 12 lessons of an hour each to teach a lady to ride a bicycle. Any outsider reading such a statement would naturally conclude that our women were either very stupid or that our instructors were exceedingly incompetent. This statement is about as near the truth of the matter as a statement in another paper in regard to the pneumatic tire to the effect that only persons with strong and healthy lungs could inflate one to the proper tention. Just imagine Charley Allen down on all fours on a dusty pike trying to inflate a pneumatic tire.

IN a recent conversation with Mr. Max Kleeman, the mascot of the Athletic Cycle Club, he grew eloquent in enumerating the many advantages the clubs of Cincinnati might enjoy if they would only unite into one organization and get a fine club house. He lamented the fact, however, that owing to the feeling existing between the different clubs such an event could never transpire. Whilst all will agree with him that such a club would offer inducements to outsiders which none of the clubs can now offer, yet I believe no one will claim that this tendency to split up into smaller organization is a condition peculiar to bicycle clubs. Look at our political clubs! We have a half-dozen Republican and as many Democratic clubs. Why do not all the clubs of one party consolidate into one strong club? Why do we have so many churches that can barely afford to pay a pastor, when by uniting their forces they could afford to employ the ablest ministerial talent? In a smaller club the members become better acquainted with each other than they would in a larger one. Then again the larger the club the greater the tendency to the formation of cliques and factions.

THERE is considerable of a kick in certain quarters against the proposition to limit the character and value of prizes to be offered in amateur events. The Columbus managers who have several high grade wheels and other valuable prizes to offer for the races to be held at the meet do not take at all kindly to the innovation. Then in our own village Mr. Poorman intends to offer some valuable prizes in addition to high grade wheels in his Fourth of July tournament, and he would rather that rule was not adopted. He intends to make the prizes of sufficient value to tempt fast riders from all parts of the country and assure a large attendance at the tournament. [We doubt if the rule will apply to road racing.—ED]

THE Porkopolis Wheelmen in addition to making arrangements for celebrating their anniversary with due pomp and ceremony are already making their plans for a big time at the State meet. If their membership continues to increase at the present ratio a special train, instead of a special car, will be required to transport them.

MEMPHIS, TENN.

"ANCHOR."

THE streets and roads in and around our city have been unrideable for the past four weeks on account of the heavy rains. Nevertheless, Captain Deupree of the Memphis Cycle Club was seen out several times on his pneumatic tire wheel; he has only had it two weeks and he says he is in love with it; he runs up and down Main street, as rough as it is, as if it were a smooth plank walk.

MR. JAKE HAMMER is getting up a club of six to club together and buy six wheels. Get along, Jake, spring is soon here.

IN my last letter I stated a little mistake which I wish corrected, viz: Mr. Sawyer instead of being appointed Local Consul of Vermont is a resident and Local Consul of New Hampshire.

THERE is some talk of Mr. Julius Seelig getting up a 25-mile road race for the championship of Tennessee to be run in Memphis, for which he will offer a handsome medal.

"DOC" SCHERER, Chief Consul of Tennessee Division, thinks the Tennessee Division meet most likely to come off this spring in Jackson, Tenn. We think the idea a good one, as Jackson has a good hard quarter-mile track.

MR. JULIUS WOOD has not as yet received that medal.

NEW JERSEY NOTES.

"PALISADES."

OUT of 150 wheelmen in Montclair the local club claims only 15 of them, which is not as good as might be expected from so flourishing a town. We understand that they have one real live man however, their Secretary, Philip Young, who claims a riding record for 1890 of 5085 1-2 miles and also that he rode every one of the 365 days of the year.

THE room committee of the B. M. C. L. have reported the annexed building to the Park House Hotel as their selection for headquarters and the club has authorized them to lease the same. Capt. W. H. Kirkpatrick is very popular with the members of his club, providing plenty of runs and using excellent judgment. The club members are always sure of a good time when "old reliable Kirk." is with them.

THE Palisade Wheelmen celebrated their first anniversary last month by giving a theatre party, followed by a stag smoker at their club rooms. Their annual report shows an unusually good stand-



INDIANAPOLIS IS ON DECK.

What some of her riders think of

THE EAGLE.

INDIANAPOLIS, Ind., Feb. 24th, 1891.

The Eagle Bicycle Mfg. Co., Stamford, Conn.:

Gentlemen—I have ridden the Eagle for six months and I find it the best wheel for road riding that I have ever ridden. I can ride faster than I ever could on the Ordinary. The steering is very firm, and the workmanship on the wheel is undoubtedly of the highest order, as my weight is 180 pounds and the Eagle has carried me over all kinds of roads. The Eagle is without doubt the best wheel for young men that desire a wheel for all-round use. Wishing you continued success, I am yours respectfully, E. V. MINOR.

INDIANAPOLIS, Ind., Feb. 4th, 1891.

The Eagle Bicycle Mfg. Co., Stamford, Conn.:

Gentlemen—After a season's use I desire to express my entire satisfaction with the Eagle. I purchased a wheel from your catalogue, and am the oldest Eagle rider in the State. For a road wheel it is generally considered to be the "wheel." I was surprised at the ease with which I learned to master it, and I found no "sensitive" steering or liability to "tip" up as some suppose. I consider the Eagle the safest, easiest running and handsomest wheel on the market. Wishing you a very prosperous year, I remain yours respectfully, CARL C. KOEMER, JR.

INDIANAPOLIS, Ind., Jan. 20th, 1891.

Eagle Bicycle Co.:

Gents—I purchased one of your wheels last season giving in trade my Safety, and am well pleased with the "Bird." I found the steering and mount very easy and for a road wheel it has no equal. The quality of the nickel I find to be very fine and it is no trouble to keep clean. To all that want an easy running, safe and durable road wheel I advise them to get the "Eagle." Yours respectfully, MALOTT FLETCHER.

INDIANAPOLIS, Ind., Feb. 16th, 1891.

To the Eagle Bicycle Mfg. Co., Stamford, Conn.:

Dear Sirs—I have ridden the Eagle since the middle of June, 1890, and my experience with it as a collector has enabled me to give it a thorough test of its usefulness in the city. The Eagle is everything that you claim it to be, and I have proven to my satisfaction the merit of every advantage you claim. Am much pleased with the machine and shall continue to ride it through the coming season.

Yours with respect, HERBERT S. MCNEELY.

INDIANAPOLIS, Ind., Feb. 25th, 1891.

The Eagle Bicycle Mfg. Co., Stamford, Conn.:

Gentlemen—Since purchasing an Eagle I have enjoyed cycling as much as any sport I ever entered in. It is without a doubt the best hill climber on the market. I have ridden the Eagle over ground that Ordinaries would not attempt, and to any one wishing to purchase a wheel I would recommend the Eagle as the safest and easiest running machine on the market. I remain yours sincerely, MILES W. BURFORD.

INDIANAPOLIS, Ind., Jan. 17th, 1891.

Eagle Bicycle Mfg. Co., Stamford, Conn.:

Dear Sirs—I have proven by a season's experience that all you claim for the Eagle is theoretically and practically correct. There is not a point that I would have changed. Very respectfully, T. ELLIN HUNTER.

INDIANAPOLIS, IND., Jan. 19th, 1891.

Eagle Bicycle Mfg. Co., Stamford, Conn.:

Sirs—I have had my Eagle bicycle six months now, and have made several trips on it of from fifty (50) to eighty (80) miles besides steady city riding.

I have found it very satisfactory for speed and comfort, and believe it is the best wheel in the market for road riding. Yours respectfully, FRED J. HENSDALE.

INDIANAPOLIS, IND., Feb. 7th, 1891.

Eagle Mfg. Co., Stamford, Conn.:

Sirs—The Eagle in my estimation is the greatest of all machines. It is becoming very popular in Indianapolis. Yours truly, LOU. W. JONES.

INDIANAPOLIS, IND., Feb. 25th, 1891.

The Eagle Bicycle Mfg. Co., Stamford, Conn.:

Gentlemen—I have now ridden the Eagle for about seven months. I take great pleasure in recommending it as the safest, easiest running bicycle that I have ever ridden. For roads good or bad it has no equal. Yours respectfully, V. B. WILLITS.

SEND FOR AN 1891 CATALOGUE.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

$10,000 TO A YELLOW DOG,

That J. K. Starley & Co., (Starley & Sutton), Coventry, England, made the first Rover type safety.

That all American safeties are imitations.

That the Rover heads the list of high grade safeties in America to-day.

That Cycle dealers of the best judgment are selling Rovers.

That riders of the best judgment are riding Rovers.

That the Rovers are fitted with Pneumatic and Cushion tyres, which originated in England and Ireland.

That THE JOHN WILKINSON CO., 269-271 State St., Chicago, are the sole U. S. Importers.

GET OUR CATALOGUE.

Sixteenth Year in America.

1876

The First Cycles in the United States.

"The philosophy of trade forces prices to correspond with quality. No man can buy for a dollar that which is worth two dollars, nor can one man make for a dollar what another and older man cannot produce for twice as much money. There are prices and prices, and qualities and qualities, and every time they correspond. * * * It is worth something to know what you are going to get."—*See Bicycling World, p. 128, Dec. 6th, 1889.*

1891

The Largest Cycle Manufactory in the World

SINGER SAFETIES

Eight Patterns.

MINIATURE, INTERMEDIATE, APOLLO, SPECIAL APOLLO, SINGER, LADIES' SINGER, SPECIAL SINGER, ROYAL SINGER.

Prices From $80.00 to $185.00.

SINGER & CO., 6 and 8 BERKELEY STREET and 2 WARREN AVENUE, **BOSTON, MASS.**

ing for so young an organization. The club has some racing talent and expect to get out a racing team this year—to quote from one of their members, "There'll be no flies on them and they'll pay their own way every time."

THE cycle has at last gained admission into the postal service in Newark. Some of the mail collectors are making their trips on safeties and the saving in time is noticeable. It is probable that most of them will follow suit before the close of this year.

TIME: February 15th. Place: Some where between Newark and Pompton. Parties: Three of the B. M. C. L. men and three of the East Orange Cyclers. Pace maker: The "wind slicer" of the B. M. C. L. Query: Where was "Whiskers" when the pace was made?

DISTRICT OF COLUMBIA.

"EYETALIAN."

OUR former correspondent "X-Bones" seems to have dropped out of sight as it were. When his first article appeared I expressed the hope that we should have a permanent representative in the official organ, for surely there are riders enough in Washington alone, to furnish material for a letter twice a month at least. I have come to the conclusion, however, that "X-Bones" is in love. If he isn't why did he get that brand new tandem. Isn't it that "she" may in time find out that she cannot get along without "Bones and his tandem," and agree to keep them for good? I fear that the drafts upon his literary powers for material for daily love letters are such as to preclude all possibility of his descending to the level of the plebian who can find any interest in that old bicycle news. Be that as it may, I am the last one to find fault with an old friend, merely trusting that his love making may be of greater constancy and duration than were his letters to the BICYCLING WORLD.

WASHINGTON boys are very much interested in the cushion tire. We have but a few samples, and no thorough tests have been made as yet on the road. I cannot help noticing that many of those riders who expect to use cushions are impressed only with the fact that the tire being larger and softer, will, of necessity, avert a large portion of the vibration and produce more comfort; the question of durability being, apparently, something not to be considered at all.

THE race track fostered by the Arlington Wheelmen is almost an assured reality. It will, in all probability, be built in the new base ball grounds on 7th street, and a proposition has, I understand, been made to the managers of the Park, which is expected to be favorably received, and work will be pushed as soon as the terms are made. The Arlingtons, though a recently organized club, are acknowledged to contain the best material in this locality and frequently show what they are made of. There is no doubt of the success of the track when pushed by them.

W. E. CRIST, Washington's famous racer, will go on the track this summer, and will make it hot for some of the flyers. He will probably ride a pneumatic machine.

THE banquet given by the Columbia Cycle Club to the visiting delegates was voted to be a huge success, and the Columbias are to be congratulated on the completeness of their arrangements and the smoothness with which the affair passed off.

CHICAGO.

"WAYNE SCOTT."

THE Washington Cycling Club are racking their brains and holding divers conferences with a wealthy man who will build them a club house. They placed recently a little matter in a lawyer's hands in regard to the dues of some of the recently receded members. The dues which had been guaranteed were paid and the matter straightened up.

SATURDAY EVENING, March 7, a meeting will be held at the Illinois Cycling Club house to further consider the subject of a West Side race track. Such information will no doubt be at hand on this evening as to enable the committee to go ahead and push the work rapidly. The grounds at Kimball and Fullerton avenues, seven acres in extent and bordering on a mineral water pond, will no doubt be accepted. Subscription papers are being circulated and a considerable amount has already been subscribed. Ten dollars per year will probably be the dues.

MR. JNO. PALMER and Miss Porter of Riverside were married last Monday evening at the home of the bride's parents. John is well known to cyclists all over the States, and is one of the oldest and most popular members of the Illinois Cycling Club.

COOK COUNTY WHEELMEN never do anything by halves. Their club has boomed from the first, and it would not be surprising if the combined membership of the Jackson Club and C. C. W. (practically one club) would not reach 300 before spring. Last Saturday evening they gave a smoker. Two hundred and more were present. The programme prepared was excellent. A supper was served. Elghty applications are already posted on the bulletin board.

Thirteen members of the Victor Cycling Club made a run of 30 miles last Sunday. Captain Roberts took 14 of the Illinois members to Pullman the same day. The roads were muddy.

There are 10 entries in each of the two handicap pool tournaments now in progress at the Englewood Cycling Club.

DAYTON, O.

"EAGLE."

OUR genial Captain, Carl Bauman, just thinking that Wednesday was his birthday invited a number of the club members down to his rooms in the evening. After enjoying themselves at the various games a dainty repast fit for a king was served at a late hour in the morning.

THE club members, with a number of their lady friends, enjoyed one of Rhea's grand plays at the Soldiers' Memorial Home last Tuesday. After spending a most delightful evening they returned at a late hour.

LOVE has stolen into the ranks of the Rambler Club and taken away its President, Arthur Rieger, who has been with the club ever since its organization.

A COMMITTEE on race track improvement will be appointed, probably at the next meeting of the Board. It is to be hoped that immediate steps in the right direction will be taken at once.

THE Y. M. C. A. of this city contemplate erecting a large building for gymnasts on the outer edge of town and also a cinder track. A number of the D. B. C. members already belong to that association.

IT is certainly very interesting to note the different styles of wheels now on the market. A good many have made their appearance in this city. Wheels, however, are in great demand at the present time. The firms here have increased their facilities very much.

NOTES BY "HAWKSHAW."

I HAVE a friend who is a racing man, and who has been reading "Cycling for Health and Pleasure," and the excellence of the work has so captivated him that he informs me he intends writing a sequel to it treating of the sport from a racer's point of view. He has not yet chosen a title for his forthcoming work, but under the circumstances I can think of no more appropriate one than "Cycling for Wealth and Leisure." That ought to fill the bill I think.

THE wheelmen of New Orleans are blessed with roads and a climate that makes wheeling an all year round pastime. Almost tropical in climate, the intensity of its heat at all times tempered by the winds that blow across the waters of the Gulf of Mexico, I know of no place a man who enjoys easy wheeling under perfect climatic conditions would sooner go than to the Crescent City of the South. In fact to us of a colder and less favored clime, the riding is actually too good, no hills and no rough country roads to master, makes us sometimes long for these old enemies of our comfort. In the whole city of New Orleans there is not a hill, at least none but what are a pleasure to wheelmen who may land in that city, and the hill whose acquaintance he will first make is one who signs himself A. M. Hill; once this is made all other things are made easy for him. Taken in hand by this gentleman and the genial ex Consul Harry H. Hodgson, life takes on a rosy view, and the pilgrim wonders why he never knew before just what a nice place New Orleans was. Among other curiosities I viewed there at the last carnival was the largest diamond in America, which belongs to Mr. Hill, and which in honor of himself and State, has been named the "Hilliana." It is somewhat smaller than an egg, but not much, and the only blot upon Mr. Hill's hospitality that I can mention, was his refusal to lend me the stone for a few months while I came home and exhibited as part of the profits of the profession of journalism. I even offered to prepay the freight charges upon it when I returned it to him, but even that would not induce him to alter his original refusal, but aside from this peculiarity of his, I know of no place that I would sooner spend a winter in riding than in New Orleans under the guidance of Messrs. Hill and Hodgson.

WHO that has ever ridden a wheel has not been blessed with that abomination of abominations, a lamp which burned like a natural gas well and gave a light like a locomotive headlight when it was being prepared to take out on the road, but when put to a practical test of being used to light one's way at night, did not gradually

dim and fail in its light giving properties, until at last its feeble flicker died out entirely, leaving the rider really better off without its confusing, flickering help? The experience is not a new one, and in the many improvements that the last few years have added to the conveniences and comforts of cycling, lamp manufacture does not seem to have kept pace with the procession. The perfect and ideal lamp, which, with a minimum of consumption of oil will give a maximum of light, which will not go out every time an inequality in the road is ridden over, which will not smoke and leak and rattle, is as yet seemingly as far in the future as is the successful solution of aerial navigation. Not long since I went to an old friend of mine who sells machines, and against my better judgement was induced to purchase a new patterned lamp which he assured me was the long expected one which combined all of the good qualities of the many failures of the past with none of their faults. Why tell the sequel, it was the same old story; as a manufactory of lamp black, or as a flash light it was a success, but otherwise it was as bad as any I had ever had before, and that is saying a great deal for its poorness, and to-day I returned it with a look which I hope will, in a delicate way, hint to my friend, the dealer, just what I think of that lamp. The book was Rudyard Kipling's—"Light That Failed."

MRS. MCWHEEL—"So your husband was suspended by the Racing Board, was he Mrs. Race?"

Mrs. Race—"Yes he was, and I told him he would be, just as soon as he told me he was going to ride one of those suspension-saddles, but manlike he wouldn't listen to me, because he said I did not understand anything about wheeling."

NEWS AND COMMENT.

THE Clover Cycling Club of Philadelphia, Pa., gave a reception on the evening of February 23. After some very interesting wheel riding by some of the members, the company adjourned to the banquet table and enjoyed a sumptuous repast. The rooms were beautifully decorated for the occasion, and the whole affair was a grand success from start to finish.

ON the evening of February 19, Drs. W. B. Lake and G. R. Hartman gave their brother members of the Northwest Wheelmen of Philadelphia an oyster supper at the residence of Dr. Lake. The affair was entirely informal, and was much enjoyed by a large number of the wheelmen who partook of the doctors' hospitalities.

THE Rhode Island Wheelmen, Providence, R. I., gave a dance at Armory Hall on the evening of March 3. The affair was much enjoyed by those present.

THE Columbia Cycle Club of No. Attleboro, Mass., will hold their annual ball on the evening of March 10.

THE Providence, R. I., Ladies Cycling Club held a pleasant social on the evening of February 26; a large assemblage, notwithstanding the weather, were present, and the affair was an enjoyable success.

THE Business Men's Cycle League of Newark, N. J., has leased the property at 82 Park place in that city and will remodel same to suit the wants of the organization; it is the expectation of the club to have the quarters furnished and open in time for the annual meeting on March 26th.

THE Hartford, Conn., Wheel Club gave their fourth and last sociable of the season on the evening of February 24. Nearly 100 couples were present, and the number of beautiful costumes worn made the floor a scene of great brilliancy during the evening. At one o'clock the pleasant party separated, much pleased with their delightful evening's entertainment.

A WHEELING CLUB lately organized in Brooklyn, N. Y., is to be known by the name of the Bohemian Bicycle Club.

THE Lynn, Mass., Cycle Club has a large membership at the present time, and among them are many who have been seen on the track. There is some talk of holding a tournament, we understand, under the auspices of the club the coming season; their runs into the neighboring towns the coming season will be continued as in former years.

AT the annual dinner of the Citizens' Bicycle Club of New York City on the evening of February 25, ex-Judge Gildersleeve addressed the members on the "Benefits of Athletics;" the racing cup to be contested for by the members of the club only, was exhibited at the dinner. It is a very handsome affair, and is valued at $250.

THE Asbury Park (N. J.) Wheelmen had a shoot in their rooms on the evening of Feb. 23, with 27 members contesting; Mr. Chas. A. Atkins captured the gold medal offered as a prize with the fine score of 127 out of a possible 130.

THE Brooklyn (N. Y.) Bicycle Club will give a theatre party on the evening of March 13. The Park Theatre will be the scene of the occasion and "Poor Jonathan" the attraction.

THE New York Bicycle Club will have its hands full in defending its challenge to play any other wheel club a series of games at pool or billiards. Already the Harlem and Riverside Wheelmen have signified their intention of accepting the challenge, and the Manhattan Bicycle Club fully believing they are more than equal to the requirements of the case are going to accept also.

THE State Capital Wheelmen, of Concord, N. H., have taken upon their shoulders the task of entertaining the members of the New Hampshire Division on the occasion of the annual meet in June next. They are leaving nothing undone to make the affair the grandest of the kind ever held in that State.

MARTIN RUDY, bicycle dealer at Lancaster, Pa., has been acquitted in the United States courts at Philadelphia on a charge of using the mails in an alleged scheme to defraud.

THE Erie (Pa.) Bicycle Club will soon occupy the new quarters which they have recently secured. This organization has a membership of 35 and is in a prosperous condition.

MR. STEPHEN GOLDER of Humber & Co. was in Boston the first part of this week. He expects to go West in a week or so.

MR. FEARON GILL, Vanderbuilt's brother-in-law, placed an order with Mr. Stephen Golder of Humber & Co. for a set of spider rubber tired wheels to be used on his brougham. Mr. Gill's valet, Bastin, is a bit of a scorcher himself, and will no doubt appear on the race track this season.

THE Bay State Bicycle Club of Worcester, Mass., has arranged a programme of races for Decoration Day, and although no official invitation has as yet been extended to the Division, it is confidently expected that the annual spring meet of the wheelmen of this State will be held under the auspices of that noted and growing organization on that day.

CYCLING seems to be on the decline at Harvard College and there is slight prospect of there being any race meeting under the auspices of the college cycling organization this spring. Only Taylor, the winner of the B. A. A. road race, Davis brothers, and one or two other Harvard riders are taking any practice on the wheel, and, indeed, it cannot be definitely stated that even they have yet gone into active training for the approaching racing season.

THE Westchester County (N. Y.) Wheelmen have taken possession of their new rooms in the Bank Block, New Rochelle, N. Y., and are very cosily situated.

THE PHILADELPHIA SHOW.

THE A. C. C. Cycle Show opened Monday evening in Horticultural Hall with a large attendance and a nearly complete line of exhibits of the various manufacturers and importers, although some of the goods have not yet been fully placed in position. The Franklin Band was in attendance during the evening discoursing popular airs, and at quarter before 9, when the hall had become fairly filled, Mr. W. R. Tucker, Secretary of the Board of Trade and President of the Associated Cycling Club, mounted the platform in company with Colonel Pope, Chairman Hare and various members of the committee. In a well chosen and forcible introductory address Mr. Tucker declared the exhibition open, and after touching upon the important features of cycling in this city and country at large—in the conrse of which he paid a well deserved tribute to the League of American Wheelmen and the Associated Cycling Clubs—he introduced to the audience Colonel Pope, who was received with flattering applause. The colonel then gave a short, but extremely interesting, address on the history of cycle manufacture and trade in the United States from the time when the first bicycle was introduced into the country, and later when he became interested in the idea himself, down to the present time; punctuating his remarks with statistics as to the rise and fall of the many venturers in the new industry. Of course it would not have been the colonel if he had not added his well-known advocacy of road improvements, reviewing that most important question, and the audience showed that the wheeling spirit predominated by taking up his points with enthusiasm. With a few closing remarks President Tucker declared the opening exercises at an end and stated that President Dunn and City Solicitor Warwick, who had both been expected to address the meeting, were unable to fulfill the appointment owing to prior engagements.

The first view of the main hall on entering is a very effective one, the ceiling and galleries and chandeliers having been handsomely decorated, while the various exhibitors all have stages, which are carpeted and showing many pretty signs and decorative features.

Undoubtedly one of the most interesting features of the exhibit is the collection in the shape of old wheels, which is in the foyer,

the Strong & Green Cycle Co., the Overman Wheel Co., the Pope Mfg Co. and many others having loaned specimens of the early velocipedes, while the Philadelphia Bicycle Club show the first bicycle ridden in Philadelphia and Fairmount Park, being in fact one of the first imported to the United States. This was the property of Mr. Longstreth, the first President of the club, now deceased Among these antiques is Lallement's original machine; the first bicycle in Boston, improved by A. B. Chandler; the first Eagle; Karl Kron's old reliable No. 243; Tom Stevens' circumnavigator, and all shapes, descriptions and sizes of the velocipedes which raged from '65 down to '69.

The entertainment committee, of which Mr. O. S Brunell is chairman, have also succeeded in obtaining a collection of medals of Taxis, Draper, Hazleton, Kelly and others, together with numerous club cups, these being exhibited in a glass case (securely locked by way of preventing the delicate attention of the burglariously inclined) which shows up very prettily, as does also the silverware of the well-known jewellers Simons & Bro., who have a case of their goods in the main hall.

The various attractions during the week will appear in the next issue of the BICYCLING WORLD

SPALDING-OVERMAN. Entering the door of the main hall we find the exhibit arranged on either side under the galleries and a middle tier through the centre of the hall. This first space of this middle tier, passing up the right, Nos. B and 20, is occupied by A. G. Spalding & Bros. and the Overman Wheel Co., showing the Victor line.

There are shown the A Model, being the usual Victor spring fork fitted to the diamond frame with which the Victor riders have become familiar during three years' use, and with direct spokes and cushion tires on the rear wheels, in which the company claim that with their spring fork the inflated tire is not necessary on the front wheel.

Next comes the B Model. This new diamond frame will unquestionably be a leader in Victor wheels during the coming season. It is splendidly braced from the head by double tubes to crank hanger, thence to rear axle with the usual rear side forks to the top tube. The D and E Models shown are, at first glance, a reflection of the '87 Victor Safety with cross frame, and are fitted respectively with stiff and spring forks. The Ladies' Victoria is shown with the regular spring forks, cushion tires, solid to front wheel, although cushion tires can be had to the front wheels at the option of the purchaser. The cushion tires fitted to these wheels are the patent Overman cushions with which the company have been experimenting with so successfully during the past season.

The Credenda is a cheaper grade listing at $90. The men's machine being a diamond frame and the ladies the usual drop tube; both of these machines are fitted with cushion tires without extra cost. These machines are fitted with ball bearings throughout, including the head, and are of a very taking appearance.

The younger element have not been neglected. The Nonpareils which A. G. Spalding & Bros. put on the market last season, and which attained such a sale, are being shown in two grades this year. One with the comb bearing at $40; the other with ball bearings at $50 These machines have 26 inch wheels, tangent spokes and suspension saddles, and are built to ride.

This exhibit includes a line of sundries and parts with the well-known legend displayed. 'You all know Victors are best."

Mr. I. R. Weld, Jr., is in charge of this exhibit assisted by Mr. Geo A. Parkinson.

UNION CYCLE MFG. CO. AND KIRK BROWN CYCLE CO. The Unions are making a very handsome display, nickel having been used more liberally on their exhibit and that of the Columbia wheels than on any others in the show. The spring frame of which they are making a specialty is shown in the No. 11, No. 12, No. 13 wheels; the No. 13 is a little beauty being a ladies' wheel, full nickel with tangent spokes and colored silk laced dress guards; No. 11 and No. 12 are spring frame, tangent spokes men's wheels. No. 10 spring frame convertible for either lady or gentlemen, full nickel with silk dress guards; No. 9 is a rigid frame, diamond bars, full nickeled No. 9 and No. 10 are shown with both cushion and solid tires, and in addition to the line of wheels exhibited they have a full show case of parts showing the forging in the rough and also finished, as illustrating the different parts of manufacture. The company claim that the spring which was designed last summer has been under the most severe tests and usage until the present time, and they broadly state that it is the acme of perfection on the road. Messrs. C. H Metz and J. McDowell represent this company.

LOVELL ARMS CO. AND WM. READ & SONS, represented by E. K. Tryon, Jr., & Co., have a very handsome display in charge of F. G. Silvers. Mr. Read being on from Boston. They show the New Mail Safety, new patent diamond frame, spring forks and band brake, in both enamel and nickel, the latter being a very handsome wheel. They also have $100 pattern of ladies' safety; they also show a New Mail, a boy's safety 26 inch wheel and straight forks at $35. The New Mail claim as a speciality the steady steering of their machines, a novice being able to ride with hands off with very little practice. Of the Lovell wheels there is shown the diamond frame $85 machine, and the boy's safety, $35; the former having ball bearings and steel tubing and 30-inch wheels. They also show the spring handle bar, which is a speciality at an additional cost of $10, which they claim reduces the vibration of the handle bars.

COLUMBIA CYCLES. Turning to the left at the top of the middle tier adjoining the New Mails are found the Columbia wheels, and as usual, they maintain their reputation by what is one of the finest, if not the finest displays in the exhibit. They show the '91 pattern of Columbia Safety with diamond frame in full nickel, and enamel finish, solid tire, cushions to rear wheels and cushions to both wheels. The Ladies' Columbias are also shown in nickel and enamel and with cushion and solid tires, and one of these in full nickel, beautifully decorated, is a gem.

THE HARTFORD CYCLE CO., in connection with the Hart Cycle Co. and the Pope Mfg. Co. in these three stands, C, 27 and 25 The Hartfords are showing in their wheel the well known cross frame diamond braced pattern, in nickel and enamel, and with solid and cushion tires The Hart safety, a 24-inch wheel, is a very taking little piece of mechanism, while the Standard, a 26 inch wheel, at $45, should prove a selling one. The three spaces, which have been combined as one, also display a line of suitings for cyclers' wear, and sundries, which are very prettily arranged so as to add to the attractiveness of the exhibit. Mr. S. H. Crawford has charge of the space, although Mr. Hart is of course constantly on hand and the well-known faces of Colonel Pope and Mr. Day are to be seen with their wheels.

H. A. LOZIER & CO are occupying space 23, represented by the Smith & Watson Cycle Co., their local agents. They have the Giant No 4 at $85 and the Giantess at $75; the Little Giant, with ball bearings and cone bearings, at $45; the "Bolte spring fork" being supplied when desired. They also have a diamond frame cushion tire Giant at $135, but their principal card is a Giant fitted with the Dunlop pneumatic tire as improved. Both Messrs. Smith & Watson are constantly on hand to explain the various points of their machines. This firm is showing the Queen tricycle, which they are agents for and have a very pretty exhibit.

BANKER & CAMPBELL CO. (Limited). Space 21. (Exhibit not yet arranged.) Will show complete line Meteors and Rovers (and have on show a special Rover, with pnuematic tires, ridden by 500 people and over 1200 miles, which is still in perfect condition, demonstrating the quality of the tires).

STRONG & GREEN CYCLE MFG. CO. Spaces 19 and A of this company is enclosed in the fence made of cushion tires and is used to show their famous Quadrant safeties. A prominent feature of their exhibit is a Quadrant which was caught between two cable cars on Columbia avenue. This machine is bent and twisted in every direction, but not a thing about it is broken, showing conclusively that there is no cast metal used in this construction. On a frame in the centre of their space is tastily arranged an assortment of sporting goods and cycling sundries of every description; they also make a good display of their pneumatic machines with the Thomas inflatable tire, which is the only pneumatic tire that is guaranteed. They guarantee to keep all their pneumatic machines in repair for one year without charge. They make the same guarantee about their celebrated cushion tires and also exhibit some cushion tires which have been ridden 7000 miles, and from all appearances are good for as many miles more. They also have one of the new spring frame Quadrants about which so much has been said.

The main tier now being completed, we now swing to the right again up the aisle. Space No. 2 being the "Press Box"—here are we confronted by a sign, BICYCLING WORLD, *Sporting Life*, *Referee*, *Wheel* and the *Bearings*, who have pooled their issues and lain down in peaceful quiet together in this corner, which has been established as headquarters for the stray and weary journalist who may happen in. Copies of the various papers are piled upon the tables for distribution, together with the many publications issued by the Wheelman Co. Fourdrinier of the BICYCLING WORLD, Prial of the *Wheel*, Barrett of *Bearings*, Miles of *Referee* and Crowther of *Sporting Life* may be seen dropping in and out from time to time, the "box" being in charge of Mr. H. Lindley Crowther. An urgent invitation to join the League is hung upon the front of the "box" and applications are received here.

REFEREE—WARWICK. Space 4-6. Bretz & Curtis Mfg. Co. are at home in this corner, showing a full line of Referees and Warwicks. One of the most taking features in business-like appearance was that made by the Bretz & Curtis Mfg. Co. exhibiting their world renowned Referee and Warwick "Perfections." The exhibit, though smaller than some, covered the whole line and gave visitors to the exhibition opportunity to carefully inspect and have cour-

teously explained to them the details of each machine. One of the most attractive features of this exhibit was the first appearance here of the long looked for American Referee. The machine was critically inspected by the road scorchers and the general verdict was in the main perfectly satisfactory. The Referee was shown with pneumatic, solid and cushion tires and in various weights. The Warwick Co.'s exhibit consisted of four machines, two of them being full nickel plated. In the opinion of critical judges these latter machines took the very highest mark as special exhibit. Naturally the cycling public are much interested in the product of the bicycling concern whose machines have been fortunate enough to obtain the favor of the United States government. They showed in the rough and finished state the finest forgings of steel from which these machines are constructed. All were of the opinion that the title and trade term—"Built on Honor"—is one that is honestly adopted by the Warwick Cycle Mfg. Co. Among their specialties is the Referee on which Jones made the world's record of 2.20 3-5, and it is the cynosure of all the aspirants after racing honors.

FEATHERSTONE—HUMBER'S—STOVER'S, etc., are shown in spaces 8-10-12, which are occupied by the Sweeting Cycle Co., who have the agency for all these machines. While comparisons are "odorous" it is none the less true that the Featherstone pneumatic is the centre of attraction. These wheels are, as is known to all our readers, made by Mr. Featherstone of Chicago, the frame being of Humber type, with the improved Dunlop pneumatic tires. Mr. Sweeting shows the popular Coventry Rival as a $75 leader, and the Sweeting diamond frame, new this season, at $110. Then comes the Irwell, the famous R. & P., and the Minnehaha, which is a double tubular frame, wonderfully light and strong and which should prove a finished mount, fitted with cushion or pneumatic tires for racing purposes both on track and road. A full line of the Humbers has not yet been received, but full catalogues are furnished on application. There are samples of the Paragon wheels on exhibition in this space, together with Sterling Elliott's Hickory safeties. Mr. Sweeting also shows the Sunbeam, a diamond frame, at $100, and a fine collection of juvenile safeties, together with a complete line of sundries.

THE PIECE DE RESISTANCE of the entire show is undoubtedly the mounted skeleton which Mr. Sweeting has fitted to the safety while the latter is being run by a motor. The effect of this being relieved by a black back ground is somewhat startling to the average bystander, but as I believe it has been on exhibition in Boston the cyclists there are of course familiar with its details. It certainly is a novel ad. and attracts a deal of attention.

This skeleton is that of a man whose body was found floating in the river Seine just below the city of Paris. It was thought to be a case of suicide, and as the body was not identified after lying in the morgue for some time, it was turned over to a skeletologist who prepared the bones and shipped them to Boston. It was mounted in its present form on a Hickory Bicycle by Mr. Elliott, the object being to show the correct height of saddle so as to give proper amount of ankle motion. It also illustrates the position in which a rider should sit in relation to the different parts of a safety.

MESSRS. PETTIT CO. have space 14, where they have on exhibition their new Common Sense Hickory Bicycle. It is a pattern something after the Sterling Elliott design with new features of their own of course, and lists at a very reasonable price; $75 with solid tires, and $85 with 1 1-4 inch cushion tires. The old time and well known Philadelphia racer, Mr. A. G. Powell, is in charge of it, as it is to Mr. Powell's ideas that this wheel is due.

SINGER & CO., spaces 16-18, show the Singer wheels, represented by their local agents, Messrs. Wall and Bauer. They show a complete sample of the Singer line of Special Singer at $145, with cushion tires as an extra at $20. The Climax safety is their own make and listing at $20, with 24-inch wheels, has become quite a favorite among the little folk.

EAGLE, SWIFT, ROVER, PREMIER AND SYLPH, spaces 9, 11, 13, 15, are occupied jointly by the McDaniel & Merrihew Cycle Co. and C. W. Dalsen, who are Philadelphia agents for the above firms.

THE EAGLE BICYCLE MFG. CO., show the only high wheels in the Show with one exception. These Eagles are very much alive, as they think they will show during the present year. Six Eagles, three nickeled roadsters, two light roadsters, weight 37 pounds (on which Van Wagoner and Seeds won their road races) and one racer; latter weighs 22 pounds, very light (32 spokes in big wheel), but very strong. They attract a great deal of attention among the sea of low wheels. There is a fine lithograph of Van Wagoner on his Eagle.

THE COVENTRY MACHINISTS' CO. show seven of their celebrated wheels; Model A, pneumatic; Model A, cushion; spring frame, cushion; all with 28-inch wheels. Two Model A's with cushions, both 30-inch, one of which has been ridden 2000 miles and does not show a scratch; and a Model B with cushion, and a Model D with solid. The spring frame shown by this company attracted the greatest attention and much favorable comment. The appearance of the Coventry Machinists' Co.'s exhibit was fully up to the high standard they always maintain.

McDANIEL & MERRIREW CYCLE CO., besides having the Eagles, Swifts and Rovers under their eyes, show a very graceful Ladies' wheel which they import, viz: the Buckingham & Adams Ladies' Special; a Sylph, a real spring frame safety in which both saddle and pedals move together and are always the same distance apart. They also have a generous array of Premiers, solids, pneumatics and cushions.

WM. TRAFFORD is in space 17, showing the Vulcan, Moorgate and Coventry Rivals. Mr. Trafford is one of the old-time repairers of Philadelphia and makes a specialty of that class of work.

WESTERN WHEEL WORKS are in space 7, which was in charge of Mr. A. M. Scheffy. The show is of their complete line, including the Rush, Crescent, Rob Roy, Juno, Junior Drop Frame, Junior and Pet. An array of wheels from which all persons with different size pocketbooks can be suited. The diamond frame Crescent and Rush are improved this season and are taking mounts, showing the finest improvements and finest points of these machines; also this fact applies to the entire line.

R. L. Coleman & Co., the general Eastern agents of the Western Wheel Works, are making the exhibit, and Mr. Coleman will be here later in the week.

A. B. RICH & CO., space 5. (Exhibition not yet in.) They will show the famous Ormondes, fitted with cushion and pneumatic tires (their samples are detained in Custom House at New York), and also expect to have two 53-inch Ormonde Racers fitted with pneumatics. Mr. Rich is in charge.

KEEFE & BECANNON (space 3, exhibition not yet in,) will show the Keefe & Becannon Diamond, listing at $100, with ball bearings all round, and their Comets, with cushion tires, at $115 plain finish, and $120 striped, while with pneumatics they cost $135, which ought to make them sellers. Mr. MacDonald is in charge of their lines.

GORMULLY & JEFFERY MFG. CO., space 1. To the extreme left on entering the door may be seen the well known line of American cycles. The G. & J. Co. show samples of all their cycle making, among them being the American Light Rambler in standard finish and full nickel, the same kind for ladies, the American Rambler, at $125, and the American Cushion Rambler at $145. The American Ladies' Rambler and Light Champion and American Champion in high wheels. They also have their Ideal Rambler for boys and greatly improved for this season. Although they place cushion tires on their machines when ordered, they do not recommend them at present, as the advent of the cushion tire in this country being of so recent a date and its trial being so limited. Mr. Bridgman is in charge of their space.

The H. B. Smith Machine Co. are exhibiting the Stars in the foyer, their novelty being the new Star safety, with 30 by 39 wheels. It is in fact a diminutive Star, and with the friends of the old levers ought to take. They also show the well known Star line, familiar to all American wheelmen.

Our old friend, S G. Whittaker, is showing his new wheel—The Ajax—made by the United States Cycle Co., of which he is manager. It is a very handsome machine, of the Referee diamond type, and is a model of lightness and strength, which will no doubt take with the trade in general and Philadelphia in particular.

W. A. Richwine, writing from Liverpool, England, announces the fact that he will have an exhibition during the show of a line of machines which he calls "Puritans." At the time of writing the sample machines had not been placed on exhibition. ARIEL.

THE BOSTON OPENINGS.

All the cycle trade in Boston held openings in a more or less formal manner on February 23d, but two of them made a specialty of this form of introducing their new patterns of wheels on the holiday, and judging from the shoals of visitors the idea was, to say the least of it, a good one. Our first call on those who had issued invitations was at the store of

W. W. STALL.

Here is an instance of what perseverance and pluck will do with small beginnings. Those who can date back their recollections of the cycle trade in Boston can compare the original opening of Stall, April, 1883, with the ninth annual opening of last Monday! In 1883 Mr. Stall, who was best known as a skillful racing man, started in the business, and at his opening showed about half a dozen wheels. In 1891 the half dozen has grown to dozens of examples of every grade and priced wheel that a man could possibly

$ $ $ $ $ **SAVE 'EM.** $ $ $ $ $

DEALERS!!

We Want Your NAME and ADDRESS.
It Will Cost You but ONE CENT to Send It.
It May Save You HUNDREDS OF DOLLARS.
If You are Interested in Your OWN Welfare—Write!

No Manufacturers in the U. S. are in a Position to do Better by You than We are. Don't Forget This!

7000 BIKES SOLD SINCE JAN. 1ST.

CHAS. F. STOKES MFG. CO., 293 & 295 Wabash Ave., CHICAGO.

FACTORIES { HIGHLANDVILLE, MASS. / INDIANAPOLIS, IND. | BOTH HUSTLING TO FILL OUR ORDERS.

"METEOR" SAFETY BICYCLES.

BANKER & CAMPBELL CO., Ltd., Manufacturers,

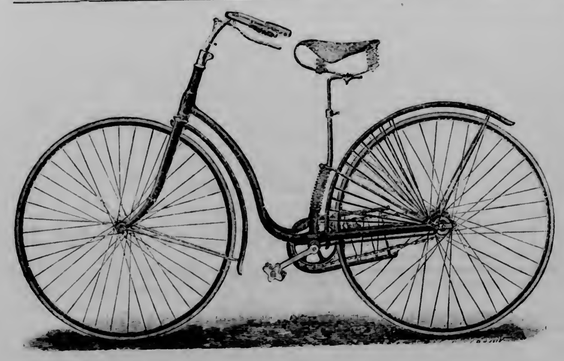
NEW YORK.

SEND FOR CATALOGUE.

BEST CYCLES! **LOWEST PRICES!**

It will pay you to write for information. Dealers wanted everywhere.

Wholesale and Retail. J. E. POORMAN, Agent, 8th and Race Sts., Cincinnati.



Verdict of ALL Who Have Examined This Wheel, Well Named

PARAGON

THE BEST SPRING FRAME WHEEL ON THE MARKET.

CATALOGUES NOW READY.

SIDWELL & SABEN,
NEW ENGLAND AGENTS,
243 Columbus Ave., - BOSTON.

want—from the highest to medium. The original firm was Stall & Burt, and they occupied the same premises that Mr. Stall now occupies alone. This combination existed until 1885, at which time Mr. Stall took entire control of the business. Gradually space has been added, and from being a store of 22x60, it now embraces show rooms and offices covering a floor space of 105x30. The basement, used for store rooms, repair shop, etc., is about 120x30. The first floor proper is used for private offices, bookkeeper's room, stenographer's room, waiting room, toilet room and salesroom. The different departments, both up and down stairs, are connected by means of electric bells and speaking tubes. The clerical departments show a bustle and life that are characteristic of the ruling genius. Passing rearwards towards the Warren avenue entrance, we find the show and salesroom, a space containing nearly 1500 square feet. On the left of this room is a raised platform covered with dark green cloth, and on the platform rest the various samples of wheels Mr. Stall represents. Here we find the elegant Psychos, the great aldermanic-looking Pneumatic, the Rivals, the Hickories, and a host of other patterns of which Mr. Stall makes a specialty. Many of these machines are fitted with cushion tires, and the several makes show grades from the most expensive to the least costly. On the other side of the store may be seen a double row of Safeties, Stars, Eagles and Ordinaries, both new and second hand. Among other things we noticed a Safety of new design constructed by Mr. Stall, which to us looked all right in every respect. Down stairs we found a space 22x75 devoted to repairing and constructing. Mr. Stall uses a ten horse power steam engine and an auxillary two horse power electric motor. During the not weather this electric motor is substituted, and it is found sufficient to meet the wants of the repairing department. Forge and anvil on one side, and a tremendous gas blow-pipe is noticed which is used for brazing. Mr. Stall's equipment of machinery and tools is most complete. The walls and ceilings are festooned with portions of machines ready to be used when occasion requires. Mr. Stall has probably the duplicate of almost every part of all the machines made, and his work is too well known to require further commendation on our part. The basement under the Warren avenue store is fitted with store rooms, in which can be found thousands of parts of machines, rubber tires, cement, and all the accessories necessary to manufacture or repair. Mr. Stall has recently rented 166 and 168 Columbus avenue, which will be utilized for store rooms and shipping headquarters, while a complete line of samples will be shown. Thus Mr. Stall soon will be seen in "Bicycle Acre," in company with the other good people. He is also establishing agencies in two adjacent cities, and preparations are being made to open others. The business of Mr. Stall has grown from the sale of a few hundred machines up to that of thousands, and he is a living example of a young man who has risen from a railroad clerkship with $36.00 per month through his unfailing efforts and push. In the language of our old friend "Rip," "may he live long and prosper." Among the cycles shown by Mr. Stall is one which seems to attract the greatest amount of attention, and that is the new $150 Hickory Bicycle, ball bearing all round, chain and spocket wheels, with the dust-proof covering. With its exquisite finishing of nickel and rich natural wood color, this latest product of Mr. Elliott exceeds anything in appearance that we had expected to see in the shape of a Hickory bicycle. It should be seen to be appreciated, and to see it is to be convinced that there is something in Hickory. We shall have more to say on this matter in a later edition. From Mr. Stall's we went over to the quarters of the

OVERMAN WHEEL CO.

Here we find a concourse of people decidedly emphatic in their approval of the line of wheels shown by this company and put on the market this season. The reliable spring fork, patern A, is, as last year, their leader, with a few changes made, which already have been recorded in these columns. The pattern B, cushion tires and stiff fork and frame were most favorably commented upon, while the Credenda Diamond frame, also with cushion tires, listed at $90, seemed to take the eye and taste of those who examined it and passed judgment thereon. The Victoria ladies' machine also came in for its share of praise. The changes on this machine, as on model A, have been very trivial, and the machine practically stands the same as it did last year, having met the requirements demanded of it. The Overman cushion tire came in for its share of critical examination and commendation. This was shown on a complete wheel on the rim and cut up into sections, so that the visitors could judge of it and see it in its different forms of construction. They show a machine with a 28-inch wheel, cushion tired, which is just the thing for light and small riders. It is a perfect little gem in appearance, and there was no machine on exhibition that seemed to attract more attention. It is bound to become a favorite. This company shows six patterns of machines, the high-grade of which are made in their own factory, and the others are made outside for them. After each visitor had satisfied his curiosity on the line of wheels sold by the Overman Wheel Co. they were escorted into a rear office and provided with a delicious repast, consisting of hot scolloped oysters, rolls, sandwiches, ice cream, cake and coffee. The consequence was that the visitors were not only pleased with what they saw, but their pleasure was increased by having the inner man satisfied, and each and every one left feeling that they had enjoyed a feast, not only of "material" kind but also of the "intellectual." Mr. W. C. Overman did the duty of host, ably seconded by Mr. Rothe and others. The store had been entire renovated and redecorated, and showed a most attractive appearance This company also has an excellent repair shop in the rear, and they are ready to do this kind of work at the shortest possible notice, and in the best style.

WESTERN WHEEL WORKS.

When in Chicago lately it was our good fortune to call up and see the Western Wheel Works, and after a pleasant chat with Mr. L. A. Schoeninger, secretary, he very politely asked us if we would not like to go over the works. We accepted his very kind invitation, stating that we had about one hour at our disposal, and we were rather amused at the time at his reply, that we would have to "hustle" in order to get through. Taking this statement with a grain of salt, we followed Mr. Schoeninger into the factory, and what we saw there in our helter-skelter race through the establishment proved to us that we did not quite "know it all" even yet. We doubt if we ever saw so many wheels in course of construction before. The factory was especially noticeable for its cleanliness, order and apparent system. It seemed to us as though every available space was piled high with machines in every stage of construction. To describe the factory with any degree of detail would be simply impossible, from the fact that though we went through at a good walking pace, without stopping to examine scarcely anything, we were very nearly an hour in making the circuit. The only pauses made were at the request of Mr. S., who would pick up a portion of some machine and show us the material, and prove to us that their claims of the use of forgings are not based on mere fiction. We would be afraid to say how many hands are employed in their shops, and we would also be afraid to state the actual output of this factory; but the hasty trip that we made over the mill convinced us that the output must be enormous. Mr. S. was very modest in his claims, but we could not but sympathize with the evident pride with which he showed us the magnificent factory of this company. Our surprise was great, from the fact that we had always looked upon the Western Wheel Works as being rather a small concern, and we were not prepared to see such vastness.

The company employs 800 hands, and they had booked last October orders for 25 000 safeties of all kinds. They however hope to be able to turn out 35,000 machines all told. These figures may appear Brobdingnagian in proportions, but a trip through their factory would do much toward convincing the most skeptical as to their correctness.

The company is not satisfied with this factory, but they expect in the near future to build on the ground which they now own, and which will almost double their capacity. On our way back through New York city we stopped at the office of R. L. Coleman & Co., agents for the Eastern, Middle and Southern States, situated at 35 Barclay street, and there we found the same business spirit and push. This is also a concern which has been quietly laying a foundation for a big business—a concern which, we are ashamed to say, we did not know of until our trip out West. That they are "in it," that they appreciate that they have gotten a good thing, and that they propose to have the public know it, is very evident to any one who will talk with Mr. Coleman. They are drivers to the backbone; men who say very little, but when they say it, it hits the gold. They not only send goods to the territory for which they are agents, but they export ordinaries made by the Western Wheel Works in large quantities to South America. With such a factory and such excellent medium-priced goods, and with such representatives as Coleman & Co,, the Western Wheel Works are bound to score hard through the coming season.

TO LADY RIDERS

A EUROPEAN TOUR.

HAVING received many inquiries from lady riders anent the Elwell European Tours, I would be pleased to communicate with those who would consider such a tour, planned expressly for lady riders, limited as to number, and with day's run adapted to the strength of the ladies. To all sending their address I will forward outline of a tour that I am prepared to carry out the coming summer if sufficient enconragement is given. Very truly yours,

F. A. ELWELL, Portland, Me.

What maker in America made the first high grade bicycles with tangent spokes, hollow rims, dropped handle bars, etc.?

Who first reduced prices on bicycles in America?

Who made the first Rover type safety bicycle in America?

Who made the first square rubber pedals in America?

Who established the price of $135 for Rover type safety in America?

Who originated the term cushion tires?

Who made the first cushion tires?

Who has the largest and finest bicycle plant in America, devoted exclusively to the production of high grade bicycles?

We have the documents in hand to prove that there is one answer which fits each of the above questions, and that answer is, THE OVERMAN WHEEL CO.

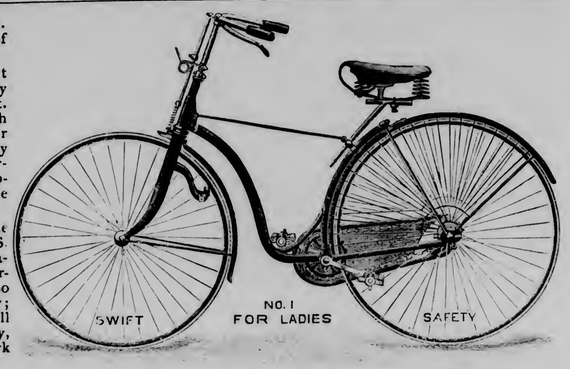
THE Rockland County Wheelmen of Spring Valley, N. Y., gave an entertainment and dance on the evening of February 25.

THE Poughkeepsie, N. Y., Bicycle Club gave a pleasant reception and entertainment on the evening of February 26, upwards of one hundred invited guests being present. A musical programme of much merit, comprising both vocal and instrumental selections, was rendered, after which a fine collation was served. The affair was a very pleasing one throughout and reflects much credit on the organization; it is the intention of the club to give a reception to the lady riders, and the club will endeavor to make this one of the choicest of the season.

MR. STEPHEN GOLDER has made arrangements with the following firms to represent the Humber machines: Phil S. Brown, Washington, D. C.; Sweeting Cycle Co. of Philadelphia, Pennsylvania, Maryland, Delaware and New Jersey; Schoverling, Daly & Gales, New York State and also New York City; Amos Shirley, New York, New York City; Wright & Ditson, New England States. Mr. Golder will continue to entertain propositions for unoccupied territory, and all letters should be addressed to Box 2225 New York P. O.

MR. J. S. CARTWRIGHT, honorable Secretary of the Somerville Cycle Club, is now in the employ of the Coventry Machinists' Co. as salesman. He always has been known as a "Swift" man.

A NEW house in the high-grade cycle trade is that of White & Mills, 224 State street, Chicago, who will handle Premier cycles exclusively in Chicago and adjoining territory. Their store is one of the best located in the city, on the corner of State and Quincy streets, and they will show a full line of 1891 Premiers March 1st.



LADIES' "SWIFT."

THE Ladies "Swift" Safety has been to the front ever since the safety came into popularity with the fair sex. It is noted for its specially low frame, allowing ease in mounting and dismounting, neat and effective dress guard, and natural curved handle bar which allows a natural grip without strain to the wrist and arms of the rider. The 1891 pattern has two 28-inch wheels geared to 53 inches. Weight, 40 pounds. The grooved cushion tire, one inch in diameter, adds two pounds to the weight, but greatly decreases the vibration.



"METEOR" SAFETY BICYCLE.

Manufactured by Banker & Campbell Co., Ltd., New York.

THIS safety, which was presented to the public for the first time at the Associated Cycling Clubs' Cycle Show, is the first and only American Roadster with cushion tires and weighing but 40 pounds. Specifications: "Weldless" steel tubing throughout the entire frame. All possible joints are made by lapping and brazing the tubes, thus doing away with considerable solid material and reducing the weight. Ball socket steering head, 28-inch rear and 30-inch front wheels, with 48 and 40 direct turn-spokes butt ended at both ends. Banker & Campbell web-cushion tires in spiral rolled beaded and beaded edge rims, chain wheel placed between the bearings which are immediately inside of the cranks. Perry-Humber Pen-Steel Bushed chain, etc., etc.

WE have to acknowledge receipt of a most beautiful little Russian lesther card case and memoranda book from the Pope Mfg. Co. We congratulate the other lucky fellows who received one of these beautiful little presents.

HUNT'S TOE CLIP.

WE present this week an advertisement and cut (see page 500) of a new toe clip manufactured by J. A. Hunt & Co. of Westboro, Mass. We have not had an opportunity to practically test the clip, but from an examination we should think that the device was a most excellent one. The points claimed are: It is secured to pedal so that it does not depend on the rubber for support; it prevents foot from slipping off sidewise; it is made so that it does not pinch the foot, and yet the foot in case of need can be disengaged at once; with the "balance" attached it will always be found "right side up"; can be applied to any pedal in less than half a minute; it can be used without the balance if so desired. The clips are made of the best spring steel wire neatly nickeled, and when desired the upper part of clip is covered with rubber to prevent the marking or wearing of shoes. There is a future for toe clips and we opine that Hunt's will take its place at once in favor with the riders. It certainly contains all the qualifications necessary to make up a first class clip. Send to Hunt & Co. for catalogue and trade discounts.

FIXTURES.

MARCH.

2-7—Bicycle Exhibition Associated Cycling Clubs of Philadelphia at Horticultural Hall.

MAY.

30—Third annual Cycling Tournament of the Bay State Bicycle Club at Agricultural Park, Worcester, Mass.
30—Annual tournament of the Rome (N. Y.) Cyclers at Riverside Park.
31—Chicago-Pullman Road Race at Chicago, Ill.

JUNE.

8—Annual Spring Meet Connecticut Division L. A. W. and New Haven Bicycle Club Tournament at New Haven, Conn.
26 and 27—Kentucky Division Meet at Louisville, Ky.

JULY.

2, 3 and 4—Hagerstown (Md.) Bicycle Club Race Meet.
3 and 4—Missouri Division Meet at Carthage, Mo.
4—Tournament at Charter Oak Park, Hartford, Conn., under the auspices of the Columbia Cycle Club.
16, 17 and 18—Annual League meet, Detroit, Mich.

GORMULLY & JEFFERY MFG. CO.,

THE AMERICAN CYCLES.

CHICAGO. BOSTON. WASHINGTON.



ADMITTEDLY in the design and construction of ladies' safeties, it is sought to embody every feature and principle that will in any manner tend to comfort and ease. If then, a large steering wheel is of advantage to the male persuasion, why should manufacturers who follow the larger steerer-than-driver principle in their men's safeties reduce the diameter of the front wheel and not correspondingly that of the rear one in their ladies' machines, and still others who live up to the equi sized principle in their men's wheels, use a small steerer in their ladies' safeties?

If the large steerer is of such mooted advantage to men, why should it not be just so much more to ladies', or if, as one is bound to infer from the above, that the large front wheel is a disadvantage to ladies, by what process of reasoning can it be shown that it is an advantage to men?

It is hardly necessary to add that all these things were considered in the design of the American Ramblers, and that in consequence, they are all built with small front wheels and in actual, every-day use practically proving the correctness of the principle.

SEND FOR CATALOGUE.

NEW KODAK CAMERAS---FOR WHEELMEN.



"YOU PRESS THE BUTTON, WE DO THE REST."

(OR YOU CAN DO IT YOURSELF.)

SEVEN NEW STYLES and SIZES

ALL LOADED WITH

TRANSPARENT FILM.

For sale by all Photo. Stock Dealers. *Send for Catalogue.*

THE EASTMAN COMPANY, Rochester, N. Y.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street, BROOKLYN, N.Y.

PRICE, - - - - $100.00.

THE HARTFORD SAFETY.



—MANUFACTURED BY—

THE HARTFORD CYCLE CO.,

HARTFORD, - CONN.

Ball Bearings, Interchangeable, Strong, Durable and Well Finished.

THE HARTFORD LADIES' SAFETY.



Send for 1891 Catalogue.

HUMBER & CO.

(LIMITED.)

The following agents have been appointed in the United States to represent the celebrated

HUMBER WHEELS:

SWEETING CYCLE CO., Philadelphia, for Pennsylvania, Delaware, New Jersey and Maryland.

SCHOVERLING, DALY & GALES, 302 Broadway, for New York City and New York State.

AMOS SHIRLEY, 987 Eighth avenue, for New York City.

WRIGHT & DITSON, 578 and 580 Washington street, Boston, for New England.

Applications for unoccupied territory should be addressed to STEPHEN GOLDER, P. O. Box 2225, New York City.

Agents also wanted for the SIGNAL CYCLOMETER.

Strickland & Pierce's Famous Boston **Sporting Shoes.**

1882-1891.



Original Kangaroo (Genuine) Bicycle Shoe, (Patented

No. 1, $5.00; No. 2, $3.50; No. 3, $3.00.

TO THE TRADE.

We are ready to talk Agencies for 1891. Dealers will do well to give advance orders for spring shipment.
Address all orders and correspondence to the factory.

PIERCE, SMALL & CO., PROPS., Randolph, Mass.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 10.

ABBOT BASSETT, Secretary.

OFFICERS FOR 1890—91.

PRESIDENT,
JAMES R. DUNN,
40 Wall st., Room 67 New York.

FIRST VICE PRESIDENT,
MAJOR CHAS. L. BURDETT,
Hartford, Conn

SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN,
116 Broad Street, Elizabeth, N. J.

TREASURER,
W. M. BREWSTER,
117 No. 4th Street, Quincy, Ill

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committee.

Membership Committee.

Sanford Lawton.....Springfied, Mass.
George C. Pennell.....Elizabeth, N. J.
Geo. C. Arbuckle..... 1962 Euclid ave., St. Louis, Mo.

Committee on Improvement of Highways.

Isaac B. Potter, Esq.....Potter Bldg., New York
Albert Mott.....203 Lenox St., Baltimore, Md.
Maj. Chas. L. Burdett.....Hartford, Conn.

Committee on Rights and Privileges.

Clarence Hodson.....Hodson Building, Crisfield, Md.
Chas. F. Consum, Esq.....Poughkeepsie, N. Y.
J. S. Dean, Esq. .....28 State St., Boston, Mass.

Committee on Rules and Regulations.

W. A. Davis.....340 S. Leavitt St., Chicago, Ill.
Michael Furst, Esq.....16 Court St., Brooklyn, N. Y.
A. B. Richmond.....Grand Rapids, Mich

Transportation Committee.

W. M. Brewster.....117 No. 4th St., Quincy, Ill
Amzi T. Dodd.....70 Park Place, Newark, N. J
Burley B. Ayers, "Rookery,".....Chicago, Ill

Racing Board.

Chas. S. Davol.....Warren, R. I.
George Collister.....147 Ontario St., Cleveland, Ohio.
Robert D. Garden.....Chicago, Ill.
W. H. DeGraaf.....47 W. 14th St., New York.
Geo. D. Gideon.....17 No. 7th St., Philadelphia Pa.

Hotel Committee.

George S. Atwater, 1424 Penn. Ave., Washington, D.C
H. H. Hodgson....13 Carondelet St., New Orleans, La
W. C. Marion.... 1255 Bedford Ave., Brooklyn, N. Y

Vermont.

I have this day appointed W. W. Jennison Local Consul for St. Albans.

F. A. HUBBARD,
Chief Consul.

Brattleboro, Vt., February 28th, 1891.

From the Foreign Marshal.

I should like to give as Foreign Marshal of the L. A. W. the following hints to L. A. W. members who intend touring in Europe:

First, join the Cyclists Touring Club by applying to F. W. Weston, 8avin Hill, Boston, Mass., some two months before leaving the United States. From the C. T. C. you can obtain route, information, maps, road books, etc., and a special tariff in England, Scotland, Ireland and some parts of France, etc. If already a member of the L. A. W., and you have not on your arrival in England obtained your ticket of membership, it will be furnished you for a slight extra fee by the Secretary at the Chief Office, London—no mileages granted or reductions in tariff made or information given save on production of ticket or membership number.

Second, reduced rates are given, I believe, to C. T. C. members on certain Atlantic Steamship lines.

Third, On the Continent much better terms can be made with hotel proprietors by those acquainted with foreign languages and customs. Your hotel and general expenses should not exceed two dollars a day.

Fourth, The roads of England are fair, Scotland good, Ireland generally poor—though all average much better than the United States.

Fifth, French roads are the best in the world; then Swiss, German, Italian, Spanish in the order named.

Sixth, Norway contains grand scenery, but is almost too hilly for enjoyable cycling.

Seventh, Belgium is virtually unrideable save in the East; the Ardennes region, which is excellent. Holland is good, brick paving.

Eighth, Duties are frequently levied on crossing frontiers; the C. T. C. furnishes full information on this subject.

Ninth, Ride a safety or tricycle.

Tenth, Cushion tires for the continent, pneumatics by all means in Great Britain where they can be readily repaired in case of puncture.

Eleventh, You can express your baggage, but it is much easier to carry what one wants on the machine.

Twelfth, Owing to the abuse of the customs regulations by returning tourists, the United States Custom House has lately put some very stringent rules in practice.

Join a party if you wish, I mean a regularly organized one, like Mr. Elwell's which, though almost perfectly managed, possesses none of the attractions of individual touring—one being continually compelled to keep up with the party, no matter what the weather or the state of one's health and disposition—and by a reasonable study of guide books, *Baedekers*, one may travel alone just as cheaply and much more comfortably.

Fourteenth, Two or four is about the number for an ideal, independent touring party.

Fifteenth, With this number you will find accommodations everywhere.

Sixteenth, Any further information will be given by the Foreign Marshal whose address will be found in the Official List of L. A. W. officers. Yours,

JOSEPH PENNELL, L. A. W. C. T. C.

Iowa.

The officers of the Iowa Division L. A. W. held a meeting in Des Moines Monday, February 23, to decide upon the place of holding the annual meet. As the result of careful consideration it was decided to hold the meet in Newton, and the date was fixed for June 16 and 17. Let every League member in the State endeavor to make this year's meet a great success. This can be accomplished by booming the Iowa Division through the addition of new members.

Newton has many things to attract the meet, among which is a very fine half-mile track, and the people are noted for their hospitality, two things very essential to a successful meet. Yours fraternally,

CHAS. H. CURLEY, Sec.-Treas.

Prairie City, Iowa, February 24, 1891.

Maine Division L. A. W.

The following Local Consuls have been appointed:

H. L. Hildreth, Old Orchard, Me.
W. C. Merrill, Ogunquit, Me.
Lucius E. Cobb, Rockland, Me.
Leon S. Howe, Presque Isle, Me.
Chas. R. Chase, Yarmouthville, Me.
F. P. Gilmore, Augusta, Me.
John R. Wilde, Bar Harbor, Me.
S. G. Swift, Belfast, Me.
Dr. F. H. Moore, Calais, Me.
W. B. Jackson, Deering, Me.

H. M. BREEN, Chief Consul.

Portland, Me., March 1, 1891.

Attention, Maine Division.

In order to make the proposed Maine Road Book a tangible reality, it is necessary that the members cooperate with the undersigned. Requests for facts have already been made, but more are needed; and the response must be prompt as the State is large and time is flying.

Refresh your memory regarding roads in your vicinity. Look about for information that may be useful for wheelmen. Make a rough drawing of bothersome turns or x-roads—a zigzag line if nothing more, with the villages marked, and an L (left) or R to denote direction of turn. Write for explanation if the blanks received are not understood; but by all that is good and true *make some acknowledgement* to my letters and circulars.

We want a Road Book, we need a Road Book, and we are going to have one if by any stress of exertion the wheelmen of the Pine Tree State can be aroused.

BATES TORREY, Sec. Treas.

Illinois Local Consuls.

Belmont—W. H. Crackel, Jr.
Centralia—H. M. Warner.
Champaign—J. M. Clarke.
Evanston—C. B. Thwing.
Galesburg—F. H. Arderson.
Hyde Park—A. F. Allen, 5456 Thompson Court.
La Salle—G. W. Patterson.
Lexington—R. Mahon.
Maroa—W. Schenck.
Marengo—A. H. Stauford
Morgan Park—A. F. Warner.
Streator—F. Arthur.

Fraternally,

W. A. DAVIS, C. C.

Ohio.

The eleventh annual meet of the Ohio Division L. A. W. will be held in Columbus, Ohio, on Monday, Tuesday and Wednesday, July 13, 14 and 15, 1891.

A Constitutional Convention will be held at that time and place to amend the Constitution and By Laws of the Ohio Division so as to make them harmonize with the Constitution of the National Association as amended at Niagara on August 25th, 1890. Fraternally,

M. A. HIGH, Chief Consul.

February 28, 1891.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 49—Total 76—18,319.

BOSTON, March 6, 1891.

CONNECTICUT DIVISION—9—1450.

Unattached.

21490	Smith, Walter B.,	West Simsbury
21491	Bailey, Phil, Box 187,	Windsor Locks
21492	Carr, John, care Steel Works,	"
21493	Coffin, Herbert, Box 402,	"
21494	Denby, J. H., Box 26,	"
21495	Lester, E., Box 129,	"
21496	Saxton, Lewis, Box 245,	"
21497	Sumner, Eugene H., Box 66,	"
21498	Videon, Albert, Box 29,	"

ILLINOIS DIVISION—8—1520.

Illinois C. C.

21499	Moffatt, Geo. D., 207 So. Canal st.,	Chicago
21500	Richardson, E. P., 1338 Wash. Boul.,	"

C. C. C. (unattached).

22501	Ballard, E. W.,	"

Columbia Wheelmen (unattached).

21474	MacLagan, H., 208 Fulton st.,	"
21475	Paulson, H., 250 West Erie st.,	"

Englewood C. C.

21453	Colegrave, Edw. H., 556 Englewood ave.,	Englewood

O. P. C. C. (unattached).

21454	Steines, C. W.,	Oak Park

Unattached.

21502	Dever, W. L., 704 La Fayette ave.,	Rockford

KANSAS DIVISION—1—152.

Unattached.

21518 Gardiner, Chas. H., Ft. Scott

KENTUCKY DIVISION—7—152.

Lou. Cycle Club (unattached).

21455 Hamersly, L. E., 952 Fifth st., Louisville
21456 Watts, W. W., 518 W. Jefferson, "

Independent Cyclers (unattached).

21503 Castle, August P., 209 W. Jefferson s'., Louisville
21504 Laib, Geo H., care Ahrens & Ott Mfg. Co., Louisville
21505 Laib, Philip F., care Ahrens & Ott Mfg. Co., Louisville
21506 Young, W. B., 5th and Broadway, "

Unattached.

21457 Baldwin, Dr. J. H., 609 W. Chestnut "

MAINE DIVISION—1—230.

Portland Wheel Club.

21507 Burnham, Edwin L., 63 Hampshire st., Portland

MARYLAND DIVISION—1—625.

Unattached.

1508 Thomas, Richard S., Chestertown

MASSACHUSETTS DIVISION—6—2321.

Rovers C. C.

21458 Dadley, A. D., Green st., Charlestown

Unattached.

21510 Babcock. S. C., 70 Market, Amesbury
21459 Long, Chas. A. E., 28 Evans st., Dorchester
21509 Baker, Walter N., 343 Washington st., "
21460 Windle, James A., Box 362, Hopkinton
21461 Carter, Geo. H., May st., Jamaica Plain
21462 Luther, Everett, Box 392, No. Easton

MICHIGAN DIVISION—1—565.

Unattached.

21476 Kishpaugh, Albert F., Clinton

NEBRASKA DIVISION—1—101.

Fremont Wheel Club (unattached).

21510 Gauger, George, Fremont

NEW HAMPSHIRE DIVISION—9—191.

State Capital Wheelmen (unattached).

21520 Darrah, W. E., 12 No. State st., Concord
21521 Johnson, H. H., care E. H. Rollins & Son, "

Unattached.

21522 Bunker, Edw. P., 5 Hanover, "
21523 George, Roy E., 43 Wash. st., "
21524 Huntington, Wm. S., 46 No. Spring st., "
21525 Jenkins, A. Z., 423 Amherst st., Manchester
21526 Langley, E. W., 3-4 Concord, "
21527 Langley, Fred P., 314 Concord, "
21528 Burleigh, G. K., Tilton

NEW JERSEY DIVISION—1—1053

Orange Wheelmen (unattached).

21511 Dally, Chas. M. Jr., 92 Fullerton ave., Montclair

NEW YORK DIVISION—7—3125.

Tonawanda Bi. Club.

21463 Vickers, W. V., Tonawanda

Utica Cycle Club.

21464 Hitchcock, C. M., Winston Bld'g, Utica

Unattached.

21466 Behr, W. J., 439 Henry st., Brooklyn
21465 Diem, William Paul, 328 West 38, New York
21467 Horstmann, Chas. H., 129 Wall st., Schenectady
21512 Tripler, Charles W., 244 West End ave., New York
21513 Valerius, Gustav A., 335 East 77th st., "

PENNSYLVANIA DIVISION—16—2080.

Clover Wheelmen (unattached).

21469 *Graham, Gertrude*, 919 N. 10th st., Philadelphia

Phila. Bi. Club (unattached).

21468 Dana, Charles E., 2013 DeLancy Pl., "

Tarentum Wheelmen (unattached).

21477 Bartholic, A. F., Tarentum
21478 Boyd, George E., "
21479 Goldinger, George W., "
21480 Griffith, John M., Box 16, "
21481 Leezer, John W., Box 58, "
21482 Long, Frank F., Box 15, "
21483 Long, James A., "
21484 Long, John R., Box 15, "
21485 Long, Wm. M., Box 125, "
21486 McCullough, Curtis C., Box 33, "
21487 Ready, John F., "
21488 Smith, David, Box 1, "

Unattached.

21470 Watson, Frank Carr, 1728 Beacon st., Philadelphia
21471 O'Rourke, F. C., Wilmerding

TEXAS DIVISION—4—66.

Unattached.

21472 Daughters, C. T., care Thomas Field, Dallas
21473 O'Neale, A. L., Box G., "
21514 Gaither, Felix Z., 111 W. Weatherford st., Ft. Worth
21515 McDaniel, P., 202 Main st., "

VIRGINIA DIVISION—1—64.

Unattached.

21489 Waring, Lawrence L., Norfolk

VERMONT DIVISION—2—73.

Unattached.

21516 Estey, J. Harry, School st., Brattleboro
21517 Goodrich, W. B., 13 Grove st, "

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasuer, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1424 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No. Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 607 No. Alabama street, Indianapolis.

IOWA—Chief Consul, H. L. Chase, Cedar Falls. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S. Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 65, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

MAINE—Chief Consul, Howard M. Breen, 199 Franklin street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, A. W. Robinson, 20 Equitable Building, Boston. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 380, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI — Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

NEBRASKA—Chief Consul, A. H. Perrigo, 1315 Dodge street, Omaha. Sec.-Treas, N. T. Fisk, Lexington.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, R. H. Scott, People's Ins. Co., Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 116 Broad street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK — Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Chas. J. Sherer, 211 Main st., Memphis. Secretary-Treasurer, B. A. Patch, Clarksville.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box 281, Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro'. Secretary-Treasurer, F. A. Roberts, Brattleboro

VIRGINIA—Chief Consul, Ira B. White, 16 Nolls court, Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1891. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $1.50 with this blank on any date between date of paper and April 1, 1891. Write plainly—Printing preferred.

☞ If you want a waterproof ticket holder, made of the best calf skin with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards send 25 cents extra. If you want your name in gold, stamped on the holder send 50 cents extra. *Leave the margin in using this blank.*



WEIGHT, 50 POUNDS. SPECIALLY CUSHION TIRES.

WARWICK PERFECTION CYCLES

BUILT ON HONOR.

ADOPTED BY U. S. GOVERNMENT.

STEEL THROUGHOUT.

WARWICK CYCLE MFG. CO.,

Send for Catalogue. **SPRINGFIELD, MASS.**

"I Will a Round, Unvarnished Tale Deliver."

—King Lear.

WASHINGTON, D. C., Feb. 20, 1891.

GENTLEMEN:

On the 18th day of February I took the handle bar from the machine Mr. Reh lent me, and put my hands in my pocket and went from one end of the Ave. to the other without putting my hands to the machine, making two turns and crossing the car tracks at 14th and Penn. Ave., then came back and crossed a double track at Seventh and Penn. Ave., and when I got back to the store jumped the curb and would have gone on, but had to get off on account of the store.

Next Sunday I will take the handle bar off and ride up Capitol Hill and down the other side, and if I succeed I will let you know.

On an Iroquois. Yours Respectfully,

JAS. A. STEWART.

Clerk for Goldsborough, Reh & Co.

Send for Catalog.

STOVER BICYCLE MFG. CO., Freeport, Ill.

"Finest Quality Produced in the World."

TRADE **"CREDENDA."** MARK.

THE ✱ CREDENDA ✱ SEAMLESS

STEEL ✱ TUBE ✱ Co., ✱ Ltd.,

BIRMINGHAM,

W. C. STIFF, Managing Director.

TELEGRAMS:—"CREDENDA" BIRMINGHAM. ENGLAND.

PNEUMATICS

Featherstone's Diamond Frame, -	$135.00	The W. & D. "Special," Drop Frame,	$85.00
" Drop Frame, - -	135.00	The Convertible, Tube Frame, 26 in. wheels, Balls all round, except Head, -	45.00
" Diamond Frame, Dunlop's Cushion Tire, - - - - -	125.00	The Convertible, same as above, Cone Bearings, - - - - - - -	35.00
Featherstone's Drop Frame, Dunlop's Cushion Tire, - - - - - -	125.00	Our Cross Frame, - - - - -	25.00
The Cyclone, Balls all over, Hollow Rims, Tangent Spokes, - - -	110.00	Our Convertible, 22 in. Wheels, Finely Enamelled and Nickelled, - -	20.00
The Cyclone, balls all over, - -	90.00	Our Convertible, 22 in. Wheels, Finished in Enamel, Bright Parts Tinned,	15.00
The W. & D. "Special," Diamond Frame,	85.00		

Sole New England Agents for Humber & Co. The Celebrated Beeston Humber Machines.

SEND FOR OUR CATALOG.

AGENTS WANTED.

WRIGHT & DITSON, 578 & 580 Washington St., Boston, Mass., U. S. A.

WESTERN * WHEEL * WORKS.

1891 · CATALOGUE · NOW · READY.

—SEND FOR IT.—

BEST LINE OF WHEELS FOR THE MONEY EVER MADE.

STEEL TUBING AND DROP FORGINGS.

LIGHT, STRONG, GRACEFUL, NEATLY FINISHED AND PERFECTLY FITTED.

R. L. COLEMAN & CO., 35 Barclay St., 40 Park Place, New York.

Agents,—Eastern, Middle and Southern States.

COMET,

Cushion Tyred,

$115.00

OF THE HIGHEST GRADE.

ACENTS WANTED.

—MANUFACTURED BY—

KEEFE & BECANNON,

157 BROADWAY, NEW YORK.

SOLE AGENTS FOR THE

Giant and Broncho Safeties

For Eastern New York.

HOWARD A. SMITH & CO., Newark, N. J.,

Manufacturers and Wholesale Dealers in

Bicycle Sundries.



Sole U. S. Agents for the King Bicycle Support and Brake Lock.

SEND FOR CATALOGUE.

90 DAYS TRIAL



And ELECTRIC SUSPENSORY APPLIANCES are Sent on 90 Days Trial

TO MEN (young or old) suffering with NERVOUS DEBILITY, LOSS OF VITALITY, LACK OF NERVE FORCE AND VIGOR, WASTING WEAKNESSES, and all those diseases of a PERSONAL NATURE resulting from ABUSES and OTHER CAUSES. Quick and Complete Restoration to HEALTH, VIGOR and MANHOOD. Also for RHEUMATISM, all KIDNEY TROUBLES and many other diseases. The BEST ELECTRIC APPLIANCES ON EARTH. Full particulars sent in PLAIN SEALED ENVELOPE. Address

VOLTAIC BELT CO., Marshall, Mich.

W. C. BOAK & CO.,

301 Main Street, Buffalo, N. Y.,

Manufacturers, Importers and Jobbers in

CYCLE + SUNDRIES.

Catalogue now ready. Dealers send us your address. We are the only dealers in this country that handle Sundries exclusively. We sell at manufacturers' prices.

Hartford Stand and Trainer.

Pat. July, 1890.



PRICE, $6.00.

JUST OUT.

An attachment for the Hartford Stand and Trainer, which indicates (exact) every quarter mile, by ringing a bell; lots of fun with it, besides in training you can catch your own time without witnesses.

PRICE, $2.50.

Manufactured by H. J. CURTIS,

98 Asylum Street, - HARTFORD, CONN.

Liberal Discounts to the Trade.

Have your dealer order the attachment for your Hartford Stand and Trainer (if you have one) if not, have him get you both from any of the large dealers in bicycle sundries, Chicago, New York, Boston, &c.

QUADRANTS!!

If you are wise, you will place your orders for "Quadrants" at once, as the demand is sure to be far beyond the supply.

Our line for this season includes all kinds of wheels, from $100 to $145. You all know the quality.

The *Quadrant* Cushion Tyres, which were in use all last season, have proved themselves to be what they were represented.

Dealers please communicate with our wholesale agents and you will receive every information and attention.

The Quadrant Tricycle Co., Birmingham, Eng.

WHOLESALE AGENTS:

For New England, New York, Pennsylvania, New Jersey, Delaware, Maryland, West Virginia and District of Columbia, THE STRONG & GREEN CYCLE MFG. CO., 707 Arch St., Philadelphia.

For all other States east of the Mississippi, ALFRED FIELD & CO., 93 Chambers St., New York.



$75,000

Given to the Bicyclists of the United States.

For some weeks past we have been advertising "The Sweeting Diamond," price $135.

We have met with so much success, being able to see sales of about 3000 of this wheel, that we have arranged with the manufacturers to reduce the list of this wheel to $110, thus giving to the bicyclists of the country, $75,000.

A LIBERAL DISCOUNT TO THE TRADE.

SPECIFICATIONS.—30-inch wheels, direct spokes, Credenda cold drawn weldless steel tubes, drop forgings throughout, ball bearings all over, including the head, Garford saddle, tool bag, wrench and oiler and the celebrated "Bates" cushion 1 1-4 inch tires.

GUARANTEED IN EVERY RESPECT FOR ONE YEAR.

Sole Agents for New England, W. W. STALL, Boston, Mass. Sole Agents for West and Northwest, THOS. KANE & CO., Chicago, Ill.

SWEETING CYCLE CO., Sole Importers, PHILADELPHIA, PA.



THE VICTOR WRENCH

—Overman Wheel Co., Makers, Chicopee Falls, Mass.—

THE STRONGEST

Wrench of its Class.

A Little Giant.

Price, Nickel Plated

$1.00.

PNEUMATIC

FEATHERSTONE'S PNEUMATIC.

SOLE AGENTS IN NEW YORK.

HUMBER CYCLES FOR NEW YORK STATE.

Will be on the market on or before March 1st. We are booking orders. Will be filled in rotation, as ordered.

RETAIL PRICE, $135. Guaranteed Highest Grade in Every Respect.

SCHOVERLING, DALY & GALES, 302 Broadway, New York.

CHOICE OF THE EXPERTS.

"U. S."

GALLERY AMMUNITION

—MANUFACTURED BY THE—

UNITED STATES CARTRIDGE COMPANY, Lowell, Mass.

ELWELL EUROPEAN CYCLE TOURS

Personally conducted.—England, France, Switzerland, Germany and Holland. First class. Tour No. 1 leaves New York June 6th. No. 2 July 8. For particulars address F. A. ELWELL, 152 Pearl St., *PORTLAND, ME.*

CYCLING

FOR

Health and Pleasure.

CHAPTER VI.

The safety is responsible, in no small degree, for the poor form and careless riding of so many wheelmen; because it is so easy to learn and to ride, that the majority are indifferent as to how they ride. If one dared to hint that the majority are *ignorant* of how to ride properly, he might be howled down; but then, would it be any less true? In no one point is poor riding more manifest than in pedalling, and no single feature of riding receives less attention. Everything, in cycling, depends upon the sort of connection a rider makes with his wheel, the connecting points being pedals and seat; hence the use of foot and ankle is of the highest importance. The why, the wherefore and the how are exhaustively considered, with diagram, in the chapter on Correct Pedalling.

230 Pages, Illustrated.

50 Cents, Postpaid.

WHEELMAN COMPANY,

PUBLISHERS.

12 Pearl St., - Boston.

Stamps not received.

Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee.

Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.

466, 408, 410 & 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25

Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear..... 1.00

Stockings. Our celebrated Linen Sole Stocking, League color.....1.00

Belts. No. X Silk, Edge's League color, white centre, Snake Buckle..... .50
No. XX Worsted Solid, League color, Snake Buckle..... .40

Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic. 5.00
No. 1, Canvas, leather trimmings. 3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,

241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia. 1033 Chestnut St.

GIANT SAFETY BICYCLES.

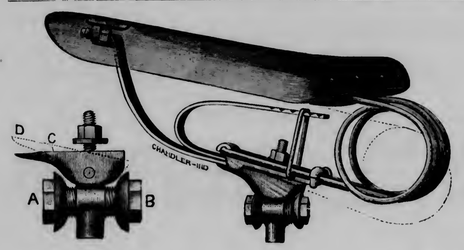


The only wheels at medium prices combining all the improvements of the day. Ball Bearing all over, including head. Spring Fork, Spring Frame, etc. Catalogue on application.



H. A. LOZIER & CO., Cleveland, Ohio.

THE ECLIPSE SADDLE.



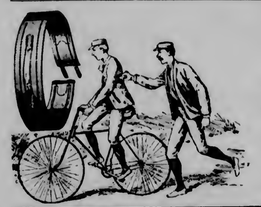
We now offer this saddle to the trade for the first time, and are prepared to fill orders with reasonable promptness. Every dealer in bicycles will do well to place a small order for these saddles, as they are acknowledged by experienced riders to be the best on the market. The springs have a double action, and make riding easy over the roughest roads. The tension can be changed to suit the rider, any slack in the leather after use can be taken up without trouble, and the saddles are made to fit any cycle. The springs are made from the best crucible steel, oil tempered. Our patent adjustment for raising or lowering the front of the saddle, is a neat device, and one that every rider will appreciate. **Price, $6.00.**

In placing your order for saddles, don't forget that we make the best **bicycle** for the money on the market. The **Eclipse Bicycle** is strictly first-class, high grade in every respect. **Price, $100.00.**

STEEL PULLEY & MACHINE WORKS,

INDIANAPOLIS, - - - - IND.

THE INSTRUCTION BELT.



By aid of this device a skilled instructor is not needed. as a beginner can be taught by one who does not himself even ride.

Sent by Mail on receipt of $1.25. with full instructions for use.

ST. LOUIS WHEEL CO., 311 N. 14th St., St. Louis, Mo.

The New "39" and "24" Star



NO MACHINE ON THE MARKET ITS EQUAL.

Easiest Running Wheel

—AND—

Best Hill Climbing Machine Ever Produced.

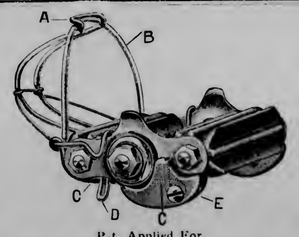
We Challenge Honest Criticism.

In this Machine we have combined ALL the advantages of a low wheel and the speed of a high one.

Send for Catalogue of STAR BICYCLES.

H. B. SMITH MACHINE CO.,

Smithville, N. J.



Pat. Applied For.

FIRE! MURDER! I AM KILLED!

What's the matter? I have struck on my nose, lost my pedal, and you know the rest.

Just try a pair of Hunt's Pat. Balancing Toe Clips, and you will never take another. It's no trap. It will never spread open and catch the toes. Always right side up. Cut shows just the position, and can be used the other side up if you wish. Made of the best Steel Wire and tempered to spring. An honest dollar, yes, two of them, for the Agents. Can be used without Balances better than any other. Price, for Clips, nickeled, 75c. Nickeled and upper parts coated with vulcanized rubber, 90c. Nickeled Balances, 75c. extra.

Two sizes. Size No. 1 for boots up to No. 8. Size No. 2 for boots from No. 8 to 11. Send price to and receive by return mail from

J. A. Hunt & Co., No. 7 South St., Westboro, Mass.

$3.00 Per Pair.



$3.00 Per Pair.

Toulmin's Kangaroo Bicycle Shoes for 1891 are the Best and Cheapest Shoe ever worn. Thoroughly tested for six years. Only $3.00 per pair. DON'T PAY MORE. High Cut Bicycle Shoes, lacing above ankle, per pair, $3.50. Agents wanted. Correspondence solicited. Send for Catalog. W. B. TOULMIN, 285 Main Street, Buffalo, N. Y.

SAVE YOUR PANTS!



IN USE. NOT IN USE.

OSTERGREN'S TROUSER GUARD.

(Patent Applied For.)

Three styles of finish. 15 cts. per pair, blued steel; 25 cts., enamelled; 35 cts., nickeled.

To be had of all dealers, or

A. K. & C. E. SCHAAP, - Richmond, Va.

Bicycles and Sundries.



GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the Order.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*

ZOOK—Lititz, Pa., cycles taken in payment for typewriters, organs, books, cigars and miscellaneous goods; 1891 catalogues of cycles now ready; new $160 trike, $50.

FOR SALE—One 54-inch American Champion and one Crescent Safety; in fine order. WILL GRAY, Hudson, Mich.

A BARGAIN—1890 Catford Premier Safety; good as new; gear 60; cost $140; will sell for $105. Address H. STERRETT, Titusville, Pa. Box No. 327.

GREAT BARGAIN—52 inch Victor Light Roadster and Butcher Cyclometer for $60 cash; in first-class condition. E. A. DEMARAY, 1722 Fifteenth street, Washington, D C.

WANTED—A Hammond Typewriter. State number. Rev. OTTO HANSER, Rockville, Conn.

FOR SALE—One Columbia L. R. Safety, 1890; perfect condition; good as new, except tires, which are slightly worn. Price $105.00. Also one Columbia Ladies' L. R. Safety; absolutely new; ridden but twice. Price $115.00. A. C. PENNIMAN & SON, Fort Scott, Kansas.

BRAND NEW 1890 Warwick Safety; never taken from the original crate. $115. A. S. WARNER, Crown Point, Ind.

FOR SALE—No. 2 Kodak Camera; used but little. Address F. W. PIOTROW, Hamilton, N. Y.

FOR SALE—Victor Safety; 1890; in perfect condition; has been ridden very little; a "King of Road" Lamp, a good Bell and "Luggage Carrier," all for $110, cash. S. T. JONES, Oakland, Md.

VIOLIN and outfit, and eight air Music Box, to exchange for 54-inch ordinary bicycle. J. A. SHANNON, Carbon, Wyo.

LADIES' SWIFT SAFETY, 1890 pattern; ridden twenty-five miles. $85. G. BURWELL, Highlandville, Mass.

SEND STAMP for new sample of L. A. W. address cards. BRISTOL PRINTING CO., North Easton, Mass.

FOR SALE—Tandem Safety, Singer; low steering connection, making front rider absolutely safe in case of side falls. Cost $225. Price $175. K. P. DRYSDALE, Peoria, Ill.

WHO WANTS a Singer Tandem Safety? Latest pattern, good as new. Will sell cheap for cash or take Single Safety in part payment. S. J. FRANCIS, Fitchburg, Mass.

FOR SALE—New Broncho Safety; $100; cost $135; a bargain. "BRONCHO," Box 3023, Boston.

WANTED, by Wheelman of ten years' experience, situation with good cycle house, where accurate knowledge of existing machines, talent for mechanics and draughting, and business experience and tact will be considered of value. Address "F. A. W.," 229 Broadway, Cambridgeport, Mass.

FOR SALE—Columbia L. R. Safety, 1890; in A1 condition; ridden less than 50 miles. Price $115. Address H. C. WHITE, Brattleboro, Vt.

LADY'S AND GENT'S Columbia Safety Bicycle. Cost $135.00; will sell for $100.00; as good as new WILSON BROS., 6 Hanover street, Boston.

STOLEN—Light Rambler Safety, No. 2188, nearly new. Address L. A. W. 9937, Box 305, Hornellsville, N. Y.

MUST BE SOLD.

TYPEWRITERS & BICYCLES.

Send for List to EDMANS & SON, Troy, N. Y.

OR WE'LL STATE IT THIS WAY.

Lives of men who walk remind us,
Moving thus is rather slow,
Buy a wheel, to you it's kindness,
Then you've got a right to crow.
Crow because you bought your wheel
Where a bargain you could see,
Sold so cheap for your best weal
By Knight Cycle Company.

Send for our list before it's McKinleyed. It will queer your pocket more after the Ohio man tampers with it. Knight Cycle Co., 207 No. 10th, St. Louis, Mo.

SPECIAL.

All Advertisements in this Department 20 cents a line

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*



L. A. W. BADGES

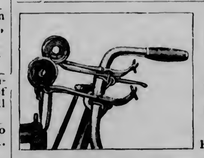
The official design in **SOLID GOLD.**

Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the inferior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better for $1.50, $2.00, and $2.50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.



LAMSON'S

Luggage Carrier

NO. 1.

Convenient, durable, noiseless, cheap. **$1.** Sold everywhere.

Made by

C. H. LAMSON,

Portland, - Maine.



Handsomest L. A. W. Pin,

Two sizes,

$1.00 Each.

Fine Gold Plate. Send for illustrated L. A. W. Catalogue.

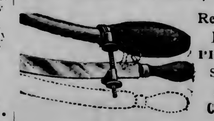
PRIZE MEDALS, CUPS, CLUB PINS, Etc.

Designs and Estimates on Application.

JOHN HARRIOTT,

3 Winter Street, - Boston, Mass.

Ah! There! Wheel, Stay There!



Reliable Adjustable **Brake Grip.**

PRICE, 75 CENTS.

Sold by Dealers or

A. DUMP,

CHILLICOTHE, O.

MANUFACTURERS,

My new **STEERING GEAR LOCK**, just patented, is an important and essential adjunct to every Safety. **SIMPLE** in construction and **OPERATION**; applicable to every style of safety. Rights for sale.

S. A. BROWN, Buffalo, N. Y.

We Are the SOLE NEW JERSEY AGENTS for the

FEATHERSTONE PNEUMATIC

AGENTS WANTED IN EVERY TOWN IN NEW JERSEY.

Also, AGENTS in NORTHERN NEW JERSEY for RAMBLERS, VICTORS, ORMONDES, SWIFTS, B. & A's., ECLIPSE, NEW MAILS, SYLPHS, GENDRONS, Etc.

BICYCLE SUPPLIES AT WHOLESALE.

REPAIR SHOP

Run and Lighted by Electricity. We have the Facilities, the Skilled Workmen, and NOW is the time to have your machines repaired.

Remember we are in our new Store and Riding School at the above address.

HOWARD A. SMITH & CO., 518 Broad St., NEWARK N. J.

THEATRES.

BOSTON THEATRE.
Eugene Thompson, Proprietor and Manager.
Week commencing March 9th, "YON YONSON."
Evenings, 7.45. Wed and Sat. Matinee, 2

GLOBE THEATRE.
John Stetson, Manager.
Week commencing March 9th, "U AND I."
Evenings, 7.45. Wed. and Sat. Matinee, 2.

HOLLIS ST. THEATRE.
I. B. Rich, Proprietor and Manager.
Week commencing March 9th, "BLUE JEANS"
Evenings, 7.45. Wed. and Sat. Matinee, 2

PARK THEATRE.
Week commencing March 9th, "SHIP AHOY."
Evenings, 7.45. Sat. Matinee, 2.

How!!!

About This?

Installment Bicycle Clubs now forming on our new co-operative plan, where the usual retail profit is divided among the members.
High Grade Wheels from $12 up.

Send for circular. Agents Wanted.

S. M. GASS & CO.,
546 Penn St., Camden, N. J.



FOR TANGENT AND DIRECT SPOKES.
Nickeled, Price 75c., Postpaid.
Dealers send for Sample and Electrotype.
AVERY & JENNESS,
3756 Madison Ave., Chicago

FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. For sale by all Cycle Agents. Liberal discount to the trade.
JOHN W. WILSON, Cottage City, Mass.

SMITH'S "'91" TOUR
THROUGH EUROPE.
80 days. - - - Total Cost $300.
Sail July 29th, 1891.
Address C. H. SMITH,
211 Putnam Avenue, - - Detroit.

DON'T GET DOWN TO BUSINESS OR TRY TO RIDE A SAFETY UNLESS YOUR CHAIN IS CLEAN
The "CYCLE BRUSH Tool"
50c BY MAIL OR FROM YOUR DEALER
SUPPLIED ONLY BY
P. H. BERNAYS
LITTLE ROCK ARK.
CLEANS A SAFETY CHAIN THOROUGHLY, QUICKLY, AND IF DIPPED IN GRAPHITE, CARRIES THE GRAPHITE INTO EACH LINK OF THE CHAIN.
3000 NOW IN USE BY WHEELMEN

THE COLLINS PRESS
H. G. COLLINS
BOOK AND PAMPHLET PRINTER AND BINDER
15 MILTON PLACE
BOSTON, U.S.A.
ALWAYS READY TO EXECUTE ORDERS DAY OR NIGHT, AT SHORT NOTICE
Printer of the "Bicycling World."
TELEPHONE 2629

REAL BICYCLE UNIFORMS.

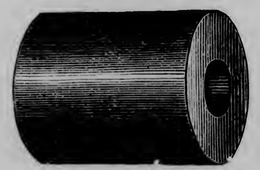
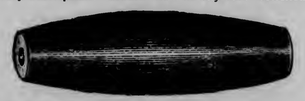
Be sure to send for free samples and measure blanks. Club Uniforms a specialty. L. A. W. Coats, $8. Knee Breeches, $4. Punnett's celebrated Jersey Cloth Knee Breeches, only $4 a pair. Bicycle Caps, Hose, Pins, Tights, gold or silver Letters, Punnett's Invisible Pants Holders, 25c. a pair. Be sure to write now.
R. A. PUNNETT, Tailor and Athletic Outfitter,
98 & 100 West Ave., ROCHESTER, N. Y.
All strictly first-class work at moderate prices.

"PERFECT" POCKET OILER.


One-half size.
For Bicycles, Guns, etc. No Leakage. Throws only small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50c. each. CUSHMAN & DENISON, 172 Ninth ave., N. Y.

The Billings & Spencer Co., Hartford, Conn., U. S. A.
Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.


Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.
For sale by all Cycle manufacturers and dealers.

NEW CATALOGUE NOW READY.

Section of Cushion Tires.
We carry a full line of Cushion Tires, Solid Tires, Safety Bicycle Handles, all sizes, to fit any machine; Spade Grips; Safety Handles, all sizes; Bicycle Balls, Bicycle Spokes, Tire Cement, Pedal Rubbers, Adhesive Tape for holding on tires, Cement for repairing cuts in tires, &c. Also a full line of Rubber goods of every description. Mould work of any kind solicited.

Send for catalogue and prices.
ELASTIC TIP CO.,
Patentees and Manufacturers of Rubber Specialties.
Cor. Cornhill and Washington Street,
BOSTON, MASS., U. S. A.

LOOK!
Easy Payments on
COLUMBIAS, VICTORS and WARWICKS.
CHEAP WHEELS AT A SACRIFICE.
Write for Catalogue.
D. SNITJER,
ST. LOUIS, MO.

500 SCRAP PICTURES, VERSES, &c. $5 PRIZE
All 2 cents for postage. PUZZLE, LADIES AGE REVEALER, CALENDAR and AGENT'S NEW OUTFIT. TALE CARD CO., 24 NEW HAVEN, CONN.

Send for Complete Bicycle Catalogue.

MEACHAM
HIGH-GRADE
DIAMOND FRAME
SAFETY.
Ball Bearings to Both Wheels.
Both Pedals and Crank Shaft.
Ball Bearings to Head.
Hollow Steel Tubing.
List Price, $115.00
COMBINATION WHEEL FOR EITHER GENTLEMAN OR LADY.
Selling Price, $75.00.
Remit by Post Office Money Order
WILL SUSTAIN A PERSON WEIGHING 225 LBS.
BY REMOVING TOP CROSS-BAR, CAN BE RIDDEN BY A LADY.
E. C. MEACHAM ARMS CO. ST. LOUIS, MO.

HERE THEY ARE!
THE LEADERS FOR 1891!



Price, $85.00.



Cushion Tires. Price, $95 00.

LOVELL DIAMOND CYCLES.

HIGH GRADE ONLY. ALL BALL BEARING. STEEL TUBING and DROP FORGINGS.
1891 MODELS. —MANUFACTURED BY— 1891 MODELS.

JOHN P. LOVELL ARMS CO.,

Manufacturers and Jobbers in FIRE ARMS, BICYCLES, FISHING TACKLE and SPORTING GOODS,
147 Washington Street, - - - - *BOSTON, MASS.*

Bicycle Catalogue Free. Agents Wanted in all Unoccupied Territory.



For Ladies. Price, $85.00.



Combination, $85.00.



Established Features.

(*Supplementing Page 440.*)

COLUMBIA SPRING FORK.

Affords ample elasticity to relieve the rider and the machine from vibration, without affecting the positive steering for which the Columbia Safety is remarkable.

LARGE FRONT WHEEL.

For true and easy steering, hill climbing and coasting. The proportions of the Columbia Light Roadster Safety wheels are right for all around use.

HOLLOW FELLOES.

Of highest grade, cold drawn seamless steel tubing; without question the BEST felloes ever made.

TUBULAR REAR GUARD.

Of the same kind and grade of tubing. Always keeps its shape. A characteristic point of Columbia Safeties, making the frame rigid and substantial.

HARD BRASS NIPPLES.

The one point in which our '91 Safeties are not "all steel,"—but these are invaluable; they hold the spokes tight and do not rust in.

KIRKPATRICK SADDLE.

"Is more generally used to-day than any other on the market, and its popularity is the best evidence of its merits."

DOUBLE GRIP BALL PEDALS.

Are their own advocates. They hold the foot firmly, and run smoothly because they are made right. Fitted with new dust caps to prevent the entrance of dust and dirt, otherwise almost inevitable in any Safety pedal.

CUSHION TIRES.

We advertised and sold them on our '90 Safeties in November and December. We advertised them as a regular feature of our '91 Safeties in our catalogue, issued promptly at the first of the year, and we are selling them to all who prefer them Our cushion tires are equal to any, and superior to most, and we guarantee them; but we are candid enough to say that we believe that no cushion tire is yet the equal of the solid for wearing qualities. We want the public to know the truth, and we will give them what they wish.

POPE MFG. CO.,

77 Franklin Street, BOSTON.

BRANCH HOUSES: 12 Warren Street, NEW YORK. 291 Wabash Avenue, CHICAGO. Factory, HARTFORD, CONN.

THE BICYCLING WORLD & L. A. W. BULLETIN.

FOUNDED 1878

DEVOTED TO THE INTERESTS OF CYCLING.

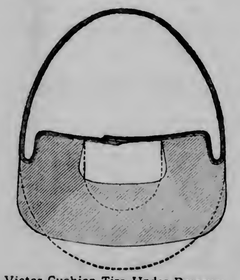
Volume XXII. Number 20. BOSTON, 13 MARCH, 1891 $1.00 a Year. 5 cents a copy

VICTOR CUSHION TIRES.

From U. S. Patent to A. H. Overman, Dated April 14, '85, we copy:



Victor Cushion Tire.



Victor Cushion Tire Under Pressure.

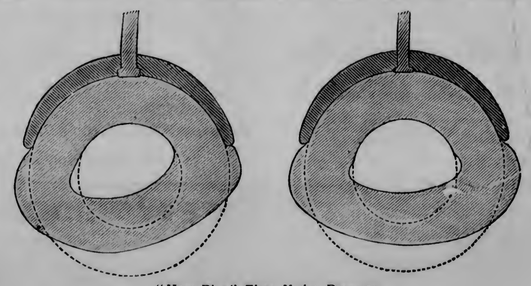
"The tire is made with an interior open space located near and following its inner periphery, ... the location of an interior open space near the periphery of the tire renders the inherent elasticity of such portion available by providing a space into which it can be displaced under pressure, or impact upon the outer periphery of the tire . . . . . thus, by providing the tire with an interior open space in accordance with my invention, its whole is made to cushion with obvious improvement in respect to its qualities for riding and service."

NOTE.—This invention was made in 1884, patented in 1885, has been experimented with ever since, and now the Victor Cushion Tire is presented as the result of such experimenting.

It is very amusing to see our competitors copy the words "cushion tire" from us, and at the same time offer a common thick-walled "hose pipe," which they undertake to describe with the name "cushion tire."

As we first used the name cushion tire, we are entitled to define it. As noted in copy from our patent of '85, it relates to tires made with a *space on the inner side*, and it does not relate to "hose pipes" made with holes in the middle. The Victor Cushion Tire under pressure is shown in cut. Also, note the "hose pipe tire" under pressure.

The rubber below the edges of the rims is dead weight, and will, as shown by experience, cut off on the edges of the rim. The "hose pipe tire" rides dead, heavy. The Victor Cushion Tire has jump in it.



"Hose Pipe" Tires Under Pressure.

WE "TRY THE EXPERIMENTS."

OVERMAN WHEEL CO.,

P. S. We don't wonder that makers who supply "hose pipe tires" say they do not recommend them, and are afraid to warrant them; it would take a brave man to do either.

TO THE EDITOR.

BICYCLING WORLD:

Dear Sir:--I have read with much interest your editorial on advertising which appeared in the last issue of your paper, and for one I feel a sense of freedom never before experienced. Oh! how I *have* longed to strengthen confidence in the Hickory Bicycle by telling publicly what I think of those whose misfortune it is to be making some other kind of a wheel. Relieved as I now am from all restraint it seems like the beginning of a new era, and I hardly know where to begin. I don't think that the other cycle makers would steal sheep, for with the prospect of free wool the sheep is not so desirable as some of the "nobler animals." I feel it my duty to warn all prospective buyers against dealing with men who make steel wheels. Shun them as you would a church fair. And when it comes to *iron* wheels, *Oh My!* Then there are the importers. They are a hard lot, and ought to be made to show cause why sentence of death should not be pronounced upon them. The only difference between the importer and the American maker is that one is a little worse than the other, but *not much*. Now what shall you do to be saved from all this? Ah! if you don't see what you want ask for it. Buy *the old reliable Hickory*. Here you have the most *absolute* honesty. Every part is *guaranteed* to be made of either one thing or another. None but the most skillful workmen are employed. No one in the factory gets the promise of less than 40 cents a day, and from that up to $1.10, except the boss, who is just at present travelling on his uppers, and that leads me to say that I have been asked several hundred times why Col. Pope made the scandalous remarks about the Hickory in his address at the opening of the C. C. C. show in Philadelphia. I want to say for the benefit of my more sensitive friends that I don't believe he intended to do me any harm, and the only way I can account for it is that he has lately had forced upon him the importance of telling the truth to an extent that he feels obliged to tell all the truth he knows.

I didn't think when I "struck" him to loan me the price of transportation to Phila. that he would uncover my poverty in such a cruel manner. *Well*, I was there and didn't walk either, and, in view of those remarks, I am glad I didn't.

The gentleman who made the introductory speech has been criticised for saying what he did about the pneumatic tyres. The idea was that the bicycle of to-day reaches the fullness of its usefulness by that "crowning triumph." There were makers there who do not believe in "inflation," and they "kicked," but in kicking I noticed they were careful not to hit any of the tyres.

Personally I have been much pleased with this whole tire excitement, for it shows how much riders desire to be relieved of that teeth loosening jar which you get without extra charge when you buy the average bicycle. I am glad that the desire for something better is beginning to germinate in the minds of men, but it was unfortunate that I could not have "seen" Mr. Tucker sooner and put him "onto" the *true* solution of the "vibration problem," which *isn't* pneumatic tires.

Yours,

STERLING ELLIOTT,
Newton, Mass.

P. S. No. Nor is it steel.

SOMETHING NEW IN PEDALS.



Duryea Ball Pedals, the only improvement in ten years, except in square rubbers. Stronger pedal pins and ample strength in every part. Weighs less than 12 ounces, while others weigh 20 to 24. Easily converted into rat trap pedals, thus combining the two styles in one. Highly finished and an ornament to any machine. Ball pedals of any pattern taken as part payment for Duryea's, if in good order. Dealers buying in quantity can substitute them for those furnished on their new machines, at no increase in price over the amount allowed by manufacturers for the absence of regular ones, thus lightening their wheels without any decrease in strength. Further information sent on application.

USE, HAZARD & CO., 9 G St., Peoria, Ill.

Sundries and Job Lots at Low Prices a Specialty. Send for Catalogue.

Territory:

ON

In New England,

WARWICK

England, except Western setts and Connecticut.

DARD DIAMOND

ADIES' CONVERTIBLE,

INDEER NO. 3. NO. 5. NO. 7.

S.

NO LOW GRADE WHEELS!

A. O. VERY,

173 Tremont Street,

BOSTON.

A Complete Assortment of SUNDRIES At Reasonable Prices.

AGENTS WANTED IN

UNOCCUPIED TERRITORY

—FOR THE—

Finest and Most Complete Line of Wheels Now in the

MARKET,

—AT PRICES—

From $135 Down to $25.

SAFETY RIDER—THIS IS FOR YOU!



The **INDISPENSABLE** Safety Bicycle Support is just what you have been looking for. It can be attached to either side of the pedal. Can be opened or closed in three seconds. Always ready for use—never in the way. Folds on the underside of the pedal—cannot unlatch and drop down. Will not rattle. Is of sufficient weight to keep the pedal right side up. Will fit any pedal by trimming off the fork end to a length corresponding with the width of the pedal used.

Buy an Indispensable Support and carry your own curbstone; weight, 2 3-4 oz. Your dealer will supply you, or if more convenient, you can send the make of your machine and width of pedal between flanges, and I will mail support to you ready to put on; any one can attach them, as a screw-driver and wrench is all that is required.

Buy an Indispensable, use it, and you will say it is rightly named.

Supports are finished in two lengths; 3 3-4 and 4 inches. Dealers in ordering should state which length is desired. All orders will receive prompt attention, and goods will be sent by mail, post-paid, on receipt of price.

Price, per single support, $1.75. Liberal Discount to the Trade.

P. W. TILLINGHAST, - 114 Dorrance St., Providence, R. I.

MARMION. (Revised.)

The race, which for a space did fail,
Now trebly thundering swelled the gale,
And "UNION" was the cry.
A grin on Marmion's visage played
And fired his glowing eye.
With muscles set and bending head,
Right through the flying pack he sped,
He passed the wheel "that made the pace,"
And on his UNION won the race.

P. S. Our $135.00 UNIONS are selling at $135.00 faster than we can make them.

We have now made arrangements with the U. S. Postal Authorities for mailing our beautifully illuminated catalogues, and are doing our level best to supply the demand; they are, of course, on a par with Union Bicycles.

UNION



We are unwilling to enter into a discussion regarding the alleged healing influence of vibration on rheumatic subjects, but would say that should any of our customers be sufferers and desirous of having vibration in their machines, we can fix them up so as to give all that is required of the article, from a gentle "hist" to a Charleston Earthquake.

UNION CYCLE MFG. CO., Highlandville, Mass.

Mr. Stokes, of Chicago, looks after our Western business.

"Featherstone's Pneumatics."

Be patient, boys, the Pneumatics are coming through. You will get all you want three weeks from now. *Twenty* goes out this week. *Twenty* next week, and the week following *one hundred;* after that time from *four* to *six hundred* every week and more if you need them. They will be beauties, and will give you more speed and comfort than you can imagine. This is what Mr. E. R. Shipton, Editor of the C. T. C. Gazette, says of the pneumatic tire:

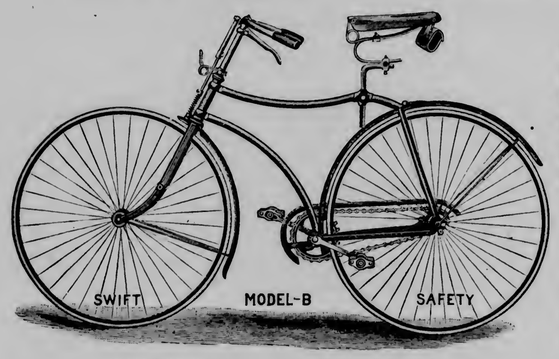
"As now manufactured, *the pneumatic tire gives us no more anxiety than the solid one*, while the increase in comfort and the luxurious riding is simply indescribable. The tires upon this, our latest machine, do not require re-inflating more than once a week under normal conditions, and the labor required is too trifling to be worthy of consideration."

A. FEATHERSTONE,

Clark and 16th Sts,. and Armour Ave., - - - Chicago.

WRIGHT & DITSON, New England Depot, - - Boston, Mass.
SCHOVERLING, DALY & GALES, Eastern New York State and City Depot, - - - - - - - New York City.
SWEETING CYCLE CO., Eastern Pennsylvania and Maryland Depot, - - - - - - - - Philadelphia.
H. A. SMITH & CO., New Jersey Depot, - - - Newark, N. J.
To which all Correspondence for these Territories should be addressed.

DIRECTLY SPOKEN.



For 32 years we have been making bicycles, and have steadily maintained that a direct spoke, made correctly, is the one spoke which appeals directly to common sense. Now there are spokes and spokes, and experience gives perfection. Examine the "Swift" spoke carefully, it speaks for itself. There are 100,000 "Swifts" in use. *In 1890 we supplied from our Sundry department 12 spokes for every 100 "Swifts" sold.* Every Swift Spoke is guaranteed to stand the roughest fair and square riding.

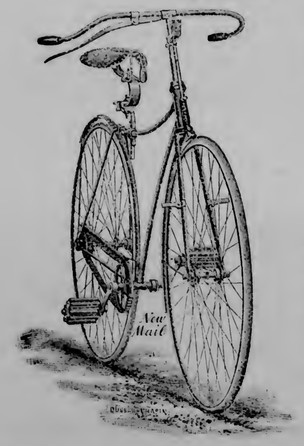
GET YOUR NAME DOWN FOR A CATALOGUE.

COVENTRY MACHINISTS' CO., Ltd.,

239 Columbus Avenue, Boston, Mass. | **11 and 13 Madison Street, Chicago, Ill.**

LOOK ★ AT ★ THIS!

THE SENSATION OF 1891.



A NEW MAIL at $100

With CUSHION TIRES!

—OFFERED AS THE—

Handsomest and Best Medium Priced Safety.

Has the New Mail handsome pattern Diamond Frame, has the New Mail pattern Low Handle Bars, has the Straight Front Fork, Tangent Spokes, Ball Bearings throughout, Garford Saddle and Cushion Tires. All Parts Interchangeable.

WARRANTED THROUGHOUT! Already being heavily ordered!

Now arranging Agencies. Good firms Wanted Everywhere as Agents for our wheels. Must apply at once. Catalogues ready. Address Manufacturers,

WM. READ & SONS, 107 Washington St., Boston, Mass.

FACTORY, CHICOPEE, MASS.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

—BY—

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Wheelman Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 13 MARCH, 1891.

PHILADELPHIA, in the language of the "Great and Only," "We looks towards you, and we likewise bows." Truly the promoters of the show have every reason to feel proud of the success of the initial event. That the show will be repeated in 1892 is now practically settled, many of the exhibitors having already expressed a desire and willingness to arrange for space next year.

TO those who had any lingering idea that the ordinary was still in the race, it must have been very cold comfort to note the fact that in the total of some 200 wheels exhibited, there were only five ordinaries, and three out of the five were only put on for decorative purposes! Just think, the good old ordinary being used for decorative purposes.

WE were disappointed not to see the pneumatic men on deck to show the make-up and detail of the different devices. There were many machines that were shown fitted with pneumatics, but the Dunlop, Richwine and Thomas tires were conspicuous by their absence, either in toto or by an unsatisfactory exhibit. The Thomas people had part of the tire to show in section, but it was not complete as they expect to put it on the market. The parts so far as shown us of the Thomas tire were precisely the same as that of last year's Dunlop. We heard that there was to be some other details of construction not shown, but as to what these were we could not find out.

A FEATURE of the show that pleased immensely was the presence of so many ladies, and the way that most of them discussed the points of the different machines, showed a knowledge of he detail of construction that was charming in the extreme.

THE WORLD was the first of all the cycle papers to put in an appearance at the show, and barring the exhibit in which our correspondent made comparisons which were "odorous," the report was most excellent.

THE show was a success in every respect except the matter of room. Goodness, but how the wheels in some of the exhibits did crowd each other! With a few exceptions the visitors who wanted to examine any particular wheel in detail could not do so except under the most discouraging conditions. We do not make this criticism as a "carping critic," as we believe that the arrangements were, under the circumstances, the very best that could be made, and the management is entitled to the very highest praise; we only speak of the close quarters, so that the management can put on the thinking cap and provide for the increased rush for space to be expected next year.

WE noticed in the photographic gallery of cycling celebrities at the A. C. C. Show, the picture of S. G. Whittaker with the challenge of $1000 to $10,000 that he would beat all (safety?) existing records from one mile to one hundred. Here is a chance for some one to pick up or drop a few "thou." It's a pretty big job for any one man to undertake, but there is no doubt that with $10,000 hung up on the string, our friend Mr. Whittaker would make a brave bid for it, even if he failed.

"HOBSON'S choice" has advantages in that one need not bother about making up one's mind. Place before us a bill of fare on which a single soup, fish, roast *entree*, etc., are presented for our consideration, our way is clear and our choice soon made; *but* place before us a menu containing a hundred dishes or more and we at once throw our system into a nervous condition, conducive to dyspepsia, in our anxiety to make a proper choice, the poignancy of our anguish being invariably augmented by the evident pity of the calm-eyed-tip-taking "minion."

THE same with food, the same with cycles. Give us a half dozen patterns to choose from and our mind is soon at rest and our choice made, but place a hundred different patterns before us to choose from and our brain becomes chaos. Let a man with cool deliberation present himself before a real live representative of the different manufacturers and importers as being a buyer, and if by the time he has gone through the entire list without rest (other than that requisite for eating and sleeping) he comes out at the end with a clear brain and a firm judgment, then, indeed, he is entitled to the "highest grade" medal for intellectual power and perspicacity.

THE use of the aluminum as an alloy with steel to be used in drop forgings was an interesting exhibition at the Philadelphia show. The company showing these had an exhibit of the forgings of steel alone and the same thing with the aluminum. The difference in weight was decidedly appreciable. The difference in cost in weight for weight, so far as we can learn, would not be so much, and while it would take less metal in weight to make the bicycle the additional cost of the alloyed steel would be greater than that now used. We have not the data at hand just at present to give any information as to the relative qualities of the metals (i. e., the pure steel as compared with the steel and aluminum mixed), but we hope to have such data at an early day. The metal worker and chemist are working hard on the problem as to the proper combination; whether they have struck it right yet only actual experience will prove.

THE *Stenographer*, a magazine devoted to the art of shorthand writing, has an article headed "Shorthand and Bicycling." The writer, after describing the effects of the constant strain on his brain and his consequent impossibility to sleep, says he went to a physician for advice and the sensible medico advised cycling. The results were marvellous. Sleep as peaceful as a child blessed his weary brain, the digestive organs resumed their normal condition and he felt himself once again A MAN. He winds up his article with this appeal: "* * * Brothers and sisters of the mystic art! If you would feel strong and young again; if you would live long and be happy; if you would continue to be what you are—fast and accurate writers, let us strongly recommend you to procure a bicycle and proceed at once to make yourselves fast and good riders as well."

COLONEL POPE in his address at the opening of the A. C. C. Show in Philadelphia gave some statistics which are of interest as matters of record. After going into details as to the individual rise and fall of the unfortunates he says:

"* * * During the first ten years then of the bicycle business, as it began in 1877, thirty-six makers and importers entered upon the business, of whom but thirteen remain. The greatest increase in the number of firms and individuals engaged in making and importing bicycles has come within the last three years, and it was so great that in 1890 at least seventy-five can be counted.

While there are many patents on the various forms of bicycles, one can make a bicycle without infringing anybody's patent, and if he chooses to use the devices that are patented, he can obtain licenses from the owners on fair and equitable terms, or he can infringe them and take his chances of long litigation and defeat in the courts. * * *"

A few other items we take as follows from the same speech: "Tims & Lawford of Baltimore, Md., imported bicycles in 1876, going out of business in 1881. Buzzell of Lynn made a single bicycle about 1869. The Pope Mfg. Co. made a single bicycle principally of wood in 1877. Cunningham, Heath & Co. commenced to import in 1877, and the Pope Mfg. Co. received their first consignment of foreign cycles in January 1878, and began manufacturing of cycles in the early part of the same year of these "originals" of which the Pope Mfg. Co. is the sole survivor.

Among the names of those early men in the trade prior to 1879, and which now remain only in history are; R. H. Hodgson, Newton, Mass.; Stoddard, Lovering & Co., A. J. Philbrick of Salem, Mass.; A. M. Gooch of Newton, Mass.; Schuyler & Duane of New York.

MANY will remember the great set-back the League got in North Carolina in 1885. The Legislature passed a bill to prohibit bicycle and tricycles and all other "non-horse vehicles" from using the Wilmington and Coastwise Turnpike unless by express permission of the Superintendent. As the Superintendent was not willing to let the wheelmen ride on the pike, the bill was in effect prohibitory. The League fought the issue, made a test case and was beaten in the courts. This is the solitary decision against wheelmen on the books. The decision killed cycling in North Carolina, and it afforded a precedent that forbade the League taking legal steps in another Southern State where the conditions were similar.

But the wheelmen did not give up the fight, and we are glad to announce this week that the Legislature has repealed the objectionable bill, and on the strength of this a new cycle club has been formed in Wilmington.

BOTH Worcester and Lynn are desirous of having the spring meet of the Massachusetts Division. The Bay State Club of the former place and the Lynn Wheel Club have both invited the Division to hold the spring meet in their respective cities May 30. The Board of Officers will decide shortly which invitation they will accept.

OSCAR WILDE on a safety!! Let the scoffers scoff. What more appropriate, the apostle of æstheticism riding a machine the very motion of which is poetry, and especially if Oscar affects the pneumatic we can think of the "apostle" as riding on bottled air. Certainly nothing could be conceived more in keeping.



NOTES BY "HAWKSHAW."

THROUGH the kindness of Captain Burton F. White I have received a copy of the "Book of Tours" issued by the Washington Cycle Club of Chicago. To say that the volume in scope and finish exceeds anything of the kind I have ever seen printed by any club for the convenience of its members, but expresses the perfection of every detail that this handy little book contains between its Russian leather covers. The Washingtons have, in the issuance of such a volume, shown their progressiveness, and the example they thus submit is well worthy of following by any organization desiring to keep in the front rank, as it is by such carefulness of members' comforts as this that the difference is most quickly shown between a first-class club and one that is not.

I CAN foresee but one thing in the future which will cause the onward progress of cycling to halt and that is the successful solving of the problem of ærial navigation. This once discovered—traffic, whether for pleasure or profit, will be transferred from earth to air, and unless the inventor can fit the bicycle to this new order of things cycling would have to cease, but aside from this the most careful scanner of the possibilities and probabilities of the future cannot discover even the smallest cloud upon the sunlit horizon of cycling success.

IF some cycling correspondent will write his notes with the slang expression "not in it" eliminated therefrom he will introduce a novelty much appreciated by those who read the cycling papers.

To write anything new about the perfections of cycling is as difficult as to convey any startling information concerning the proportions of Mount Everest. Both are about eight miles high and fairly well established. Learned critics, with length of hair all out of proportion to the length of their wisdom teeth, find things to write for advertising purposes that seem knowing and sound deep, but the ordinary bald-headed (vide, Western wheel papers) chap such as I am, who has been going over every possible phrase of the question for ten years, finds safety in a more modest course. My plan is to walk carefully round the mountain until I come to a spot which seems to be tolerably unfrequented and then to say to my readers: "Do me the favor to study the tremendous height and the wonderful lights and shadows from this spot," and in this way I sometimes stumble upon a partially new view of the subject and my readers get the benefit thereof.

DRYDEN thus describes a header:

"The startling steed was seized with sudden fright,
And bounding o'er the pommel cast the knight;
Forward he flew, and pitching on his head,
He quiver'd with his feet and lay for dead."

I HAVE known cycling to increase a man's modesty so that after a year or two of it he couldn't summon up enough courage to mount the machine whose saddle, in the vanishing past, he was glued to for hours on a stretch seven times a week.

"HAD not exercise been necessary nature would not have given such an activity to the limbs and such a pliancy to every part as produces those compressions and extensions necessary to the preservation of such a system."—*Addison.*

THE peacock has been forced out of the running since the ribbon flying cyclist has entered the race. Nature cannot compete with art, at least such art as has its inception at the remnant counter of the ribbon department.

WHAT a contented and consistent individual the average farmer is? That is if we believe what we read of him and decline to accept the evidences of our own senses to the contrary. Who ever saw a contented farmer? I never did. If it rains he complains that his crops are drowned; if it does not do so he declares that they are parched up; if he has a bountiful harvest then prices are too low; if his crop is small then they are too high. Come as they will circumstances are always against the farmer to listen to the burden of his song. Long has he wailed for good roads until legislators actually thought he did want them and they went in to secure them for him, and what does he do? Why sets up a howl, because he is expected to pay for them. He don't want them that way—he wants to take a plow, tear up the earth, throw it in the centre of the thoroughfare, and from this tilling of the soil have it produce for him, free of cost, a macadam road just as it does corn and wheat, and when, strange to say, it does not do so, then again ascends to heaven his plaintive wail. Farmers and infants are much alike, both cry for what they have not, cry out against what they do have, and, upon getting what they cry for, cry yet more because it is given them. To reason with either or to expect from them any support in bringing about reforms for their welfare is like attempting to weave a rope out of sand.

CHICAGO. "WAYNE SCOTT."

A SMALL amount of the beautiful fell this week and consequently there has been but little riding, except for those who are lucky enough to possess pneumatics. They are like a lot of young fellows just learning to ride and just discovering the real beauties of the wheel. Winship was seen this last week at 12 o'clock midnight riding like mad through a snow storm. "Win" come down from the good old ordinary (fancy that) and riding in a storm at midnight. What next?

LAST Sunday Capt. Roberts of the Illinois Club led four of his club members a hot scorch to Evanston and return. This was about the only run taken, however, as the weather was so bad as to keep most of them indoors.

LAST Saturday evening, March 7, the Cook County Wheelmen gave "a stag," a feature of which was the exhibition of one of nearly all the leading safeties—a cycle exhibit. The reason for the cycle exhibit lays in the fact that the club has nearly 100 members who are associate members, whom it hopes to initiate into the popular pastime of cycling. Seventy-seven new members were elected to membership at their last meeting. The club in its third month has 237 members, a thing unprecedented in Chicago cycling history.

CHICAGO loses one of the brightest lights of her cycling world this week. L. W. Conkling leaves here to enter the employ of the Sweeting Cycle Co. at Philadelphia. He will travel for them. Conkling is one of the oldest of our Chicago wheelmen—is Vice President of the Washington Cycle Club, Treasurer of the Associated Cycling Clubs and a member of both the Chicago and Lincoln Cycling clubs. Conkling has started the great Pullman road race every year since its promulgation.

DOUGLAS CLUB members netted $100 on their masque ball. Capt. Miller has the season's run card in the press.

THE Pilzen Cycling Club gave a "nut crack" last Saturday evening. The early part of the evening was spent by the large number present cracking nuts and once in a while a joke was cracked and some times a head ditto. Later blackboards were brought forth and all present were blindfolded and a prize offered for the best picture drawn.

AN athletic entertainment was given last Saturday evening by the Illinois Cycling Club. A large programme, athletic and musical, was carried out very successfully. A light lunch was served. Two hundred and fifty were present. So successful has this club's cafe proven that they have found it necessary to employ a cashier and book-keeper. Mr. Blackman fills the position to a dot. Club members can pay their dues to him at the club house. Five colored men servants are also employed around the club house. The ladies' nights occur this month on the 9th and 23d, and on the 13th they give the fourth and last reception of the season at Martine's.

WEDNESDAY, March 18, the Æolus Cycling Club give a dramatic entertainment at Central Turner Hall. An elaborate programme has been prepared ending in a farce comedy entitled, "Wanted, a Confidential Clerk."

VICTOR CYCLING CLUB members entered upon a long-distance race Sunday, March 1, to conclude Jan. 1. An elegant gold medal has been offered as a prize.

MONDAY EVENING the Lincolns hold an important meeting. A change of location is to be made May 1.

J. V. WILSON, one of the oldest members of the Lincoln Cycling Club, returned to Chicago this last week after a year's sojourn in the East. He has entered the employ of A. G. Spalding & Bros. in their bicycle department, and will again join the Lincolns.

A MEETING was held at Ravenswood this last week and it was decided to form an organization to be known as the Ravenswood Cycle and Athletic Club, with a capital stock of $20,000. Subscriptions for stock are being solicited with good success. A general meeting is to be held next Thursday evening.

LINCOLN men, who have been spoken to, are very enthusiastic as the crowd who now have the matter in charge will allow the track to be open for practice at all times Matters will be pushed as rapidly as possible, as it is desired to have the grounds ready by May 1.

HOUSTON, TEX. "MAGNOLIA."

THE regular annual meeting of the Houston (Texas) Bicycle Club was held at their club room, No. 28 Main street, March 1. The meeting was a large and enthusiastic one, and a great deal of important business was brought up and disposed of and these officers elected: President, Mr. N. Shaw; Secretary and Treasurer, Mr. G. W. Sims; Captain, Mr. Joe Taylor; Lieutentant, Mr. E. Dargen. At the suggestion of Mr. F. W. Dumble, Local Consul, it was decided that the Houston Bicycle Club be incorporated under the laws of the State, with a capital stock of $5000, divided into 500 shares of $10 each. An executive committee, the personnel of which is a guarantee of good and efficient work, was appointed consisting of the following-named gentlemen: Messrs. Shaw, J. Taylor, G. W. Sims, N. C. Munger and F. W. Dumble to select site for race track. A committee was also appointed to confer with the Galveston Club for the purpose of arranging meets, etc. The two cities being the two largest in South Texas and both having numerous wheelmen by working in connection can greatly advance tae interests of wheeling in this section. Six names were presented for membership and the applicants received, making the club membership about thirty-five.

NEW JERSEY NOTES. "PALISADES."

THE regular quarterly meeting of the Board of Representatives and Trustees of the New Jersey Division, L. A. W., was held at Elizabeth, the 4th inst. The Division is in a prosperous condition. The treasurer's report showed a balance of over $400—and renewal season near at hand. The Secretary reported a gain of 410 new members for the year, making a total of 1053 members in the Division.

THE Highway Improvement Committee reported wonderful progress and good work for the past year and assured the Board that next year's report will be even more favorable. They are having small pamphlets and circulars printed for general distribution that will be ready in a few weeks.

THE Secretary proposed that a circular be sent to all clubs in our State urging them to become League clubs and offering inducements to them for doing so, which the Board unanimously carried. A circular will also be sent to all non-League riders in the State.

ELIZABETH was selected as the place to hold the annual State meet this year. Vineland withdrew, leaving Englewood and Elizabeth to fight for the prize (?). The Englewood representatives not being present, Representatives Bennett and Hinners of the Bergen County Wheelmen undertook to convince the Board, etc., but Messrs. Gilbert and Pennell of Elizabeth were too strongly fortified and carried their point. Englewood claims it for '92.

COMMITTEE appointed on meet: Geo. C. Pennell, chairman; Fred S. Bennett, H. S. Fulper, W. H. Stauffer, Amzi T. Dodd, A. F. Bellinger, F. C. Gilbert and T. F. Merecles, Jr.

EXTENSIVE preparations have already been made for the meet by the committee and wheelmen can look forward to a very "large" time.

BY THE WAY, May 29th and 30th were selected as the days for holding the meet and don't forget that Elizabeth is the place.

THE B. M. C. L. of Newark at their last meeting adopted their new constitution and by-laws as a whole, and a committee appointed to have the League incorporated under the State laws.

THERE has been a report in some of our cycling papers that Dr. G. Carleton Brown on account of his election as Second Vice President of the League will have to resign as Chief Consul of the New Jersey Division. This is not so, for the doctor is too valuable for the Division to lose, and we hope to have him as our Chief Consul for at least another year after the present one.

WE have received a list of nominations for officers of the B. M. C. L. and are sorry to omit them from this column, but lack of space compels us to omit all names of officers either nominated or elected. Their election takes place March 26 at their new club house, which will be opened to the members for the first time that night.

WE regret to hear that C. R. Hoag (former Secretary of the B. M. C. L.) is necessitated by business to give up wheeling. Mr. Hoag has worked hard for cycling interests in general and the B. M. C. L. particularly. We extend our best wishes for his future success.

THE Chief Consul is considering the advisability of instituting a new feature this season in the way of short tours. A tour-master will be appointed, and runs will be taken every Saturday afternoon in different sections of the State, under the guidance of the tour-master and the Local Consul. This is a most excellent idea and one that should "go."

LOCAL CONSULS throughout the State are requested to send into their Chief Consul any information that they may possess regarding new roads in their territory or give the name of some party in their locality of whom this information may be obtained.

COLUMBUS, O.

"SAFETY."

SINCE Columbus is going to have the meet this year it will probably interest the wheelmen to learn what the Columbus riders are doing, and that they propose to make the meet one that the L. A. W. may be proud of. We have secured as prizes five high grade wheels, and others in view. Our list of prizes will be larger than ever before.

THE Columbus wheelmen are all glad to hear that Detroit has secured the National Meet, and they are thinking seriously of running an excursion to Detroit to enable the visitors to get the benefit of both the Ohio and the National Meets.

THE Columbus Safety Club men are hunting for new quarters for the coming season and will fit them up elegantly, and will be in shape to take care of our visitors in July. Committees have been appointed and are hard at work on matters pertaining to the coming meet. We will hold it on Jnly 13th, 14th and 15th, and wheelmen going to the National Meet at Detroit should come via Columbus and try our races before going to the "Big" ones.

PRESIDENT F. B. EVERETT of the Safety Club was in New York last week, and called on President Dunn while there.

IF the new agreement proposed by the A. A. U. is adopted by the L. A. W. it will seriously interfere with the success of the Ohio meet, and as we have made our arrangements before it was proposed, we are hoping it will not apply to our meet.

WE want every wheelman that can, to go to Detroit via Columbus next July.

BROOKLYN, N. Y.

"TREB."

ON Friday evening the Brooklyn Bicycle Club, seventy strong, will visit the Park Theatre to witness Lillian Russell in "Poor Jonathan." At the conclusion of the play a banquet will be served at the Clarendon Hotel. Manager Sinn is getting up handsome souvenirs emblemetic of the occasion to present to the members who attend.

IT was thought early in the season that Wm. F. Murphy of the New York Athletic Club would again be a candidate for the office of Captain of the Kings County Wheelmen at their election on March 12, but developments proved the contrary. Many members were very indignant at the manner in which, as they asserted, he deserted his wheel club in preference for the N. Y. A. C. almost immediately upon his accession to the office of Captain last year, and it is no doubt with the idea that this would be a strong point against his re-election that has restrained him from again being an applicant for the office.

THE impression is conveyed from the circular issued by the N. Y. A. C. in reference to their amending their By-laws to admit the Citizens' Bicycle Club to their organization in a body, that they are taking upon themselves a big burden, but as I am informed this is not the case. It is true the athletic club becomes responsible for the "Cit's" debts, etc., but the one hundred members it is proposed to take in will all have to pay an initiation fee of $25, a price which, with the dues which will accrue from their membership, should, in a very short space of time, liquidate all this. The New Yorks know what they are about, and will not inconvenience or burden themselves with any debt for the purpose of securing the Citizens' Bicycle Club in spite of the fact that they are getting one of the best wheeling clubs into their ranks.

THE Manhattan Bicycle Club it appears are desirious with the co-operation of one of its sister clubs of managing the New York race meet in connection with the New York State racing circuit One of the meetings will unquestionably be held in New York, and the Manhattans do well to bid for it, but there will be other bicycle race meetings in New York City this season, so that the racing men need not concentrate all their hopes on the circuit meeting. It is asserted that Albert B. Barkman of the Brooklyn Bicycle Club has been requested to take the Chairmanship of this circuit which, should he accept the position, as I think he will, this section should see some ably managed meets.

A CYCLING paper in a peurile plea to escape criticism on being entirely in the dark as to the political situation at the recent election says: "It is not our fault if the men who came to knife Dunn turned tail and fawned upon him in hope of future reward." As it was the delegation from this section who were principally averse to Mr. Dunn's re-election, the utter untruthfulness of the paragraph is particularly clear to every one hereabouts, and in fact to anyone with a discerning eye. A strong opposition was brought to bear against putting Mr. Dunn in the Presidential chair for two years by the New York contingent. It is true their tactics were characterized by a slowness that lost them their point, but nevertheless they stooped to no such subterfuge as "fawning" upon Mr. Dunn when assured that their campaign was unbeneficial. Such actions might be on a par with the character of the writer, but the gentlemen who opposed Mr. Dunn are too well known to have any such story against them received with credit.

A SQUIB is going the rounds of the press to the effect that the Manhattan Athletic Club proposes taking a house for the accommodation of their bicycle section. In reference to this a member of the cherry diamond says: "Is it likely that after erecting a magnificent club house we would still hire a new building for our bicyclists? No, a separate store room has been appropriated to their use, and although special attention will be given to this branch of sport, I am sure it is not the intention to secure commodious quarters for them outside of our Madison Avenue house."

THE Manhattan Bicycle Club will hold their annual election of officers on Monday next.

THE banquet tendered by the New York Bicycle Club to their bowling team on last Saturday evening was a great success.

NEWS AND COMMENT.

THE tenth annual reception of the Kings County Wheelmen took place at Avon Hall on the evening of March 3, and to say the affair was a grand success but feebly expresses it. The unpropitious weather was the only thing to mar the pleasure of the occasion, and but for that fact the hall would not have been large enough to hold the vast throng of friends of the organization. About 150 couples were present and enjoyed themselves in a royal manner. This is the first time since the opening of this club's home that they have been obliged to hold their reception outside their club house, which would have proved altogether too small for the occasion.

THE South End Wheelmen of Philadelphia have just acquired through purchase the property at the southeast corner of Broad and Morris streets. It is the intention of the club to occupy the house as soon as the necessary alterations and improvements are made.

ACCORDING to the By-laws of the L. A. W., the national championships must be run after Aug. 15. It is rumored that the wheelmen of Philadelphia are agitating the question of applying to have these races run there in a fall meet.

THE Apollo Bicycle Club of Taunton, Mass., held their first social in Davol's Hall on the evening of February 27. A large number of wheelmen were present, and an enjoyable time was passed by all.

NEWTON, IOWA, will have the honor of entertaining the members of the Iowa Division of the L. A. W. on the occasion of the annual meet on the 16th and 17 of June next. The wheelmen of the town are using every effort to make the affair a grand success, and already there has been arranged a public banquet to be held on the first evening, and a grand ball on the second evening of the tournament.

THE Harlem Wheelmen gave the last ladies' reception of the season at their cosy club house on the evening of March 3. On account of it being the last, everything was carried out on a larger scale than any of the club's previous efforts, and the large party present heartily enjoyed themselves till early the following morning.



AND THE

EAGLE BICYCLES

WIN

THE RACE.

$10,000 TO A YELLOW DOG,

That J. K. Starley & Co., (Starley & Sutton), Coventry, England, made the first Rover type safety.

That all American safeties are imitations.

That the Rover heads the list of high grade safeties in America to-day.

That Cycle dealers of the best judgment are selling Rovers.

That riders of the best judgment are riding Rovers.

That the Rovers are fitted with Pneumatic and Cushion tyres, which originated in England and Ireland.

That THE JOHN WILKINSON CO., 269-271 State St., Chicago, are the sole U. S. Importers.

GET OUR CATALOGUE.

Sixteenth Year in America.

1876 The First Cycles in the United States

"The philosophy of trade forces prices to correspond with quality. No man can buy for a dollar that which is worth two dollars, nor can one man make for a dollar what another and older man cannot produce for twice as much money. There are prices and prices, and qualities and qualities, and every time they correspond. * * * It is worth something to know what you are going to get."—*See Bicycling World. p. 128, Dec. 6th, 1889.*

1891 The Largest Cycle Manufactory in the World

SINGER SAFETIES

Eight Patterns.

MINIATURE, INTERMEDIATE, APOLLO, SPECIAL APOLLO, SINGER, LADIES' SINGER, SPECIAL SINGER, ROYAL SINGER.

Prices From $80.00 to $185.00.

SINGER & CO., 6 and 8 BERKELEY STREET and 2 WARREN AVENUE, **BOSTON, MASS.**

THE East Hartford, Conn., Wheelmen dedicated their new rooms on the evening of March 2; the new quarters are nicely furnished, and a credit to the organization.

THE Ansonia, Conn., Wheelmen held their annual meeting and election on the evening of March 4. This organization was formed about a year ago with six members, and has grown steadily, until at present they have a membership of 65. They have considerable property, and are in splendid financial condition. The annual banquet of the club will took place at the Dayton House on the evening of March 12.

THE Portland (Me.) Wheel Club will give a banquet on the evening of March 16; a jolly time is guaranteed those who attend.

THE Rockford, (Ill.) Cycling club is hard at work perfecting arrangements for the annual meet of the Illinois Division of the L. A. W., which will be held at Rockford on July 3 and 4; a large number of visiting wheelmen are expected, and the Rockford Club intends to give them a royal reception.

THE New Bedford, Mass., Cycling Club will give a grand ball in Odd Fellows' Hall on the evening of March 13.

AT the annual meeting of the Whitinsville (Mass.) B. C. the old Board of Officers was re-elected; this organization is out of debt, has a handsome balance in the treasury, and 53 members in good standing.

ANOTHER new sporting paper makes its initial bow to the public in its issue of March 11, '91. Its title is *Saddle and Cycle*, and is published weekly in Philadelphia, Pa., under the editorial care of R. H. Kain, Esq.

THE Douglas Cycling Club of Chicago, Ill., will give their first grand concert and hop at Apollo Hall on the evening of March 20.

THE Springfield (Mass.) Bicycle Club will hold its annual banquet on May 6, the tenth anniversary of the club's organization.

A TOPIC of much interest among the Bridgeport (Conn.) Wheelmen is the contemplated road race of 25 miles with teams. All the clubs in the city are in favor of the proposed plan, and a committee has been appointed from the different clubs to solict subscriptions for the purchase of a trophy to cost about $330. There will be but one contest for this valuable prize, so the club winning the race will become the sole possessor of same. It is expected the race will come off early in June.

THE Bridgeport (Conn.) Wheel Club will hold their annual banquet on the evening of April 7.

THE Park Avenue Wheelmen are making up a party to attend the race meet at Hagerstown, Md., on July 3 and 4.

WE wonder if Elwell is aware that he is organizing a cycle tour around the world following the route of Stevens?

HENRY GEORGE, since his experience with a bicycle through the influence of the Elwell tourist in Bermuda, has become an enthusiastic wheelman. He is a thorough convert to the bicycle as a health restoring, nerve-quieting tonic.

THE Lockport (N. Y.) Wheelmen lately voted to remain a League club. The club will give an entertainment at the local opera house April 3.

MR. JOHN GREEN has severed his connection with the Strong & Green Co. of Philadelphia and will cast his fortunes in the future with Alfred Field & Co. of New York.

EIGHTY-FIVE members of the Ramblers' Bicycle Club of Buffalo, N. Y., wheeled 144,406 miles during 1890. The following are the names of those who reached the 3000 mark and over: F. E. Klipfel, 4500; F. L. Hart, 4309; Dal H. Lewis, 4045; J. J. Kane, 4000; W. G Shack, 4000; Eugene Vogt, 3800; H. J. Trautmann, 3640; M. H. Brunner, 3500; G. Spitzmiller, 3000; T. Kayser, 3000; A. T. Crooks, 3000; B. I. Crooker, 3000.

MR. N. A. SHOCKLEY, an old-time member of the Massachusetts Bicycle Club, now of Candelaria, Nev., will go on the Elwell European tour this summer.

WE alluded to the Clover Wheelmen of Philadelphia, Pa., last week, as the Clover Cycling Club. The date on which they gave the reception was Feb. 24th, not the 23d as stated.

THE Lewiston (Me.) Wheelmen held their second annual hop at Lyceum Hall last week Thursday. Those who did not care to dance played a quiet game of cards.

THE Aquilo Cyclers of Cincinnati held their "annual meet" at Brown's on the evening of March 13.

"WHEN, oh! when will this suspension business be decided?" is the anxious cry of the unfortunate few.

AN effort is being made by the cyclers of Cleveland, Ohio, to revive the lagging interest in cycling and cycle clubs. Cleveland enjoyed prestige once as being among the leaders in cycling affairs, but now she is down to the same low ebb as Boston.

THE following verses from a St. Louis correspondent were inspired by the remarkably fast (?) run made a short time since by the Missouri Bicycle Club (21 miles in 38 minutes:

Of course you've all heard of that very fast run,
A little bird whispered to me.
How eight fast Missouris went out for some fun,
This little bird whispered to me.

Now I think it must have been a very good brew
That Anheuser gave to those people, don't you?
To this then I think that their fast time was due,
This little bird whispered to me.

OUR Concord (N. H.) correspondent writes to inform us that Concord is not dead in wheeling matters, as there are 100 active wheelmen at present and a prospect of a large increase the coming season.

THE Alpha Wheelmen of Philadelphia, Pa., a new wheeling organization, was formed on Jan. 29. Eighteen names were on the charter list, comprising some of the leading lights of the city. A feature peculiar to the club is the fact that each and every member of the club must own and ride his own machine.

A WELL KNOWN Cincinnati physician says: "The proper use of the wheel is one of the best remedies for dyspepsia ever invented."

I STOOD looking in a print shop window once, and I saw there a picture, which, both the subject and the treatment, has always caused me to remember. The artist pictured a negro boy, upon whose face the most profound look of injured innocence was shown, while from a rent in a battered straw hat that adorned his head, could be seen protruding the heads of a couple of spring chickens. Beneath the picture was a card explaining it to such as could not get at its meaning from the picture itself or form any idea at all of negro character, it bore the words: "Don't you call me no thief, white man, I don't know where your chickens is." When I read Mr. Shipton's denial of any piracy or lifting of the L. A. W. badge by the C. T. C., some way or another, back to my mind comes the picture of that negro, and the "don't you call me no thief," as certainly both seem to me to be cases of the accused being "caught with the goods on them," to use an expressive term from the lexicon of the police. Don't waste pen and ink in denying the fact, Mr. Shipton, don't hide behind Mr. Lamson nor anybody else, come right out and do an un-English act of "acknowledging the corn," consoling yourself with the fact that you are not the only of your countrymen who, being detected in lifting from America, has seen fit to deny it in the face of all facts to the contrary. I'll admit eating crow isn't pleasant, but then, most anyone has to dine off of it some time in this life, and you can't expect to escape Mr. Shipton.

—*Hawkshaw.*

THAT RECORD OF ALLSUP'S.

Editor Bicycling World: In your issue of Jan. 9, '91, I expressed doubts as to whether "Teddy" Allsup of our city rode 2761 miles last October, working in business nine hours per day, as he claimed. My figuring gave him 3 1-3 hours' sleep per night for the month, and severe rains prevented him from riding at least three days. This would give him a daily average of 95 4 miles.

Mr. Allsup counters with two mouthpieces—"Star" in BICYCLING WORLD and "Squibbs" in the *American Athlete*. "Star" finds 34 days in October and says that Mr. Allsup rode from 4 A. M. to 7 A. M. and from 7 P. M. to 11 P. M. This leaves five hours for undressing, washing, breakfast and sleep, or about four hours for sleep. The other "mouthpiece" says that Mr. Allsup rode from 5 to 8 A. M., and that if Mr. Allsup had really but 3 1 3 hours' sleep during this remarkable month's riding "it would look pretty blue for Mr. Allsup." But, says the M. P. triumphantly, Mr. Allsup had five hours' sleep. Thus the cerulean horizon vanishes. Mr. Allsup could not have done it with 3 1-3 hours' sleep, but with five hours it is all right. I smile.

"Star" says that Mr. Allsup rode 12 to 15 miles per hour. "Squibbs" says 15 to 16 miles per hour, on asphalt streets, from 5 to 8 A. M. Now drivers prefer asphalt streets, and consequently the travel on such streets is considerable, especially between 6 and 8 A. M. Imagine a man riding an ordinary through the streets of a metropolis at a 15 to 16-mile gait.

Both the M. P.s ask me to go to Mr. Hanauer, the generous donor of the medal for the contest, and ask him for the daily mileage record as handed in for October and digest it. Well, I sent a friend for that purpose, but unfortunately the schedule is not to be found. Mr. Hanauer is making extensive alterations in his store and in moving the papers have been mislaid. Mr. Hanauer says "Teddy" kept no duplicate, so it is useless to go to him. It is unfortunate for Mr. Allsup that the original record is lost. The proof should have been found in them.

"Squibbs" says Mr. Allsup had company during his ride in October and can produce him.

Let us know him and let us see his mileage at Hanauer's.

I really hope that Mr. Allsup will explain away the difficulties, but until he does visions of Munchausen will flit before me. Mr. Allsup says he can prove that he did it—by doing it again. I laugh. That is the way we used to "prove" things when I was a boy.

In my article I referred sarcastically to the ride of the "Big Six" of Chicago from Indianapolis to Cincinnati. The Crescents of our city thought they were meant. I meant the large half-dozen from Chicago. I never knew that the Crescents claimed to have ridden from Indianapolis to Cincinnati. NON-CONTESTANT.

[This controversy must now cease.—ED.]

THE PHILADELPHIA SHOW.

THE individual who, through neglect or stress of circumstances, was not able to be present at the first annual cycle show in Philadelphia, given under the auspices of the Associated Cycling Clubs, missed a most interesting and instructive exhibition, and while a large portion of the visitors were cyclers, and interested in cycling business, it was a most flattering proof of the interest shown by non-riders, as the attendance of non-riders at both afternoon and evening sessions was in excess of the most sanguine expectations of the promoters.

THE WORLD was the first paper to show up at the exhibition with a description of the exhibits, and with the exception of one error (which no doubt our attention will be called to from some quarters), and one or two omissions caused by the hurry in getting the report to us in time to publish it was voted to be an excellent report. We give below a description of exhibits which were of necessity omitted from last week's issue. We also give an account of each evening's entertainment.

The exhibit of the Union Cycle Company of Highlandville, Mass., was undoubtedly the best arranged of any, the space being ample and the decorations very fine. The Pope Mfg. Co. came next in point of having sufficient space and in the taste displayed in showing the goods, and while all the exhibits were worthy of the highest commendation the fault we have to find with them is that of being very crowded and in not giving the visitors the chance to circulate among the machines and examine them closely and critically.

It will be of interest as a matter of record to print the number of machines shown by each exhibitor.

Bretz & Curtis had four Warwicks and five Referees, and among the Referees was shown the identical racing wheel on which Jones made his famous world records; it is a beautiful little machine and fully up to the standard of the Referee people's work. Bretz & Curtis are now the manufacturers of the Referee in this country and they will be in position to supply the growing demand for his wheel.

Mr. Sweeting's total exhibit numbered 28 wheels, including the Rivals, Humbers, Irwell, R. & P.'s, Psychos, Stovers, Elliotts, Ormondes, Sweeting Diamond, Clipper, the Minnehaha, and a double safety called "The Twins."

L. Pettitt & Co. showed two patterns of their Common Sense safeties, one regular pattern and one racer.

Wall & Boyer of Philadelphia showed 14 machines, 12 of which were Singers, including one tandem and one tricycle, and two medium grade called Captain and La Belle.

W. Trafford showed five wheels, one Columbia, two Populars, one Vulcan and one Sunbeam.

Eagle Mfg. Co. showed six wheels.

Coventry Machinists' Co., eight.

John Wilkinson Co., nine.

Premier Cycle Co., eleven. There was also one Sylph and one Buckingham & Adams ladies' wheel.

Western Wheel Works, through R. L. Coleman & Co., showed seven patterns of their cycles.

Keefe & Becannon had five wheels on exhibition.

Gormully & Jeffery, eight.

Strong & Green, ten, of which eight were Quadrants, one Universal and one Rambler.

Banker & Campbell had two sample wheels of their new Meteor.

Lozier & Yost, five Giants.

Pope Mfg. Co., nine safeties and two ordinaries.

Hartford Co., five wheels in this exhibition, which under the management of Mr. Hart also showed a new wheel called the Hart Safety—a very nice wheel for the price, $50.

E. K. Tryon & Co. showed sixteen wheels, eight New Mails, seven Lovell Diamonds and one ordinary, the machine on which Murphy made his celebrated record of 12,890 miles in a year.

Union Cycle Co. showed nine wheels and a most attractive exhibit it was.

Overman Wheel Co., through A. G. Spalding & Bros., their agents, showed a full line of their safeties, two ordinaries and two boys', making a total of eleven machines.

United States Cycle Mfg. Co., a brand new concern, showed two patterns of their new machine, called the Ajax.

H. B. Smith & Co. showed a line of seven Stars.

Total number of wheels on exhibit, 193.

The foyer of Horticultural Hall was devoted to the exhibition of the curiosities of cycling, a sort of "chamber of horrors" on a small scale which has become a yearly part of the Stanley Show in England. Among the "first" machines are shown the origin: l Lallement, bought of Lallement in Paris, in 1863, and was the first machine to which bicycle cranks and pedals was attached. The first Star and the first Eagle were also on exhibition. There was also shown a curious little machine, built exactly like an Eagle, owned by a six-year-old lad named E. Jackson, and on which the little fellow is said to have taken a continuous trip of 15 miles. The Singer Special Challenge No. 5, owned by Captain Longstreth, was shown and attracted a good deal of attention, as also did the Singer Special Challenge machine owned by Mr. Chandler of Brookline, Mass. Stevens' Expert—on which he travelled around the world—was shown, and also Weaver's Eagle on which he made his trip across the continent. A tricycle shown by Hart & Co. was labelled "experimental machine—never duplicated" and what surprised us was that it should have ever been conceived. The motive power being furnished by the rider's jumping up and down on the saddle—we did not wonder that it never was "duplicated."

The handsome case of medals and trophies won by Taxis and others was very interesting.

An excellent collection of photographs of cycle celebrities was shown. One curious combination particularly struck us, the individual photographs of the following-named being grouped together: Prince, Webber, McCurdy, Frazier, Rhodes and Kennedy-Child. There are several mentioned in this combination who undoubtedly would not feel unhappy were the combination broken.

There is a curious fac-simile in print of a hobby horse race in the Garden de Luxembourg in Paris, 1818. This curious print was presented by E. Neumayer of the Pennsylvania Bicycle Club. Mr. Neumayer, when 8 years old, was the proud possessor of one of these hobby horses.

One of the curiosities, which was not shown in the "chamber of horrors," was in Mr. Sweeting's exhibit, namely, a machine something like an old fashioned velocipede, the frame being hinged in the centre between the two wheels and the steering being done by means of this hinge. It was said that this wheel could not be ridden, and heretofore all efforts to ride the "critter" had been in vain, but on Friday morning the wheel was taken down into the lower hall where there was plenty of room, and three of the men, one of whom was Mr. Owen of Washington, succeeded in riding the wheel around the room without very much apparent effort, therefore it can no longer be said that the machine is unrideable. We were present also at a trial, under the most difficult and discouraging circumstances, of the Balance Bar, manufactured and patented by Gertenbach & Hamp of Philadelphia. This is simply a hard wood jointed rod, each end of which is placed on the shoulders of two riders, a hand of each rider being put upon the bar and held lightly in position; we saw this tried by two riders, one of whom was riding a wheel the saddle of which was much too high, and the other had never tried the device before, still without much apparent effort they were able to ride the machines in a horse car track, although the surface was very wet and slippery. Another novelty was "The Little Beauty Bundle Carrier" and Child's Seat combined, for attachment to safety bicycle or tricycle.

We were also shown a number of forgings in which we were told that aluminum was used to such as extent as not to intertere with the good qualities of the steel proper, and at the same time greatly reducing the weight of same. It is said that these forgings can be produced at 22 cents per pound. If the claims of this company prove by actual practice to be well founded, then there is no doubt but that the weight of machines can be greatly reduced, even though it be by an extra cost to the rider.

Mr. A. MacOwen returned from Europe, arriving in Philadelphia on Friday. The cycling press was in every case but one represented by the editors: Prial of the *Wheel*, Miles of *Referee*, Goodman of the *American Cyclist*, Barrett of *Bearings*, MacOwen of *Athlete* and Fourdrinier of the WORLD.

The souvenir and official programme of the Show is a most creditable production. It contains thirty-six photographic reproductions of prominent League officials and men both local and national, views of the Philadelphia club house, principal racing men, events, etc. The letter press gives records, a list of Railroads that give free transportation, an article on cycling and the Philadelphia riding district, track rules, an article by I. B. Potter vs. the movement for better roads, short histories of the local clubs, and an excellent article on "Cycling and the A. C. C." The souvenir is a fine book, and the possesor can consider himself lucky.

All one need say to "Ariel" is "Featherstone's pneumatic" and a circus will ensue.

A PLEASANT AFFAIR.

MR. H. CROWTHER invited a party of gentlemen to take dinner with him at the A. C. S. N. club house last Saturday evening, and a most enjoyable time was had. The guests were S. A. Miles, *Referee*; G. K. Barrett, *Bearings*; F. P. Prial, *Wheel*; J. S. Kuen, Jr., E. A. Keith, H. A. Keith, C. W. Fourdrinier, BICYCLING WORLD and Mr. Robertson of Washington. The club house of the A. C. S. N. was inspected by the visitors, and certainly in matter of appointment and elegance compares with any athletic club in the country. Mr. Crowther did the honors of host in a most gracious way, and when the guests dispersed, they all voted him as being a "jolly good fellow."

AFTER THE SHOW.

SATURDAY NIGHT witnessed the closing of what is going to be a landmark in cycling in these United States—the first annual cycle show of the Associated Cycling Clubs of Philadelphia. Undertaken with some hesitancy, it was yet carried out with ardor and plenty of hard work, the committee in charge leaving no stone unturned to insure its success, Chairman Hare and Messrs. Bunnell, Van Deusen, Edwards and Kain being especially active, while Messrs. Collins and Crowther, who compiled the souvenir programme, crowded into the short space of time at their disposal all the "copy" they possibly could, although had their requests been more promptly answered much valuable matter and several handsome "phizes" would not have been omitted.

With Boston and Chicago at such a distance from this city it became necessary to mail "copy" in many cases before the exhibits were all made in order to reach the editors' hands before the various cycling journals went to press, and naturally some of the information published in last week's issues was to a certain extent incomplete, but the BICYCLING WORLD scored a point by having its issue with a very full report on hand by Friday morning.

As at the time the account of the show was mailed—not all of the exhibitors had their machines entirely arranged—it might not be out of place to briefly touch upon the omissions.

BANKER & CAMPBELL CO., Ltd.

The machines of this firm, which had been detained, came along and were placed on view later in the week, consisting of their new Meteors, somewhat on the lines of the Ormonde and fitted with their new web cushion tire, which ought to be a good one. They are using on these wheels an arched crank axle hanger, allowing the sprocket wheel to be placed between the bearings and a new oil cup and cam chain adjustment, with the Perry Humber pattern chain. They list at $135 with solid tires, $140 with cushion tires and $165 with pneumatics.

A. B. RICH & CO.

Samples did not arrive in time for the show. Mr. Rich informed your correspondent that they had already contracted with the Ames Mfg. Co. for an American Ormonde for next season's trade; they in common with many other of the leading importers, foreseeing the importance of being able to draw their supplies from the home country.

KEEFE & BECANNON

The Comet wheels, with cushion tires, at $115 and $120 in plain and striped finishes respectively (the pneumatic costing but $135), and the K. & B. Diamond at $100, with ball bearings throughout, were also received later in the week (cuts and description appeared last week), Mr. Becannon coming over with them. They should do a large business in these machines this year, as they are graceful and look strong and are sold at prices that speak for themselves. A special feature of the Comet is the double spoke—48 to each wheel.

THE JOHN WILKINSON CO.

Mr. C. S. Merrill, the well-known representative of this hustling Western concern, had on exhibition in Space 9 ten styles of Rovers by the time my report was well on its way to Boston.

They showed men's wheels from 28 pounds in weight up to 42 pounds, two ladies' wheels, 38 pounds and 40 pounds, and a combination safety for either gentleman or lady; these are fitted with any kind of tires, solid, cushion or pneumatic. A cheaper wheel to sell at $85 is shown with solid tires, $100 with cushions and $125 with pneumatics. One novelty they show is the Rover Sociable, a machine no wider than the common tricycle, but so constructed that two persons can ride it side by side.

Mr. Merrill's light safety is also on exhibition. This wheel weighs 34 pounds, is fitted with pneumatic tires and has been in hard service all this year without a break of any kind. This is the more creditable, as the machine has been ridden by nearly 1000 people in that time.

AMUSEMENTS.

All through the exhibition the visitors, both afternoon and evening, were regaled with what really was excellent music by the Franklin Band, which filled up the gaps between the various scheduled events. On Tuesday evening Master Clarence Worrell, the thirteen-year-old bugler of the Third Regiment, gave several solos, and then Maltby came on to astonish the spectators with his wonderful trick riding. In the first part of his performance he was dressed up as a ballet girl, his make-up deceiving more than one among the audience and in the second part he was enabled to introduce a new feature. Taking Master Worrell on his shoulders, he executed his numercus tricks, and, finally riding on one wheel, Clarence sounded the bugle calls, bringing down the house.

Wednesday evening, being athletic night, was given up to fencing, single-stick, sparring and wrestling contests. The West Philadelphia branch of the Y. M. C. A. gave an exhibition drill which was loudly applauded. M. C. Austin and R. H. Kain fenced and guarded with foil and single-stick. H. Wolff, champion lightweight, and J. J. Anderson, both A. C. S. N., wrestled, the former winning a fall in 8 minutes 5 seconds. H. G. De Burle and Wm. Grant sparred, and then the contest on the Sweeting home trainer began. These contests were run in mile heats, for a silver cup offered by Messrs. Simons Bros. and a medal by the committee, and as they were run on the stage in full view of the audience (the large dial arrangement of the home trainer, with its two long pointers, enabling every one to note the lead of each contestant as he passed the other and was re-passed in his turn) they attracted great interest, the club mates of each man cheering him on to victory—or defeat, as the case might be. The preliminary heats gradually sifted out the following men to compete in the final on Saturday night: Fitzgerald, Columbia Cyclers; Hazleton, Century, Douglass, Park Avenue; Draper, Park Avenue; and Bailey, Century. In the finals Fitzgerald beat out Hazleton, Douglass beat Draper, Bailey beat Kelly, Fitzgerald beat Douglass, and then the deciding contest took place between Bailey and Fitzgerald, the former winning after a pretty race in 1.33 4-5, thereby creating a new American record.

On both Thursday and Friday evenings Maltby again gave exhibitions—on the latter night dressing up as a dude and doing the greenhorn act to the delight of his audience. He must carry an iron-clad accident insurance policy or have the proverbial nine lives of a cat, for such apparently tremendous falls and headers as he experienced were calculated to render the more nervous among the spectators anything but comfortable. Thursday evening was further pieced out by the Oriole Glee Club, but the very poor acoustic properties of the hall interfered materially with their performance. Friday evening was military night and the Silver Spring Rifles (Post 8, Cadets,) in scarlet coats and huge bearskin grenadier caps went through the manual of arms, while Gatling Gun Battery, Company B, of Camden, gave an artillery drill. The home trainer finals were the only attractions on Saturday night, and at 11 o'clock the lights were turned down for the last time and the first annual A. C. C. Cycle Show was history.

The success of the exhibition was a surprise to all concerned. More main floor space was applied for than was at the Committee's disposal, while the hall was simply thronged every night, many of the visitors being from out of town. A large number of the non-cycling public were also on hand, and more than the usual interest in things cycular was evinced. The evenings had been divided up among the various clubs, and the consequent rivalry to secure the largest attendance was strong. Although Pennsylvania and Philadelphia nights were very stormy, over sixty of the former were in attendance, while the Park Avenue, Century, South End, Mount Vernon, Oxford, Wissahickon and Columbia clubs all turned out in force.

The official returns are not yet in, but a moderate estimate would place the attendance at about six to eight thousand. Of course this ensures the financial success of the undertaking, and it is certain that a handsome profit will be placed to the credit of the Associated Cycling Clubs.

A pleasant feature of the Show was the organization of the "Thirteen Club," an impromptu affair born in the Lafayette Hotel cafe on Friday midnight, the following names being enrolled: Messrs. Pttman (the "Vet" being President), Miles, Prial, Merrill, Beals, Bridgman, Banker, Gerry, Barrett, Wells, Merrihew, Rich and Coleman. Pittman's recollections of "'Appy Days!" will linger long

in the memories of the merry crew, not to have been numbered among whom, is one of the regrets of "ARIEL."

Philadelphia, March 7, 1891.

A SUMMER VACATION AWHEEL IN THE HARZ MOUNTAINS.

BY WM. HEYNY, JR.

(*Copyrighied.*)

COMPARATIVELY little is known of the German Harz among the American travelling public. Of all the thousands who visit the continent of Europe annually few knowing ones ever come to the Harz to stay for the summer,* or a stray individual happens to lose himself and "discovers" the grand beauty of its mountains, the surpassing loveliness of its hidden valleys.

It was in this way that I, some years ago, happened upon the Harz for the first time.

I had proposed a trip up the Rhine, through Switzerland to Italy. While crossing through the Harz, known to me then only by the poet Heine's celebrated "Harzreise," I found scenery of such original character that I at once determined to stay.

The great rocks, clad in mystic, legendary hue, spun their charms around me, and I did not venture beyond the idyllic valleys of the Harz that summer.

Happy am I in the recollection of my daily roamings about the hidden paths of these verdant and beflowered valleys, and of my explorations of feudal castle ruins.

Since then I have revisited these lovely mountains again and again, and each time I sojourn in Europe awheel, the days spent in company of the clubs of Onedlinburg and of Nordhausen on the smooth roads, winding through mountain and vale, leave everlasting bright spots on my memory.

The Harz (originally "Hart, mountain-forest) is the most northerly link of the central German mountains. Its extreme length is, from Hettstadt in the east to Seesen on the western slope, about sixty miles, while the greatest breadth, between Blaukenburg on the northerly rise and Walkeuried in the south, is only twenty miles.

THE SELKE VALLEY.

Leaving Hamburg we wheel via Celle and Braunschweig to Ballenstedt. On the height above the town lies the castle of Ballenstedt, with its handsome park and magnificent view of the "Gegensteine" and the Harz mountains in the hazy distance.

Just below is the little town of Meisdorf at the head of the Selke Valley, the *entre port* of the Harz. After a short ride over the good post-road, skirting the Selke river, hemmed in on both sides by green clad mountains, the tower of old Falkenstein Castle, almost hidden by the trees, greets us from its lofty site, fully 1000 feet high. It is the scene of Burger's "Pfanerstochter von Taubenhain."

We leave our wheels at the inn "Zum Falken," and ascend, through the forest, by a short, steep footpath. The castle, built in the 12th century, is well preserved, and contains very interesting antiquities.

As we are led through the quaint apartments and halls, we also come upon the ancient little chapel, where once Luther preached.

From the tower a fine view of the valley and surroundings is had.

Descending, we cross the Selke over a rustic bridge and ride on, passing several mills along the valley. The road follows the silvery stream in its windings, crossing and recrossing it.

Now the valley widens, giving room to fields and meadows, where cattle are pasturing and vegetables cultivated.

We next dismount at the inn "Zur Burg Anhalt." A short climb, and we have before us the spare ruins of Anhalt Castle, destroyed in the 15th century, covered with grass and shrubbery. For a long time treasures were believed to be hidden under the massive old tower, but when recently dug up, there was only revealed a human skeleton.

Isn't it fortunate to find an inn or "Wirthshaus" at almost every ruin or place of interest, hereabouts! There is no fear of any of us starving; they will not even suffer you to feel dry, as the rich milk at this inn is a treat that we may indulge in.

Passing the old Selke Mill, we now wheel through the most charming part of the valley to Magdesprung. Situated in the midst of the fertile valley, this village is noted for its park-like surroundings, full of arbors and shady walks. On a precipitous rock above is shown an impression like a huge human foot. "And thereby hangs a tale."

A certain giant's daughter being pursued by her enraged parent, in order to escape him jumps from the opposite "Zettelberg" clear over the valley to this ledge, leaving her footmark deep in the rock. From this legend the place derived its name, "Magdesprung"—maiden's leap.

Near the "Trappe" stands a large iron cross dedicated to the memory of Duke Alexis.

The Iron Art Casting Works of Magdesprung are renowned, especially for their deer groups. An obelisk of cast iron, 70 feet high, was erected by the Duke Alexis, in honor of his dead father, who built the first iron works here.

Between Magdesprung and Alexisbad the scenery continues picturesque and ever changing. The road follows the Selke, passing little waterfalls and bowlders, partly hidden behind rich foliage which clothe the blocks with friendly green. And here, after a turn in the road we come upon a cluster of houses, mostly hotels, at about the highest point of the valley.

Alexisbad, favorably situated, is a little watering place, and boasts of a number of guests in the season. At hotel "Goldene Rose" the host greets us cap in hand. We enjoy a dinner of mountain-brook-trout, and then, lighting our cigarettes, take a stroll around.

Directly opposite the hotel on a rock up high is another cross of iron, though different in shape and not so large as the one at Magdesprung. As we stand and read the inscription on the slab at its base, the "Kurkapelle" (band) below intonates a selection from Wagner's "Tannhauser." Truly, the classical music, as put forth by this band, is not intended for a musical ear, but up to our lofty standpoint it sounds so solemn that I am stirred to my very soul; I feel as if in church. And are we not? Is not nature in all this, its grandest beauty, God's great temple? Here we see all His wonders around us, and we are moved to bend our knee before him.

Below, the visitors to the baths are promenading in the "Kurgarten" to the music of the band. Let us join them and go a little further down the valley, where brightly colored wild anemones and other flowers are blooming in the meadows. In the distance the many hued rocks rise perpendicularly from the road, and the foliage is constantly changing color under the last kisses of the parting sun.

The band programme is exhausted, the musicians have packed up their instruments and gone home. Slowly shadows gather around us. From the valley below white fog is rising. The promenade has become deserted, but still we linger to inhale the luxuriant air, balmy with the resinous odor of the pines. A delicious sensation overcomes me. Ah—that I could dream away thus forever!

In my room I open all the windows. Nothing disturbs the solemn tranquility of the night, nothing is heard but the chirping of thousands of cicades.

* I found an American colony near Harzburg.

A THESPIAN'S "EXPERIENCE."

DEAR E. M.—Actuated by a desire to emulate your prowess "on the wheel," as I have long admired your artistic qualities—I hied me this bright sunny morning to a "school of instruction" situate near the park.

Having paid in advance, for a long "trip ticket" (you make your dates ahead for these encounters, and they tear off a coupon each time you enter the ring), I was ushered into the hall. They took my clothes away from me and then I was introduced to the deadly thing. It looked quiet and collected enough as it leaned in a blase way against the wall. The dusky person who was in league with it, and acted as "Professor," buckled a wide strap around my waist and got a hold on a tail that hung down behind and made me feel like a Darwinian theory.

He commanded me to mount. I remembered who I was and quietly resenting the superior tone of this dusky person—I did so, with the easy, well-trained, Daly Theatre style. Its hatred then began to show itself. It laid down—that's all. It wouldn't stand up.

The dusky person grinned—and I began to feel that I was dreadfully young. Some times I fell on the floor and some times on the dusky person—but The Thing always fell on top.

Oh! E. M., why did you tell me in Boston that it was easy! ! !

After a while it got tired of laying down and tried a series of wild rushes, hoping to smash me against the wall. The d. p. then said I was improving. I murmured, "You flatter your poor Pauline."

At this The Thing began playing at circus. It commenced going in a circle—a huge iron pillar was in the centre and stood for the ring-master. Oh, E. M., shall I ever forget the wild, maddening rush through space as the fiend-possessed Thing tore around the ever narrowing circle—faster! faster! nearer! nearer!—now I hear the cries of the d. p., who has gotten out of harm's way and is yelling something—and yet faster we fly to the fatal finish of the frantic fiend—one last spurt, and then with a murderous rush right on to the ringmaster, it got on top of me and threw me, pinning me to the floor—then all was chaos.

* * * * * * * * *

After the druggist that was called in got through and handed me what was left of the book of court plaster—they helped me to a cab and I went home.

I have faced many ordeals, E. M. I have asked my manager for a good part—I have even played in Shakespeare in Daly's Theatre. But The Thing out-cyclones anything I've ever met.

Ah! E. M., you are a great creature.

I admire you as an actor and an artist.

I love you for the many domestic qualities you have, and as a man and a brother, but—I venerate, respect and adore you as the master of the thing.

Verily, E. M., you are a man of great parts.

Yours in arnica, FRED BOND.

To E. M. Holland, Esq., 'Cyclist.

New York, Feb. 12, 1891.

THE ILLINOIS DIVISION MEET.

ROCKFORD has made formal application for the annual meet of the Illinois Division, L. A. W. The Rockford Wheelmen number 200—all active riders. The town has many miles of splendidly paved roads—is located on the banks of the Rock River—is surrounded by beautiful scenery, has a splendid picnic ground seven miles down the river, reached either by steamer or by wheel over good roads. A large hall has already been secured in which to hold the meet and enough representatives have pledged their vote to Rockford to assure its location there. The race course, which is very fast, has been secured. Rockford has a very fine band, which no doubt will be in attendance. The Rockford Cycling Club have pledged a large amount and one tradesman has pledged himself to raise $500. A special train will go down from Chicago by the I. C. C.; round trip, $2.50. Springfield is solid for Rockford and will go by special train. "WAYNE SCOTT."

THE "JUDGE" AND J. S. PRINCE MAKE UP.

Editor Bicycling World: I returned from the East to find genial Jack Prince with us and also to learn that my friend the "Judge" had been saying unkind things about him for which Jack felt indignant. Now a word or two for both.

The "Judge" and I are old friends, though it is only of late that I have known him as the "Judge." He is a warm-hearted, good fellow, honest and true; a little impulsive, and makes the mistake of acting quickly at times where a second thought would have prompted different feeling. This is a fact in the present case. Having the best interests of the Detroit wheelmen at heart, he honestly believed that to look after the National L. A. W. meet this year and make it the success we all hope to the Detroit wheelmen would have all that they would care to look after, and in his anxiety to keep them from going into too many things he gave credence and publicity to rumors which otherwise he would simply have passed over.

Mr. Prince has made many friends here and among them none who speak in higher terms than the "Judge." The race we think is a fair one and is attracting large crowds. Our wheelmen are all glad to have met Prince, and I feel sure that he will look back with many kindly feelings toward Detroit and her wheelmen. He and the "Judge" both very willingly agreed that your humble servant should arraign their differences, and in this I have tried to do justice to both, and I will say for the "Judge" that he and the wheelmen will welcome Prince and his friends should they see fit to visit Detroit in July. Yours, A. H. GRIFFITH ("Griff"),

President Detroit Wheelmen.

ORANGE WHEELMEN.

THE first reception of the Orange Wheelmen took place at Music Hall, Orange, on the evening of Wednesday, 4th inst. The affair was very full dress, about 60 couples being present, and one very noticeable feature of the evening was the unusually large proportion of pretty girls in the crowd. The supper tables were placed upon the stage with the curtain down, and at the proper time the curtain was raised with a very pretty effect and those present partook of an elegant repast prepared by the caterer to the "Orange 400."

The dancing hall was handsomely decorated with the club colors—orange and black, and numerous bicycles. The orchestra was concealed on a raised platform behind a stack of wheels of all the modern makes.

The toilettes of the ladies were elegant and the affair was voted by all present a great success socially, and it is said by the "insiders" to have been a success financially.

One of the features of the evening was an exhibition of the handsome club cup, presented by Dr. Grey and won last summer by Fa'dwin. "ESSEX."

HARVARD UNIVERSITY CYCLING ASSOCIATION.

Editor Bicycling World: I am glad to be able to correct your statement in a recent issue in regard to the decline of cycling at Harvard. Far from this, the prospects for a successful season were never better. The Cycling Association is hard at work training its team (which is more than double that of last year), and work has already been begun on the open spring meeting on Holmes' Field, which the association has decided to make an annual fixture. This meeting will this year be held May 23d, a fortnight later than last year, thus insuring a much better and larger list of entries. Special invitations will be sent to all the colleges and to the N. Y. A. C., M. A. C. and Berkeley A. C. to send men to compete.

The prizes will be of large intrinsic value, and at the same time appropriate to a meeting given by the best American University.

Yours truly, R. H. DAVIS.

THE SIX DAYS' RACE AT DETROIT.

THE forty-eight hour professional race at Detroit, Mich., closed last Saturday in a "Blaze of Glory," 2500 people being present to see the finish. At the tournament of the last day's race Reading and Ashinger were only a lap apart with Ashinger in the lead. Reading made desperate effort to catch the leader, but he could not come it. The score at the finish was: Ashinger, 733 miles, 5 laps; Reading, 733 miles, 4 laps; Martin, 659 miles; Schock, 605 miles.

The average miles per hour exceeded 15 1-4 on the week.

Ashinger's time is all the more remarkable because instead of riding a special racer he used a new Columbia light roadster and knocked out several with wheels built for racing. Reading used the special wheel recently presented by Col. Pope to Prince the last part of the week.

QUEENS COUNTY (N. Y.) WHEELMEN.

The members of the Queens County Wheelmen intend giving a smoker about the 20th of the month; if as enjoyable as the last held in February it will be a huge success.

Mr. H. Quartrup, a popular member of the club, about six feet tall, was induced to try on the tights of a member (Choate) about half a foot shorter and somewhat stouter, in the club house the other night, when the rest of the members stole his overcoat and trousers and walked out singing, "Where is my Wandering Boy To-night," leaving him alone near the fire. He stayed until about twelve or one o'clock, and then went home. The members are offering $5 apiece for pictures of Quartrup on his way home, with a high hat, cutaway coat and vest and Choate's tights. JACK.

ANENT CLUB TEAMS AND THE EXPENSE QUESTION.

Editor Bicycling World: At a recent meeting of the club to which I belong the proposition came up that a racing team be appointed, to be composed of five or more men, the members of same to be excused from their club dues. This caused considerable discussion, and when it came to a vote it was killed by a large majority. The members thought that racing men were altogether too apt to go into the sport for the "filthy lucre" there was in it and not for the *honor* of winning the races and the accompany prizes, and it was decided then and there that if any member of that club expected to "make anything out of it" he would have to look elsewhere.

The above shows up once more the pernicious custom created by the larger athletic clubs of remunerating the men representing them in various contests. If they do not pay them direct they have some underhand way of doing it, such as making them cash presents, excusing them from their legitimate dues, etc., which answers the same purpose. In a great many cases the club that puts up the largest inducement in the way of hard cash secured a champion in his particular line. I will venture to say that very many so called "club contests" are between teams only half of whose members are bona fide—in every sense of the word "club members," and the other half are hired (call it what they may) men to assist in the contest.

When wheelmen begin racing for the profit there is in it, in the same spirit that they would do a day's work of any kind, it seems to me they lower the sport and are no longer amateurs in the true sense of the word.

The above does not in any way conflict with paying a man's legitimate expenses when representing any team in a contest.

Yours truly, L. A. W., 15,718.

TRADE NOTES.

THE OVERMAN WHEEL CO.'S FACTORY.

(See Supplement for Illustrations.)

ON special invitation the editors of this paper lately visited Chicopee Falls to view the factory of the Overman Wheel Co. in its enlarged condition. A short drive from Springfield, through a driving rain storm, over excellent sleighing, brought us to Chicopee Falls, and the glow and warmth of an open fire in the private office of A. H. Overman, soon drove all memories of the driving storm without from our minds and put us in a condition for the survey of the factory itself.

We described some time ago the 1889 building, and now as then we were impressed with the one governing law of 'System" that pervades the whole establishment from roof to basement. The smallest details are governed by this same law from the most important to that of serving tea to the office employes at 4 o'clock every day.

The employes have been organized into a fire department, the details of which, as described by Mr. Overman, showed the same careful system. Each man in the factory in case of an alarm knows exactly what he has to do and where he has to go to do it. His place is assigned and his duty assigned, and he must not waver from his instructions as laid down.

The company have two complete and distinct supplies of their own. First, an artesian well with wind engine and steam engine for pumps; second, a reservoir under the ground for holding 30,000 gallons, besides the city water works which water is piped throughout the mill, having standing pipes on all floors with hose to reach any part.

The water tower shown in the illustration at the front corner of the 1890 addition has a tank containing forty tons of water for use in case of a fire. The buildings, however, are practically fireproof. All floors are triplicate, with heavy asbestos boards between. All posts and beams are covered first with asbestos and then with lock-seamed tin. Buildings are divided up by fire walls with fireproof doors, and the staircases and elevator holes are closed automatically in case of fire. The factory is supplied with electrical apparatus, so arranged that pressure on each boiler is indicated and written on a record dial in the main office, showing pressure at all hours, day night. Similar devices are arranged to show temperature in each enamelling oven. Also to show stage of water in tower water tank. These devices show the state of things at the tank, oven or boiler. besides indicating it in the office on a dial which may be at all times seen on the walls. The written dials show condition for one month. An alarm bell in each case signals the proper authorities in case of extreme points being reached at any station.

An electrical clock shows at all times where the watchmen are.

A master clock in the office furnishes an electrical signal to the engineer for blowing the whistle, closing doors, etc., the clock being a complete programme clock for the transactions in the factory and giving electric time in all departments.

There are 30 telegraphic stations in the mill where messages can be sent to the central station in the superintendent's office, all of which is connected with the president's office. To describe the detail of manufacture is not our province, and indeed, as we have said many times before, to do so would take pages of matter of the driest reading and really would be understood by few. It is sufficient to state the cardinal facts that the plant is entirely of the very highest quality and contains many machines specially designed and built for making parts of these highest grade wheels, indeed nothing but their high grade wheels being made in this factory; their line of lower grade wheels and every part thereof being made outside of the Overman Wheel Co.'s factory.

Every part of their high grade wheels are made in the factory barring the rubber tires. The class of employes is of the highest quality only, a very few being under twenty years of age. There is no contract work done in the mill, all hands being paid on time basis, the requisite being excellence in results and not quantity.

The inspection system is most thorough, having one principal inspection room in charge of chief inspectors, with sub-inspectors located in several rooms in various departments, all connected by telegraphic wires.

The system of gauges is most perfect, being in triplicate, standard, inspection and working.

All tools, gauges and fixtures are kept in fire proof vault on separate foundation outside of the main building.

There are two men's dressing rooms, one in the '89 building where there are accomodations for 400 men, giving each one a separate hook and number, and separate stream of warm water, soap, etc.; in the '90 building there is one dressing for 500 men with same accomodations.

Lighting is by electricity. They make their own electric lights, having a plant for 1000 16 candle power lamps.

They also have their own illuminating gas works, making gas for lighting which they hold in reserve.

Coal is not burned except in an emergency.

The electric plating dynamo is made by the Eddy Electric Mfg. Co., and the Overman Company is informed by the makers of this dynamo that it is the largest one of which they have any knowledge.

The Company have a triplicate fuel plant, burning gas for brazing purposes, a complete oil plant and coal plant, it being possible to use either in all principal places throughout the factory.

They have storage capacity buried underneath the ground for seven cars of oil, and a pipe line to the railroad and a pumping station for pumping the oil into the yard.

In the forge shops the smallest drop hammers aae 1000 pounds, the largest 2180 pounds.

The greatest care is shown in keeping the factory clean and in shipshape, and everything looks as neat as a pin. The fittings and arrangement of the offices are the best that skill and good judgement can devise, and they have a splendid vault for the safe keeping of books and records. The President's room is a cosy, nay, an elegant apartment, and though the esthetic taste has been satisfied, nothing has been sacrificed to utility and business requirements. A good idea of the size of the factory can be had from the engraving, although there are quite a number of buildings, wings, etc., in the rear of the 1889 building which cannot be shown in an engraving such as the one presented.

In the 1890 addition one of the top floors is fitted up as a sort of riding school. All sorts of surfaces are laid down on the floor over which machines can be tested. This is an excellent idea, as when the roads themselves are unrideable during the fall, winter and spring, machines can have tests which otherwise would be impossible.

In all its equipments, plant and arrangement of the vast detail, the Overman Wheel Co.'s factory presents an establishment that can and does turn out the highest grade of wheels. Nothing short of the right thing in manufacture, material and method suits this firm.

MESSRS. WRIGHT & DITSON of Boston have received their first instalment of the Featherstone Pneumatic. Call up and see them.

MESSRS. MCDANIEL AND MERRIHEW CYCLE CO., in conjunction with Messrs. C. W. Dalsen & Co., are making a leader of the Swift Safeties. The Swifts have the reputation of giving entire satisfaction to the seller as well as the buyer.

MR. A. O. VERY, 173 Tremont street, Boston, will again handle the Union cycles the coming season for New England territory and the Warwick Perfection safety for Maine, New Hampshire, Vermont, Eastern Massachusetts and Rhode Island. Mr. Very is also importing a line of machines which will be known as the "Standards," consisting of a diamond frame and a lady's safety, which will be placed on the market at $85. In addition to these he will also handle a line of lower priced machines, which will be placed on the market at $40, $65 and $80, all being fitted with ball bearings. These will be known as the Reindeers. Mr. Very now has the Warwick and Union in stock and invites the public to call and examine them. Mr. E. P. J. Morton, well known in the trade in New England, will look after the bicycle interest for Mr. Very.

EDW. K. TRYON, JR., & CO.

MR. FRANK G. SILVERS, who has for some time been connected with the above well known house, informs us that arrangements have been made to meet the increased demand for New Mail and Lovell Safety bicycles, for which they are agents. He is of the opinion that the bicycle trade for 1891 will be something unprecedented, as inquiries are being received from all over the country.

About March 1st Messrs. E. K. Tryon, Jr., & Co. will issue their illustrated Athletic Catalogue, which will cover all goods and of the best styles that can be enumerated under this heading; being agents for A. J. Reach & Co.'s Base Ball goods, Wright & Ditson Tennis goods and the Narragansett Machine Co.'s goods, the completeness of these departments is secured, but Mr. Silvers prefers talking about his own department, namely bicycles, and claims that the experience of the house in this connection, with his own practical work and knowledge of the bicycle business, insures good service and satisfaction to those desiring goods in this line. Going into the particulars Mr. Silvers informs us that their first style of high grade wheel will be the "New Mail," which will be fitted with solid or cushioned tires as may be preferred. This style will sell for $135. The No. 2 New Mail will have the handsome model Diamond frame, brazed at all points, tangent spokes, half nickel, straight front fork, low handle bars, ball bearing, plunger brake and the favorite Garford saddle; all parts interchangeable, fitted with cushion tires; this wheel will sell at $100.

(Continued on Page 522.)



VICTOR SAFETY BICYCLE, MODEL E.

THIS pattern offers to riders of medium weight both of the popular and successful forms of anti-vibration devices. These absorb not only the heavier jolts and shocks, but also the constant lesser vibrations. The machine and the rider both get the benefit of this protection.

Brief: 28 inch wheels geared to 53-inch; 3-4-inch solid tire front; 1 1-4-inch Victor cushion tire rear; Victor hollow rims; butt end tangent spokes; detachable cranks of new design 5 3-4 throw; single adjustment ball bearings; removable hardened bushing; improved Victor spring fork; balls to every friction joint, 176 in all; Victor pedals with square rubbers; hollow bowed handle bar with hard rubber grips; Victor saddle all forged steel nickeled; guards to chain and both wheels; adjustable foot rests; spring tension brake to rear wheel; tool bag; Victor wrench, spring top oiler, screw driver and nipple wrench. Finished in Victor enamel, all bright parts nickel.

To order without extra charge. Extra heavy or light fork springs, gearing to 50 1-2 or 56-inch; 1 1-4-inch Victor cushion tire and rim to front wheel.

Victor Cushion Tire, Victor Spring Fork. Price $135.

$ $ $ $ $ **SAVE 'EM.** $ $ $ $ $

DEALERS!!

We Want Your NAME and ADDRESS.
It Will Cost You but ONE CENT to Send It.
It May Save You HUNDREDS OF DOLLARS.
If You are Interested in Your OWN Welfare—Write!

No Manufacturers in the U. S. are in a Position to do Better by You than We are. Don't Forget This!

7000 BIKES SOLD SINCE JAN. 1ST.

CHAS. F. STOKES MFG. CO., 293 & 295 Wabash Ave., CHICAGO.

FACTORIES { HIGHLANDVILLE, MASS. / INDIANAPOLIS, IND.

BOTH HUSTLING TO FILL OUR ORDERS.

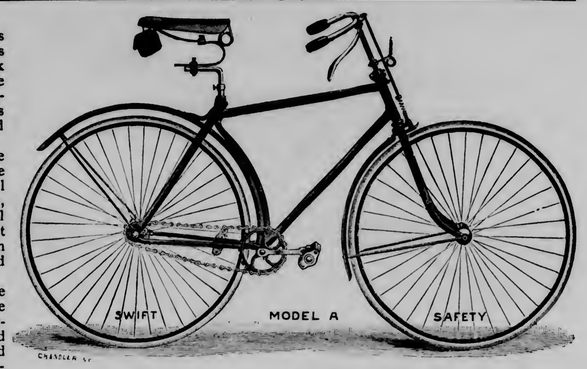
(Continued from Page 520.)

The next wheel they will push is a beautiful Lady's wheel, which will fill a long felt want; this wheel is also fitted with tangent spokes, handle bars curved back to the side, cushion tires, all ball bearing, and will have the lady's Garford saddle; price $100. Mr. Silvers informs us that probably one of the most popular wheels they will handle will be the well known Lovell Diamond Safety.

In addition to the above they will also have the Eclipse Safety bicycle, which is one of the curiosities of bicycle manufacturing, being made entirely of a new material not previously used in the manufacture of bicycles, aluminum bronze and Bessemer steel being the material used. Both front and rear wheels will have tangent spokes, ball bearing all over, plunger brake, all drawn Bessemer steel rods, nickel plated frame with enameled mud guards, etc.; this wheel will sell for $100.

Mr. Silvers further informs us that in addition to the above wheels, they will have a large line of juvenile wheels, ranging in price from the best quality ball bearing at $35 down to $15 each according to the size and quality. Their stock will also include tricycles and velocipedes. The bicycle sundry line will be largely increased to cover every want.

We would suggest to our Philadelphia readers to give Mr. Silvers a call if in want of a good bicycle or accessories.



"SWIFT" MODEL A.

THE "Swift" Model A for 1891, as above shown, is built to meet the growing demand for a light, yet strong wheel. The Coventry Machinists' Co., offer this model with either 28 or 30 inch wheels, and one inch tire if so desired. The "Swift" Model A with solid tires weighs 33 pounds, and with cushion 35 pounds. It is guaranteed to stand 200 pounds. This company have always studied simplicity, and the few nuts and bolts on the Model A is very noticeable. Fitted with the forged roller chain and direct butted spoke, which are warranted not to break by fair usage, we believe it will meet with universal approval and a large demand.

TROUSER GUARD PATENT INFRINGERS, BEWARE.

IT having come to our knowledge that our patented Ostergren's Trouser Guards are being manufactured and sold by infringers, we hereby give notice that we have authorized our legal adviser and patent attorney, W. E. Aughinbaugh of Washington, D. C., to proceed agatnst any and all who infringe said patent (dated February 17, 1891).

Under the said statute, persons who use the illegally manufactured Guards are liable as well as those who manufacture and sell.

A. K. & C. E. SCHAAP, Richmond, Va.

A NEAT OIL CAN.



AS CARRIED WHILE RIDING

WHAT wheelman has not suffered from the leaking of his oil can? What wheelman has not allowed his wheel to run dry because he didn't want the bother of exhuming his oil can from the tool bag? Well here is something that cannot leak, and is in the very handiest position for instant use. There you have the main advantages of the Cycle Vertical Oil Can Carrier. The cut will show the little arrangement which is to be used in connection with the "Cushman & Denison Perfect Oiler." Here are some other points: It cannot rattle; it weighs but one ounce; it can be attached to any wheel, and is fitted to the steering post or saddle post as desired, all you have to do is to name diameter of the rod you wish it attached to; it costs only 50 cents post paid, or if you wish the holder and Cushman & Denison Perfect Oiler then $1.00 does the business.

L. H. Bannister & Co., patentees and manufacturers, Youngstown, Ohio.

W. S. MALTBY, "the world famed scientific and character cyclist" seems to be in constant demand with cycling and athletic clubs to give his marvellous and refined entertainments. His performances last week at the Cycle Show in Philadelphia were a revelation to the wheelmen (as the *Daily Item* put it.) Cycling or athletic clubs desiring a first class and novel evening's entertainment, should write at once for open dates. Address W. S. Maltby, Wallingford, Conn.

MR. S. GOLDER of Humber & Co. has appointed the Standard Cycle Co. of Buffalo, agents for Northern Ohio. For particulars as to territory of the Standard Co. see Humber's advertisement in this week's issue.

MR. IRVINE MILLER, son of the late Justice Miller of the United States Supreme bench, and one of the most promising patent attorneys of Chicago, has been engaged to manage the legal department of the Germully & Jeffery Mfg. Co. and will devote his attention to that firm's patent affairs. G. & J., by the way, are after a number of infringers with a sharp stick.

BOTH the lamp and leather-working departments of the Gormully & Jeffery Co. have been enlarged and several new pieces of machinery added. The changes also give the bicycle assembly room more floor space. A large ventilating fan has been placed in the polishing room and the offices have been freshened up with new paper and paint.

E. M. KNAPP, the well-known bicycle rider of St. Louis, has quit the drug business and has entered the employ of the St. Louis Wheel Co. He will represent the above firm on the road. Their leading wheels are the Paragon, Iroquois, Rover and Hickory. Illustrated catalogue free to all that write.

THE Coventry Machinists' Co. show a fine full nickeled, new pattern spring frame Swift fitted with cushion tires in their window, which attracts much attention. We understand Mr. J. S. Roler of Nashville, Tenn., is to be the proud possessor.

FIXTURES.

MAY.

23—Harvard University Cycling Association meeting, Cambridge, Mass.
29, 30 -Annual meet of the New Jersey Division L. A. W. at Elizabeth, N. J.
30—Third annual Cycling Tournament of the Bay State Bicycle Club at Agricultural Park, Worcester, Mass.
30—Annual tournament of the Rome (N. Y.) Cyclers at Riverside Park.
31—Chicago-Pullman Road Race at Chicago, Ill.

JUNE.

8—Annual Spring Meet Connecticut Division L. A. W. and New Haven Bicycle Club Tournament at New Haven, Conn.
16, 17—Annual meet of the Iowa Division L. A. W. at Newton, Ia.
18—New Hampshire Division meet, Concord, N. H.
26 and 27—Kentucky Division Meet at Louisville, Ky.

JULY.

2, 3 and 4—Hagerstown (Md.) Bicycle Club Race Meet.
3, 4—Annual meet of the Illinois Division L. A. W. at Rockford, Ill.
3 and 4—Missouri Division Meet at Carthage, Mo.
4—Tournament at Charter Oak Park, Hartford, Conn., under the auspices of the Columbia Cycle Club.
13, 14, 15—Annual meet of the Ohio Division L. A. W. at Columbus, Ohio.
16, 17 and 18—Annual League meet, Detroit, Mich.



GORMULLY & JEFFERY MFG. CO.

THE AMERICAN CYCLES.

CHICAGO. BOSTON. WASHINGTON.

Racers we do not build, but as a general thing our road wheels manage to give a pretty good account of themselves. For example:

Omaha, Nebraska, February 9, 1891.

Gormully & Jeffery Mfg. Co.,
Chicago, Ills.

Gentlemen:---

As I am desirous of securing a racer of your manufacture, I take the liberty to address you and ascertain on what terms I can secure the same.

As to my record, will say that I won the 100 mile Amateur Championship of Nebraska November 22nd last, and one month later won the professional championship for the same distance, over Edward Reading and Frank Schill.

In the six day race, three hours per day, which was run off during the week of January 26th, I finished second, both the leader and myself breaking the world's record for this time, which was 304 miles, he covering 308.4, and myself 308.3.

In this contest I was thrown from my wheel the first night, losing a a lap, barring which my chances for securing first place were first class.

In a 50 mile race, ran the 7th of this month, I finished second, it first being declared a tie, but afterwards given to Edward Reading.

In all these contests my mount was a Light Roadster Champion, and I liked it so well that I write you for the object named above.

Hoping that you may be able to quote favorable terms, I am,

Very respectfully,

William Martin.

Then we might also mention that at the Galveston (Texas) meet on Feb'y 10th, "Americans" captured the cream of the prizes, the Standard Rambler taking the half and one mile safety events, and the American Light Champion the one mile ordinary, while out here in Chicago on the 28th a Cushioned Rambler romped away with the two miles handicap at the Second Regiment games—and both pneumatics and solids were there, too.

NEW KODAK CAMERAS---FOR WHEELMEN.



"YOU PRESS THE BUTTON, WE DO THE REST."

(OR YOU CAN DO IT YOURSELF.)

SEVEN NEW STYLES and SIZES

ALL LOADED WITH

TRANSPARENT FILM.

☞For sale by all Photo. Stock Dealers. *Send for Catalogue.*

THE EASTMAN COMPANY, Rochester, N. Y.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street, BROOKLYN, N.Y.

PRICE, - - - - $100.00.

THE HARTFORD SAFETY.



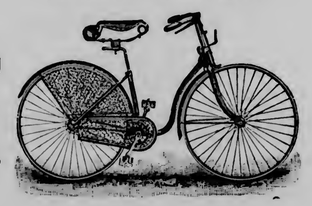
—MANUFACTURED BY—

THE HARTFORD CYCLE CO.,

HARTFORD, - CONN.

Ball Bearings, Interchangeable, Strong, Durable and Well Finished.

THE HARTFORD LADIES' SAFETY.



Send for 1891 Catalogue.

"METEOR" SAFETY BICYCLES.

BANKER & CAMPBELL CO., Ltd., Manufacturers,

NEW YORK.

SEND FOR CATALOGUE.



Verdict of ALL Who Have Examined This Wheel, Well Named

PARAGON

THE BEST SPRING FRAME WHEEL ON THE MARKET.

CATALOGUES NOW READY.

SIDWELL & SABEN,

NEW ENGLAND AGENTS,

243 Columbus Ave., - BOSTON.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 50.

ABBOT BASSETT, Secretary.

OFFICERS FOR 1890–91.

PRESIDENT,
JAMES R. DUNN,
40 Wall st., Room 67 New York.

FIRST VICE PRESIDENT,
MAJOR CHAS. L. BURDETT,
Hartford, Conn.

SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN,
116 Broad Street, Elizabeth, N. J.

TREASURER,
W. M. BREWSTER.
117 No. 4th Street, Quincy, Ill

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committee.

Membership Committee.

Sanford Lawton.....Springfied, Mass.
George C. Pennell.....Elizabeth, N. J.
Geo. C. Arbuckle..... 1962 Euclid ave., St. Louis, Mo.

Committee on Improvement of Highways.

Isaac B. Potter, Esq.....Potter Bldg., New York
Albert Mott.....203 Lenox St., Baltimore, Md.
Maj. Chas. L. Burdett.....Hartford, Conn.

Committee on Rights and Privileges.

Clarence Hodson.....Hodson Building, Crisfield, Md.
Chas. F. Cossum, Esq.....Poughkeepsie, N. Y.
J. S. Dean, Esq. .....28 State St., Boston, Mass.

Committee on Rules and Regulations.

W. A. Davis.....340 S. Leavitt St., Chicago, Ill.
Michael Furst, Esq.....16 Court St., Brooklyn, N. Y.
A. B. Richmond.....Grand Rapids, Mich

Transportation Committee.

W. M. Brewster.....117 No. 4th St., Quincy, Ill
Amzi T. Dodd.....70 Park Place, Newark, N. J
Burley B. Ayers, "Rookery,".....Chicago, Ill

Racing Board.

Chas. S. Davol.....Warren, R. I.
George Collister.....147 Ontario St., Cleveland, Ohio.
Robert D. Garden.....Chicago, Ill.
W. H. DeGraaf.....47 W. 14th St., New York.
Geo. D. Gideon.....17 No. 7th St., Philadelphia Pa.

Hotel Committee.

George S. Atwater, 1424 Penn. Ave., Washington, D.C
H. H. Hodgson.. 13 Carondelet St., New Orleans, La
W. C. Marion.... 1255 Bedford Ave., Brooklyn, N. Y

Massachusetts Division.

Mr. Leslie C. Fiske has been appointed Local Consul for Hollis:on. Fraternally,

ARTHUR W. ROBINSON, C. C.

Massachusetts Division.

There will be a meeting of the Board of Officers at Hotel Clarendon on Saturday evening, March 21, at 8 o'clock. Business of importance will be presented, and a large attendance is requested. Fraternally,

ARTHUR W. ROBINSON, C. C.

Massachusetts Division L. A. W.

Important.

The Committee on Roads and Bridges of the Massachusetts Legislature will give a hearing on Tuesday, March 17, at 10 A. M., at the State House, to parties interested in the order asking for the appointment of a Commissioner of Highways, and it is hoped that every member of this Division will take an active personal interest in the matter, and not only urge their Senators and Representatives to favor the bill, but will also have their locality well represented at the hearing.

The duties of the proposed Commissioner will be in brief: "To inspect the roads and bridges, give advice in regard to road building and collect statistics."

He will in no way interfere but will assist local Commissioners, Surveyors of the Highways or Superintendents, acting in conjunction with them when requested.

There is a growing sentiment throughout the State in favor of better roads, and a large attendance at the State House on March 17 will demonstrate conclusively the popularity of the measure and undoubtedly result in favorable legislation. Fraternally,

ARTHUR W. ROBINSON, C. C.

Ohio Consuls.

Martin's Ferry—Harry Chessell.
North Louisburg—Wm. E. Austin.

Fraternally, WM. D. KEMPTON,
Cincinnati, March 7, 1891. Sec.-Treas.

New Jersey Consuls—1891.

The following Local Consuls have been reappointed for their several districts, in the New Jersey Division, to serve until Dec. 1st, 1891, and have filed their reports with the Chief Consul:

Thomas Newell, Atlantic City.
P. V. Bergen, Bound Brook.
Frank W. Cramer, Camden.
Walter Stilman, Jr., Closter.
Edward S. Wood, Cinnaminson.
H. P. Stoney, Cherry Hill.
George J. Martin, Elizabeth.
Joseph McDermott, Freehold.
T. K. Hastings, Hackensack.
H. E. Deats, Hightstown.
C. J. Rolfes, Hoboken.
Norman Gardinier, Hillsdale.
Clarence H. Shinn, Lakewood.
Charles M. Allen, Morris Plains.
James Hankins, Neshanic Station.
F. L. C. Martin, Plainfield.
E. W. Barnes, Perth Amboy.
George F. Spinning, Red Bank.
Oscar T. Peck, Roselle.
Howard Malthie, Ridgewood.
Dr. Wm. L. Fish, Roseville.
Dr. Henry Jackson, Salem.
Harry McCollister, Swedesboro.
John Van Eps, Somerville.
Dr. Fred. A. Kinch, Westfield.

The following gentlemen are hereby appointed Local Consuls for the districts named, to serve till December 1st, 1891:

David C. Fenton, Ellisburg.
Dr. W. W. Hawke, Flemington.
Edwin M. Moore, Irvington.
Philip Young, Montclair.
H. J. Genung, Morristown.
Dr. W. P. Richards, Orange.
Joseph S. Bowers, Rutherford.
Wm. S. Porter, Summit.
Alfred C. Atkins, Asbury Park.

G. CARLETON BROWN, Chief Consul.

Elizabeth, N. J., March 7, 1891.

New Hampshire.

In response to a very cordial invitation from the State Capitol Wheelmen of Concord to hold the annual meet of this Division at their city and as their guests, I hereby appoint Thursday, June 18th, as the day on which to hold said meet.

I earnest y hope every member will make it a point to be present this year and thus help to the general success.

The wheelmen of Concord will spare no pains to make our visit an enjoyable one. I wish to take this time to call your attention to the large increase in membership this Division has sustained since the first of the year. We have nearly doubled the same, now numbering over 200. I am very anxious to see another hundred added before the meet. I think this can be done by persistent effort. An additional hundred would add materially to the success of this meet. We have the riders and we must do our very best work and induce them to join. There are but two remaining weeks in which to join for $1.50. After April 1st the cost is $2. Do your best for the next two weeks, but after that date please don't forget that the L. A. W. is doing business at the old stand, and that we are always looking for new members.

Watch these columns for more information regarding the meet, which will be given as soon as arrangements are perfected.

Hoping to see you all in June, I remain,

Yours fraternally,

F. A. MCMASTER, Chief Consul.

Board of Officers, Wisconsin Division.

Meeting was called to order by Chief Consul W. L. Simonds at 8 o'clock P. M., March 6th. There were present besides the Chief Consul, Secretary Treasurer Frank J. Morawetz, Local Consuls B. T. Higgins of Oshkosh, W. J. Casey of Green Bay, Henry P. Andrae of Milwaukee, Harry J. Warner of Madison, and Fred W. Hunt, representing the Oshkosh Wheelmen.

An amendment was offered and accepted to Article VI. of By Laws, making it read as follows: The nominations of officers made at annual meeting shall be published in L. A. W. BULLETIN for four weeks before election, and that a committee be appointed to count the ballots received by the Secretary up to the 15th day of November, 12 M.

Invitations to hold annual meet were extended by the cities of Madison, Oshkosh and Green Bay. After listening to the different speakers Chief Consul Simonds declared Green Bay the place for the annual gathering of this Division, the date of the meet to be decided on by members of the entertaining club, and to be published in the BULLETIN.

It was decided to appropriate the sum of $40 to defray the expense of two racing men (one mile safety and one mile ordinary championships) at next National Race meet.

A recommendation was made that an official handicapper be appointed in our State, as there was a good deal of dissatisfaction with the work of last year's occupant of that position.

On motion to adjourn the meeting was declared closed. Fraternally, FRANK J. MORAWETZ,
Milwaukee, March 7, 1891. Sec.-Treas.

Pennsylvania Division.

I have accepted on behalf of the Division the invitation of the Maryland Division to join in the meet at Hagerstown, Md., on the 2d, 3d and 4th of July next.

A pleasant and agreeable vacation party is promised, and will doubtless be thoroughly enjoyed. A large delegation should attend. SAMUEL A. BOYLE,
Chief Consul Penn. Division.

Philadelphia, Pa., March 3, 1891.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 50—Total 90—18,409.

BOSTON, March 13, 1891.

CALIFORNIA DIVISION—3—568.

Oak Leaf Wheelmen (unattached).

21531 Wilbur, Arthur, Box 130, Stockton

Unattached.

21530 Atwood, Leroy S., 236 Main, "
21529 Clark, W. R. P., S. W. cor. Green and Leavenworth, San Francisco

COLORADO DIVISION—1—52.

Unattached.

21576 Miles, W. E., Stout and 18th sts., Denver

CONNECTICUT DIVISION—1—1451.

Unattached.

21532 Denison, Chas. Hiram, Box 53, Mystic

DISTRICT OF COLUMBIA DIVISION—1—237.

Unattached.

21533 Clark, H. H., 52 C st., S. E. Washington

ILLINOIS DIVISION—8—1528.

C. C. C. C.

21534 Donaldson, Roy F., care R. F. Herndon & Co., Springfield
21635 Hofferkamp, Edward, 112 No. 5th, "
21530 Rice, H. F., 317 So. 5th, "

Lake View Bi. Club (unattached).

21537 Meade, Edwin A., 41 Newport ave., Chicago

Victor Bi. C. (unattached).

21538 Buchmann, Conrad, 482 W. 14th st., "
21539 Justus, Wm., 486 W. 14th st., "

Unattached.

21540 Birch, Geo. A., 113 Mich. ave., "
21541 Thorp, Addison C., Box 475, Litchfield

INDIANA DIVISION—1—275.

Unattached.

21577 Katt, A. C., 82 Calhoun st, Ft. Wayne

KANSAS DIVISION—2—154.

Unattached.

21543 Crawford, George, Lakeside
21542 Liepman, Leslie M., Fort Scott

MAINE DIVISION—1—231.

Unattached.

21544 Noyes, Frederick P., 89 Myrtle st., Portland

MASSACHUSETTS DIVISION—2—2323.

Unattached.

21613 Porter, Harry A., 18 Wareham, Medford
21614 Lee, Chas. W., Woburn st., Reading

MICHIGAN DIVISION—1—566.

Unattached.

21630 Joy, L. L., Box 19, Galesburg

MISSOURI DIVISION—11—475.

Carthage C. C. (unattached).

21601 Bobbitt, L. W., Carthage
21602 During, H. P., "

Sedalia Cyclers (unattached).

21562 Clifton, J. P., M. K. & T. Ry., Sedalia
21563 Henney, E. A., 221 Ohio st., "
21564 Lewis, H. R., M. K. and T. Ry., "
21565 Looney, J. H., M. K. and T. Ry., "
21566 Ramsey, Leonard, 416 Ohio st., "
21567 Rodgers, W. J., M. K. and T. Ry., "
21568 Walker, H. H., 108 West 6th, "
21569 Wallace, J. P. Pac. Exp. Union Depot, "
21570 Wilson, F. W., M. K. and T. Ry., "

NEW HAMPSHIRE DIVISION—12—203.

State Capital Wheelmen (unattached).

21581 Clark, A. G., 25 South st., Concord

Unattached.

21578 Abbott, G. O., 161 Massabesic st., Manchester
21579 Bean, Harry C., 181 Massabesic st., "
21580 Chase, C. E., 938 Elm st., "
21582 Eames, Wm. M., 1089 Elm st,, "
21583 Gould, E. C., 938 Elm st., "
21584 Huse, Wm. H., Box 116, "
21585 Longa, Chas. E., M. Nat'l Bank, "
21586 Mitchell, Ralph C., 414 Merrimack st., "
21587 Pingree, Albert J., 1097 Elm, "
21588 Rice, Jno. H., 276 Lake ave., "
21589 Walker, Henry A., Coreys Needle Works, Manchester

NEBRASKA DIVISION—10—111.

Fremont Wheel Club (unattached).

21595 Ellick, Joe., Fremont
21596 Johnson, Jno. D., 349 So. F. st., "
21597 Thomsen, Chris, "
21598 Srack, Grant, care H. H. Pratt, "
21599 Truesdell, Leslie C., "

Omaha Wheel Club (unattached).

21590 Epeneter, G. F., 1110 Dodge st., Omaha
21591 Epeneter, Oscar, 1110 Dodge st., "
21592 Gibson, Percy, 1215 Harney st., "
21593 Smith, E. B , Tel. Co., "

Unattached.

21594 Beckman, Julius, Fremont

NEW JERSEY DIVISION—5—1058.

Mercer County Wheelmen (unattached).

21545 Tattersall, James C., 208 Warren st., Trenton

H. C. W. (unattached).

21603 Burnham, R. W., Jersey City

Unattached.

21546 Hagaman, Frank B., Dover
21547 Graham, Arthur W. Newark
(P. O. 28 Burling Slip, New York)
21604 Shurts, Geo. B. M., 182 Third st., "

NEW YORK DIVISION—12—3137.

Cortland Wheel Club (unattached).

21549 Alger, Edmond C., 44 Madison st, Cortland

New York Bi. Club.

21548 Romaine, H. G., 35 Pine st., New York

Queens County Wheelmen.

21572 Yarrington, Arle, Jamaica

Utica C. C.

21573 Champlain, Wm. H., 38 Court st., Utica
21574 Morehead, Dave H., 193 Genesee st., "

Crescent Cycle Club.

21616 Daboll, Sheridan, 61 Edmond st., Rochester
21617 Warner, Walter, 69 Adams st., "

Unattached.

21550 Waldron, Everett A., Box 375, Haverstraw
21551 George, Richard F., 327 East 19th, New York
21571 Keeler, Charles E., 452 West 51st, "
21552 Norton, Frank E., Warsaw
21615 Whitaker, Maurice M., 3992 Grand ave., Brooklyn

OHIO DIVISION—6—1209.

Painesville Ramblers (unattached).

21553 Childs, Harry M., Box 532, Painesville

Unattached.

21605 Sappington, Wm. T., Box 1281, Chillicothe
21554 Lodwick, W. H., 499 W. Court, Cincinnati
21555 Cook, Fred W., 156 E. Main, Norwalk
21556 McDermott, S. J., care A. B. Chase & Co., "
21557 Moore, W. A., 72 Prospect st., "

PENNSYLVANIA DIVISION—2083.

Century Bi. Club (unattached).

2 558 Harrop, Chas. T., 1731 Oxford st., Philadelphia

Unattached.

21606 Wilbour, J. M., 1318 Sansom st., "
21618 Moon, Eli, Box 205. Nanticoke

TEXAS DIVISION—6—72.

Houston Bi. Club.

21607 Bering, Chas., care Conklin, George & Gaines, Houston
21608 Bering, Theodore, Jr., care Bering & Cortez, Houston
21609 Hill, Joseph W., care J. R. Morris & Sons," "
21610 Huston, S. H., Box 234, "
21611 Torrey, Clarence T., Hageman's Pharmacy" "
21612 Truslow, W. B., Tyler

ALABAMA—1—19.

Unattached.

21575 Foard, Talbot, Box 451, Anniston

NORTH CAROLINA—3—8.

Unattached.

21559 Flanner, Andrew J., Wilmington
21560 Heinsberger, Philip, Jr., "
21561 Yopp, James L., "

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasucer, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1424 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No. Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 607 No. Alabama street, Indianapolis.

IOWA—Chief Consul, H. L. Chase, Cedar Falls. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S. Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 65, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

MAINE—Chief Consul, Howard M. Breen, 199 Franklin street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, A. W. Robinson, 20 Equitable Building, Boston. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 380, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI — Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

NEBRASKA—Chief Consul, A. H. Perrigo, 1315 Dodge street, Omaha. Sec.-Treas, N. T. Fisk, Lexington.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, R. H. Scott, People's Ins. Co., Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 116 Broad street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK — Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 166 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Chas. J. Sherer, 211 Main st, Memphis. Secretary-Treasurer, B.A. Patch, Clarksville.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box 281, Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro'. Secretary-Treasurer, F. A. Roberts, Brattleboro

VIRGINIA—Chief Consul, Ira B. White, 16 Nolls court, Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1891. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. April 30. Enclose $1.50 with this blank on any date between date of paper and April 1, 1891. Write plainly—Printing preferred.

☞ If you want a waterproof ticket holder, made of the best calf skin with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards send 25 cents extra. If you want your name in gold, stamped on the holder send 10 cents extra. *Leave the margin in using this blank.*



WEIGHT, 50 POUNDS. SPECIALLY CUSHION TIRES

WARWICK PERFECTION CYCLES

BUILT ON HONOR.

ADOPTED BY U. S. GOVERNMENT.

STEEL THROUGHOUT.

WARWICK CYCLE MFG. CO.,

Send for Catalogue. SPRINGFIELD, MASS.



A poor country congregation recently found itself badly in want of hymn-books. The clergyman applied to a Boston firm and asked to be supplied at the lowest church rates. The firm replied that on condition the hymn-books contained certain advertisements the congregation should have them for nothing. Necessity knows no law, and the minister sorrowfully complied, thinking to himself that when the advertisements came they could be removed from the leaves. The hymn-books arrived and—joy of joys—they contained no interleaved advertisements. At the thanksgiving service the good parson joyously gave out the Christmas hymn, and the congregation sung the first verse with fervor. When they reached the last line they found that this was what they had been singing:

"Hark! the herald angels sing,
Williams' pills are just the thing;
Peace on earth and mercy mild,
Two for man and one for child."

This has nothing to do with the PARAGON, We don't have to advertise that way.

SEND FOR OUR CATALOG.

STOVER BICYCLE MFG. CO., Freeport, Ill.

"Finest Quality Produced in the World."

TRADE "CREDENDA." MARK.

THE ✱ CREDENDA ✱ SEAMLESS

STEEL ✱ TUBE ✱ Co., ✱ Ltd.,

BIRMINGHAM,

W. C. STIFF, Managing Director.

TELEGRAMS:—"CREDENDA" BIRMINGHAM. ENGLAND.

PNEUMATICS

Featherstone's Diamond Frame, -	$135.00	The W. & D. "Special," Drop Frame,	$85.00
" Drop Frame, - -	135.00	The Convertible, Tube Frame, 26 in. wheels, Balls all round, except Head, -	45.00
" Diamond Frame, Dunlop's Cushion Tire, - - - -	125.00	The Convertible, same as above, Cone Bearings, - - - - - - -	35.00
Featherstone's Drop Frame, Dunlop's Cushion Tire, - - - - - -	125.00	Our Cross Frame, - - - -	25.00
The Cyclone, Balls all over, Hollow Rims, Tangent Spokes, - - -	110.00	Our Convertible, 22 in. Wheels, Finely Enamelled and Nickelled, - -	20.00
The Cyclone, balls all over, - -	90.00	Our Convertible, 22 in. Wheels, Finished in Enamel, Bright Parts Tinned,	15.00
The W. & D. "Special," Diamond Frame,	85.00		

Sole New England Agents for Humber & Co. The Celebrated Beeston Humber Machines.

SEND FOR OUR CATALOG.

AGENTS WANTED.

WRIGHT & DITSON, 578 & 580 Washington St., Boston, Mass., U. S. A.

WESTERN * WHEEL * WORKS.

1891 · CATALOGUE · NOW · READY.

—SEND FOR IT.—

BEST LINE OF WHEELS FOR THE MONEY EVER MADE.

STEEL TUBING AND DROP FORGINGS.

LIGHT, STRONG, GRACEFUL, NEATLY FINISHED AND PERFECTLY FITTED.

R. L. COLEMAN & CO., 35 Barclay St., 40 Park Place, New York.

Agents,—Eastern, Middle and Southern States.

COMET,

Cushion Tyred,

$115.00

OF THE HIGHEST GRADE.

AGENTS WANTED.

—MANUFACTURED BY—

KEEFE & BECANNON,

157 BROADWAY, NEW YORK.

SOLE AGENTS FOR THE

Giant and Broncho Safeties

For Eastern New York.



ROYAL SPRING FORK.

THE ROYAL SPRING FORK

Is the only spring that can be applied to any wheel.
The only spring that makes a wheel steer better.
The only spring fork that won't pitch.
The only spring that has a double action.
The only spring with a pressure caused by levers.

PRICE, $10.

IMPORTERS OF ROYAL CYCLES.

We have a line of the greatest improvements yet in the Cycle line. Agents wanted. Large discount for cash. Catalogue free. Second-hand wheels cheap.

ROSS CYCLE CO., Importers,

36 Main Street, - - HOLYOKE, MASS.

DEALERS!

Write for Prices.

We Meet any Competition.

Our Low Priced Wheels are the best.

D. SNITJER,

ST. LOUIS, MO.

W. C. BOAK & CO.,

301 Main Street, Buffalo, N. Y.,

Manufacturers, Importers and Jobbers in

CYCLE + SUNDRIES.

Catalogue now ready. Dealers send us your address. We are the only dealers in this country that handle Sundries exclusively. We sell at manufacturers' prices.

REAL BICYCLE UNIFORMS.



Be sure to send for free samples and measure blanks. Club Uniforms a specialty. L. A. W. Coats, $8. Knee Breeches, $4. Punnett's celebrated Jersey Cloth Knee Breeches, only $4 a pair. Bicycle Caps, Hose, Pins, Tights, gold or silver Letters, Punnett's Invisible Pants Holders, 25c. a pair. Be sure to write now. R. A. PUNNETT, Tailor and Athletic Outfitter, 98 & 100 West Ave., ROCHESTER, N. Y. All strictly first-class work at moderate prices.

ELWELL EUROPEAN CYCLE TOURS

Personally conducted.—England, France, Switzerland, Germany and Holland. First class. Tour No. 1 leaves New York June 6th. No. 2 July 8 For particulars address F. A. ELWELL, 152 Pearl St., *PORTLAND, ME.*

ANNUAL EUROPEAN CYCLE TOURS,

CONDUCTED BY WM. HEYNY, JR.

Through the HARZ MOUNTAINS, Germany.

60 Days. Total Cost $200.

First Cabin Passage. Sail June 30.

Address **Wm. Heyny, Jr.,** 301 Sixth St., N. Y. City.

H. H. BROWN,

Wappingers Falls, N. Y.

Patentee and Manufacturer of

Hard Rubber Bicycle Handles and Grips

FOR CYCLE MANUFACTURERS.

FINE TAPS AND DIES. For Bicycle Work.



LIGHTNING AND GREEN RIVER SCREW PLATES.

Bolt Cutters, Hand and Power Drilling Machines, Punching Presses and Other Labor Saving Tools.

Send for Price List.

WILEY & RUSSELL MFG. CO., Greenfield, Mass.

QUADRANTS!!

If you are wise, you will place your orders for "Quadrants" at once, as the demand is sure to be far beyond the supply.

Our line for this season includes all kinds of wheels, from $100 to $145. You all know the quality.

The *Quadrant* Cushion Tyres, which were in use all last season, have proved themselves to be what they were represented.

Dealers please communicate with our wholesale agents and you will receive every information and attention.

The Quadrant Tricycle Co., Birmingham, Eng.

WHOLESALE AGENTS:

For New England, New York, Pennsylvania, New Jersey, Delaware, Maryland, West Virginia and District of Columbia, THE STRONG & GREEN CYCLE MFG. CO., 707 Arch St., Philadelphia.

For all other States east of the Mississippi, ALFRED FIELD & CO., 93 Chambers St., New York.



$75,000

Given to the Bicyclists of the United States.

For some weeks past we have been advertising "The Sweeting Diamond," price $135.

We have met with so much success, being able to see sales of about 3000 of this wheel, that we have arranged with the manufacturers to reduce the list of this wheel to $110, thus giving to the bicyclists of the country, $75,000.

A LIBERAL DISCOUNT TO THE TRADE.

SPECIFICATIONS.—30-inch wheels, direct spokes, Cudenda cold drawn weldless steel tubes, drop forgings throughout, ball bearings all over, including the head, Garford saddle, tool bag, wrench and oiler and the celebrated "Bates" cushion 1 1-4 inch tires.

GUARANTEED IN EVERY RESPECT FOR ONE YEAR.

Sole Agents for New England, W. W. STALL, Boston, Mass. Sole Agents for West and Northwest, THOS. KANE & CO., Chicago, Ill.

SWEETING CYCLE CO., Sole Importers, PHILADELPHIA, PA.

BEST CYCLES!

LOWEST PRICES!

It will pay you to write for information. Dealers wanted everywhere.

Wholesale and Retail. **J. E. POORMAN, Agent, 8th and Race Sts., Cincinnati.**

PNEUMATIC

FEATHERSTONE'S PNEUMATIC.

SOLE AGENTS IN NEW YORK.

HUMBER CYCLES FOR NEW YORK STATE.

Will be on the market on or before March 1st. We are booking orders. Will be filled in rotation, as ordered.

RETAIL PRICE, $135. **Guaranteed Highest Grade in Every Respect.**

SCHOVERLING, DALY & GALES, 302 Broadway, New York.

CHOICE OF THE EXPERTS.

"U. S."

GALLERY AMMUNITION

—MANUFACTURED BY THE—

UNITED STATES CARTRIDGE COMPANY, Lowell, Mass.

CYCLING

FOR

Health and Pleasure.

CHAPTER VI.

The safety is responsible, in no small degree, for the poor form and careless riding of so many wheelmen; because it is so easy to learn and to ride, that the majority are indifferent as to how they ride. If one dared to hint that the majority are *ignorant* of how to ride properly, he might be howled down; but then, would it be any less true? In no one point is poor riding more manifest than in pedalling, and no single feature of riding receives less attention. Everything, in cycling, depends upon the sort of connection a rider makes with his wheel, the connecting points being pedals and feet, hence the use of foot and ankle is of the highest importance. The why, the wherefore and the how are exhaustively considered, with diagram, in the chapter on Correct Pedalling.

230 Pages, Illustrated.

50 Cents, Postpaid.

WHEELMAN COMPANY,

PUBLISHERS,

12 Pearl St., - Boston.

Stamps not received.

Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee.

Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.

406, 408, 410 & 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25

Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00

Stockings. Our celebrated Linen Sole Stocking, League color.....1.00

Belts. No. X Silk, Edge's League color, white centre, Snake Buckle..... .50
No. XX Worsted Solid, League color, Snake Buckle..... .40

Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic.5.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,

241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia. 1032 Chestnut St.

GIANT SAFETY BICYCLES.



The only wheels at medium prices combining all the improvements of the day. Ball Bearing all over, including head. Spring Fork, Spirg Frame, etc. Catalogue on application.



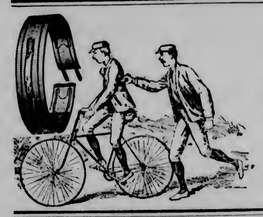
H. A. LOZIER & CO., Cleveland, Ohio.

HAVE **YOU** EVER MADE A MISTAKE?

Mistakes are costly, but the ECLIPSE Bicycle is NOT. It is the cheapest machine on the market—quality, workmanship and finish considered. Full NICKELED, Ball Bearing throughout. **YOU** will make a mistake if you purchase before seeing the ECLIPSE. Price $100.

STEEL PULLEY AND MACHINE WORKS,

Patentees and Sole Makers. INDIANAPOLIS, IND.



THE INSTRUCTION BELT.

By aid of this device a skilled instructor is not needed, as a beginner can be taught by one who does not himself even ride.

Sent by Mail on receipt of $1.25, with full instructions for use.

ST. LOUIS WHEEL CO., 311 N. 14th St., St. Louis, Mo.

The New "39" and "24" Star



NO MACHINE ON THE MARKET ITS EQUAL.

Easiest Running Wheel

—AND—

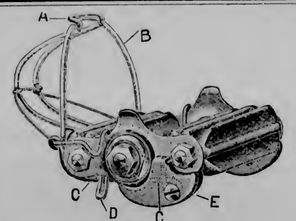
Best Hill Climbing Machine Ever Produced.

We Challenge Honest Criticism.

In this Machine we have combined ALL the advantages of a low wheel and the speed of a high one.

Send for Catalogue of STAR BICYCLES.

H. B. SMITH MACHINE CO.,
Smithville, N. J.



Pat. Applied For.

FIRE! MURDER! I AM KILLED!

What's the matter? I have struck on my nose, lost my pedal, and you know the rest.

Just try a pair of Hunt's Pat. Balancing Toe Clips, and you will never take another. It's no trap. It will never spread open and catch the toes. Always right side up. Cut shows just the position, and can be used the other side up if you wish. Made of the best Steel Wire and tempered to spring. An honest dollar, yes, two of them, for the Agents. Can be used without Balances better than any other. Price, for Clips, nickeled, 75c. Nickeled and upper parts coated with vulcanized rubber, 90c. Nickeled Balances, 75c. extra. Two sizes. Size No. 1 for boots up to No. 8. Size No. 2 for boots from No. 8 to 11. Send price to and receive by return mail from

J. A. Hunt & Co., No. 7 South St., Westboro, Mass.



$3.00 Per Pair. **$3.00 Per Pair.**

Toulmin's Kangaroo Bicycle Shoes for 1891 are the Best and Cheapest Shoe ever worn. Thoroughly tested for six years. Only $3.00 per pair. DON'T PAY MORE. High Cut Bicycle Shoes, lacing above ankle, per pair, $3.50. Agents wanted. Correspondence solicited. Send for Catalog. W. B. TOULMIN, 285 Main Street, Buffalo, N. Y.

SAVE YOUR PANTS!



IN USE. NOT IN USE.

OSTERGREN'S TROUSER GUARD.

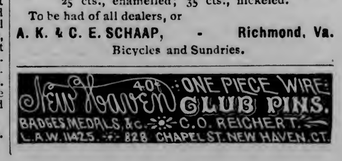
(Patented Feb. 17, 1891.)

Three styles of finish. 15 cts. per pair, blued steel; 25 cts., enamelled; 35 cts., nickeled.

To be had of all dealers, or

A. K. & C. E. SCHAAP, - Richmond, Va.

Bicycles and Sundries.



GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the Order.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*

ZOOK—Lititz, Pa., cycles taken in payment for typewriters, organs, books, cigars and miscellaneous goods; 1891 catalogues of cycles now ready; new $100 trike, $50.

FOR SALE—New Mail Safety; 1890; new; cost $135; on approval, $100. HARDER'S GUN WORKS, Clearfield, Pa.

FOR SALE—OR TRADE—New Quadrant Tandem Tricycle; not used; cost $250. Will sell cheap, or trade on boys' safeties, to sell again. HARDER'S GUN WORKS, Clearfield, Pa.

FOR SALE—$85; new 22-inch Backus Water Motor; never used. On approval $65. HARDER'S GUN WORKS, Clearfield, Pa.

FOR SALE—or exchange for Lady's Safety, a 53-in. Columbia Light Roadster Ordinary; $100. Address E. C. NEWMAN, Box 42, Mianus, Ct.

FOR SALE—Two 53-in. and one 55-in. Columbia Light Roadsters; one 54-in. Victor Light Roadster; all in perfect condition; purchased late last fall. Also, one 55-in. Semi-Racer; NEW; weight 28 pounds. No reasonable offer refused. A. J. STREET CYCLE CO., 599 Madison street, Chicago.

WANTED—Cheap Bicycles in trade for Pneumatics and Cushions. J. S. ROLES, Nashville, Tenn.

A BARGAIN FOR $50—50-inch L. R. King of Clubs, with Cyclometer; good as new; cost $145. ALF. DANGLER, No. 457 Orange street, Cleveland, Ohio.

LADIES' SAFETY—Cost $90; all ball bearing; used one season; $45. F. C. HUBBARD, Springfield, Mass.

WANTED—A Safety Tandem Bicycle; state make, condition, time been in use and price wanted. Also a 54-inch Ordinary. A. H. JUNOD, 707 N. Main street, Pueblo, Colo.

FOR SALE—1890 Victor Safety; in good condition; highest cash offer over $50 takes it; worth $110; must be sold at once. E. M. THOMPSON, No. 1 Spruce street, Waltham, Mass.

FOR SALE—Springfield Roadster, 1890 pattern; A1 condition; cheap. Address OTTO L. SHULLER, Honesdale, Pa.

VICTOR SAFETY—1890; new; made to order; special features; cost $140. Write for details. Price $115. M. PRINEVEAU, Ramapo, Rockland Co., N. Y.

A BARGAIN—1890 Catford Premier Safety; good as new; gear 60; cost $140; will sell for $105. Address H. STERRETT, Titusville, Pa. Box No. 327.

FOR SALE—Victor Safety; 1890; in perfect condition; has been ridden very little; a "King of Road" Lamp, a good Bell and "Luggage Carrier," all for $110, cash. S. T. JONES, Oakland, Md.

LADIES' SWIFT SAFETY, 1890 pattern; ridden twenty-five miles. $85. G. BURWELL, Highlandville, Mass.

WHO WANTS a Singer Tandem Safety? Latest pattern, good as new. Will sell cheap for cash or take Single Safety in part payment. S. J. FRANCIS, Fitchburg, Mass.

LADY'S AND GENT'S Columbia Safety Bicycle. Cost $135.00; will sell for $100.00; as good as new. WILSON BROS., 6 Hanover street, Boston.

MUST BE SOLD.
TYPEWRITERS & BICYCLES.
Send for List to EDMANS & SON, Troy, N. Y.

"OUT OF SIGHT,"

Simply because they had gone over the hill and left the other fellows. That's the way with our wheels as to running qualities, but the other wheels are out of sight as to price. We have not the audacity to stay with them on that score. We have safeties and ordinaries, new and old, all styles and prices. Let us know what you are looking for, and get lists.

KNIGHT CYCLE CO.,
207 N. 10th Street, St. Louis, Mo.

$40—Springfield Roadster; in good condition; ball pedals and improved ball clutch; spade handles; Butcher cyclometer. Also an S. Roadster in good condition; tires and finish good; for $35 Either sent C. O. D. on receipt of $5. F. B. GLOVER, Sag Harbor, N. Y.

1890. Warwick Safeties; new, $100; tires and finish marred, $75. F. W. PALMER, New Bedford, Mass.

WANTED—Foot Power Screw Cutting Lathe and Tools. Pay cash. Box 14, Lititz, Pa.

FOR SALE—52-inch Victor Light Roadster; pattern 1890; good condition. $75. JOHN SMITH, Sioux City, Ia. Care Box 253.

I WANT A BRONCHO TANDEM in exchange for a L. R. Broncho and a Ladies' Safety, or will sell either cheap; make offer. FRANK BIGABROADT, 707 E. Fayette street, Syracuse, N. Y.

SPECIAL.

All Advertisements in this Department 20 cents a line

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*



L. A. W. BADGES

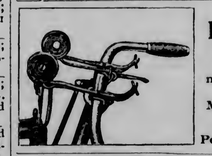
The official design in **SOLID GOLD.**

Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the inferior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better for $1.50, $2.00, and $2.50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.



LAMSON'S
Luggage Carrier
NO. 1.

Convenient, durable, noiseless, cheap. $1. Sold everywhere.

Made by
C. H. LAMSON,
Portland, - Maine.



Handsomest L. A. W. Pin,

Two sizes,

$1.00 Each.

Fine Gold Plate. Send for illustrated L. A. W. Catalogue.

PRIZE MEDALS, CUPS, CLUB PINS, Etc.

Designs and Estimates on Application.

JOHN HARRIOTT,

3 Winter Street, - Boston, Mass.

IN AND AROUND CAPE ANN, by John S. Webber, Jr., being a hand book of that most charming section of Massachusetts. It is a book equally valuable and interesting to the wheelman, tourist, the student and resident. It is illustrated finely and bound handsomely. It is one of the most complete and well written little books of the kind ever published. Price 80 cents, post paid. For sale by Bicycling World Co., 12 Pearl st., Boston.

Postage stamps not received in payment.

We Are the SOLE NEW JERSEY AGENTS for the

FEATHERSTONE PNEUMATIC

AGENTS WANTED IN EVERY TOWN IN NEW JERSEY.

Also, AGENTS in NORTHERN NEW JERSEY for RAMBLERS, VICTORS, ORMONDES, SWIFTS, B. & A's., ECLIPSE, NEW MAILS, SYLPHS, GENDRONS, Etc.

BICYCLE SUPPLIES AT WHOLESALE.

REPAIR SHOP

Run and Lighted by Electricity. We have the Facilities, the Skilled Workmen, and NOW is the time to have your machines repaired.

Remember we are in our new Store and Riding School at the above address.

HOWARD A. SMITH & CO., 518 Broad St., NEWARK N. J.

THEATRES.

BOSTON THEATRE.
Eugene Tompkins, Proprietor and Manager.
Week commencing March 16th,
PRIMROSE & WEST'S MINSTRELS.
Evenings, 7.45. Wed. and Sat. Matinee, 2.

GLOBE THEATRE.
John Stetson, Manager.
Week commencing March 16th, JOSEPH MURPHY.
Evenings, 7.45. Wed. and Sat. Matinee, 2.

HOLLIS ST. THEATRE.
I. B. Rich, Proprietor and Manager.
Week commencing March 16th, "BLUE JEANS."
Evenings, 7.45. Wed. and Sat. Matinee, 2.

PARK THEATRE.
Week commencing March 19th, "SHIP AHOY."
Evenings, 7.45. Sat. Matinee, 2.

How III About This?

Installment Bicycle Clubs now forming on our new co-operative plan, where the usual retail profit is divided among the members.

High Grade Wheels from $12 up.

Send for circular. Agents Wanted.

S. M. GASS & CO.,
546 Penn St., Camden, N. J.



FOR TANGENT AND DIRECT SPOKES.

Nickeled, Price 75c., Postpaid.

Dealers send for Sample and Electrotype.

AVERY & JENNESS,
5756 Madison Ave., Chicago

FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. For sale by all Cycle Agents. Liberal discount to the trade.

JOHN W. WILSON, Cottage City, Mass.

SMITH'S "'91" TOUR
THROUGH EUROPE.
80 days. - - - Total Cost $300.
Sail July 29th, 1891.
Address C. H. SMITH,
211 Putnam Avenue, - - Detroit.



A MODERN PRINTING OFFICE AND BINDERY.

The Collins Press

Gives Satisfaction Every Time.

WE PRINT

The "Technology Architectural Review,"
"Bicycling World and L. A. W. Bulletin,"
"Wade's Fibre and Fabric,"
"The Musical Herald."

PRINTERS TO THE BOSTON UNIVERSITY.

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. W. E. AUGHINBAUGH, Baltic Building Washington, D. C.

Strickland & Pierce's Famous Boston Sporting Shoes.
1882-1891.



Original Kangaroo (Genuine) Bicycle Shoe, (Patente d
No. 1, $5.00; No. 2, $3.50; No. 3, $3.00.
TO THE TRADE.
We are ready to talk Agencies for 1891. Dealers will do well to give advance orders for spring shipment.
Address all orders and correspondence to the factory.
PIERCE, SMALL & CO., PROPS., Randolph, Mass.

"PERFECT" POCKET OILER.



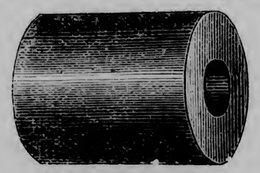
One-half size.
For Bicycles, Guns, etc. No Leakage. Throws only small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50c. each. CUSHMAN & DENISON, 172 Ninth ave., N. Y.

The Billings & Spencer Co., Hartford, Conn., U. S. A.
Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.
For sale by all Cycle manufacturers and dealers.

NEW CATALOGUE NOW READY.



Section of Cushion Tires.
We carry a full line of Cushion Tires, Solid Tires, Safety Bicycle Handles, all sizes, to fit any machine; Spade Grips; Safety Handles, all sizes; Bicycle Balls, Bicycle Spokes, Tire Cement, Pedal Rubbers, Adhesive Tape for holding on tires, Cement for repairing cuts in tires, &c. Also a full line of Rubber goods of every description. Mould work of any kind solicited.



Send for catalogue and prices.
ELASTIC TIP CO.,
Patentees and Manufacturers of Rubber Specialties.
Cor. Cornhill and Washington Street,
BOSTON, MASS., U. S. A.

Send for Complete Bicycle Catalogue.



MEACHAM
HIGH-GRADE
DIAMOND SAFETY
1891 PATTERN. TANGENT SPOKES.

Ball Bearings to Both Wheels.
Both Pedals and Crank Shaft.
Ball Bearings to Head.
Hollow Steel Tubing.

List Price. $115
Selling Price, $76

COMBINATION WHEEL FOR EITHER GENTLEMAN OR LADY.

WILL SUSTAIN A PERSON WEIGHING 225 LBS.
BY REMOVING TOP CROSS-BAR, CAN BE RIDDEN BY A LADY.

E. C. MEACHAM ARMS CO. ST. LOUIS, MO.

$85.00 LOVELL DIAMOND CYCLES. $85.00

High Grade Only.

All Ball Bearing,
Steel Tubing
—AND—
DROP FORGINGS.

NO BETTER MACHINE AT ANY PRICE.



Lovell Diamond, $85.
With Cushion Tires, 95.
For Ladies, 85.
Convertible, 85.

AGENTS WANTED.

BICYCLE CATALOGUE FREE.

MANUFACTURED BY

John P. Lovell Arms Co., Boston, Mass.

HUMBER & CO.
(LIMITED.)

The following agents have been appointed in the United States to represent the celebrated

HUMBER WHEELS:

SWEETING CYCLE CO., Philadelphia, for Pennsylvania, Delaware, New Jersey and Maryland.
SCHOVERLING, DALY & GALES, 302 Broadway, for New York City and New York State.
AMOS SHIRLEY, 987 Eighth avenue, for New York City.
WRIGHT & DITSON, 578 and 580 Washington street, Boston, for New England.
Applications for unoccupied territory should be addressed to STEPHEN GOLDER, P. O. Box 2225, New York City.
Agents also wanted for the SIGNAL CYCLOMETER.
STANDARD CYCLE CO., 588 Main street, Buffalo, for Northern Ohio, viz: Jefferson, Harrison, Tuscawaras, Coshocton, Licking, Franklin, Union, Champaign, Miami, Darke, and all counties north of these in Ohio.



WE STAND BEHIND IT.

"We warrant all our COLUMBIA BICYCLES and TRICYCLES to be free from imperfections in material or manufacture, and agree to make good, at store or factory, at any time within a year, any defects in them not caused by use, misuse, or neglect."—*Pope Mfg. Co.*

"Warrant, v. t.—**4.** *(Law) C.* To secure to, as a purchaser, the quality or quantity of the goods sold, as represented. *d.* To assure, as a thing sold, to the purchaser; — that is, to engage that the thing is what it appears or is represented to be, which implies a covenant to make good any defect or loss incurred by it."—*Webster.*

The one thing necessary, more than anything else, in a warrant, is the responsibility of the warranter. A warrant given by an old and reliable house, with an established reputation, with large capital and the highest credit, is worth all that words can mean, to the warrantee.

The above warrant, quoted from our Columbia Catalogue, accords with the latter description, and is our guarantee.

SEND FOR THE CATALOGUE.

POPE MFG. CO.,

77 Franklin Street, BOSTON.

BRANCH HOUSES: 12 Warren Street, NEW YORK. 291 Wabash Avenue, CHICAGO. Factory, HARTFORD, CONN.





8000.25

FOUNDED THE 1878

BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

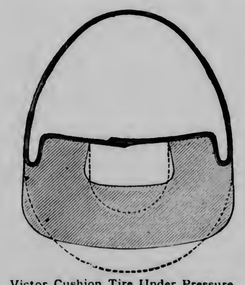
Volume XXII. Number 21. | BOSTON, 20 MARCH, 1891 | $1.00 a Year. 5 cents a copy

VICTOR CUSHION TIRES.

From U. S. Patent to A. H. Overman, Dated April 14, '85, we copy:



Victor Cushion Tire.



Victor Cushion Tire Under Pressure.

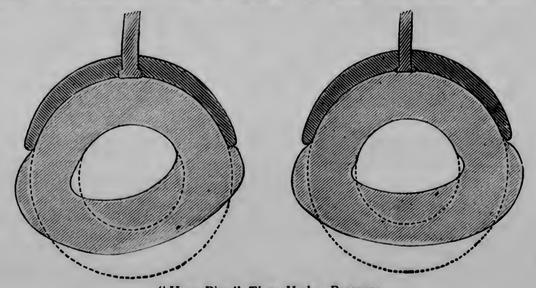
"The tire is made with an interior open space located near and following its inner periphery, ... the location of an interior open space near the periphery of the tire renders the inherent elasticity of such portion available by providing a space into which it can be displaced under pressure, or impact upon the outer periphery of the tire . . . . . thus, by providing the tire with an interior open space in accordance with my invention, its whole is made to cushion with obvious improvement in respect to its qualities for riding and service."

NOTE.—This invention was made in 1884, patented in 1885, has been experimented with ever since, and now the Victor Cushion Tire is presented as the result of such experimenting.

It is very amusing to see our competitors copy the words "cushion tire" from us, and at the same time offer a common thick-walled "hose pipe," which they undertake to describe with the name "cushion tire."

As we first used the name cushion tire, we are entitled to define it. As noted in copy from our patent of '85, it relates to tires made with a *space on the inner side*, and it does not relate to "hose pipes" made with holes in the middle. The Victor Cushion Tire under pressure is shown in cut. Also, note the "hose pipe tire" under pressure.

The rubber below the edges of the rims is dead weight, and will, as shown by experience, cut off on the edges of the rim. The "hose pipe tire" rides dead, heavy. The Victor Cushion Tire has jump in it.



"Hose Pipe" Tires Under Pressure.

WE "TRY THE EXPERIMENTS."

OVERMAN WHEEL CO.,

P. S. We don't wonder that makers who supply "hose pipe tires" say they do not recommend them, and are afraid to warrant them; it would take a brave man to do either.

THE PHILADELPHIA SHOW.

As I have already stated in the *Wheel*, I was one of the "prominent" wheelmen at the incipient Stanley Show recently held in Philadelphia. In fact I was rather *more* prominent than was pleasant. Several of the more observing ones noticed an unwonted air of solemnity where once I wore only a chronic smile.

Some cheap discussion arose among the "trade" as to the probable cause of the too obvious sadness, some thought it was dyspepsia, others said it must be a disordered liver, while still others who had "been there" said "there is but one thing which could make a man look like that, and that is financial trouble."

It was a "draw," *all* were right. Some time ago I had a private mark sewed into my new coat, so that I might tell it from the old one, and in my hurry to get away in the dim twilight "between two days," I made a mistake and wore the *old* coat; this also helped to make me appear to a disadvantage.

The exhibit of "old wooden" machines was an interesting study. "Ever and anon" the sentimental visitor would note aloud, "the great progress that had been made from those *ancient wooden concerns* down to the magnificent specimens of steel architecture which are to be seen here to-day." Then they would proceed to admire the numerous kinds of springs and joints and tires by which the "steel architect" is vainly trying to get into his "magnificent specimens" the very quality which was, or might have been, *inherent* in those despised "wooden crocks" of the long ago.

But you say *they* weren't a success. *Of course not* Say! do you remember when everybody wore two button vests? Oh! You don't? Well, never mind, if *you* wasn't born then, *I* remember it. Well, it was necessary *at that time* to have a shirt bosom long enough to close up the gap. *Now*, except in the case of McAllister uniforms, vests are worn buttoned well up. How about shirt bosoms? I'll chance two dollars that *you* have got one on this minute that is annoying your stomach at least a foot below where there is any excuse for it.

"Oh! Ye generation of Infidels," how long will it take you to learn that nothing, outside of politics, is *intrinsically* bad? And that nothing (not even Hickory Bicycles) is entirely beyond criticism? There was a time when the Ladies' Tricycle, that barbarous relict which lives only in the memory of a dim and obscure past, was not thought to be at all correct unless the wheels reached above the rider's head.

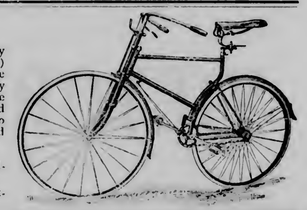
Now the most elegant ladies' safety has 31 in. rear and 25 in. front wheels, and the spokes are not "tied tangent" either.

Certain qualities are needed in a 60-inch wheel, therefore, it is argued, that such things must be in *any* sized wheel; then it is discovered that it was all a mistake, and, pell mell, like a flock of hysterical sheep, everybody goes over the fence to the other extreme, and waits there for the next wind to blow them where it will. "When it isn't hoops it's bustles," and now they have a *pneumatic* bustle, which I should think would be especially desirable on icy sidewalks, and besides it must be pleasant for a young lady to have something with her that is liable to "pop" at any moment. (It *isn't* the Atwater pneumatic.) There is a lesson to be learned from those old wooden machines. "What tales of woe their silence tells." I don't say that the makers of steel machines will wake up some morning and find crepe on their doors, but I *do* believe that the time will come when the "Lion and the Whangdoodle" will lie down together and seriously consider the subject of Hickory Wheels.

Yours,
STERLING ELLIOTT,
Newton, Mass.

P. S. Until further notice.

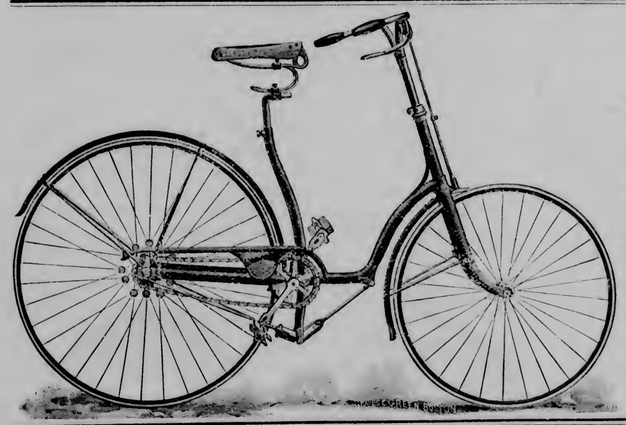
A CONSTANT AND UNTIRING EFFORT.



Almost every manufacturer of Bicycles today is exerting himself to produce a wheel of light weight and easy running qualities without sacrificing strength and durability. That the "Ormonde" (highest grade, English make) cushion, pneumatic or solid-tired safeties have distanced all competitors is no longer a doubt. They are built on the American interchangeable plan, and on an entirely new principle of lapping and brazing the joints, thus doing away with all superfluous weight, and producing a safety 12 to 15 pounds lighter than the great majority of high grade wheels on the market at the present time. The ideal safety of today is the "Ormonde," as it is light, strong and durable, and also combines many other new features. If you wish "to be in it" next season, and not be obliged to purchase a new wheel to keep up with the times in 1892, buy a light wheel now (the Ormonde Highest Grade) and save this expense. Good territory open for dealers and agents. Write for terms and further description.

A. B. RICH & CO., 1790 Broadway, N. Y. Sole importers for New England, New York, Maryland, Pennsylvania, Virginia, West Virginia, Ohio, Michigan, New Jersey, Delaware and District of Columbia.

ROUSE, HAZARD & CO., 9 G Street, Peoria, Ill. Sole importers for the remainder of the United States, except N. Illinois and E. Wisconsin, controlled by Spooner & Peterson, Chicago, Ill.



"Seeing is Believing."

"But to see her was to love her,
Love but her and love forever."—BURNS.

Thus do poet and proverb attest the value of sight, but there are exceptions to all rules, and the only perfect way to learn whether or not the "Sylph" three-part spring frame is perfect is to ride it. The new version is "riding is believing."

Theoretically, any sort of a spring will smooth the road, but any mechanic knows that theory may sound well, but facts are what we have to deal with, and the facts are that many spring devices are faulty, slow on the race track, hard in sand, unsteady in ruts, bad coasters and worse hill-climbers. These faults are not found in the "Sylph." There is no fore and aft, sidewise or twisting motion. There is the easiest kind of a vertical motion which both smooths the road and saves the nerves and makes the "Sylph" admittedly, "the easiest running wheel we ever rode."

Rouse-Duryea Cycle Co.,
9 G Street, Peoria, Ill.

FUNNY, AINT IT?

Mr. Public and Mrs. People wish to ride a wheel, and so start on a tour of investigation. They call on Mr. Hope and his emissaries, and are told that the Colom is the only wheel made, all others are not "in it." That's funny. Then they call on Mr. Underman and his accomplices, and there they are informed that the Anti-vibrator frame is the best of all. For the purpose of further investigation they call on Mr. Haul and his supes, and all explain why "we are the people" and the Gatford and Sunset are way off. Notwithstanding that Mr. P. and Mrs. P. were told by the best authorities that the Gatford won more prizes in '90 than all others, and were never known to break, and the Sunset are introduced in America by the same firm, Sandbank & Hanford, who so ably handled the Gatford in '90. That seems very strange to Mrs. P. and Mr. P. But for fear that there may be some bile in this information they decide to call on Mr. Foss, and here they get a great reception, and are told that the only iron bound tyred Dinger is the easiest riding wheel. Horror of horrors, can this be true and the balloon-tyred Gatford still a leader? What yarns! Where shall we get the truth? A happy thought strikes them. Why not call on Sandbank & Hanford? They do so at once. Here they are told the truth: all wheels have some good points even a mule or a broncho pony, they can kick; but the ne plus ultra is the Gatford and Sunset, lighter, stronger, faster, easier riding than any other, and they got there in '90, and in '91 must do the same, only better. This seems reasonable, and they buy a Catford and Sunbeam of

Messrs. Fairbanks, Sanborn & Co.,
145 Columbus Avenue, Boston, Mass.

P. S.—Fully guaranteed, the lightest, strongest, fastest, easiest running wheels on the market.

N. B.—We do this because others do; there is really no excuse for it.

N. B. B.—Only house to give actual scale weights all on.

P. S. S.—We may be a young house in the business, but we made them hustle in 1890.

N. B. P. S.—Watch the Catford and Sunbeam during '91.

"Unions Win the Race."



"To Union Cycle Mfg. Co.,
Highlandville, Mass.

Gentlemen.—Your catalogue knocks them all out. A very pretty piece of work, reflecting credit on both the compiler and printer. It is certainly the finest printed and designed catalogue I have seen this season. As soon as you have them ready for distribution would be pleased to have my share.

Yours Respectfully,
——."

THIS IS WHAT THEY ALL THINK OF IT.

WHY NOT SEND FOR ONE?

UNION CYCLE MFG. CO., - - Highlandville, Mass.

"Featherstone's Pneumatics."

Be patient, boys, the Pneumatics are coming through. You will get all you want three weeks from now. *Twenty* goes out this week. *Twenty* next week, and the week following *one hundred;* after that time from *four* to *six hundred* every week and more if you need them. They will be beauties, and will give you more speed and comfort than you can imagine. This is what Mr. E. R. Shipton, Editor of the C. T. C. Gazette, says of the pneumatic tire:

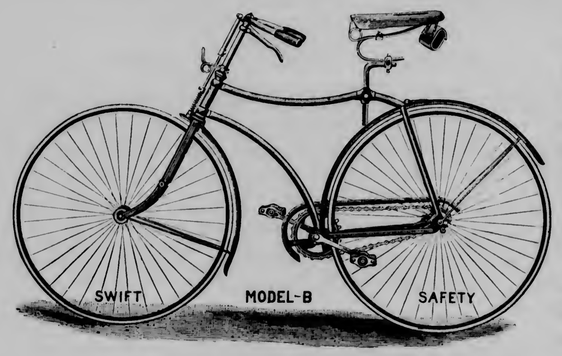
"As now manufactured, *the pneumatic tire gives us no more anxiety than the solid one*, while the increase in comfort and the luxurious riding is simply indescribable. The tires upon this, our latest machine, do not require re-inflating more than once a week under normal conditions, and the labor required is too trifling to be worthy of consideration."

A. FEATHERSTONE,

Clark and 16th Sts,. and Armour Ave., - - - Chicago.

WRIGHT & DITSON, New England Depot, - - Boston, Mass.
SCHOVERLING, DALY & GALES, Eastern New York State and City Depot, - - - - - - - New York City.
SWEETING CYCLE CO., Eastern Pennsylvania and Maryland Depot, - - - - - - - Philadelphia.
H. A. SMITH & CO., New Jersey Depot, - - - Newark, N. J.
To which all Correspondence for these Territories should be addressed.

DIRECTLY SPOKEN.



For 32 years we have been making bicycles, and have steadily maintained that a direct spoke, made correctly, is the one spoke which appeals directly to common sense. Now there are spokes and spokes, and experience gives perfection. Examine the "Swift" spoke carefully, it speaks for itself. There are 100,000 "Swifts" in use. *In 1890 we supplied from our Sundry department 12 spokes for every 100 "Swifts" sold.* Every Swift Spoke is guaranteed to stand the roughest fair and square riding.

GET YOUR NAME DOWN FOR A CATALOGUE.

COVENTRY MACHINISTS' CO., Ltd.,

239 Columbus Avenue, Boston, Mass. | **11 and 13 Madison Street, Chicago, Ill.**



HANDSOMEST SAFETY MADE!

WHY is the NEW MAIL at $100

The Best Value in the Market at the Price or Anywhere Near It?

BECAUSE IT HAS Cushion Tires which annul jar and vibration, giving life and elasticity to whole wheel, and are to be the Favorite Tires for 1891, and we Warrant Them. Our Cushion Tires are Right and The Best.

BECAUSE IT HAS Tangent Spokes strongly tied and Nickelled to intersections. Stronger and handsomer than direct spokes as used on cheaper wheels. Select Tangent Spokes Always!

BECAUSE IT HAS a Brazed Frame at all joints. Look out and get a Brazed Frame always to stand road wear, and at *every point* of the frame!

BECAUSE IT HAS a Standard Easy Saddle, the Garford, which is a Favorite.

BECAUSE IT HAS the Popular New Mail Shape Handle Bars, low and well back to rider.

Study all these points on examining the wheels in the market and see if you find them in Any Other. Already it has jumped into Popular Favor and declared the BEST YET!!!
Being ordered very heavily.

WM. READ & SONS 107 Washington St., Boston, Mass.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

FOUNDED IN THE YEAR 1879

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Wheelman Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

EDITORS:

C. W. FOURDRINIER. **J. S. DEAN.**

BOSTON, 20 MARCH, 1891.

THE worthy editor of our New York contemporary again dips into the realms of fancy, and utterly ignores facts when he accuses the editor of this paper of "not daring" to express an opinion as to results of League elections and the probable successful candidates. If the editor of our esteemed contemporary will kindly peruse our editorials in the numbers of this paper immediately preceding the election at Washington he will find that we "dared" name Mr. Dunn and Dr. Brown as being sure of election, and that the chances were in favor of Maj. Burdett as against Mr. Mott. Words of mouth may be hard to prove after being spoken, but cold, cold type is a witness that cannot be questioned. Please study and stick to facts brother P.

GOOD news comes to us from Utica, N. Y., that at the meeting of the Central New York Farmers' Club held at that place, the question of the Richardson Bill for Roads Improvement now before the New York State Legislature was fully discussed, and the following resolution was adopted:

Resolved, That it is the sense of this club that the bill now before the Legislature for the making and maintaining State roads and known as the Richardson Bill, ought to become a law; or that some law of a similar purport ought to be passed.

WE have already briefly alluded to the provisions of the "Richardson Bill," but a short review of same will not be amiss right here. It provides for the raising of $10 000,000 to be expended in the making and improvement of roads outside of cities and incorporated villages. The matter is to be submitted to the vote of the people at the next general election, according to the provisions of the bill. Among the other provisions are that there shall be a Board of Commissioners composed of two members from each of the political parties casting the highest number of ballots at the general election preceding the passage of the bill. The members of the Board are to serve without compensation, but when discharging their duties their expenses shall be defrayed by the State. The aggregate salaries of all officers shall be $5000 annually.

IN the matter of making State roads the State engineer and surveyor shall determine the character and kind of road to be constructed under this act, subject to the approval of the commissioners, who shall in turn advertise for the lowest bidder for performing the work. The road is to be made to best subserve the interests of the public. The inhabitants of any county shall largely determine where they shall have the roads built. In the construction of the roads provided for in the bill the labor of convicts, paupers and tramps, which are now supported at the county's expense, will be used.

MR. SWEET, one of the speakers who strongly favored the support of the Richardson Bill, called attention to the fact that the estimated unassessed personal property in the State of New York is something like $2,000,000,000! an amount almost equal to that of the entire taxed property. "Here is a state of things, here's a howdy do." There is not a State but what is somewhat in the same condition through the laws of non-liability to taxation and false returns, but we had no idea that the amount was so large.

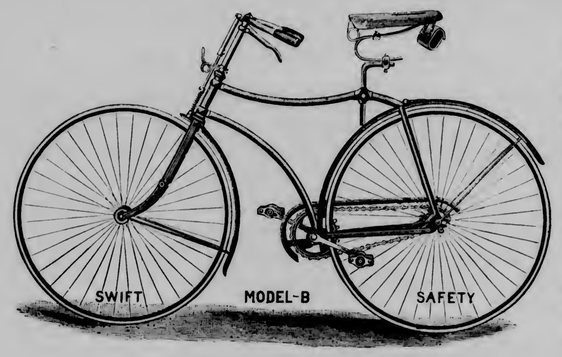
IF a large proportion of this immense sum was made taxable, or a small tax placed on the whole amount to be applied for the purpose of road building, it would relieve the farmer and country tradesman from a burden they should not be called on to bear unassisted by moneyed institutions and "false returners." The Savings Banks interest in the State would fight the attempt to place a tax on property which now is exempted, but the question is which is the greater evil, which is the equitable method?

IN a suit before the Supreme Court in and for Duchess County, N. Y., brought by Geo. M. Armstrong vs. Edgar S. Lockwood, to recover damages for injuries alleged to have been sustained by plaintiff by reason of his being run down by defendant while riding a bicycle, some interesting charges were made by Justice J. F. Barnard to the jury.

AFTER stating the fact that a bicycle was a vehicle and entitled to the same rights and privileges as other carriages, and were not allowed the use of the sidewalks, he said:

"* * * You cannot find a verdict against this man because he was in the wrong place. This case goes to you as one of personal negligence on the part of defendant. * * * The bicycle man was in a place where the city authorities said he must not go, but you have no right to consider that. You have to consider the principle on which this action rests violated before you can give a verdict against the defendant. * * * The principle of travel on the highways is that everybody is bound to anticipate possible danger and to guard against it, and any violation of that principle either upon the part of the plaintiff or defendant is of vital importance in this suit. If the defendant was in the wrong place and didn't hit this man, no action, because no injury was inflicted. If he was in the wrong place and acted wisely and prudently, guarding against possible danger to the extent that a wise man should, there is no action, although he was in the wrong place. You are to say whether this bicycle man, being in the wrong place, was guilty of neglect of duty. Any omission to foresee danger and any omission to do what a prudent man would do to prevent this accident or guard against it would be negligence on his part, and that is where he is to be held liable, if at all."

DIRECTLY SPOKEN.



For 32 years we have been making bicycles, and have steadily maintained that a direct spoke, made correctly, is the one spoke which appeals directly to common sense. Now there are spokes and spokes, and experience gives perfection. Examine the "Swift" spoke carefully, it speaks for itself. There are 100,000 "Swifts" in use. *In 1890 we supplied from our Sundry department 12 spokes for every 100 "Swifts" sold.* Every Swift Spoke is guaranteed to stand the roughest fair and square riding.

GET YOUR NAME DOWN FOR A CATALOGUE.

COVENTRY MACHINISTS' CO., Ltd.,

239 Columbus Avenue, Boston, Mass. | **11 and 13 Madison Street, Chicago, Ill.**



HANDSOMEST SAFETY MADE!

WHY is the NEW MAIL at $100

The Best Value in the Market at the Price or Anywhere Near It?

BECAUSE IT HAS Cushion Tires which annul jar and vibration, giving life and elasticity to whole wheel, and are to be the Favorite Tires for 1891, and we Warrant Them. Our Cushion Tires are Right and The Best.

BECAUSE IT HAS Tangent Spokes strongly tied and Nickelled to intersections. Stronger and handsomer than direct spokes as used on cheaper wheels. Select Tangent Spokes Always!

BECAUSE IT HAS a Brazed Frame at all joints. Look out and get a Brazed Frame always to stand road wear, and at *every point* of the frame!

BECAUSE IT HAS a Standard Easy Saddle, the Garford, which is a Favorite.

BECAUSE IT HAS the Popular New Mail Shape Handle Bars, low and well back to rider.

Study all these points on examining the wheels in the market and see if you find them in Any Other. Already it has jumped into Popular Favor and declared the BEST YET!!! Being ordered very heavily.

WM. READ & SONS 107 Washington St., Boston, Mass.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

FOUNDED THE 1878

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Wheelman Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 20 MARCH, 1891.

THE worthy editor of our New York contemporary again dips into the realms of fancy, and utterly ignores facts when he accuses the editor of this paper of "not daring" to express an opinion as to results of League elections and the probable successful candidates. If the editor of our esteemed contemporary will kindly peruse our editorials in the numbers of this paper immediately preceding the election at Washington he will find that we "dared" name Mr. Dunn and Dr. Brown as being sure of election, and that the chances were in favor of Maj. Burdett as against Mr. Mott. Words of mouth may be hard to prove after being spoken, but cold, cold type is a witness that cannot be questioned. Please study and stick to facts brother P.

GOOD news comes to us from Utica, N. Y., that at the meeting of the Central New York Farmers' Club held at that place, the question of the Richardson Bill for Roads Improvement now before the New York State Legislature was fully discussed, and the following resolution was adopted:

Resolved, That it is the sense of this club that the bill now before the Legislature for the making and maintaining State roads and known as the Richardson Bill, ought to become a law; or that some law of a similar purport ought to be passed.

WE have already briefly alluded to the provisions of the "Richardson Bill," but a short review of same will not be amiss right here. It provides for the raising of $10 000,000 to be expended in the making and improvement of roads outside of cities and incorporated villages. The matter is to be submitted to the vote of the people at the next general election, according to the provisions of the bill. Among the other provisions are that there shall be a Board of Commissioners composed of two members from each of the political parties casting the highest number of ballots at the general election preceding the passage of the bill. The members of the Board are to serve without compensation, but when discharging their duties their expenses shall be defrayed by the State. The aggregate salaries of all officers shall be $5000 annually.

IN the matter of making State roads the State engineer and surveyor shall determine the character and kind of road to be constructed under this act, subject to the approval of the commissioners, who shall in turn advertise for the lowest bidder for performing the work. The road is to be made to best subserve the interests of the public. The inhabitants of any county shall largely determine where they shall have the roads built. In the construction of the roads provided for in the bill the labor of convicts, paupers and tramps, which are now supported at the county's expense, will be used.

MR. SWEET, one of the speakers who strongly favored the support of the Richardson Bill, called attention to the fact that the estimated unassessed personal property in the State of New York is something like $2,000,000,000! an amount almost equal to that of the entire taxed property. "Here is a state of things, here's a howdy do." There is not a State but what is somewhat in the same condition through the laws of non-liability to taxation and false returns, but we had no idea that the amount was so large.

IF a large proportion of this immense sum was made taxable, or a small tax placed on the whole amount to be applied for the purpose of road building, it would relieve the farmer and country tradesman from a burden they should not be called on to bear unassisted by moneyed institutions and "false returners." The Savings Banks interest in the State would fight the attempt to place a tax on property which now is exempted, but the question is which is the greater evil, which is the equitable method?

IN a suit before the Supreme Court in and for Duchess County, N. Y., brought by Geo. M. Armstrong vs. Edgar S. Lockwood, to recover damages for injuries alleged to have been sustained by plaintiff by reason of his being run down by defendant while riding a bicycle, some interesting charges were made by Justice J. F. Barnard to the jury.

AFTER stating the fact that a bicycle was a vehicle and entitled to the same rights and privileges as other carriages, and were not allowed the use of the sidewalks, he said:

"* * * You cannot find a verdict against this man because he was in the wrong place. This case goes to you as one of personal negligence on the part of defendant. * * * The bicycle man was in a place where the city authorities said he must not go, but you have no right to consider that. You have to consider the principle on which this action rests violated before you can give a verdict against the defendant. * * * The principle of travel on the highways is that everybody is bound to anticipate possible danger and to guard against it, and any violation of that principle either upon the part of the plaintiff or defendant is of vital importance in this suit. If the defendant was in the wrong place and didn't hit this man, no action, because no injury was inflicted. If he was in the wrong place and acted wisely and prudently, guarding against possible danger to the extent that a wise man should, there is no action, although he was in the wrong place. You are to say whether this bicycle man, being in the wrong place, was guilty of neglect of duty. Any omission to foresee danger and any omission to do what a prudent man would do to prevent this accident or guard against it would be negligence on his part, and that is where he is to be held liable, if at all."

THE defendant claimed that he saw plaintiff and turned out to advoid him, but that plaintiff pushed him over deliberately, while plaintiff says that defendant ran right on to him and hit him before he saw the cycler. The case, as put by Justice Barnard, is of value as precedent in the fact that the question of E. L. Lockwood, the defendant, being on the sidewalk in violation of the city ordinance, is not allowed to be taken into consideration. The question being confined strictly to a matter of fact as to whether the plaintiff came by his injuries through negligence or voluntary act of his own, or by the negligence of the defendant, the illegality of the defendant's use of the sidewalk being entirely ignored.

IF Boston took in the same area of territory as Chicago or Philadelphia, it would have a population bordering close on 900,000, and if it did we would have a good many live, active cycling clubs. Literally within rifle shot of the State House on Beacon Hill, Boston, we find four or five separate and distinct corporations, the aggregate population of which is close to 175,000. Yes, if Boston could only come the "Octopus Act" like unto Philadelphia and Chicago, we would have a few live cycle clubs to boast of also.

A LADY rider in Brookline who evidently speaks intelligently, and by the card says in regard to dress:

"I do not like the divided skirt. For weather such as we have been having lately a somewhat full skirt, with close fitting woolen undergarments, and a blouse or basque about the fate of which you are not much concerned, are all that is required. Of course a short jacket is comfortable on cold days, and thus equipped you are ready for a ride wherever you can take your wheel."

AT the suggestion of Mr. I. B. Potter, Secretary Blaine has instructed United States Consuls to give in their annual reports to the Department of State, description of the roads, and methods of construction in the different countries to which they are assigned. Mr. Potter has in many instances received personal letters from the consuls to the effect that they will pay special attention to the question of roads, the building and repairing of same.

WE have never been thoroughly in favor of the "fol-de-rol" features of cycling. We mean the bugle blowing, flag carrying, gold lace trifles which have always given the non-riding public a false idea of the sport. Good old "Sobersides" rather sneers at a lot of "boys" that indulge in the butterfly and flap-doodle style of cycling. We do not think the pleasures of cycling enhanced one bit by the blowing of bugles, the flying of flags, and certainly the impression made on the general public is not one to increase respect for riders.

IN connection with this point we notice the Brooklyn Bicycle Club has taken steps to trim off the frills of the organization, and if our report is correct the club will not retain one single road officer. This may be a bit too radical even for our straight laced notions of what is becoming to the dignity of a club. A captain and a couple of lieutenants may be convenient officials on certain occasions, but if the signs of the times are read aright the period for making runs "show parades" is practically past, gold lace, bugles blasts and other fol-de-rol must give way to modest, quiet and practical dignity.

THE California Division officers met Saturday, March 7, and among other things done passed resolutions condemning this paper for publishing articles criticising the management of the California Division. We do not wish to add to the evident irritation, but we desire to say that all complaints from parties having the right to critise and which seem reasonable, will be published in this paper. Without commenting on the grievances as presented by the correspondents complained of, we must say that as the case was presented there appeared at least room for argument.

THE "many League members" quoted by the Philadelphia *Inquirer* as not hesitating in saying "that if the meet is held in Detroit this year as decided, it will be a repetition of the Niagara experience of last year, which, plainly speaking, had too much of the commercial, make-all-you-can spirit about it," do the Detroit men a gross injustice. There is nothing to indicate but that the hospitality of Detroit will be of the very heartiest. It is ungenerous to cast slurs on the expected entertainers of the League in the way above quoted.

THE agitation about the reorganization of the Massachusetts Bicycle Club has had a great effect upon more than one active cycling organization hereabouts. The Dorchester Club has given up its quarters, dropped its associate membership, and will again take to the road as a riding organization, while the Somerville Cycle Club has placed a limit on its associate membership in order to prevent a possible change from an active wheeling organization to one of a social nature. Both moves are in the right direction, and if one or two other clubs hereabouts would go and do likewise cycling would have a still sounder basis than it has at the present time. The agitation about the Massachusetts Club has been carried on in a surprising manner, not alone to the general wheelmen, but also to the members of that club who have requested all those desirous of joining the reorganization to forward their address to Secretary C. C. Ryder, P. O. Box 2966. The high standard of the membership of the old club will be maintained in the reorganization, and the wheelmen can rest assured that if it is perfected it will be a representative organization of Boston wheelmen.

IF any one has an idea that there is more talk than work about the Road Improvement Bill in Massachusetts, they ought to have been present at the hearing in the Blue Room at the State House on Beacon Hill, Boston, last Tuesday morning, and they would have seen wheelmen from all sections of the country anxious to add their little mite to the good of the cause. Chief Consul Arthur W. Robinson and Vice-Consul George A. Perkins, engineered the bill in a manner that would have done credit to the best and most capable lawyer of the present time, and it will be no fault of theirs if the committee reports inadvisable on the subject. The hearing was adjourned to next Tuesday at 10 A. M. We hope all will be present to show their interest.

PHILADELPHIA CYCLE AND FIELD CLUB.

IN our issue of the 6th we printed a most excellent cut of the house of the Philadelphia Cycle and Field Club. It is a model club house, and unique in every way. A description therefore of its organization will be of the greatest interest to our readers.

This club was organized under the auspices of, and as an adjunct to, the "Philadelphia Bicycle Club," on August 27th, 1889.

Early in October, 1889, under the supervision of Harold R. Lewis, Chairman of the Building Committee, the building of the present club house, familiarly known as the "Wigwam," was commenced at Ardmore, Penn., 7 1-2 miles from the city club, on the well-known "Lancaster Pike," and was formally opened on February 22d, 1890.

The "Wigwam" owes its origin to the indefatigable efforts of three members who secured, in May, 1889, a small cottage on Montgomery avenue, near to the present house, and established it as a country annex. Only members of the Philadelphia Bicycle Club are eligible to membership, this, of course, including the lady contingent, always a pleasant feature in the parent organization. Starting with a membership of but forty-eight it has now seventy-three on its rolls.

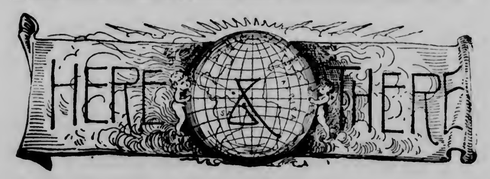
The building is in Queen Anne cottage style. It has a large sitting and dining room, finished in oak, and with open fire place and commodious and well appointed kitchen and pantry on the first floor; and on the second floor, rooms for lady and gentleman members, the latter being supplied with a shower-bath. The janitor's quarters on this floor are separate from the rest of the house. The entire building is heated by a furnace in the cellar. The grounds of 1 1-2 acres have four tennis courts, and ample facilities for pigeon shooting, quoits, archery, etc., and in the rear of the house are carriage and bicycle sheds and a wind mill for supplying the house with water. A Telford road leads from the pike completely around the house. Situated but 1600 feet from the railroad station on the Pennsylvania Railroad, and but a trifle further from the village, it is readily accessible by train and within easy reach of supplies at short notice. A janitor, who is also a competent cook and good caterer, resides in the building, and can serve meals for two or thirty at short notice and at a reasonable cost. During the past ten months over 1100 meals were served, and 2500 visits reported in register.

Saturday is "club night" here, Wednesday being that of the city club, and after supper the piano and college songs are brought in use, and a waltz or quadrille are sure to follow.

October 4th was the first "field day," and proved an enjoyable and successful feature. It is the intention of the Athletic Committee to hold these gala days in the spring and fall of each year.

At the annual meeting held lately the following officers were elected to serve for the ensuing year: President, William Uhler (re-elected); Vice President, Frank S. Harris (re elected); Secretary and Treasurer, Horace S. Blackiston; Trustees, Harold R. Lewis, Wm. Morris, Thos. A. Pearce and Edw. W. Burt; House Committee, L. H. Watt (Chairman), G. N. Osborne and E. C. Zellner; Athletic Committee, W. H. Derbyshire, J. B. Langworthy and V. Morris.

To the untiring efforts and efficient management of the President, Wm. Uhler, and the late Chairman of the House Committee, J. O. Tombler, much of the success of the club and comfort of the members is due.



NOTES BY "HAWKSHAW."

THAT great A. A. U., concerning whose threats to destroy the League, all of the papers were recently so filled, seems just now to have its hands full tending to trouble in its own ranks, and if there were any members of the L. A. W. who at any time really grew frightened by the bluster of misinformed writers, they can now rest assured that until the A. A. U. has strangled the enemies in its own camp that it will not be likely to battle with the solid front the L. A. W. opposes to it. The trouble seems to be, that the body of the A. A. U. lays in and around this city, while the small tail thereto reaches from Maine to Mexico. The body, that is, the clubs around and in the city of New York, has formed itself into a Metropolitan Association, which in plain English means, that the dog is better satisfied without any tail, than to be hampered with such a weak and lengthy caudal appendage as the other athletic clubs are, and so the tail seems destined to die either from the separation, or from lack of finding some other tailless canine upon which to engraft itself. The L. A. W., while a larger body, is more representative, better officered, more united and freer from the danger of foes among it own ranks, and consequently is better able to battle and defeat its enemies than is its more boastful challenger.

HE was a Boston rider, and his oil can and himself had parted company, as they often do, through the habit a saddle bag has of opening itself and depositing its contents on the road without the knowledge or consent of the rider. A bearing with a plaintive squeak demanded that it be lubricated without further waste of time, and dismounting to meet the demand, the wheelman had discovered his loss, and had remounted and ridden to a neighboring drug store to supply himself with the needed oil. "Have you any lubricating oil?" he inquired of the expectant clerk behind the soda-water counter. "I am sorry," he replied, "but we are just out of it, but I have some first-class castor oil which I guarantee is made from the bean———." "Give me a pint," replied the rider, not waiting for him to finish the sentence by naming the kind of bean the oil was made from. It was bean oil, and that was sufficient for a Boston man.

A CENTRAL Park policeman had arrested two colored riders for racing through the park while drunk, they had spent the night in the station house, and had been brought before the judge for sentence. The judge was himself a rider, and had been long annoyed by the inconsiderate actions of wheelmen upon the public roads, so that he felt anything but kindly towards the two woebegone, penitent colored law-breakers before him. "Officer, what is the charge against these two people?" inquired the judge. "Well, your Honor, I had to arrest them for being drunk and racing their bicycles through the park." Sternly looking the frightened prisoners over, the magistrate said: "A pair of black tights, eh? Well, $10 each. Next." And the curtain rang down amidst the smiles of the onlookers.

THE big athletic clubs want wheelmen, and they propose to get them, too. Last year they bought them, but that came high; this season they intend to bribe them, and instead of dealing with them as individuals, they will handle them in bulk, as it comes cheaper, and they get more for their money. For a man who likes to race, or for one who has no personal interest in being a factor in any organization to which he may belong, I can readily understand how the weight of creature comforts offered by these athletic monopolies would prove irresistable, even though he does cease to be anything but a small obscure brick in the construction of a palace some one else owns, but to the true wheelman, the man of interest and intelligence, the one who desires to construct and own his own athletic home, these vast buildings, the property of hundreds of members, will never attract him away from the less expensive surroundings of his wheel club, humble though they may be. The comparison is the same as that existing between life in a hotel, no matter how large and magnificent, and that in your own home, even though it consists of a small and inconvenient flat. In the large athletic clubs the wheelman is but a small branch of the great number of athletic elements constituting the organization, his individuality is lost, his surroundings are uncongenial; while in a wheel club it is different, it is like a party of friends, the membership being smaller knits the members together into a single family, the atmosphere speaks of wheels and wheeling, and the rider's interest is ever spurred on to the fullest enjoyment of the possibilities of the wheel. Money and grandeur can never offer these attractions, and the absorption of wheel clubs by athletic ones is a danger whose evil influences need cause no fear to the thinking student of cycling.

CHICAGO.

"WAYNE SCOTT."

MISS ELLA MCINTOSH, Vice President of the Ladies' Englewood Cycling Club, died last Wednesday (11th) of typhoid fever. Miss McIntosh was very popular with all. The E. C. C. members drafted resolutions of sympathy for the family and for the club, and sent a handsome floral piece.

So crowded has the new club house of the Columbia Wheelmen become at the meetings that the club is required, at this early stage of their existence, to seek for new quarters. The reasons for the large attendance at their meetings lie undoubtedly in the fact that the club has no Board of Directors, and all matters of business are brought up at the meetings, and thoroughly discussed. Mr. John Erickson fills his office as President of this new club most excellently, his decisions being always judicious and wise.

SATURDAY evening, March 28th, the Illinois Cycling Club give another athletic and musical entertainment. These have proved quite a factor in the winter entertainments. The Illinois Club give a ladies' night; it is always a success. They give an athletic entertainment; from two to three hundred spectators can be relied on. They give a swell reception, and it is all the name implies, and always successful; in fact anything the Illinois Club does is a model in its way. The secret of this lies probably in its management and in the brotherly feeling which each member feels for the others.

"OUR BOYS," a drama, will be presented at Steiner's Hall, Oak Park, Friday evening, April 10th, by members of the Oak Park Cycling Club. The Beloit Glee Club has been engaged for a concert about April 3d. Captain Stimpson, of the Oak Parks, requests all members to note down the names of such places as they wish a run called to, and the time. From these he will endeavor to compile his run card for the season.

THE Jackson Club and Cook County Wheelmen now have 237 members, and are barely three months old. Over thirty applications are already posted on the bulletin board.

CAPT. ROBERTS, of the Illinois Cycling Club, proposes to conduct a run of Illinois members over that (to be) famous course to Elgin, Aurora and return, 100 miles. R. G. Betts is father of a scheme to conduct a grand inter-club century run over this same course. Of the course as a thorough test of a rider's road riding abilities one can hardly say enough. All classes of road, and hills

too, are included in the hundred miles. Down the Fox River Valley it winds and passes through the pretty towns, Elgin, St. Charles, Geneva and Batavia to Aurora, thence to Naperville, Downers Grove, Lyons, Riverside and into the city. A man has always found it to be one good day's work to complete the circuit, and many good riders have started but fell by the way. A number of wheelmen who have successfully completed the run in a day propose forming the Century Wheelmen of Chicago. To be eligible to membership in this club a man must have ridden over this course in a day. All wheelmen in this city who are eligible to membership in the club will confer a favor by calling upon F. Ed. Spooner, 15 and 17 Madison street, at once. A small amount will be collected as dues each month. This will be used to purchase neat little gold membership badges, containing data of first trip. To this will be attached a pendant bar, properly inscribed, each time the trip is successfully accomplished. To wheelmen who are eligible I say, let's up and do and make the "Century Club" a club of scorchers and road riders.

THE Farragut Cycling Club has now nearly fifty members. To become a member a man must first be a member of the Farragut Boat Club, whose initiation fee is $50. Saturday evening, March 21st, this club hold their annual meeting and election of officers.

BY a practically unanimous vote the sixty members of the Lincoln Club voted to move the club house farther north, north of Garfield avenue. Nearly four-fifths of the club members reside north of North avenue.

THE appearance of Prof. Steinbach alone should insure a large attendance at a grand novelty concert, to be given by the Lincoln Cycling Club Wednesday evening, April 1st, at Chickering Hall, Jackson and Wabash. W. L. Bush, Miss Schumacher and other excellent talent will appear. W. L. Bush is a whole circus himself, and wheelmen who have heard him once will be anxious to hear him in his many new attractions.

ROCKFORD is the place for the annual meet of the Illinois Division this year, and Illinois representatives should see to it that their vote is cast for this pretty little city on the Rock River. Kankakee wheelmen say come down and have a good time, but we will hardly be able to entertain you in any style. Rockford shows a strong front, has a thousand dollars already subscribed, the race track and a hall secured, and has besides a fine line of prizes already promised. Vote for Rockford.

MISSOURI.

"LINNEUS."

THE Boulevard Bill is now before the Legislature and everything looks favorable for its passage. The entire city press is strongly in favor of the scheme and is doing no little work in finding out exactly how the candidates for election in the Municipal Assembly, which will be held in the spring, stand on the question. From one or two of the poorer wards a decided opposition is made to the clause forbidding heavy hauling of any kind, and this has been the rock on which the parties have split before. It is evident that no boulevard can long be kept in first class shape if the heavier class of vehicles are allowed to use them in common with other traffic, and it is to be hoped that for once good sense will prevail in giving us and maintaining this much needed system of boulevards by keeping off heavy traffic.

THE report of Street Commissioner Murphy has caused great joy. He says: "I have determined to abandon the use of water for sprinkling purposes on the Pine and Locust street asphaltum. My opinion is that with a thorough sweeping each night, and possiby the services of two men on each driveway during the day, the dust will not accumulate in sufficient quantities to become injurious or offensive." In adopting the plan indicated the only possible objection to the asphaltum streets will be met. It will also render them safe and attractive for the wheelmen of this city whose petition I laid before you recently, and whose members aggregate, I understand, fully 1800. They are entitled to unusual consideration in this direction, because they are composed mainly of a class of citizens who are encouraging athletic training in our schools, and in the various organizations in the city. Have wheelmen in any other city ever received a better endorsement? If so, I have not heard of it.

No paper in the State has ever gone into the question of road improvement with such vim and enterprise as the late "*Ballot*" of St. Joseph, Mo., and in the suspension of this influential daily the cause loses one of its best supporters. The editor, Col. Hyde, had the county records overhauled, had estimates furnished as to the cost of the various systems, and gave the old fogy system of working out the road tax such a shaking up as it never received before. The amount which is annualy placed to the credit of the fund in Buchanan county alone is $70,000, and if it were properly applied it would macadamize the roads in less than six years. C. P. Kingsbury, who has had much to do in building bridges in the county, expresses the emphatic opinion that a large portion of the road fund might as well be hurled into the fire as far as any good the people may derive therefrom is concerned, under the present manner of using it.

After making a number of necessary changes in the building, the Cycling Club removed to its new and elegant quarters last week, and the first meeting which was held was the annual election, which gave the club the best set of officers it has yet had. A. J. Emery is the new President, O. L. Rule, Secretary; A. M. Milford, Captain. The club's new building is three stories in height, has a frontage of 25 and a depth of 65 feet. It contains a well finished basement, which will be used as a temporary wheelroom, and back of this is the kitchen. The first floor contains the parlor and reception room; the second floor, the Secretary's office, reading room and gymnasium, and the third floor, which extends over the entire building, will be devoted to billiards and pool. The house also contains a well constructed bath room with hot and cold water, and is heated by a furnace in the basement The house is situated on the Ewing avenue asphaltum, opposite the St. Louis Club, and is easily accessible from all parts of the city.

REPRESENTATIVE GARNER is again located at Carthage and reports that the arrangements for the State meet are progressing finely, and that nothing will be left undone to make it the most successful in the history of the Division. Fully $500 has been subscribed to the entertainment fund to date, and a number of handsome prizes for the races have been already secured.

HORTON POPE and C. B. Gibson have been appointed Directors of Tennis and Gymnastics by the Missouri's management, and will boom these features as they have never before A bouffet will also be shortly added to the already complete club, and promises to become quite a feature. As soon as the weather settles the club's quarters will be thoroughly renovated.

THE ORANGES.

"ESSEX."

Harry McDonough, who is now playing the part of Rubygold in Poor Jonathan at the New York Casino, is an enthusiastic wheelman and a member of the E. O. C's. Nearly all of the E. O. C's. have been over to see Poor Jonathan, and the bosom of every man "has swelled mit pride" at the finished and artistic manner in which their brother-wheelman has essayed his part. McDonough is the father of a very bright youngster, who may be frequently seen wheeling under the colors of the E. O. C's. at the side of his proud parent. Charles Plunket, of Francis Wilson's Company, is also a wheelman and a member of the E. O. C's.

THE banner won by the wheelmen last year from the E. O. C's. has not yet materialized. Perhaps the wheelmen are waiting for a suitable opportunity, when they will come forth with a war whoop and display their trophy. When this event is mentioned to a member of the E. O C's., his only remark is, "If only Brock's wheel had not broken it might have been different."

MR. EDITOR: Your horse sense about the vulgarity of the word "pants" is duly noted. But how about your own "breeks," an abbreviation for breeches? Is not this a case of six of one and half-a-dozen of the other? ["Breeks" is a Scotch localism, and we think not so offensive as "pants." However, "breeks" and "pants" we hereafter lay side by side in the same grave.—ED.] Allow me to suggest "trouserettes." Your suggestion as to calling wheelmen by the undignified title of "boys" is also noted. Hereafter your correspondent will speak of them as men, gentlemen, the fraternity, etc., etc.

THE East Orange Town Committee recently voted upon an ordinance limiting the speed of bicycles to seven miles an hour. This, of course, originated in the fertile brain of some back number, who had never been on a wheel and had forgotten that he ever was young himself. He is undoubtedly one of those fellows who, when he meets you on the road says, "What you riding on that durned thing fer, anyway?" A committee was at once appointed by the active wheelmen in the town, who conferred with the more sensible members of the Board, and the obnoxious measure was laid aside. It seems to me that this is a case where wheelmen might dabble in politics with good results.

BROCK, of the E. O. C's., yesterday, climbed Eagle Rock Hill on a pneumatic, in the presence of witnesses. He claims to be the first person accomplishing this feat on a pneumatic.

THE E. O. C's. have been incorporated. The full amount necessary to build the new club house is now an assured fact, and work will be begun the present week. It is expected the building will be finished by the first of June, when it will be opened with the usual



LIGHT ROADSTER.

THE EAGLE



ROADSTER.

UNEQUALLED SPEED.
EASY RUNNING.

UNEQUALLED STRENGTH.
SAFE.

The LATEST and the BEST.

THE EAGLE RACER.

Lightest and Fastest Racing Wheel.

THE BOY'S EAGLE.

A Perfect Eagle Bicycle for Boys.

EAGLE CATALOGUE AND MILEAGE BOOK FREE.

Send for our Second Hand List. Some Bargains in Safeties.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

$10,000 TO A YELLOW DOG,

That J. K. Starley & Co., (Starley & Sutton), Coventry, England, made the first Rover type safety.

That all American safeties are imitations.

That the Rover heads the list of high grade safeties in America to-day.

That Cycle dealers of the best judgment are selling Rovers.

That riders of the best judgment are riding Rovers.

That the Rovers are fitted with Pneumatic and Cushion tyres, which originated in England and Ireland.

That THE JOHN WILKINSON CO., 269-271 State St., Chicago, are the sole U. S. Importers.

GET OUR CATALOGUE.

Sixteenth Year in America.

1876 **1891**

The First Cycles in the United States

"The philosophy of trade forces prices to correspond with quality. No man can buy for a dollar that which is worth two dollars, nor can one man make for a dollar what another and older man cannot produce for twice as much money. There are prices and prices, and qualities and qualities, and every time they correspond. * * * It is worth something to know what you are going to get."—*See Bicycling World, p. 128, Dec. 6th, 1889.*

The Largest Cycle Manufactory in the World

SINGER SAFETIES

Eight Patterns.

MINIATURE, INTERMEDIATE, APOLLO, SPECIAL APOLLO, SINGER, LADIES' SINGER, SPECIAL SINGER, ROYAL SINGER.

Prices From $80.00 to $185.00.

SINGER & CO., 6 and 8 BERKELEY STREET and 2 WARREN AVENUE, **BOSTON, MASS.**

ceremonies. The membership of this club continues to increase, and soon they will be among the leaders in the State in this respect.

THE Business Men's Club of Orange is booming. They have hired handsome rooms in a central locality, and they are getting to be a prominent factor in wheeling matters in this locality.

LITTLE ROCK.

"ARKANSAS TRAVELLER."

THE interest in cycling which has laid dormant all winter through the absence of club rooms and their attractions, has been reawakened with the approach of spring and plans are already being formed for the summer's amusement. The sport will have a backset of about ten days, caused by four inches of snow which fell last week, and which was the hardest one we have had for several years.

THERE are fully one hundred active riders here now, and from present prospects that number will be doubled by Jan. 1st, 1892.

OUR first Lieutenant, Mr. H. P. Baird, was in Memphis about ten days ago, and was assured by the Memphis cracks that they would give us revenge this spring for the defeat we suffered at their hands in the 25-mile road race run in Memphis last July. We have a course here that I think will test a rider's capabilities pretty thoroughly. The surface is very good but the course is very hilly. In connection with the road race we desire to have some track races. Whether we do or not depends on the owners of Clinton Park. They are putting in a half-mile track with a cinder surface, and promise to have it completed in the near future.

THE A. T. C. C. would have taken their first club run in 1891 on Sunday next, but "the beautiful" has knocked us out.

WE will have an L. A. W. Division here June 1st. Mark what I tell you.

BUFFALO NOTES.

"SETAGEC."

THE Saturday evening athletic contests have been well attended, and the fact has begun to dawn on many that Buffalo will also support Saturday afternoon field contests. I would suggest that the A. A. U. clubs get together and arrange for half holiday field games for the whole season, and by hustling get the free advertising that at this season of the year goes to the base ball club.

LAST Saturday evening's athletic entertainment was at the "Gym" of the Ircquois Athletic Club. Last Saturday week the Ramblers had a "benefit" at their "gym" for a local prize fighter; it was a general athletic programme. Next Saturday evening's game will be at the Arsenal, and the Union meeting of the 21st will have on its programme several bicycle races. Dorntge, Conn and Jno. Penseyres will be the leading contestants. The latter will ride a 33 pound safety with large, solid tire, built by his brother.

AT the 65th Regiment games on the evening of the 28th ult. there were a couple of bicycle races confined to members of the Regiment, Inderbitzen did not do as well as was expected, though he got two positions, while another dark horse loomed up, and great things are expected from him.

I AM glad the centre of the State will again have the State meet, and Rochester has long been entitled to it. The Flower City Wheelmen are hustlers with less jealousy than the clubs of this city usually show. The Rochester men are also royal entertainers and good managers. Buffalo will have to look well to her enterprise in future cycling, or Rochester will have a big lead.

How queer it is that wheelmen combine so poorly. One of the best workers we have ever had here, or ever will have, said to me this week while discussing this same idea: "It is impossible to get any two Buffalo wheelmen to agree on one idea long enough to accomplish anything." That is, the common experience in the past, and judging from the past it will probably be so in the future.

ALL the clubs commence to show more liveliness as wheeling becomes more continuous, though some riders, like my good friend Dai Lewis, manage to ride very nearly every day in the year.

THE Zig Zags have seventeen applications to act on at the next meeting. Brunner and Klipfel tried to make a century run last Sunday over the Erie course. This club will have a theatre party next month to see Francis Wilson in the "Merry Monarch."

THE Wanderers are very busy these times, and are enjoying themselves fully.

H. H. Werner of the Zig Zags will probably be the winner of Saturday evening's novice race.

APRIL 9TH the Zig Zags will have another ball at the Orpheus Parlors. They expect to have a great time next month with their ball, a club banquet, election of officers, a theatre party and several other jollifications.

THE Roamers Wheel Club are thinking of getting a larger club house.

USTIS DIETZER, one of thirty-five who came through from Erie in the great century run, and a popular seventh son of a seventh son, is one of the leading officers of the Mohawk Athletic Club.

PORKOPOLIS NOTES.

"STAR."

THE Cincinnati Base Ball Club, American Association, in conjunction with the Young Men's Gymnastic Association, have secured a lot on the river bank east of the East End Gas Works, and will fit it up as a base ball park and an outdoor gymnasium. That quarter-mile track that we so long have sought and mourned because we found it not, will now very likely soon materialize.

THE wheelmen of Madisonville, O., have organized the Madisonville Bicycle Club. They have twenty members at present, and a prospect of several additions in the near future. The club will probably be made a League club.

IF the $1,300,000, Ohio's share of the direct tax refunded to the States, could only be devoted to better roads, what a——but why indulge in vain and delusive hopes?

THE local papers have been filled with discussion on the relative merits of granite, asphalt and vitrified brick. It is claimed for the latter that it is as durable as granite, almost as smooth as asphalt and much cheaper than either.

MR. A. A. BENNETT proposes to run a road race on Decoration Day. The prizes will be gold medals. The place, distance and conditions have not yet been decided upon, but will be announced in due season.

MR. RUDOLPH MEISER is becoming quite a practical joker. He carries a galvanic battery in his hip pocket connected with wires in his coat sleeves, and those who have shaken hands with him recently declare that his conduct is quite shocking.

LAST Wednesday evening (March 11) my "Pet Club," the Porkopolis Wheelmen, celebrated the first anniversary of their organization by indulging in an elaborate banquet at the Palace Hotel. Mr. Maxwell—

> The genial Host had scoured the earth
> From sunny South to frozen North,
> From briny deep to nether blue
> To make his very unique menu.

And judging from the execution done his efforts were *fully* appreciated. Following the eating came the speaking, and the brilliancy of the rhetoric, the sharpness of the wit, and the mellowness of the humor surprised even those who knew to what a great club they belonged. When at length they dispersed it was with a sense of satisfaction that their active membership had within a year risen to a point where it was second to that of no other club in the city.

NEWS AND COMMENT.

THE Boynton Bicycle Railroad Company offers to build a road from the Battery, New York, to Harlem at a cost not to exceed $100,000 per mile, and agrees to run through trains between these points with four stops in seven to ten minutes. The speed attained to accomplish this would have to be better than a mile a minute!

THE Harlem (N. Y.) Wheelmen had an elegant roust-about party at their club house last Friday night. Representatives of nearly every athletic club in the city took part in a pleasing and varied programme.

THE Wisconsin State Division meet will be held at Green Bay in August sometime.

THERE is trouble in the ranks of the New Jersey Athletic Club. A bill for something like $100 was presented to the club by Zimmerman and S Bowman each for expenses in travelling the circuit of Niagara, Har ford and Peoria. The club refused to honor same, and hence the two men are disgruntled and talk resignation.

THE Toledo (Ohio) Bicycle Club will refurnish its club house. At a recent meeting the amount necessary to properly accomplish this was subscribed. A gymnasium is to be added most likely.

FIRST BICYCLIST—How does this road strike you?
Second Bicyclist (taking a header from the wreck of the machine)—Quite forcibly, Fred.—*Yankee Blade.*

THE Kings County (N. Y.) Wheelmen now lead the Brooklyn Bicycle Club 26 points in the inter-club pool match. The games are attracting large crowds to witness the play. The next set will be at the Brooklyn's club house.

THE New Haven (Ct.) Bicycle Club held its smoker at the club house last week Tuesday. Melody of voice and instrument added much to the evening's entertainment.

ANSONIA, CT., authorities will enforce the ordinance against cycle riding on the sidewalk. Riders in that vicinity will take notice.

A WHEELMAN'S pool league is formed between the New York Bicycle Club, the Riverside Wheelmen and the Manhattan Bicycle Club. The first game will be played March 21, and the last one April 25.

THE Manhattan Athletic Club of New York will give a road race early in May open to all the city for the New York championship. This club is also arranging for a series of club races to be run during the summer.

THE annual meet of the California Division will be held at Stockton, Cal., July 4th.

S. FISHER is an Austin, Texas, boy of nine years of age. Recently in company with older cyclers this lad made a trip of forty miles in something like five hours' riding time. That is pretty tart riding for a youth of nine summers.

THE Maryland Bicycle Club voted March 9 upon the question of remaining with the League as a League Club. There was but one faint vote to strike out the clause in the Constitution. The Lockport Wheelmen and the Syracuse Club have voted to continue with the League.

THE New Jersey Division has voted that to all clubs that will become League clubs between April 1st and June 1st, a rebate of fifty per cent. of the initiation fee be given, and that the same rebate be given to clubs already League clubs that present the names of twenty new members between the same dates.

ANENT the all absorbing question of tires the following comes to us from a Taunton, Mass., correspondent: "An incident happened to me to-day which was so comical that I thought it worth mentioning: I was riding on my pneumatic from one street into another when some boys went to cross the street, and one of them cried: 'Look out boys, here comes the steam roller.' I think coming as it was from boys hardly over 11 years old it is pretty witty!!

MR. A. H. MACOWEN and W. A. Richwine of the Richwine Ball Tire Co. were in Boston last week and made us a call.

W. J. NEWMAN and George Perkins are agitating the idea of pulling the remnants of the old Cambridge Club together and entering the ranks of the Cambridgeport Club.

WHO can give the *best* route from Boston to New York? Mr. W. T. Wonson of 208 Dartmouth street, Boston, is after the information.

A VERY neat little souvenir bill of fare of the Porkopolis Wheelmen's banquet at the Palace Hotel, Cincinnati, March 11, reaches us. Not only is the menu an appetizing one, but the artistic quotations of the souvenir are decidedly taking.

ONE of the most unique invitations to a Calico Party to be given March 31 by the Oneida (N. Y.) Cycling Club reaches us. It is printed on yellow calico, and the envelope is a piece of paper folded in a manner that would do justice to the most complicated Chinese puzzle. We fain would be with you, Oneidas.

THE annual election of the Medford, Mass., Cycle Club occurred March 10th, The Treasurer's report showed a most encouraging and prosperous financial year, even the members intimate with affairs, expressing much surprise at the wealth of the club. The various enterprises undertaken during the winter were shown to have resulted in uniform success. The Treasurer was voted an increase of salary in view of his manifold and arduous duties. The membership roll showed an increase of 25 per cent in the past year, largely active wheelmen. After the meeting a banquet was served by Caterer Young.

ELWELL EUROPEAN TOUR NOTES.

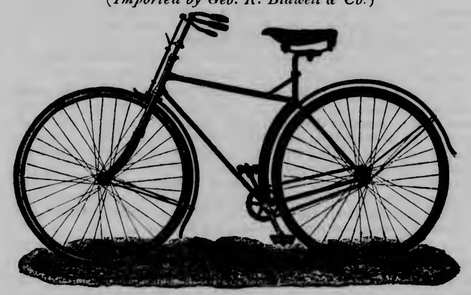
THE party is now receiving additions so rapidly that it is only a question of a very short time ere it will be full. Among the participants will be the following: E. B. Pillsbury, Boston, Mass.; C. B. Hoffman, Red Hook, N. Y.; W. H. Grant, Central Falls, R. I.; F. C. Holden, Stromsburg, Neb.; J. E. Wilkinson, Baltimore, Md.; T. C. Brinsmade, Cleveland, Ohio; C. H. Sylvester, Whitewater, Wis.; F. C. Horter, Mansfield, O.; J. E. Gilbert, Mansfield, O.; Chas. E. Mason, Wheeling, W. Va; F. N. Requa, Chicago, Ill.; Chas. Baltzell, Parsons, Ks.; E. B. Mabbett, Baltimore, Md.; Wm. W. Collins, E. E. Earl, Germantown, Pa.; Geo. R. Linn, Max Loescher, R. E. Carrigan, F. R. McVoy, Chicago, Ill.; Fred R. Swan, Springfield, Mass.; B. B. McCreight, DuBois, Pa.; A. L. Davison, Lockport, N. Y.; D. W. Leu, Richmond, Va.; Edwin Z. Smith, Pittsburg, Pa.; W. A. Shorkley, Candelaria, Nev.

Many others have the tour in contemplation, and it would be well for them and a great assistance to the managers if names and deposits were sent in at once. The steamer is popular, and the time of starting is just when everyone is going, so the sooner berths are spoken for the better. Every indication points to the most successful tours Messrs. Elwell and Higgins have ever conducted.

TRADE NOTES.

THE "TOURIST" SAFETIES.

(Imported by Geo. R. Bidwell & Co.)



THE Tourist Light Roadster Safety, special design, seamless steel tubular true diamond frame; 30-inch wheels: cushion tires, 1 1-4-inch, guaranteed for one year; tangent spokes, tied and nickeled to crossing; brass nipples; forged hubs; adjustable crank and chain driving gear; detachable cranks, 6 1-2 to 7 inch throw; handle bar, half circle, one piece tubular steel 29 inches long, rubber handles; cushion tire plunger brake with forged brake lever, adjustable foot rests; ball head, socket steering, 5 1-2 inches between centres; improved saddle; B. & S. wrench; oil can and tool bag; finish finest enamel, striped, nickel tips; gear, 54 inches. Weight, 42 pounds all on. Specialties—Bown's Æolus Ball Bearings; triangle pedal rubbers; cushion tires, with beaded felloe to prevent cutting.



The Tourist Ladies' Light Roadster Safety, dropped frame, seamless steel, 28-inch wheels; 1 1-4 cushion tires, guaranteed for one year; tangent spokes, tied and nickeled to crossing, brass nipples; forged hubs, adjustable crank and chain driving gear; detachable crank, 5 to 5 1-2 inch throw; handle bar, half circle one piece tubular steel 28 inches long with rubber handles; plunger brake, forged brake lever; adjustable foot rests; ball head, socket steering, 5 1-2 inches between centres; improved saddle; B. & S. wrench; oil can and tool bag; finish enamel, striped, nickel tips; gear, 50 inches. Weight, 42 pounds all on. Specialties—Bown's Æolus Ball Bearings; triangle pedal rubbers; cushion tires, with beaded felloe to prevent cutting.

RANKIN & BRUCE are pushing the Rambler this season in the vicinity of Providence, R. I.

M. O. DAXON of Omaha, Neb., has taken the G. & J agency for his neighborhood, and will boom the Rambler considerably.

THE Buffalo Cycle Works are opening up a salesroom at No. 21 W. Chippewa, and will sell their own make of wheels exclusively.

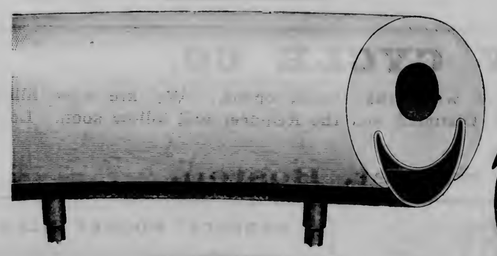
LAST week Friday W. S. Maltby, "the much traveled" and marvellous exhibition cyclist, gave meritorious performances of his skill at Montclair and Freehold, N. J., under engagements with the local clubs to the delight of large and appreciative audiences; he is the only cyclist at the present time who seems to be capable of giving a whole evening's entertainment, as he appears as three different characters. Cycling or athletic clubs desiring a novel entertainment should write at once for open dates. Address W. S. Maltby, Wallingford, Ct.

MR. JOHN HOLMES, of Holmes & Co., the well-known "Knit Goods" firm, has gone West on an extended trip on business and pleasure bent. This firm's business has steadily increased from year to year, a substantial evidence that the reputation of the goods they make has become enviable and one to be proud of. Speaking of this firm we hear that Cupid has been at work in the establishment of Holmes & Co, and that Miss M. C. Clark, the cashier and bookkeeper of the concern, has lately changed her name to Efford We congratulate the happy pair.

THE Referee cycles will be more than ever in the market this year, and as we have already announced, Messrs. Bretz & Curtis have made arrangements to manufacture these celebrated wheels for this country, so that they can meet the growing demand for these wheels. The advertisement of the Referee appears on page 558, and we also desire to call attention to the fact that Mr. W. J. Newman at 46 Columbus Avenue and Harvard Square, Cambridge, is the New England agent for these wheels. These wheels can be seen at either of the above named places, and of course at the Philadelphia store of Messrs. Bretz & Curtis.

HEALTH by Good Living. Liquid Bread, a form of Malt Extract. is becoming very popular as a beverage, and is unquestionably one of the best agents for building up the system.

THE machine used by Henry George during his recent visit to Bermuda when he became an enthusiastic cyclist was a Warwick Perfection. "George the 5th" knows a good thing and says so.



BOLTE CUSHION TIRE.

WE present cut of a novelty made by Mr. P. H. Sercombe of Milwaukee, Wis. The principal feature of this tire exists in the fact that it can be applied to any wheel made for solid tires without change of the rim or mud guards. It will be observed from the cut that the tire laps *over* the rim, and is fastened in by a process of Mr. Sercombe's own. By this form not only does the tire have the usual cement-taking surface of a solid tire, but has the additional surface presented by the outside of the rim. The very best quality of rubber is used, and the tires are moulded to three sizes (i. e.) to fit three-quarter, five-eighth and one inch rims. This tire will enable those who have bought safeties fitted with solid tires to have their wheels fitted with a cushion tire. Mr. Sercombe in writing about this tire says: "I know there is more springiness to this tire, even when 1 1-8 inch rubber is used than can possibly be got when the rim extends round the outside surface, as in the usual way."



SUNBEAM.

(Imported by Fairbanks, Sanborn & Co., Boston.)

HEREWITH we present a cut and specifications of the Fairbanks & Sanborn Special No. 1 Sunbeam.

Specifications—28x30 wheels, double diamond frame, ball head, drop handle bars (option F. & S. improved cork handles, nickel ferrules). Cushion tires, gear 57 and 60, steel forgings, full ball bearings, eccentric chain adjustment, weight (all on) 42 pounds.

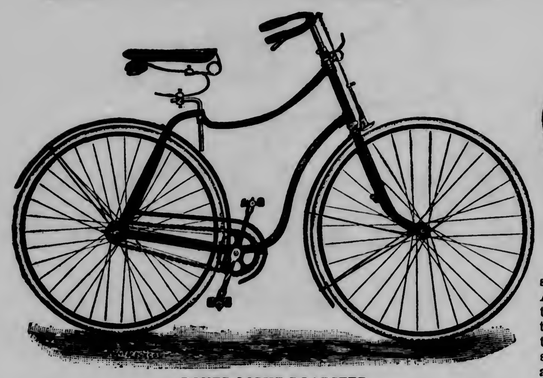
ROVERS.

(The Jno. Wilkinson Co. Importers.)



ROVER SPECIAL.

WE present this week two cuts of the Rover machines. The "Special," which with pneumatics, weighs all on 36 pounds or stripped and with solid tires 30 pounds. The tubing used is of the best quality and very light, and the machine is built for men who weigh not over 160 pounds to use for scorching on good roads and path riding. Front wheel, 30 inches; rear wheel, 28 inches; gear, 60 inches; hollow rim tangent spokes; socket ball steering; balls to both wheels; crank shaft and pedals; special steel chain, detachable cranks 5 1-2 inch to 6 1 2 inch throw; plunger spoon brake; hollow L seat rod, Garford saddle, etc. With solid tire, $135; Cushion tire, $140; Pneumatic tire, $165.



ROVER LIGHT ROADSTER.

A high grade wheel in every respect, weight with all on 44 pounds. Rear wheel, 28 inch; front wheel, 30 inch; gear, 56 inch; tangent spokes; hollow rim; balls to head; wheels, crank shaft and pedals. Plunger brake; patent device for chain adjustment; steel cranks 5 1-2 to 6 1 2 inch throw; Garford saddle, etc. With solid tires, $135; with Cushion tires, $140. (Pneumatics not fitted.) A splendid wheel for the road scorcher, or in fact for any rider who wants a light wheel of the very highest quality.

THE PREMIER CYCLE CO.

WE take pleasure in calling our readers' attention to the advertisement of the Premier Cycle Co. on page 556

A. O. VERY CYCLE CO. report large orders for their line of wheels, and a flattering prospect for a lively trade during the coming season. They are prepared to suit the preferences of different riders, having in the Union a superior spring frame safety, and the Warwick fitted with the finest quality of cushion tires. In lower priced wheels they claim their Standard Diamond and Reindeer to give the best quality the market can afford at the price.

KING OF THE ROAD.



WE present herewith an illustration of the New King of the Road Lamp, controlled by the Premier Cycle Company of New York. As will be seen, the door opens sidewise, fastening with a neat catch, and does not require to be held open when heated, for trimming the wick or other purposes. The wedge is oblong instead of conical, effectually preventing any possible oscillation of the reservoir and the spring is attached to the detachable reflector instead of being riveted to the reservoir, so that the latter cannot leak. Another improvement not shown in the cut, is an air vent in the top of the hood, allowing a free current of cool air to pass back of the glass, preventing the latter from cracking. This vent is covered to keep out rain. The side glasses are of "copper-flashed" ruby surface, cut through in a diamond pattern to the white glass, giving a very brilliant effect. The usual side-slide for lighting is fitted, and the entire lamp finished in the highest possible manner. The price is from $5.50 to $7.50, according to size and finish.

FIXTURES.

MAY.

23—Harvard University Cycling Association meeting, Cambridge, Mass.
29, 30 -Annual meet of the New Jersey Division L. A. W. at Elizabeth, N. J.
30—Third annual Cycling Tournament of the Bay State Bicycle Club at Agricultural Park, Worcester, Mass.
30—Annual tournament of the Rome (N. Y.) Cyclers at Riverside Park.
31—Chicago-Pullman Road Race at Chicago, Ill.

JUNE.

8—Annual Spring Meet Connecticut Division L. A. W. and New Haven Bicycle Club Tournament at New Haven, Conn.
16, 17—Annual meet of the Iowa Division L. A. W. at Newton, Ia.
18—New Hampshire Division meet, Concord, N. H.
26 and 27—Kentucky Division Meet at Louisville, Ky.

JULY.

2, 3 and 4—Hagerstown (Md.) Bicycle Club Race Meet.
3, 4—Annual meet of the Illinois Division L. A. W. at Rockford, Ill.
3 and 4—Missouri Division Meet at Carthage, Mo.
4—Tournament at Charter Oak Park, Hartford, Conn., under the auspices of the Columbia Cycle Club.
13, 14, 15—Annual meet of the Ohio Division L. A. W. at Columbus, Ohio.
16, 17 and 18—Annual League meet, Detroit, Mich.

A. O. VERY CYCLE CO.

Our bicycles will be prominent on the road when the season opens. We are now filling orders for Unions and Warwicks; the Standard Diamond and the Reindeer will follow soon. Look at our announcement next week.

173 Tremont Street, Boston.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

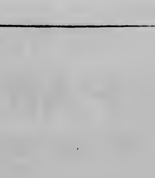
Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.
For sale by all Cycle manufacturers and dealers.

500 SCRAP PICTURES, VERSES, &c. PUZZLE, LADIES AGE REVEALER, CALENDAR and AGENT'S NEW OUTFIT. **$5 PRIZE**
All 2 cents for postage. TALE CARD CO., 74 NEW HAVEN, CONN.

NOT A CASE OF CRAMPS.
MERELY A SHRIEKING SAFETY CHAIN—A DUSTY, DIRTY CHAIN WHICH COULD BE INSTANTLY CLEANED AND FREELY LUBRICATED WITH
THE CYCLE BRUSH TOOL.
50¢ by mail.
FIBERLOID
LITTLE ROCK, ARK.
DISCOUNT TO THE TRADE ONLY

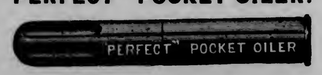


REAL BICYCLE UNIFORMS.



Be sure to send for free samples and measure blanks. Club Uniforms a specialty. L. A. W. Coats, $8. Knee Breeches, $4. Punnett's celebrated Jersey Cloth Knee Breeches, only $4 a pair. Bicycle Caps, Hose, Pins, Tights, gold or silver Letters, Punnett's Invisible Pants Holders, 25c. a pair. Be sure to write now.
R. A. PUNNETT, Tailor and Athletic Outfitter, 98 & 100 West Ave., ROCHESTER, N. Y.
All strictly first-class work at moderate prices.

'PERFECT" POCKET OILER.



One-half size.

For Bicycles, Guns, etc. No Leakage. Throws only small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50c. each. CUSHMAN & DENISON, 172 Ninth ave., N. Y



FINE TAPS AND DIES

For Bicycle Work.

Send for Price List.

WILEY & RUSSELL MFG. CO.,

Greenfield, - - Mass.



NEW KODAK CAMERAS---FOR WHEELMEN.



"YOU PRESS THE BUTTON, WE DO THE REST."

(OR YOU CAN DO IT YOURSELF.)

SEVEN NEW STYLES and SIZES

ALL LOADED WITH

TRANSPARENT FILM.

☞For sale by all Photo. Stock Dealers. *Send for Catalogue.*

THE EASTMAN COMPANY, Rochester, N. Y.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street, BROOKLYN, N.Y.

PRICE, - - - - - $100.00.

THE HARTFORD SAFETY.



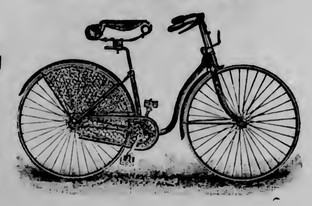
—MANUFACTURED BY—

THE HARTFORD CYCLE CO.,

HARTFORD, - CONN.

Ball Bearings, Interchangeable, Strong, Durable and Well Finished.

THE HARTFORD LADIES' SAFETY.



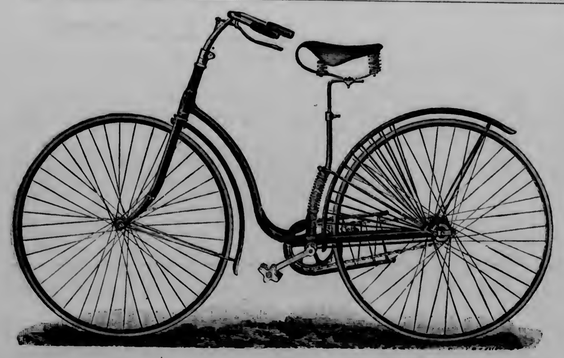
Send for 1891 Catalogue.

"METEOR" SAFETY BICYCLES.

BANKER & CAMPBELL CO., Ltd., Manufacturers,

NEW YORK.

SEND FOR CATALOGUE.



Verdict of ALL Who Have Examined This Wheel, Well Named

PARAGON

THE BEST SPRING FRAME WHEEL ON THE MARKET.

CATALOGUES NOW READY.

SIDWELL & SABEN,

NEW ENGLAND AGENTS,

243 Columbus Ave., - BOSTON.

S. S. P. & CO.

Liquid Bread

Relieves Insomnia.
Strengthens the System.
Tones the Stomach.
Assists Digestion.
Improves the Appetite.

RECOMMENDED BY PHYSICIANS.

—FOR SALE BY—

DRUGGISTS and GROCERS GENERALLY.

AND BY THE AGENTS,

S. S. PIERCE & CO.

BOSTON.

Strickland & Pierce's Famous Boston Sporting Shoes.

1882-1891.



Original Kangaroo (Genuine) Bicycle Shoe, (Patente d

No. 1, $5.00; No. 2, $3.50; No. 3, $3.00.

TO THE TRADE.

We are ready to talk Agencies for 1891. Dealers will do well to give advance orders for spring shipment.

☞Address all orders and correspondence to the factory.

PIERCE, SMALL & CO., PROPS., Randolph, Mass.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 10.

ABBOT BASSETT, Secretary.

OFFICERS FOR 1890—91.

PRESIDENT,
JAMES R. DUNN,
40 Wall st., Room 6; New York.

FIRST VICE PRESIDENT,
MAJOR CHAS. L. BURDETT,
Hartford, Conn.

SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN,
116 Broad Street, Elizabeth, N. J.

TREASURER,
W. M. BREWSTER.
117 No. 4th Street, Quincy, Ill

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committee.

Membership Committee.

Sanford Lawton.....Springfied, Mass.
George C. Pennell.....Elizabeth, N. J.
Geo. C. Arbuckle.....1062 Euclid ave., St. Louis, Mo.

Committee on Improvement of Highways.

Isaac B. Potter, Esq.....Potter Bldg., New York
Albert Mott.....203 Lenox St., Baltimore, Md.
Maj. Chas. L. Burdett.....Hartford, Conn.

Committee on Rights and Privileges.

Clarence Hodson.....Hodson Building, Crisfield, Md.
Chas. F. Cossum, Esq.....Poughkeepsie, N. Y.
I. S. Dean, Esq .....28 State St., Boston, Mass.

Committee on Rules and Regulations.

W. A. Davis.....340 S. Leavitt St., Chicago, Ill.
Michael Furst, Esq.....16 Court St., Brooklyn, N. Y.
A. B. Richmond.....Grand Rapids, Mich

Transportation Committee.

W. M. Brewster.....117 No. 4th St., Quincy, Ill
Amzi T. Dodd.....70 Park Place, Newark, N. J
Burley B. Ayers, "Rookery,".....Chicago, Ill

Racing Board.

Chas. S. Davol.....Warren, R. I.
George Collister.....147 Ontario St., Cleveland, Ohio.
Robert D. Garden.....Chicago, Ill.
W. H. DeGrant.....47 W. 14th St., New York.
Geo. D. Gideon.....17 No 7th St., Philadelphia Pa.

Hotel Committee.

George S. Atwater, 1424 Penn. Ave., Washington, D.C
H. H. Hodgson. 13 Carondelet St., New Orleans, La
W. C. Marion.... 1255 Bedford Ave., Brooklyn, N. Y

Massachusetts Division.

Mr. Leslie C. Fiske has been appointed Local Consul for Holliston. Fraternally,
ARTHUR W. ROBINSON, C. C.

Chairman Racing Board.

Charles E. Randall, 3709 Ellis avenue, Chicago, Ill., is appointed Chairman of the Racing Board, and will enter upon the discharge of his duties at once.
JAMES R. DUNN, President.

Michigan Division—Semi-annual Meeting.

The semi annual meeting of the Board of Officers of the Michigan Division will be held at Detroit in the parlors of the Normandie Hotel on Saturday evening, March 28th at 8 P. M. Important matters will come before the Board, and the attendance of every member is desired. A. B. RICHMOND, Chief Consul.

Tennessee.

I take great pleasure in appointing W. M. Leftwich, Jr., for Vice Consul State of Tennessee, to fill the unexpired term. Mr. Leftwich's Post Office address is City Engineer's Office, Nashville, Tenn.
Respectfully, CHARLES J. SCHERER, C. C.
Memphis, Tenn., March 11, 1891.

Kentucky Division.

The indications at this early day are that the meet in Louisville, June 26 and 27 next will be the grandest ever held in the West. Contracts have just been let for a slate and macadam six-lap track to cost $2000. This track will be located in the fireworks amphitheatre of the auditorium on Fourth avenue. It can be reached by asphalt streets from all sections of the city. The track is to be paid for by an association, the annual membership dues being only $3. A well-known capitalist builds the track for the wheelmen. There will be two days' racing. If practicable, the firstday's races will be run by electric light, there being an electric plant on the grounds capable of running 1000 arc lamps. The forty-page programme is now in the printer's hands, and when completed it will be a gem. An ample guarantee fund has already been subscribed.

Recently a mass meeting of all wheelmen in the city was held at the Louisville Cycle Club rooms, and as a result seven applications for League membership were received.

Kentucky Division now has 153 members, and with a little work on the part of wheelmen through the State, this list may be increased to 200. We are now ahead of Louisiana and Tennessee; let us stay in the lead, and come down the home stretch a winner in a canter.
G. E. JOHNSON, Sec.-Treas.

Missouri's on the Fence.

To Consuls and Members:

"On the fence" is the state of mind some riders are in who desire to join the League. They wish to know from you what the advantages of membership are, and you are in a position to give them exactly what they want. Everybody knows the man who waits, and the more intimate the knowledge, the deeper the pain attending it. He is the individual who has delayed sending in his application until the last moment, and he generally appears at a time of a League meet where reductions in hotel rates or admission to special entertainments is only secured by showing the League ticket, with the imperious demand that his application be "rushed through, so as to enable me to make use of my ticket." For some reason unexplained, there seems to exist a regular system of procrastination with some cyclists in regard to complying with their plain duty to join the League. This is doubtless caused by the approaching end of the League year and at the suggestion of Secretary Bassett, I request you all to hereafter receive applications at the full year rate, $2, and forward them to the Secretary, who will cause them to be published on April 3. This will do away with a lot of complaints from members who would otherwise pay 50 cents dues for a few months membership. Members who join us now will practically get thirteen months membership for one year's dues, and all Local Consuls and members are urged to strongly impress this fact on the minds of their non-League friends. If this is done promptly we will witness some lively tumbling "off of the fence" into the League fold.

Fraternally yours, ROBT. HOLM, Chief Consul.
St. Louis, March 12, 1891.

Missouri's Annual Meet.

The sixth annual meet of the Missouri Division will be held at Carthage, Mo., Friday and Saturday, July 3 and 4, 1891.

Notice is hereby given that a Constitutional Convention will be held at that time and place to amend the Constitution and By-laws of the Missouri Division so as to make them harmonize with the National Constitution as amended at Niagara and Washington.

Fraternally yours, ROBT. HOLM, C. C.
St. Louis, March 13, 1891.

New League Clubs.

The following clubs have qualified as League clubs and filed the certificate required in the office of the Secretary:

314—Frederick Bicycle Club, Frederick, Md.; E. E. Steiner, Secretary.

Rhode Island Division, L. A. W.

At a special meeting of the Board of Officers held Thursday, March 5, 1891, it was voted:

That Mr. J. C. Thompson of Providence do the work on Map Plates as suggested by Map Committee.

Also voted that the Chief Consul, Vice Consul and Mr. S. Jas. Foster be elected committee to secure plates and attend to duty of securing maps for the Division.

NELSON H. GIBBS, Secretary-Treasurer.
Providence, March 10, 1891.

Transportation Committee.

Please print in official columns the inclosed letter from Mr. Thomas Savage Clay of Savannah, Ga., for the information of League members in general, and Southern members and those contemplating trips to that section in particular. This committee desires to express its appreciation of Mr. Clay's services.

Very truly yours, W. M. BREWSTER, Chairman.
Quincy, Ill., March 11th, 1891.

SAVANNAH, GA., February 17th, 1891.

W. M. BREWSTER, Esq.:

Dear Sir—Replying to yours of the 4th inst., answering delayed on account of waiting to hear from Railroads in Florida.

Inclosed I beg to hand you circular letters from Ocean Steamship Company, New England and Savannah Steamship Co., Central Railroad and Banking Company of Georgia, and letter from Savannah, Florida and Western Railway.

The circular letter of the Ocean Steamship Company and the New England and Savannah Steamship Co., and the Savannah, Florida and Western Railway are very important, and I think it would be well if you would put their names among the roads that carry wheels free. Members of the League coming South during the winter can come via Ocean Steamship Co. to Savannah from New York, and from Savannah to Florida via Savannah, Florida and Western Railway.

I suppose there are many members of the League who visit St. Augustine, Fla., and if they knew they could take their wheels free would be glad to do so, as the streets in St. Augustine are made out of some kind of cement and better than asphalted ones. Should any of the members wish to come South from Boston they can do so via the New England and Savannah S. S. Co. and bring their wheels with them free, and from Savannah they can go to Florida via the Savannah, and Western Railway.

The Central Railroad will take wheels as far as Birmingham, Ala., and all through Georgia.

I trust these circular letters, which have been issued at my request, will be of benefit to the League.

If you have not made up the list of roads yet, please put in the Central R. R. and Bkg. Co. of Georgia, Savannah, Florida and Western R. R., New England and Savannah S. S. Co., Ocean S. S. Co. of Savannah.

Yours truly, THOS. SAVAGE CLAY,
League No. 19,865.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 51—Total 49—18,458

BOSTON, March 20, 1891

ILLINOIS DIVISION—2—1530.

Columbia Wheelmen (unattached).

21623 Schneider, John, 218 La Salle st., Chicago

Unattached.

21665 Harber. John W., Harber Bros., Bloomington

NEBRASKA DIVISION—8—119.

Omaha Wheel Club (unattached).

21624 Conradt, John M., Freeland, Loomis & Co., Omaha
21625 Cowie, A. M., Omaha R. R. & Trust Co., "
21626 Eaton, Joel, Omaha Wheelmen Club, "
21627 Head, W. H., Lininger & Metcalf Co., "
21628 Little, B. H., Peycke Candy Co., "
21629 Lytle, Edward, Kirshbraum & Sons, "
21630 Mathews, F. C., B. and M. Passenger Dep't, "
21631 Morris, W. j., U. P. Headquarters, "

NEW HAMPSHIRE DIVISION—33—236.

State Capital Wheelmen (unattached).

21632 Bartlett, S. L., 9 Union st., Concord
21633 Blodgett, O. M., Box 229, "
21634 Gahagan, Vincent, Opera House Block, "
21635 Hammond, W. C., 132 No. Main st., "
21636 Hines, Vaughan V., 116 Pleasant, "
21637 Holden, L. G., West "
21638 Knee, Henry, Holland & Derby, "
21639 Kundlett, L. J., High School, "
21640 Richardson, G. H., 24 No. Main, "
21641 Scott, Fred W., 55 Franklin, "
21642 Smith, Geo. F., B. C. and M. R. R. Sta., "
21643 Tirrell, J. W., 3 Toronto st, "

Unattached.

21644 Dinsmore, Clinton E., Box 57, Amoskeag
21645 Abbott, Charles E., 13 Franklin st., Concord
21646 Badger, D. E., 8 Pleasant st., ext., "
21647 Blaisdell, Henderson A., 13 Wash., "
21648 Bunker, Geo. W., 122 No. Main, "
21649 Chesley, Irving T., 91 No. Main, "
21650 Conant, C. S., 108 No. State, "
21651 Dole, Walter S., 17 Pleasant st., "
21652 Ferrin, C. M., 54 Church st., "
21653 Hammond, Harry P., 151 No. State, "
21654 Holt, W. H., 56 So. Main, "
21655 McInnis, Philip D., 49 Thorndike st., "
21656 McPherson, William E., 15 Perkins st., "
21657 Parkhurst, James P., 33 Green st., "
21658 Spead, Fred A., 11 Elm st., "
21659 Stewart, Elmer M., 122 No Main st., "
21660 Swain, Arthur P., W. P. Fords & Co., "
21661 Trenoweth, Geo. H., 3 Walker st., "
21662 Woodward, Will B., Blake st., "
21619 Alexander, C. F., Box 534, Milford
21666 Elliott, Wm. J. E., "

NEW JERSEY DIVISION—1—1059

Unattached.

21620 Osmun, K. B., 30 Court st., Morristown

TENNESSEE DIVISION—1—138.

Unattached.

21667 Clay, I. H., 383 Front, Memphis

TEXAS DIVISION—2—74.

Unattached.

21621 St. Clair, Geo. W., 22 Mission st., San Antonio
21622 Richardson, Wm. G., Jr., Box 125, Sherman

VERMONT DIVISION—2—75.

Unattached.

21663 Clark, Edward R., 23 Western ave., Brattleboro
21664 Copeland, Wm. H., No. Pownall

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasurer, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S Atwater, 1424 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No. Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 607 No. Alabama street, Indianapolis.

IOWA—Chief Consul, H. L. Chase, Cedar Falls. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 65, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

MAINE—Chief Consul, Howard M. Breen, 109 Franklin street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, A. W. Robinson, 20 Equitable Building, Boston. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 380, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI—Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

NEBRASKA—Chief Consul, A. H. Perrigo, 1315 Dodge street, Omaha. Sec.-Treas, N. T. Fisk, Lexington.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, R. H. Scott, People's Ins. Co., Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 116 Broad street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK—Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Chas. J. Sherer, 311 Main st, Memphis. Secretary-Treasurer, B. A. Patch, Clarksville.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box 281, Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro'. Secretary-Treasurer, F. A. Roberts, Brattleboro

VIRGINIA—Chief Consul, Ira B. White, 16 Nolls court, Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1891. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $1.50 with this blank on any date between date of paper and April 1, 1891. Write plainly—Printing preferred.

☞ If you want a waterproof ticket holder, made of the best calf skin with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards send 25 cents extra. If you want your name in gold, stamped on the holder send 10 cents extra. *Leave the margin in using this blank.*

WARWICK PERFECTION CYCLES.

ELEGANT IN DESIGN AND FINISH.

LIGHT. EASY RUNNING. STRONG.

FITTED WITH CUSHION TIRES.

Built of Wrought Steel, and so Guaranteed.

WARWICK CYCLE MANUFACTURING CO., - - Springfield, Mass.

☞ **Send for Catalogue.**

"They will not let my play run, and yet they steal my thunder."—JOHN DEMIS.



★ ★ ★

We notice that our contemporaries are not only copying our mechanical devices, but are using our method of advertising very extensively, and are pleased that our humble efforts to build and sell our goods are having such success, for the mechanical part must be worthy to attract imitators and the literary part must meet somebody's eyes. We therefore shall keep right along writing and building in the same old way.

SEND FOR CATALOGUE.

STOVER BICYCLE MFG. CO., Freeport, Ill.

By the way, Sidwell & Saben are our Agents for New England, and they are at 243 Columbus Ave., Boston. They are hail fellows and true, and would like to show you the PARAGON.

"Finest Quality Produced in the World."

TRADE **"CREDENDA."** MARK.

THE ✱ CREDENDA ✱ SEAMLESS STEEL ✱ TUBE ✱ Co., ✱ Ltd., BIRMINGHAM, ENGLAND.

W. C. STIFF, Managing Director.

TELEGRAMS:—"CREDENDA" BIRMINGHAM.

WE WANT YOU TO KNOW

That we have a

LIGHT ROADSTER SAFETY

Fitted with 1 inch and 1 1-4 inch Cushion Tyres, guaranteed weight 35 pounds, ready for the road.

We Have the Best Pneumatic on the market at $135.00.

We Have (exclusively) the greatest improvement in Pneumatics ever invented.

We Have a Cushion, Tyres warranted for a year's use, for $100.00.

We Have thirteen other patterns, all the best that money and experience can devise.

We Have the sole contract of KING of the ROAD LAMPS, and all other Lucas's Cyclealities.

We Have NOTHING BUT the latest 1891 patterns of the above goods. No other house can supply them.

We Have a Fifty-page Catalogue, giving full information. Send for it.

Premier Cycle Co.,

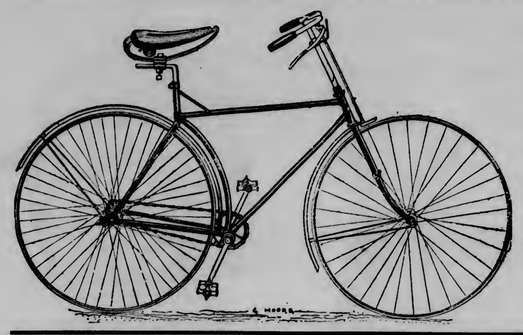
846 Eighth Avenue, New York.

HOLMES & CO., MANUFACTURERS OF
Bicycle and Athletic Garments.



When our garments are not found with your best dealers, send stamp to us for Circulars, Price List and rules for self-measure, as we send them to all parts of the United States, and warrant satisfaction.

109 Kingston Street, Boston, Mass.



REFEREE SAFETIES

Are the Highest Grade in England and America. The Great Referee holds the world's record from 1 to 60 miles, making one mile in the wonderful time of 2.20 3-5, by W. C. Jones. The Referee is warranted for one year; its Cushion tire is warranted one year and is not a common Cushion tire. Be sure you see it, or you will make a great mistake. Referee Full Roadster, 37 lbs.; Referee Ladies' Roadster, 32 lbs.

Send for Catalogue to the

Referee Depots, 46 Columbus Ave., Boston, or Harvard Sq., Cambridge, Mass. W. J. Newman,

NEW ENGLAND AGENT.

Bretz, Curtis Mfg. Co., Importers and Makers, Philadelphia, Pa.

Good Agents Wanted throughout New England.

To insure early delivery place your orders now.

GENDRON.

The Gendron
No. 1—$40.00
No. 2—$50.00
No. 3—$75.00
No. 4—$90.00
No. 5—$110.00



HIGHEST GRADE AT MEDIUM PRICES.

SEND FOR CATALOGUE.

The Gendron NO. 6 $100.00.



The Gendron NO. 7 $115.00.

GENDRON IRON WHEEL COMPANY,

Eastern Office and Wareroom: 107 Chambers St., New York.

Factory and Home Office: Toledo, Ohio.

"Say, Whiskers!

Did I hear you say that STOKES of Chicago did not have the Finest Line of "MEDIUM GRADE WHEELS in America?"

"No, sir. I have just received his Catalogue, and said he has the **BEST WHEELS** for the money on earth.

"Dealers who have not sent for his Catalogue and prices, will be sorry."



Charles F. Stokes Manufacturing Co., *293 and 295 Wabash Avenue,* CHICAGO.

Western Branch for the Celebrated "UNION" Spring Frame Cycles.

TO THE TRADE.

Get Our QUOTATIONS on Bicycle Sundries Illustrated, and we will have your orders.



Our Prices cannot be equalled by any house in America. We are Headquarters for all Bicycle Accessories.

THE JOHN WILKINSON CO., 269 and 271 State Street, Chicago.

THE TOURIST.



Simplicity in Construction. Ease in Running. Cushion Tyres Bown's Ball Bearings. No Cast Metal. Agents will receive Liberal Inducements. Manufactured for us by Wm. Bown, Birmingham, England.

GEORGE R. BIDWELL CYCLE CO.,

Chicago: 270 and 272 Wabash Ave. 308 and 310 W. 59th St., New York City.

PNEUMATICS

Guaranteed Highest Grade Throughout

FEATHERSTONE'S PNEUMATIC DIAMOND, $135.00.
" " DROP, 135.00.



Featherstone's Diamond Frame, Dunlop's Cushion Tire,	$125.00
Featherstone's Drop Frame, Dunlop's Cushion Tire,	125.00
The Cyclone, Balls all over, Hollow Rims, Tangent Spokes,	110.00
The Cyclone, balls all over,	90.00
The W. & D. "Special," Diamond Frame,	85.00
The W. & D. "Special," Drop Frame,	85.00

SOLE NEW ENGLAND AGENTS FOR

A. Featherstone,

—AND—

Humber & Co.

WRIGHT & DITSON, 578 & 580 Washington St, Boston, Mass., U. S. A.

WESTERN * WHEEL * WORKS.

1891 · CATALOGUE · NOW · READY.

—SEND FOR IT.—

BEST LINE OF WHEELS FOR THE MONEY EVER MADE.

STEEL TUBING AND DROP FORGINGS.

LIGHT, STRONG, GRACEFUL, NEATLY FINISHED AND PERFECTLY FITTED.

R. L. COLEMAN & CO., 35 Barclay St., 40 Park Place, New York.

Agents,—Eastern, Middle and Southern States.

COMET,

Cushion Tyred,

$115.00

OF THE HIGHEST GRADE.

AGENTS WANTED.

—MANUFACTURED BY—

KEEFE & BECANNON,

157 BROADWAY, NEW YORK.

SOLE AGENTS FOR THE

Giant and Broncho Safeties

For Eastern New York.

HOWARD A SMITH & CO., Newark, N. J.,

Manufacturers and Wholesale Dealers in

Bicycle Sundries.



Sole U. S. Agents for the King Bicycle Support and Brake Lock

SEND FOR CATALOGUE.

"We Pay the Freight"

TO ST. LOUIS.

WRITE FOR CATALOGUE.

1890 Warwicks Cheap.

EASY PAYMENTS.

D. SNITJER,

ST. LOUIS, MO.

ELWELL EUROPEAN CYCLE TOURS

Personally conducted.—England, France, Switzerland, Germany and Holland. First class. Tour No. 1 leaves New York June 6th. No. 2 July 8 For particulars address F. A. ELWELL, 152 Pearl St., *PORTLAND, ME.*

W. C. BOAK & CO.,

301 Main Street, Buffalo, N. Y.,

Manufacturers, Importers and Jobbers in

CYCLE + SUNDRIES.

Catalogue now ready. Dealers send us your address. We are the only dealers in this country that handle Sundries exclusively. We sell at manufacturers' prices.

BE WISE

Do you want a new HIGH GRADE Mount and cannot see your way clear to buy one? Or have you a friend who cannot afford to own one? If so, address and enclose a 2-cent stamp to THE BICYCLE & SUPPLY CO., No. 306 E. Lexington St., (HOEN BUILDING), Baltimore, Md., for a descriptive Pamphlet, showing how any make of "HIGH GRADE WHEEL" can be had for $4.00 per month and at reduced cost.

IT PAYS

Reliable AGENTS Wanted everywhere.

ANNUAL EUROPEAN CYCLE TOURS,

CONDUCTED BY WM. HEYNY, JR.

Through the HARZ MOUNTAINS, Germany.

60 Days. Total Cost $200.

First Cabin Passage. Sail June 30.

Address Wm. Heyny, Jr., 301 Sixth St., N. Y. City.

SMITH'S "'91" TOUR

THROUGH EUROPE.

80 days. - - - Total Cost $300.

Sail July 29th, 1891.

Address C. H. SMITH,

211 Putnam Avenue, - - Detroit.

QUADRANTS!!

If you are wise, you will place your orders for "Quadrants" at once, as the demand is sure to be far beyond the supply.

Our line for this season includes all kinds of wheels, from $100 to $145. You all know the quality.

The *Quadrant* Cushion Tyres, which were in use all last season, have proved themselves to be what they were represented.

Dealers please communicate with our wholesale agents and you will receive every information and attention.

The Quadrant Tricycle Co., Birmingham, Eng.

WHOLESALE AGENTS:

For New England, New York, Pennsylvania, New Jersey, Delaware, Maryland, West Virginia and District of Columbia, THE STRONG & GREEN CYCLE MFG. CO., 707 Arch St., Philadelphia.

For all other States east of the Mississippi, ALFRED FIELD & CO., 93 Chambers St., New York.



$75,000

Given to the Bicyclists of the United States.

For some weeks past we have been advertising "The Sweeting Diamond," price $135.

We have met with so much success, being able to see sales of about 3000 of this wheel, that we have arranged with the manufacturers to reduce the list of this wheel to $110, thus giving to the bicyclists of the country, $75,000.

A LIBERAL DISCOUNT TO THE TRADE.

SPECIFICATIONS.—30-inch wheels, direct spokes, Credenda cold drawn weldless steel tubes, drop forgings throughout, ball bearings all over, including the head, Garford saddle, tool bag, wrench and oiler and the celebrated "Bates" cushion 1 1-4 inch tires.

GUARANTEED IN EVERY RESPECT FOR ONE YEAR.

Sole Agents for New England, W. W. STALL, Boston, Mass. Sole Agents for West and Northwest, THOS. KANE & CO., Chicago, Ill.

SWEETING CYCLE CO., Sole Importers, PHILADELPHIA, PA.

BEST CYCLES!

LOWEST PRICES!

It will pay you to write for information.

Dealers wanted everywhere.

Wholesale and Retail.

J. E. POORMAN, Agent, 8th and Race Sts., Cincinnati.

PNEUMATIC

FEATHERSTONE'S PNEUMATIC.

SOLE AGENTS IN NEW YORK.

HUMBER CYCLES FOR NEW YORK STATE.

Will be on the market on or before March 1st. We are booking orders. Will be filled in rotation, as ordered.

RETAIL PRICE, $135. **Guaranteed Highest Grade in Every Respect.**

SCHOVERLING, DALY & GALES, 302 Broadway, New York.

CHOICE OF THE EXPERTS.

"U. S."

CALLERY AMMUNITION

——MANUFACTURED BY THE——

UNITED STATES CARTRIDGE COMPANY, Lowell, Mass.

CYCLING

FOR

Health and Pleasure.

CHAPTER VI.

The safety is responsible, in no small degree, for the poor form and careless riding of so many wheelmen; because it is so easy to learn and to ride, that the majority are indifferent as to how they ride. If one dared to hint that the majority are *ignorant* of how to ride properly, he might be howled down; but then, would it be any less true? In no one point is poor riding more manifest than in pedalling, and no single feature of riding receives less attention. Everything, in cycling, depends upon the sort of connection a rider makes with his wheel, the connecting points being pedals and feet, hence the use of foot and ankle is of the highest importance. The why, the wherefore and the how are exhaustively considered, with diagram, in the chapter on Correct Pedalling.

230 Pages, Illustrated.

50 Cents, Postpaid.

WHEELMAN COMPANY,

PUBLISHERS.

12 Pearl St., - Boston.

Stamps not received.

Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee,

Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.

406, 408, 410 & 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25

Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00

Stockings. Our celebrated Linen Sole Stocking, League color.....1.00

Belts. No. X Silk, Edge's League color, white centre, Snake Buckle..... .50
No. XX Worsted Solid, League color, Snake Buckle..... .40

Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic.5.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price,

Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,

241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia. 1032 Chestnut St.

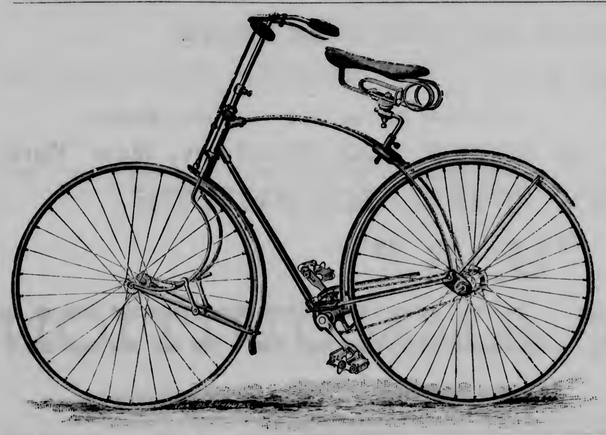
GIANT SAFETY BICYCLES.



The only wheels at medium prices combining all the improvements of the day. Ball Bearing all over, including head. Spring Fork, Spring Frame, etc. Catalogue on application.



H. A. LOZIER & CO., Cleveland, Ohio.



THE ECLIPSE

is coming right to the front as one of the favorite wheels on the market. There is no wheel made on which a rider can make long trips over rough roads with less ease than the ECLIPSE.

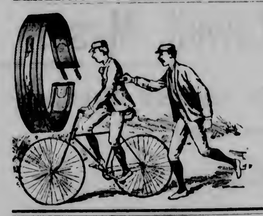
The SPRING FORK and the ECLIPSE SADDLE practically remove all jar and give the rider one of the best riding wheels now made.

You positively will make a mistake if you purchase before examining the ECLIPSE. Ball bearing throughout, tangent spokes, and elegantly nickel plated. Price $100.00.

STEEL PULLEY & MACHINE WORKS,

Patentees and Sole Makers,

INDIANAPOLIS, IND.



THE INSTRUCTION BELT.

By aid of this device a skilled instructor is not needed, as a beginner can be taught by one who does not himself even ride.

Sent by Mail on receipt of $1.25, with full instructions for use.

ST. LOUIS WHEEL CO., 311 N. 14th St., St. Louis, Mo.

The New "39" and "24" Star



NO MACHINE ON THE MARKET ITS EQUAL

Easiest Running Wheel

—AND—

Best Hill Climbing Machine Ever Produced.

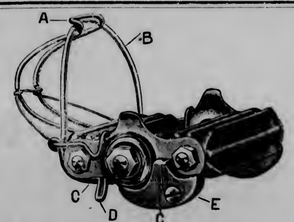
We Challenge Honest Criticism.

In this Machine we have combined ALL the advantages of a low wheel and the speed of a high one.

Send for Catalogue of STAR BICYCLES.

H. B. SMITH MACHINE CO.,

Smithville, N. J.



Pat. Applied For.

FIRE! MURDER! I AM KILLED!

What's the matter? I have struck on my nose, lost my pedal, and you know the rest.

Just try a pair of Hunt's Pat. Balancing Toe Clips, and you will never take another. It's no trap. It will never spread open and catch the toes. Always right side up. Cut shows just the position, and can be used the other side up if you wish. Made of the best Steel Wire and tempered to spring. An honest dollar, yes, two of them, for the Agents. Can be used without Balances better than any other. Price, for Clips, nickeled, 75c. Nickeled and upper parts coated with vulcanized rubber, 90c. Nickeled Balances, 75c extra.

Two sizes. Size No. 1 for boots up to No. 8. Size No. 2 for boots from No. 8 to 11. Send price to and receive by return mail from

J. A. Hunt & Co., No. 7 South St., Westboro, Mass.



$3.00 Per Pair **$3.00 Per Pair.**

Toulmin's Buffalo Bicycle Shoes are the only genuine Australian Kangaroo Bicycle Shoes sold for $3.00 per pair. They are made on self-conforming lasts and are the easiest shoes ever worn, never tiring the feet either on the wheel or as a street shoe. Send for Catalogue and rules for self measurement. Liberal terms to Agents. Address W. B. TOULMIN, 285 Main street, Buffalo, N. Y.

SAVE YOUR PANTS!



IN USE. NOT IN USE.

OSTERGREN'S TROUSER GUARD.

(Patented Feb. 17, 1891.)

Three styles of finish. 15 cts. per pair, blued steel, 25 cts., enamelled; 35 cts., nickeled.

To be had of all dealers, or

A. K. & C. E. SCHAAP, - Richmond, Va.

Bicycles and Sundries.



GILLOTT'S STEEL PENS ARE THE MOST PERFECT

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ Cash must accompany the Order. ☜

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

FOR SALE—Columbia L. R. Safety; 1890; good as new; $100.00. W. M. H., P. O. Drawer "A," Albany, N. Y.

FOR SALE—Star Safety; as good as new. 54-inch Expert Columbia; full nickeled, and full ball bearings. Prices reasonable. Address "Btc.," Box 958, P. O., Albany, N. Y.

WANTED—At once, first-class Machinist, capable of working in Bicycle Repair Shop. Address, giving amount of experience, where had and what on, X. Y., Bi. World office.

WANTED—An Experienced Bicycle Machinist; one who can sell as well as repair, and take the general management of shop. WHITE CYCLE CO., 118 N. Broad street, Trenton, N. J.

WANTED—Columbia L. R. Safety, at low price. EUGENE J. BUSH, 845 Preston St., Phila.

COMPLETE new set Allen's Encyclopædia Materia Medica, with Index; half Turkey; or full set of new Organ Pedals, adapted to Piano, for Lady's Safety or Tricycle. E. JAQUES, 59 W. 10th st., New York.

2 COLUMBIA SAFETIES, 1890 Pattern; Lady's $110; Gent's, $100. Both bargains; as good as new, less nickel and enamel. We guarantee to give within $10 of price of either six days after purchase if not satisfactory. Sent C. O. D., to allow examination, on receipt of $5. WILSON BROS., Jewelers, 15 Tremont row, Boston.

AMATEURS (THEATRICAL) WANTED—Two Ladies, Two Gentlemen, to play small parts in first-class Dramatic Co. (professional), and introduce Bicycle (fancy or trick riding not necessary.) Good salary; all expenses; long season; wardrobe furnished; fare to join company advanced. Address, with description and stamp, WALLACK & KEENE, No. 10 Union Square, New York.

FOR SALE—Two 53-in. and one 55 in. Columbia Light Roadsters; one 54 in. Victor Light Roadster; all in perfect condition; purchased late last fall. Also, one 55-in. Semi Racer; NEW; weight 28 pounds. No reasonable offer refused. A. J. STREET CYCLE CO., 599 Madison street, Chicago.

WANTED—Cheap Bicycles in trade for Pneumatics and Cushions. J. S. ROLES, Nashville, Tenn.

LADIES' SAFETY—Cost $90; all ball bearing; used one season; $45. F. C. HUBBARD, Springfield, Mass.

LADIES' SWIFT SAFETY, 1890 pattern; ridden twenty-five miles. $85. G. BURWELL, Highlandville, Mass.

LADY'S AND GENT'S Columbia Safety Bicycle. Cost $135.00; will sell for $100.00; as good as new. WILSON BROS., 6 Hanover street, Boston.

$40—Springfield Roadster; in good condition; ball pedals and improved ball clutch; spade handles; Butcher cyclometer. Also an S. Roadster in good condition; tires and finish good; for $35. Either sent C. O. D. on receipt of $5. F. B. GLOVER, Sag Harbor, N. Y.

1890. Warwick Safeties; new, $70; tires and finish marred, $75. F. W. PALMER, New Bedford, Mass.

MUST BE SOLD.

TYPEWRITERS & BICYCLES.

Send for List to EDMANS & SON, Troy, N. Y.

Lives of men who hump remind us,
That they do not look sublime;
Shake the high wheel, buy a safety,
Then you're graceful every time.

List of anti-hump safeties, with terms, description and price on application to

KNIGHT CYCLE CO.,

St. Louis, - - - Mo

SPECIAL.

All Advertisements in this Department 20 cents a line

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜



L. A. W. BADGES

The official design in

SOLID GOLD.

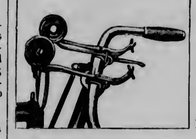
Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the inferior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better for $1.50, $2.00, and $2.50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.

A. O. VERY CYCLE CO., 13 Tremont St., Boston, offer a few second-hand UNION and WARWICK Safeties; almost new, at a large reduction from list price. Also a few cycles of other makes, last season's patterns, both new and second hand; to be sold at very low prices. We deal squarely, and customers will find the goods just as we represent them.



LAMSON'S

Luggage Carrier

NO. 1.

Convenient, durable, noiseless, cheap. $1. Sold everywhere.

Made by

C. H. LAMSON,

Portland, - Maine.



L. A. W. Cap Badges.

Handsomely Enameled in Blue, Wings and Letters in Gold. Neatest Badge yet shown.

75 Cents Each.

Regulation Lapel Buttons, **25 Cents Each.**

N. H. GIBBS,

Box 632. Providence, R. I.



Handsomest L. A. W Pin,

Two sizes,

$1.00 Each.

Fine Gold Plate. Send for illustrated L. A. W. Catalogue.

PRIZE MEDALS, CUPS, CLUB PINS, Etc.

Designs and Estimates on Application.

JOHN HARRIOTT,

3 Winter Street, - Boston, Mass.

We Are the SOLE NEW JERSEY AGENTS for the

FEATHERSTONE PNEUMATIC

AGENTS WANTED IN EVERY TOWN IN NEW JERSEY.

Also, AGENTS in NORTHERN NEW JERSEY for RAMBLERS, VICTORS, ORMONDES, SWIFTS, B. & As., ECLIPSE, NEW MAILS, SYLPHS, GENDRONS, Etc.

BICYCLE SUPPLIES AT WHOLESALE.

REPAIR SHOP Run and Lighted by Electricity. We have the Facilities, the Skilled Workmen, and NOW is the time to have your machines repaired.

Remember we are in our new Store and Riding School at the above address.

HOWARD A. SMITH & CO., 518 Broad St., NEWARK N. J.

THEATRES.

BOSTON THEATRE.
Eugene Tompkins, Proprietor and Manager.
Week commencing March 23d.
"A BRASS MONKEY."
Evenings, 7.45. Wed and Sat. Matinee, 2.

GLOBE THEATRE.
John Stetson, Manager.
Week commencing March 23d, "AUNT JACK."
Evenings, 7.45. Wed. and Sat. Matinee, 2.

HOLLIS ST. THEATRE.
I. B. Rich, Proprietor and Manager.
Week commencing March 23d, "BLUE JEANS."
Evenings, 7.45. Wed. and Sat. Matinee, 2.

PARK THEATRE.
Week commencing March 23d, "SHIP AHOY."
Evenings, 7.45. Sat. Matinee, 2.

How!!!

About This?

Installment Bicycle Clubs now forming on our new co-operative plan, where the usual retail profit is divided among the members.

High Grade Wheels from $12 up.

Send for circular. Agents Wanted.

S. M. GASS & CO.,

546 Penn St., Camden, N. J.



FOR TANGENT AND DIRECT SPOKES.

Nickeled, Price 75c., Postpaid.

Dealers send for Sample and Electrotype.

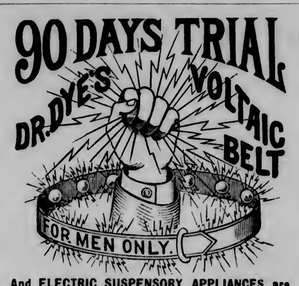
AVERY & JENNESS,
5756 Madison Ave., Chicago

FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. For sale by all Cycle Agents. Liberal discount to the trade.

JOHN W. WILSON, Cottage City, Mass.

90 DAYS TRIAL



And ELECTRIC SUSPENSORY APPLIANCES are Sent on 90 Days Trial

TO MEN (young or old) suffering with NERVOUS DEBILITY, LOSS OF VITALITY, LACK OF NERVE FORCE AND VIGOR, WASTING WEAKNESSES, and all those diseases of a PERSONAL NATURE resulting from ABUSES and OTHER CAUSES. Quick and Complete Restoration to HEALTH, VIGOR and MANHOOD. Also for RHEUMATISM, all KIDNEY TROUBLES and many other diseases. The BEST ELECTRIC APPLIANCES ON EARTH. Full particulars sent in PLAIN SEALED ENVELOPE. Address

VOLTAIC BELT CO., Marshall, Mich.

PATENTS

Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. **W. E. AUGHINBAUGH,** Baltic Building Washington, D. C.

A MODERN PRINTING OFFICE AND BINDERY.

The Collins Press

Gives Satisfaction Every Time.

WE PRINT

The "Technology Architectural Review,"
"Bicycling World and L. A. W. Bulletin,"
"Wade's Fibre and Fabric,"
"The Musical Herald."

PRINTERS TO THE BOSTON UNIVERSITY.

FITCHBURG RAILROAD.

Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

HOOSAC TUNNEL ROUTE

THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

BICYCLES CARRIED FREE
FAST EXPRESS TRAINS

With elegant PALACE PARLOR and SLEEPING CARS to and from

BOSTON and CHICAGO and BOSTON and ST. LOUIS, via NIAGARA FALLS,
without change.

THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.
THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.
THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.

ELEGANT PALACE SLEEPING CARS
to and from
BOSTON and MONTREAL,
without change.

For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at

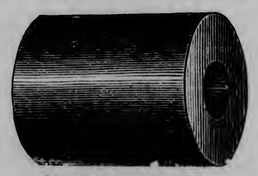
250 Washington Street, or
Fitchburg Railroad Passenger Station, Boston.
J. R. WATSON, General Pass. Agent.

THE INDISPENSABLE SAFETY BICYCLE SUPPORT.



P. W. TILLINGHAST, 114 Dorrance St., PROVIDENCE, R. I.

NEW CATALOGUE NOW READY.



Section of Cushion Tires.

We carry a full line of Cushion Tires, Solid Tires, Safety Bicycle Handles, all sizes, to fit any machine; Spade Grips; Safety Handles, all sizes; Bicycle Balls, Bicycle Spokes, Tire Cement, Pedal Rubbers, Adhesive Tape for holding on tires, Cement for repairing cuts in tires, &c. Also a full line of Rubber goods of every description. Mould work of any kind solicited.



Send for catalogue and prices.

ELASTIC TIP CO.,
Patentees and Manufacturers of Rubber Specialties.
Cor. Cornhill and Washington Street,
BOSTON, MASS., U. S. A.



MEACHAM HIGH-GRADE DIAMOND SAFETY

1891 PATTERN. TANGENT SPOKES.

Ball Bearings to Both Wheels.
Both Pedals and Crank Shaft.
Ball Bearings to Head.
Hollow Steel Tubing.

List Price. **$115**

Selling Price, **$76**

COMBINATION WHEEL FOR EITHER GENTLEMAN OR LADY.

WILL SUSTAIN A PERSON WEIGHING 225 LBS.
BY REMOVING TOP CROSS-BAR, CAN BE RIDDEN BY A LADY.

E. C. MEACHAM ARMS CO. ST. LOUIS, MO.

$85.00 LOVELL DIAMOND CYCLES. $85.00

High Grade Only.

All Ball Bearing,
Steel Tubing
—AND—
DROP FORGINGS.

NO BETTER MACHINE AT ANY PRICE.



Lovell Diamond,	$85.
With Cushion Tires,	95.
For Ladies,	85.
Convertible,	85.

AGENTS WANTED.

BICYCLE CATALOGUE FREE.

MANUFACTURED BY

John P. Lovell Arms Co., Boston, Mass.

HUMBER & CO.

(LIMITED.)

The following agents have been appointed in the United States to represent the celebrated

HUMBER WHEELS:

SWEETING CYCLE CO., Philadelphia, for Pennsylvania, Delaware, New Jersey and Maryland.
SCHOVERLING, DALY & GALES, 302 Broadway, for New York City and New York State.
AMOS SHIRLEY, 987 Eighth avenue, for New York City.
WRIGHT & DITSON, 578 and 580 Washington street, Boston, for New England.
Applications for unoccupied territory should be addressed to STEPHEN GOLDER, P. O. Box 2225, New York City.
Agents also wanted for the SIGNAL CYCLOMETER.
STANDARD CYCLE CO., 588 Main street, Buffalo, for Northern Ohio, viz: Jefferson, Harrison, Tuscawaras, Coshocton, Licking, Franklin, Union, Champaign, Miami, Darke, and all counties north of these in Ohio.

THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING
Published Every Friday at 12 Pearl Street.

EDITORS:
C. W. Fourdrinier,
J. S. Dean.
TERMS:
$1 per year. 5c. a copy

BOSTON, Mass. Mar. 13th., 1891.

Pope Mfg. Co.,
Boston, Mass.

Gentlemen, More than thirty days has expired since your deposit with me of one thousand dollars ($1,000) and your challenge of the 10th February ult. Nobody has accepted the challenge or made any deposit with me on account of it. I therefore return to you herewith our check No. 1674 for the amount.

Yours truly,
WHEELMAN COMPANY,
Per C W Fourdrinier



THE WHEEL THAT WON!

The place---Detroit. Time---the week ending March 7. The race---a six-day, eight-hour race. The winner---Charles Ashinger. The distance---733 miles, 5 laps, (previous record. 717 miles.) The wheel---

A COLUMBIA LIGHT ROADSTER,

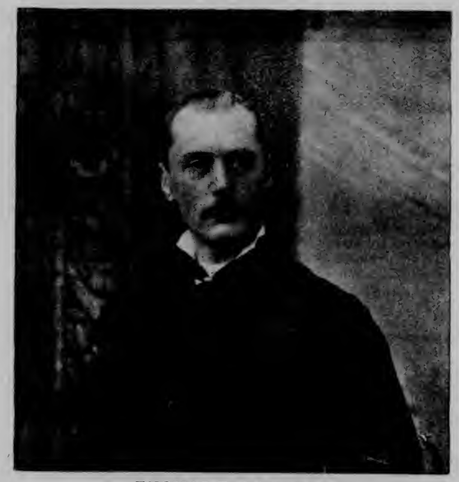
In competition with a number of racers.

Edward Reading came in a good second. His own wheel failed, but during the latter part of the week he used a COLUMBIA SEMI-RACER, finishing within one lap of Ashinger.

POPE MFG. CO.,

77 Franklin Street, BOSTON.

BRANCH HOUSES: 12 Warren Street, NEW YORK. 291 Wabash Avenue, CHICAGO. Factory, HARTFORD, CONN.



THOMAS E. LAMBERT.

A BRIEF notice appeared in the columns of this paper some three weeks ago to the effect that T. E Lambert, one of Boston's best known business men, had been stricken down suddenly by death.

Mr. Lambert was one of those friends we had made through our connection with cycling, a sport which he loved, as he was naturally an admirer of nature, and the cycle was the means he used more than any other to enjoy her beauties and pleasures, and study her moods. For many years and up to his death he was a member of the Boston Bicycle Club and also the Town Club, and among the members of those clubs he counted some of his warmest and closest friends.

Refined in nature, gentle as a women, yet a man in the fullest sense of that word, he attracted all he met to him. He was of a temperament that wore on acquaintance; it was even and happy. He always had a pleasant word, and to see "Lambert" other than genial and gentlemanly would have been an experience as novel as having the earth stand still.

Those who enjoyed his close confidence lose a dear friend, and those who simply knew him slightly mourn his death and pay a tribute in kind words to his memory. Mr. Lambert died February 17 at the City Hospital, Boston, Mass., after a brief illness. Death resulted from cerebro-spinal meningitis, which asserted its fatal influence on him about a fortnight before death. No serious result was anticipated at the time, though, acting under the advice of his physician, he was shortly afterward removed from his apartments at the Hoffman House, Columbus avenue, to the City Hospital. Mr. Lambert was one of the best known and most successful life insurance men in Boston, having been in the business there for nearly twenty years. He was born in Killarney, Ire., in 1845, and gratuated from Trinity College, Dublin. Coming to New York soon after, he engaged in pharmacy for a time and then removed to Boston to accept an engagement as agent for the Northwestern Mutual Life Insurance Company, changing from that to the Massachusetts Mutual, and finaly to the New York Mutual. He had a wide social acquaintance. Mr. Lambert was unmarried, and leaves a mother and sister in Ireland, and a brother in New York City. The remains were interred in Mount Auburn Cemetery.

THE A. A. U'S PROPOSAL.

AT the meeting of the A. A. U, held March 18, in New York, the following plan of alliance was adopted and will be submitted to the L. A. W. for action:

1. All cycling events in the championship or other meetings of the A. A. U., or of its associations or clubs, shall be given under the rules of the L. A. W.
2. Every cyclist shall be subject to test as to his amateur standing exclusively by the provisions of the constitution of the L. A. W., now in force defining an amateur.
3. Charges against any cyclist for which he might be disciplined, except in case of a cyclist exclusively a member of the L. A. W. competing at a meeting of the L. A. W. shall be considered and acted upon by a committee of three, one of whom shall be named by the A. A. U., one by the L. A. W., and the third member by the two so chosen.
4. No change shall be made by either the A A. U. or the L. A. W. from the above conditions so as in any way to affect the test of amateur standing or eligibility to competition of any cyclist a member of an A. A U. club, without the consent and approval of both organizations.
5. The League of American Wheelmen shall annually, or at such time and for such periods as it may deem advisable, appoint a delegate, who shall act with and constitute one of the board of governors of the A. A. U., and shall have a vote upon all questions coming before said board and a right to sit upon committees and take part in all the actions thereof as fully as members of said board elected from the several associations of the A. A. U., and to the same extent and in like manner as the delegates from the North American Turnerbund.
6. These articles of alliance shall be terminable by either party upon 30 days' notice to the other, and in case of disagreement between the L. A. W. and the A. A. U. upon any point covered thereby, the same shall first be submitted for decision to the board of governors of the A. A. U, including the members of the board appointed by the L. A. W, Turnerbund and any other association in alliance with the A. A U., and having a delegate thereon.

Copyrighted. 1891

A SUMMER VACATION AWHEEL IN THE HARZ MOUNTAINS

BY WM. HEYNY, JR.

(*Continued.*)

The next morning finds us at the Victorshohe, on the top of the Ramberg, 2000 feet high. We are up with the sun in the mountains, and today before the matutinal meal, made quite a trip. A little ride before breakfast is very healthful and creates an appetite The wheelman's appetite, however, never failing, should become proverbial; thus the saying: "hungry like a werewolf" ought to be changed to "hungry as a cycler." It is amusing, sometimes, to see the guests, who are generally convalescents, more or less, start up in surprise at the tremendous appetite of our brethren. I have seen the smiling countenance of many an innkeeper grow long with astonishment to behold a club of touring wheelmen devour their table d'hote dinner like a pack of hungry wolves.

Before we entered the inn a pile of enormous rocks, just below, aroused our interest. This is the "Teufelsmuhle" (Devil's Mill). Here's the legend:

A poor miller, to better his reduced condition, made a bargain with the evil one, who promised to help him build a mill on the spot before daybreak. Almost all is ready, when the miller, in terrible excitement, drops the last huge block, which rolls down the mountain A rooster, at this moment, announces the dawn of day, and, with a wild roar, Satanas hurls the picked-up rock through the air, smashing mill and miller.

While we are busy with our breakfast, let me tell you how I once came down from here, over the road we have just traversed. You remember, that it winds through some very lonely and deserted parts, suggestive of scenery from the "Walkyre," then again through thick underbrush, an ideal working-ground for stage robbers and garroters a la Jesse James.

Well, in '84, when I made my first tour, afoot, I didn't know any of the roads. I was detained up here rather late, first sketching the "devil's mill," and afterwards listening to its legend and the stories of some guides. As I was travelling, minus a guide, I suppose I incited the wrath of one of them, and he endeavored to give me a good scare. I am sorry to say, he succeeded only too well. When informed that I intended walking down to Alexisbad, he told me to hurry up, as it would not be safe on the deserted paths of the Ramberg at night.

"Unsafe! Why?"

"Because there are vagabonds lying in ambush."

'Vagabonds?"

"Yes, sir. Only last week an Englishman was knocked senseless and robbed of his money and watch. They found him in the morning unconscious, at the foot of the mountain, near the ditches, just this side of the bushes."

"And did not the police scour the vicinity after the miscreants?"

"O, certainly, but no one knows who the scoundrels are. There

are lots of workmen, discharged from the iron-huts about Magdesprung, who would shy at nothing when driven by the want of food. They will not give each other away, either. I would advise you, sir, not to go down tonight."

"Well, then I shall stay here."

"Impossible sir, there are no lodgings obtainable at this inn "

"Then I'll ride with you. Where are you bound for?"

"Geruode, sir, but there is no room for you in our carriage, it is already overfilled. And now I must bid you good-night, sir; there is a storm approaching."

He called to the driver, and the vehicle went off. The landlord affirmed the guide's assertion that he could not keep me over night. Having posted my baggage ahead to Alexisbad, I had no choice but to follow it.

First all went well, and I fairly jumped down the mountain. But when I had travelled this way for half an hour, and neared the fatal spot the guide had spoken of, an uncomfortable feeling came over me. It was darkening faster than usual, for clouds were gathering, and as if word for word of the guide should come true, far-off thunder now struck my ear, and large raindrops were falling. My fantasy was rapidly working out visions of the devil and the miller, and blackened cyclops with busy hammers, bending over the postrate body of an unfortunate traveller. I fought down these imaginations and hurried on; scarcely could I distinguish the road. Suddenly I came to a stop. A terrible gust of wind writhed and shook a clump of bushes in front of me, and just at this moment a flash of lightning showed what I supposed to be a big man, crouching behind a tree! Instinctively I felt that I stood on the very dreaded spot. I heard the water gurgling in the ditches at my feet, and now the thunder set loose, rolling and waking the echoes below in the valleys. I grabbed for my revolver and raised the hammer, but I knew at the same time that it would be useless, for how did I know but what there were others lying in wait behind the opposite rocks, which I would have to pass. I could hear my teeth chatter, my hat raised on my hairs' ends. But I must pass that tree——so, picking up all my courage, with a wild bound, I made for the tree and clutched——another tree behind it.

Well, it did not take me long to reach Alexisbad. Bathed in perspiration, mud-bespattered and drenched, I got to my hotel and went to bed. I did not even get rest then, for visions and dreams made me start up with a loud cry several times.

Next day I found out from Mr. Forsterling, mine host, that a robbery was an unknown thing in the vicinity, and the guide had been practising a hoax on me.

[*To be continued.*]

BOSTON NOTES.

"TONEY."

SECRETARY CARTWRIGHT of the Somerville Cycle Club is kept so busy looking after the welfare of his Vandike that the duty of keeping "Toney" posted on matters appertaining to the organization have fallen upon the broad shoulders of its ever genial Captain, Mr. McCausland, and in a letter to me this week he says that the only trouble with "Toney's" letters are that they are not voluminous enough, and that I take a vacation once a fortnight. Well, we have got to make our peace with the desk editor and compositors by giving them time to revive from the effects of one letter before springing another, and the only way in which I can accomplish it is to keep quiet for a week at a time; but hereafter we will endeavor to kill both, that is if they will only give me time enough. But aside from this the Somerville Cycle Club has recently received a new club flag, presented by Capt. Cubberly as a remembrance of his connection of two years as Captain of the club. The flag will be formally presented to the club at its annual dinner at the Quincy House next Thursday evening.

The annual banquet of the Chelsea Ramblers occurred at the Quincy House last Wednesday evening, too late to publish anything in relation thereto.

THE members of the Rovers Cycle Club of Charlestown are busy superintending the work of paper hangers, who have taken possession of the headquarters, and are endeavoring to make it one of the prettiest club headquarters in the little village of Pigtown.

THE Springfield Bicycle Club and the Springfield Athletic Association are considering the advisability of amalgamating their forces for the coming season, and running several athletic and wheeling events.

IT is the concensus of opinion among the wheelmen that the spring meet will be held at Worcester on Decoration Day, and that the cyclists of Lynn will not have the honor of entertaining the League.

THE Somerville Cycle Club have practically opened the riding season, for last Sunday no less than five of its members rode "way round the reservoir and back."

DETROIT.

"JUDGE."

HERE we are again. Had a little vacation, that is all; some people seem to think because my notes have stopped that things bicycular have also stopped; dead wrong; in the first place I am not the "official correspondent" of the D. W., so never hold them responsible for what I say, and next I have been unable through illness to tell you what has and is being done towards taking care of and entertaining you next July. A gentleman from Chicago (he is the president of the Assd. Cycling Clubs), recently called on our president and expressed himself as much disappointed because we were doing nothing. He was soon convinced of his error, and now thinks a special train will run from Chicago carrying between four and five hundred "Windy City Wheelmen."

THE editorial in the last *Referee* is false. Mr. Griffith never said that Detroit simply wanted the meet for the money that was in it. As to the championship races the general sentiment seems to be we are better off without them. The two greatest race meets ever held were at Peoria and Hartford. Were either of them L. A. W. championships? We *cannot* hold this meet after the G. A. R. has been here, the meet would be the tamest kind of an affair. It must be held at the dates we have named. As for races we shall have races and prizes to race for, and the racing cream of the country will be here to compete.

ALL the committees for the coming meet have been appointed and have gone to work. The one which interests outsiders the most is the hotel committee; they will probably ask for no reduction from regular rates, simply a dollar's worth in return for a dollar; a bed for every man, and good, first-class meals. Large parties coming to the meet will have no trouble if they put themselves in communication with this committee. Address Detroit Wheelmen, Detroit (Hotel Com.)

GEORGE LANE is the coming fast safety man for the State; this leaves Jones and Hulett of Port Huron to fight it on the ordinary. Our "little un" is all right, so with Lane on the safety and Jones on the ordinary, Detroit should make a good showing in any State affairs.

THE Detroit wheelmen have promised to buy a painting from the collection to be shown during June at the Art Museum.

I'LL tell you all about our cycle show, etc., "next week at two o'clock."

NEW JERSEY NOTES.

"PALISADES."

GEORGE G. TELLER of the Cranford Cycling Club is not only a veteran but an enthusiastic cycler as well. He was formerly Captain of the Long Island Wheelmen, and his advent into Cranford caused the formation of a wheeling club at that place. With A. P. Folk as a co-worker, and with good roads as an additional inducement, this club will greatly increase in numbers and develop some good racing men.

CHIEF CONSUL BROWN has appointed E. M. Moore of Irvington and Dr. Wm. P. Richards of Orange, local consuls for their respective localities.

WITH deep regret we chronicle the demise of the Irvington Wheelmen. A very decided lack of interest on the part of members is said to be the cause. As there are many wheelmen at Irvington, we trust Local Consul Moore will soon take measures to organize a new club.

THE Montclair Wheelmen held a reception Tuesday evening, March 17th.

THE Plainfield Bicycle Club have formed from their members an excellent base ball nine. A ten-mile road race is on the tapis for the early spring, and an enthusiastic officer will offer a diamond mileage medal for season of '91.

THE Bergen County Wheelmen hold their annual meeting next month, and as these meetings are so exciting and call out so large an attendance, Fairview Hall has been engaged for the occasion. They will incorporate soon after the new officers are elected, and proceed at once with the new club house.

THE Atalanta Wheelmen of Newark celebrated their fifth anniversary last week. The anniversary of their twenty-first birthday was prematurely described by W. V. Belknap.

FOUNDED THE 1878

BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXII. Number 22. BOSTON, 27 MARCH, 1891 $1.00 a Year. 5 cents a copy

Can any one tell us where to find the Pope Manufacturing Company? We are receiving many letters from riders over the country; the unanimous verdict of the writers being that on the merits of the case the Pope Mfg. Co. should pay the L. A. W. $5000 in accordance with the terms of our proposition.

We are grateful to those who have sent us such large and valuable contributions of facts and suggestions for use in this controversy, but having now more of such matter than we can hope ever to use, we will ask "that further donations be held till called for."

OVERMAN WHEEL CO.

We do not let Others Try the Experiments

Have you seen the new Victor Catalogue?

Please note that it will not be sent to those who do not ask for it—this for several reasons.

You will find it worth asking for, and it will be mailed on receipt of your request.

Perhaps we may be pardoned if we say that you may expect to find it a better catalogue than has been issued by bicycle makers heretofore. We dislike to say this as we are naturally modest, of a retiring nature, usually claim something less than we are entitled to claim, although our claims are naturally apt to make jealous competitors uneasy.

You will find our bicycles for 1891 numerous, and about as good as they can be made.

You will also find that a Victor Cushion Tire will reveal new phases of bicycling. Your first day on a Victor Cushion Tire will be a red letter day. You will ride over roads which you have not heretofore attempted.

You will find the difference between a Victor Cushion Tire and a hose pipe tire. You will find why it is that makers who furnish hose pipe tires say they cannot recommend them and are afraid to warrant them.

Several years ago, when I was wealthy and lived in Boston, I had occasion to have some boys arrested for the heinous crime of throwing stones through the shop windows. One of these boys was a hard case. He had been arrested several times and took pride in calling himself "the champion tough of the South Cove." He even tried to "whang my knob wid a rock" while I held him, awaiting the assistance of the "copper." The other showed unmistakable symptoms of being a really good boy who had fallen into bad company, and, boy fashion, he felt obliged to do as the other did. In the Police Court next morning the officer and myself were called on by the Judge to say what we thought ought to be done with the boys.

With my usual modesty, I allowed the other man to do the talking and *his* judgment was that the bad boy ought to be let off with a reprimand, and that the good boy should be fined. After asking some of the questions over again, to make sure that he had not misunderstood, the Judge said: "Why do you advocate punishing more severely the boy whom you admit is the least to blame?" The only reason that he would give was that the father of the good boy was better able to pay.

I had nearly forgotten the case, until recently I received a call from a man relative to the possible purchase of a Hickory Bicycle for his son.

He said he would prefer to have the front wheel as large as the rear one, and very naturally we asked him why? He gave a very original answer. It was: "Because it looks better, runs easier, and steers steadier."

"Did you ever ride one of these machines?"

"No, I never rode *any* bicycle."

"Then how do you know about it."

"Well! ——— is a friend of mine and he has been in the bicycle business three years and he told me so.

"Did *he* ever ride one of the Hickory Safeties?"

"No, he has not, but he *knows* because he is in the Bicycle business.

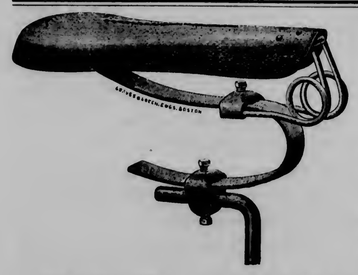
"You might as well say he knows because he has red hair, or a milk leg, but if your friend will submit for trial under all practical conditions by some disinterested rider one of the machines he sells, in competition with the Hickory, you shall take the one that makes the best showing and we will be satisfied.

To this he readily assented, and we had the pleasure of selling him a "wooden" machine a week later. His line of reasoning was so similar that I told him the story as above, and he then admitted that he was the officer (a fact which I had already suspected), but that he had since reformed and was now driving a herdic. "*And*," he added, "I don't mind telling you now that it has all gone by, that that boy's mother was my cousin." I also found out that the boy is serving a term in the reform school on account of a misunderstanding he had with some officer who didn't take the interest in him that he had learned to expect.

I have the boy's address and shall try to sell him a Hickory Bicycle as soon as he gets out. If I can in that way save him, I shall believe that "All's well that ends well."

STERLING ELLIOTT,
Newton, Mass.

P. S. A gentleman who lives in a prohibition state, writes to know if the Hickory Wheels will stand in a dry place without shrinking. He tells us that the ladies there sometimes get so dry that their hoops fall off. We are inclined to think that this man is trying to be funny, but will answer his question. *Any* bicycle should be kept in a *dry* place always. A rain, or even falling in the river, will not hurt a hickory wheel, though it kept for a considerable time in a damp cellar the wood tends to swell, and, *of course*, the *metal* will rust.



Headquarters for Western Wheel Works' Goods, also Garford Saddles and Sundries at Wholesale.

We are one of five firms taking the entire product of the Western Wheel Works for 1891, and will supply the trade on the most favorable terms obtainable. We now have a large stock, can ship promptly, and are in a position to guarantee prompt delivery all through the season.

We are General Agents for the Garford Saddle, can ship quick and name favorable terms. We are making a specialty of Wholesale Sundries of all kinds, and as we manufacture or put up a large proportion of these goods, we are in position to supply the largest dealers. Send for Catalogue, Discount Sheets and Terms.

ROUSE, HAZARD & CO., 9 G STREET, PEORIA, ILL.

A. O. VERY CYCLE CO.

We stated last week that we were filling orders for Unions and Warwicks. We are now in the heat of the race (not with competitors, but with our orders) and expect to be in it until the close of the season. Agents should book their orders ahead in order to keep supplied with stock.

173 Tremont Street, Boston.

BROTHER ELLIOTT SAYS WOOD WHEELS.
OTHERS SAY IRON WHEELS.
STILL OTHERS STEEL WHEELS.
WE SAY BUY WHEELS.
BUY THE BEST.

We are young in years, young in the bicycle business, and we may handle young wheels as far as America goes, but there is one thing young and old America for that matter knows, and that is that English wheels are far superior to American makes, *as a rule*, and a wheel with a reputation in Europe ought to be good enough for anyone. Such a wheel was and is the Catford. Every dealer in Boston said in the young spring of '90: "It won't stand, it's too light." We told you all this was bosh. Were we right? Answer, Young America. Do you want a Catford for '91? They come high, but they have a BIG reputation now. Do you want a wheel that costs less and is just as good, lacking reputation in America? We say get a Sunbeam, and we are the same Hustlers that told you to get a Catford in the young spring of '90. Some of you did, and you got there, others did not and wish they had. Now don't make a mistake in '91.

When we thought we would enter the field of bicycle dealers in '90, we did so for one reason only. We had tried the Catford, rode the Catford, bought a Catford, and found it the best wheel we ever saw. We knew it had no reputation in New England, but there is a time when we all lack reputation, and we trust we can make a reputation without calling every other wheel on the market *rotten*. All wheels have some good points, but the Catfords and Sunbeams have so MANY good points that we do *not* have to run down other wheels to get there. Look at our Double Diamond Sunbeam, and then look at its American imitation—you all know the wheel. Question.—If some well-known makes of American wheels are so fine, why do they continually change styles and shapes, and invariably take some well-known English make for a model? Echo answers, why? We answer: Because they know a good thing *when they see it*.

MORAL.—Try a Catford and Sunbeam before buying *any* wheel.

Fairbanks, Sanborn & Co., Importers, 145 Columbus Ave., Boston, Mass.

MR. AGENT, WE WANT YOUR SCALP.



And to get it we have special inducements to offer you. Send for our JOB LOT list, with discounts to the trade, and see if we don't capture you. Many dealers and agents are already buying from us, but we want all the rest. Correspondence solicited.



A. W. GUMP & CO., - - Dayton, Ohio.

Union Cycles Win the Race.



In consequence of the great demand for our Spring Framed Bicycles, necessitating all the office hands turning out to make crates, we have been unable to prepare our usual dose for this space. We are, therefore, obliged to resort to printing a letter, which is a fair sample of the kind which we get from our Western friends.

Gentlemen:—We duly received your circular-letter in which you justly put forward the claims your **UNION ANTI-VIBRATORY BICYCLES** have on overworked editors. We are with you in spirit, (you can take the literal meaning of this phrase if you choose), but not in cash. There are so many, many calls on a man in our position, who runs a great weekly newspaper, a butcher shop, grocery, saddlery, shoe shop, millinery store and signal service bureau, all under one roof, that we find it hard at times to produce the lucre. We at first thought of making a trade for one gross extension nightcaps (warranted all wool), fifty-four handkerchiefs with a "friend in need" worked on them in red silk, and two elegant galvanized iron cuspadors, on which is stenciled that trite legend, "a miss is as good as a mile." We say that we thought of making a trade for a bicycle with the articles mentioned, as they are so much dead stock on our hands, the residents on this reser——

For the other half of this letter see this week's "Wheel."

UNION CYCLE MANUFACTURING CO., Highlandville, Mass.

MR. STOKES of Chicago looks after our Western business.

"Featherstone's Pneumatics."

Be patient, boys, the Pneumatics are coming through. You will get all you want three weeks from now. *Twenty* goes out this week. *Twenty* next week, and the week following *one hundred;* after that time from *four* to *six hundred* every week and more if you need them. They will be beauties, and will give you more speed and comfort than you can imagine. This is what Mr. E. R. Shipton, Editor of the C. T. C. Gazette, says of the pneumatic tire:

"As now manufactured, *the pneumatic tire gives us no more anxiety than the solid one*, while the increase in comfort and the luxurious riding is simply indescribable. The tires upon this, our latest machine, do not require re-inflating more than once a week under normal conditions, and the labor required is too trifling to be worthy of consideration."

A. FEATHERSTONE,

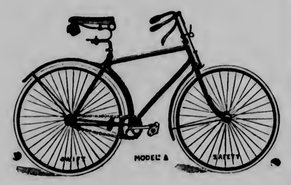
Clark and 16th Sts,. and Armour Ave., - - - Chicago.

WRIGHT & DITSON, New England Depot, - - Boston, Mass.
SCHOVERLING, DALY & GALES, Eastern New York State and City Depot, - - - - - - - New York City.
SWEETING CYCLE CO., Eastern Pennsylvania and Maryland Depot, - - - - - - - - Philadelphia.
H. A. SMITH & CO., New Jersey Depot, - - - Newark, N. J.
To which all Correspondence for these Territories should be addressed.

SWIFT CYCLES

Are all Fitted with the Patent Roller Chain.

"Swift" People.



Providence, R. I.,	Rankin & Bruce
New York,	Merwin, Hulbert & Co.
Buffalo, N. Y.,	J. F. Doll & Co.
Philadelphia, Pa.,	McDaniel & Merrihew Cycle Co.
Philadelphia, Pa.,	Dalsen & Co.
New Haven, Conn.,	N. T. Bushnell & Co.
Portland, Me.,	Merrill & Gage
Peoria, Ill.,	Martin & Co.
California,	Devany, Hopkins & Co.
Washington, D. C.,	H. W. Higham
Harrisburg, Pa.,	L. O. Glover
Pittsburg, Pa.,	J. A. Johnston
Norfolk, Va.,	O'Neill's Cycleries
Louisville, Ky.,	Jefferis Bros.
Hartford, Conn.,	H. J. Curtis



SEND FOR CATALOGUE.

COVENTRY MACHINISTS' CO., Ltd.,

239 Columbus Avenue, Boston, Mass. | 11 and 13 Madison Street, Chicago, Ill.



WHY is the NEW MAIL at $100

The Best Value in the Market at the Price or Anywhere Near It?

BECAUSE IT HAS Cushion Tires which annul jar and vibration, giving life and elasticity to whole wheel, and are to be the Favorite Tires for 1891, and we Warrant Them. Our Cushion Tires are Right and The Best.

BECAUSE IT HAS Tangent Spokes strongly tied and Nickelled to intersections. Stronger and handsomer than direct spokes as used on cheaper wheels. Select Tangent Spokes Always!

BECAUSE IT HAS a Brazed Frame at all joints. Look out and get a Brazed Frame always to stand road wear, and at *every point* of the frame!

BECAUSE IT HAS a Standard Easy Saddle, the Garford, which is a Favorite.

BECAUSE IT HAS the Popular New Mail Shape Handle Bars, low and well back to rider.

HANDSOMEST SAFETY MADE!

Study all these points on examining the wheels in the market and see if you find them in Any Other. Already it has jumped into Popular Favor and declared the BEST YET!!! Being ordered very heavily.

WM. READ & SONS 107 Washington St., Boston, Mass.

BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

—BY—

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the **Wheelman Co.**

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 27 MARCH, 1891.

THERE is a tendency from some quarters to criticise the selection of Mr. Randall of Chicago as Chairman of the Racing Board. So far as we can hear the objections are not based on any knowledge of unfitness for the place, but rather rest on the fact that this important position has been awarded to a Western man This does not seem a very broad view to take of the matter; the moment sectional jealousy sways one's judgment, that moment the strength of the League is impaired, and its usefulness threatened. What the League wants is efficient officers, and whether they come from the North, South, East or West matters not. Let us avoid sectional jealousies as we would the plague.

TRANS-CONTINENTAL tours are now-a-days such common affairs that they scarcely create comment. The story of transit from ocean to ocean on a cycle is no longer a seven days' wonder, and the globe-circling cycles will in the near future cease to excite more than passing notice, if the craze for wheeling round the world continues to increase. It is doubtful if Stevens' wheel tracks will ever be closely followed in his attempt to cross Afghanistan, but it will be one of "the things" to do to wheel through Europe into Asia Minor, and then take the steamer to India, etc. Such a tour is planned by Messrs. E. E. Stearns and Geo. D. Mitchell of Washington, and they anticipate starting about the middle of May.

THESE trans-continental round-the-world tours are great all round educators as to the real practical value of the cycle as a means of locomotion. It would be possible to walk across the continent, or round the world for that matter, still none will dispute but that the wheel very much reduces the physical effort requisite to accomplish either one of the undertakings.

FOR seeing countries where the roads are any way decent there is no doubt that the cycle is the best medium known. We confess to a certain lack of the Spartan element in our make up which would be necessary to make us find pleasure in the privations and dangers of cycling through semi-civilized or entirely barbaric countries. Man is a curious creature, however, and he loves to contemplate the accomplishment of the difficult and dangerous task. We have noticed, however, that the man who thus accomplished the "world girdling" feat on the wheel, or crossed this continent by the same means does not display any over-weaning anxiety to repeat the experiment.

WE are sorry that Detroit will not run the National Championships at the annual meet this summer. It seems to us that the National Meet and the National Championships ought to be unseparable. We hope for the sake of the Detroiters that the results of the meet will not show that they have made a mistake in not taking on the Championships.

OUR correspondent "Linneus" sends us this little glimpse of cycling in "Lightest Africa:"

"It seems strange that so little is heard of South Africa in a cycling way that the world at large is practically ignorant of the existence of numerous cycling clubs in that portion of the Dark Continent. My surprise can be imagined when I was shown a photograph of the Johannisburg Cycling Club of Johannisburg, South Africa, which embraces nearly 100 wheelmen, all members of this club. This valuable souvenir was presented to the Cycling Club by their former associate, William Corlin, who is now a resident of the city named. Another photograph shows a start on the race track, which must be of immense width, as no less than twenty-five men are on the tape facing the starter. Corlin writes that on account of their large track they have adopted the unique system of handicapping by placing the fastest men on the outside. The wheelmen, taken as a whole, are as fine a set of well looking men as I have even seen, and are all clothed in a uniform consisting of white knickerbockers and coats of a dark cloth. The helmet is worn by these African cyclers. Excepting the men on the race track, not a man clad in tights was visible, and this will, no doubt, be comforting news to our friend "Hawkshaw."

A VALUED correspondent sends us the following, which we think worthy a place in the editorial columns:

"Nothing that I know of is more injurious to the health and wind of a cyclist than the pernicious habit of smoking cigarettes on a run. In spite of this fact many wheelmen indulge in this ruinous practice, and are generally the first to get "winded" on a spurt or long hill. Then there are others who disgust their friends and try to bankrupt a hotel by eating everything there is in sight, and mount their wheels with an abnormally developed paunch. It only requires a little extra strain to settle this man for life."

A WRITER in *Standard Union* of Brooklyn remarks that "our forefathers would open their eyes if they could see the several fortunes on bicycles which roll along the avenues of Brooklyn on a sunshiny afternoon." The difference between our forefathers and present papas would seem to be that the past generations would "open their eyes" while the present have to open their pocketbooks.

MOST of the committees have been appointed as will appear in the Official column. The make up of the Racing Board will be scanned with much interest. The appointment of Mr. Randall as chairman will be viewed as a good choice, and the accession of Mr. Abbot Bassett as a member will be universally endorsed as a wise one. His experience during the stormy period of '85, '86, and his knowledge of racing matters will bring strength and solidity to the committee. The retention of two of the old members of the Board, Messrs. Atwater and Collister, will ensure the fact that the policy of the recent Racing Board will receive recognition at the hands of the "new brooms." We think it a wise policy to continue some of the old blood in the new committee; by this means the new

members can be kept thoroughly posted as to the actions and the reasons thereof of the recent Board, and thereby direct all future moves with more intelligent sequence than if the entire Board had been composed of new men.

WE are especially glad to note the name of Mr. A. Mott as chairman of one of the committees. Mr. Mott is deserving of recognition, and therefore we are pleased to see his name among those of the appointed.

AND so Philadelphia will make a big pull for the League Championships. Chicago will haul at the other end of the rope—a veritable tug of war.

OUR good friend "Hawkshaw" some weeks ago rather discouraged the running of races by the light of electricity. His views brought forth a letter from a Louisville gentleman which was referred to "Hawkshaw" for reply. Hear what he says:

"Recently I 'sung a little song' in these notes, anent out of door cycle racing by electric light. I said then that I thought the idea should find a page for itself in that practical little book, the title of which is, "Don't." I spoke then from a limited experience, and perhaps may have only been betraying my own ignorance when I thought I was airing my profound wisdom. Perhaps nothing has taken such giant strides toward perfection as electric lighting has, in the last half of the present decade. Problems that a few years ago were considered beyond solution have by the teeming brains of inventors been solved and shelved, and I, perhaps, lost track of all of this when I advised the Kentucky Division to beware how they attempted to make night racing a success at their meet on June 26 and 27. I am in receipt of official and satisfactory evidence that the causes which made attempts of this kind fail in the past, no longer exist, and the racing man can now enjoy himself upon a track lit by electricity, without being subject to the annoyance of having his shadow for a pacemaker. I am glad, indeed, to know that this is so, and sincerely hope that the energetic Louisville wheelmen will, in their forthcoming trial, demonstrate it to be as safe and satisfactory racing as that by daylight, for if they do so, the thanks of the racing world will be theirs. Think of the new field it will open up. First-class tracks are always hard to secure on desirable dates, racing men who, during the day must labor that they may live, will find in a well-lit race track at night, a boon such as they have long waited for. A new form of amusement will open to the public, a racing possibility greater than has ever been thought of will be brought into existence. All of this and more depends upon the success of the Kentucky Division's innovation, and from the bottom of my heart I wish them the greatest of successes, as I am sure does every wheelman in this country and Europe.

A TOUR TO DETROIT.

MR. PHIN. S. HUNT of Grand Rapids has made partial arrangements for a tour awheel from Grand Rapids, Mich., and so far as made they will be as follows: The party will leave Grand Rapids on the morning of the 12th of July and will spend a half day in Lansing, the capital city, which has some of the finest streets in the State and many interesting sights to a stranger. D. C. Stewart, president of the Lansing Wheelmen, assures the management that the Lansing wheelmen will try to pay off an old debt of gratitude which they have owed the G. R. B. Club since the State meet in Grand Rapids three years ago. Mr. Hunt has so far selected the very best roads in the State for the route. The Wolverine Wheelmen of Ann Arbor, Mich. (about 30 strong), will join the party at that point if the tourists pass through that place. Two of the Lincoln Club of Chicago have made inquiries this early, and Mr. Hunt expects to get a few recruits from Muskegon as well. For particulars address Phin. S. Hunt, 646 So. Division street, Grand Rapids, Mich.

A. A. Zimmerman in writing to the Philadelphia *Item* gives the following as his best times for several distances: "My best time for one mile is 2.33 2-5, made at Peoria, Ill., on September 13, 1890; my best time for a half-mile is 1.12 3-5, made at Peoria, September 15, 1890; I made a half-mile in 1.14 1-2 at Syracuse, N. Y., in a half-mile race on September 1, 1890; I also made a half-mile at Syracuse on September 2, 1890, in a trial in 1.13. I have been informed that my mile in 2.33 2-5 and my half-mile in 1.14 1-2 are the fastest times ever made in races. * *."



BOSTON NOTES.

"TONEY."

THE Massachusetts Club men have at last awakened from their dormant condition to a true realization of the duty they have before them; the duty of rejuvenating the old and honored organization, and placing Boston in the front rank of cycledom, where she ought to have been long before this, with a well organized and properly maintained bicycle club that will be an honor, not to the city alone, but also to the manly sport of wheeling. They have given up all idea of having a dining and riding club, and the new scheme of securing a club house out of town is one that ought to receive the support and encouragement of every well meaning cyclist in this vicinity. Every wheelman owes something to the sport that has helped place self propulsion within his power, and although every applicant for membership will not be admitted, there are fully 300 representatives of the sport between here and Newton who will be gladly welcomed in the organization. The idea which is original on this side of the water with these gentlemen is one that has been a success in the mother country, and there is no reason why it should not be so here in America.

THE annual meeting of the Massachusetts Bicycle Club will be held at the Hotel Thorndike on the evening of April 7, when the all important question of increasing the membership to 300 and leasing a club house in the City of Newton will come up for consideration. There is no doubt but what the members will turn out in full force and do their duty both to the club and the sport.

WHAT is this I hear? The progressive Massachusetts Division providing for a racing and parade committee. I and a great many others had an idea that the Division had long since passed the stage of wheeling parades, the most disagreeable feature of the meets of the present period. It may be all right to have a parade once or twice a year, but why under the sun does the Division want a parade committee. Has she not enough business to occupy the time and attention of her officials without adding a parade committee to her already large list of committees? A racing committee is what is needed, and she ought to have one, but gentlemen, when you come to pass upon that clause providing for a parade committee, just take a blue or black pencil and strike it from out the Constitution of this Division. If there were any need or use of such a committee one could understand the reason why it should be appointed, but when the committee on meets can arrange sufficient parades to satisfy the average wheelmen for the time being, it seems absurd to appoint such a committee.

DURING the Road Improvement hearing at the State House last Tuesday morning a gray haired old gentlemen, namely ex-Mayor Stone of Charlestown, now a resident of Revere, arose in opposition to the passage of the bill, and in delivering his address he pointed directly to Chief Consul Arthur W. Robinson and delivered the following: "When I listened to that young man's address last week, and heard him speak about the poor farming and the great trouble the farmers have with poor roads I thought he was the son of a farmer. But what was my surprise upon reaching home and reading the evening paper to find that he was one of those "bicycle men." This caused a titter to run through the hall, and the Chief Consul felt highly flattered to find that he had been taken for a farmer. Vice Consul Perkins smiled a ghastly smile, and looked as though he were anxious to deliver himself of some pent up eloquency, but was refraining from fear of hurting the old gentleman's feelings.

SPEAKING about road improvements reminds me that the offer of ex-Gov. Goodell of New Hampshire to the town of Antrim to keep all the highways and bridges in repair from the time the snow leaves in the spring till snow covers them in the winter, has been accepted by the town, which has agreed to pay $1000 for such services. This does not include damages by extraordinary freshets.

THE honorable Secretary and Captain of the Somerville Cycle Club, having forgotten that I was still in existence, have failed to send me any news, so that the only thing I can say about the organization is that it is still alive and kicking, despite the fact that it tried to devour the Quincy House last Thursday evening, on the occasion of its annual banquet.

THE Charlestown Rovers having tendered a whist party to their numerous lady friends are now expecting that the said lady friends will turn around and present them with something nice to look upon. But even this does not seem to trouble them much, for they are awfully busy preparing for their prospective minstrel show, which will probably occur next month.

THE Roxbury Bicycle Club will endeavor to open the riding season by taking a short run on Fast Day, as will also the Medford, Somerville, Cambridgeport Club and the Charlestown Rovers.

DETROIT.

"JUDGE."

I SEE by the last WORLD that a "thirteen club" was formed in Philadelphia "after the opera was over," and that my old friend Sumner L. Beals was third oldest in the party. Sumner "me bye," let some of us hear from you, we still have a very tender place for you in each Star heart, good and true. I also noticed among the members the names C. S. Merrill and W. L. Bridgeman.

I CAN hardly make up my mind as to whether the excellent new correspondent on the *Bearings'* staff writing from this city is my friend or not. First in a very pretty piece of sarcasm he says at the conclusion of a criticism on my recent article on Prince: "As for Prince he is a mighty good fellow (right here let me indorse *that*) and as for 'Judge,' ahem, well you can 'Judge' for yourselves." Rather hard, eh! Then at the conclusion of the awful roast he gave Schimmel, he says: "Let Schimmel remember that it is not always the largest man who has things his own way. He tried to bulldoze 'Judge' the other night and made a very bad mess of it."

WE do not allow the fact that we have over three months in which to prepare for the meet to deter us from immediate activity; all committees have been appointed, have elected chairmen and Secretaries. The committee which interests you all is the hotel. We have between 25 and 30 hotels, all in the heart of the city, and where accommodations can be had from a dollar to ten dollars a day. If you are going to bring a large party put yourself in communication with the Secretary of this committee, Mr. F. H. Griffith (this is not our *President* A. H. Griffith, we've two of 'em.) Rest assured we shall take care of you, and that you will receive the worth of your money.

LAST Sunday our President repeated his excellent talk on the "Causes of the Civil War." These talks were the outcome of the vote of the club on Sunday games, the majority voting against games of any kind in the club house on Sunday. They have been a great success, and have proved good educators. Last Sunday, the 22d, Mr. Fred A. Ballen of the Detroit Boat Works gave an illustrated talk on how boats are built. The average attendance at these talks has exceeded 50.

NEXT Monday will see the start of the second professional race in Jack Prince's series. It will be a twenty-four hour race, four hours a day. Prince will start, also Ashinger, the winner of the forty-eight hour race. Reading and Clark will also start. I see Pete in the last *Bearings* states I won $25 on the recent professional race here, he is way off; *I did not.* [Did you lose?—ED.].

CHICAGO.

"WAYNE SCOTT."

The Century Wheelmen. Such will be the title of the latest cycling organization. To be eligible for membership a wheelman must have ridden the circuit of Elgin-Aurora and return in a day. This course is an assortment of all descriptions of road construction, including a number of steep hills, and many is the wheelman who has fallen by the wayside or found the railroad a convenience in reaching home. An initiation fee will be charged and small dues. This money to be expended for handsome badges for the members. To these badges a bar will be added each time the member successfully accomplishes the distance inside of twenty-four hours. The course is about 102 miles in length.

AT an impromptu meeting at the Washington Cycling club house one evening last week, over a thousand dollars was quickly raised towards the club's new house. This club, although it has passed through a veritable baptism of fire, is still plucky, and will, by spring, be nicely located in a house of their own.

THAT Ravenswood track scheme! ! Don't speak above a whisper. A meeting was held of the Ravenswood citizens, and a branch of the Y. M. C. A. was formed. "Money makes the mare go," and it was money that talked at this meeting. Mr. R J. Bennett, an arch-enemy to billiards, pool, tobacco and Sunday practice on the track, magnanimously offered to build a two-story (80x60 feet) building, and give it rent free for five years, and money accomplished this. There will be no track in Ravenswood.

THE Æolus Cycling Club gave a musical and literary entertainment Wednesday evening, and 850 tickets were taken in at the door. As tickets were 50 cents, and all expenses were cleared on the advertising in the programme, the club netted a neat little sum toward the library fund. The entertainment was excellent and was well carried out.

THE Chicago Cycling Club indoor team has won a larger percentage of games than any other of the many indoor ball teams. The Æolus team has been very successful and is now tie with the Arions for the championship honors of the Northwest League. A cycling club league will, no doubt, be a feature of next season's winter doings.

ECONOMY has been practiced by the Lake View Cycling Club. Going without a club house the last winter they have accumulated enough money to furnish their club house complete. This club has organized a racing board, of which the captain is chairman. This board will have charge of all the club's races and represent the club in such races as the men compete in, and fix handicaps, buy and award medals, etc. They are still adverse to Sunday racing, but rescinded the clause in their constitution which prohibited official club runs.

CAPTAIN ROBERTS of the Illinois Cycling Club has conducted a run nearly every Sunday this year. Last Sunday it was a circle of the Parks, next Sunday a party of Chicago club men say they will join with the Illinois in their run. This is as it should be.

THE first grand concert of the Douglas Cycling Club was given Friday evening at Apollo Hall. Fifty wheels were used in the decorations of the hall. These were gaily decorated in club colors. An excellent programme was followed by a dance.

THE Cook County Wheelmen will give a grand reception and dance at the West Chicago Club, Thursday evening, April 2.

ON all the books of run cards so far seen, not one but has a run scheduled for Rockford to the Illinois Division meet, July Fourth.

PLANS for the Oak Park Cycling Club's new house have been accepted, and work will be started immediately.

A PLUCKY rider is Mrs. H. F. Akin. Mr. Akin is a member of both the Illinois and Oak Park Cycling Clubs. Last August Mrs. Akin took probably the longest day's ride ever taken by a Chicago lady rider over country roads. To Joliet and return, a distance of 76 miles, and after the completion of this long trip was anxious to continue the ride to complete a century. At 4 o'clock the next morning she was again in the saddle and took an early breakfast at Hinsdale, returning before 8 o'clock. Mrs. Akin frequently took such trips, although none of them were as far as the Joliet trip. Her total mileage last year was very close to 3000.

PENNSYLVANIA.

"ARIEL."

CHIEF CONSUL BOYLE has formally accepted on behalf of the Pennsylvania Division, Maryland's invitation to attend the Hagerstown meet on July 3d and 4th, and there will be a large delegation present from Philadelphia. In fact the majority of our club men will go to Hagerstown in preference to Detroit.

THE first in the field for a road race this season are the Outing Wheelmen, who will hold a five-mile club championship race over the Century course from Haverford to Bala on Montgomery avenue next month if weather permits; if not, in May. A handsome gold medal will reward the efforts of the winner.

PRIZES and medals galore will reward the efforts of the club man who is industrious in his attendance on the club runs this year. Likewise the man who rolls up by unremitting industry the heaviest mileage. The Philadelphia, Pennsylvania, Century, South End, Park Avenue, Quaker City, Referee, Oxford, Mount Vernon, Wissahickon, and now the Time Wheelmen have offered prizes for each of these purposes.

THE Time Wheelmen will give a musical and literary entertainment at St. George's Hall on April 16th.

A PROGRESSIVE novelty party was given by the Fairmount Lady Cyclers on Monday evening at the residence of Miss Enberg, 432 Franklin street, which was largely attended by the members and their friends, among whom were representatives from several of the cycling clubs. The Fairmounts are increasing their membership slowly but surely, and have quite a lot of new names for membership in the club with the opening of the riding season.

IT will be good news to the many friends of Mrs. Charles Sulzner of the Fairmount Lady Cyclers to learn that she is once more about after a severe illness.

SEVERAL important actions were taken by the Century Wheelmen at their regular monthly meeting. In order to provide for the erec-

tion of the proposed gymnasium, $5000 were appropriated, and bonds to cover the additional expense have been issued and subscribed for. The limit of active membership, which has been two hundred, has been removed in order to provide for the admission of new members, and the club also increased the annual dues for active and associate members to eighteen and fifteen dollars respectively. The alterations to the club house will be begun at once, and the plans when carried out will give Century one of the finest gymnasiums attached to any cycling club house in the country. It was also decided to hold a race meet this spring, which will probably be given on the grounds of the Tioga Athletic Association at Westmoreland station, Tioga.

ANOTHER amateur theatrical entertainment will be given by the Century Wheelmen in their wheel room on April 8th, which will be combined with a musicale and dance. Since their last entertainment, which scored such a success, they have had the stage enlarged, procured new scenery and secured new talent.

AT the last meeting of the Quaker City Wheelmen, the vexed question of lady membership caused several changes and resignations. The older and more conservative members, headed by ex-Captain James Artman, who is a tower of strength to the organization, can be depended on to place the club on its proper footing again.

THE principal social events of the week were the dancing class of the Philadelphia Bicycle Club at the club house on Tuesday evening; the Pennsylvania Bicycle Club's progressive euchre party on Wednesday night; the Lehigh Wheelmen's theatre party at the Grand Opera House on Wednesday night, and the informal dance given by the Park Avenue Wheelmen at the club house, Thursday evening. All of these affairs were largely attended, showing that there is no indication as yet of the social season being on the wane.

OWING to the success of their last dance, the Park Avenue Wheelmen have decided to give a closing one at St. George's Hall on April 15th, and have issued invitations accordingly. The patronesses will be Mrs. Chas. D. Phillips, Mrs. C. C. Douglass, Mrs. David S. Bunnell and Mrs. George W. Curtis.

THE Social Committee of the Park Avenue Wheelmen has arranged to hold a smoker and entertainment in the bicycle riding school of Strong & Green on Thursday evening, April 2d.

ALTERATIONS will be begun shortly by the South End Wheelmen to the property recently purchased by them at the corner of Broad and Morris streets for the purpose of adapting the same to the uses of a club house. The property is a three-story building with a basement, upon a lot 70x124 feet, which will give them space for future enlargement. The wheel room, which will accommodate 150 machines, will be in the basement, while the front of the first floor will be used as a parlor, the back part being rebuilt as one large room to be used for reception purposes. On the second floor will be the meeting, billiard and directors' rooms, with a wide veranda surrounding the house. The dressing and bath rooms will be on the third floor, and a gymnasium will be fitted up in course of time. The club expects to be housed by June, and the entrance fee and dues will in all probability be increased when they take possession.

STILL another addition to our thirty odd clubs. This time they call themselves the Juniper Cycle Club, with Mr. Edward Smith as Captain.

PORKOPOLIS NOTES.

"STAR."

IT was really unkind in "Non-Contestant" to call me a mouthpiece. Just think of it! A mouthpiece! and that too so soon after I had had the small pox and the fits! Why, it is simply outrageous! If this thing keeps on I will soon be afraid to step out of my front door lest some one may be lying in wait for me armed with a—nosegay.

FRED SPICKER was in the city the other day with his pockets full of applications to the L. A. W., which he had secured while on a trip through the State. If others would follow his example the L. A. W. would soon have Representatives in every locality where there are wheelmen.

THE Board of Police Commissioners sat down on the proposition of our redoubtable Chief of Police to mount the roundsmen in certain districts on wheels, possibly through the belief that bicycle riding is beyond the capabilities of the average policeman.

CINCINNATI has been unfortunate for the past year and a half in that all street improvements have been in the control of a Board that has been the football of politics. When the present Legislature came into power they replaced the Board of Public Affairs by the Board of Public Improvements. This Board was ousted in turn at a special session of the same Legislature, and was replaced by a Board of City Affairs. The Board of Public Improvement did not relish being thus summarily deposed, and appealed to the courts and were reinstated about two weeks ago. The Legislature then enacted a law giving Cincinnati a new charter which replaces the Board of Public Improvement by the Board of Administration. Thus it will be seen that within the short space of a year and a half we have had five different Boards in charge of our streets, and yet some people say we are not progressive.

THE granite and asphalt pavements laid within the past five years have been a valuable object lesson to the citizens of our city. Those who stood aghast at the enormous expense of such improvements when the Four Million Bill was passed by the Legislature, and prophesied all sorts of dire calamities, are now demanding more pavements of the same kind, and the probabilities are that within the next five years an additional four million will be spent on pavements. A large part of this, however, will be spent in the suburbs, and the much maligned city of Cincinnati will then be one of the best paved and most beautiful cities in the Union.

THE latest indications are that the canal, otherwise known as the "Classic Rhine," is soon to be a thing of the past. The Legislature, which is to adjourn in a fortnight, is to be asked to authorize the city to vacate that part of it south of Findlay street and transform it into a combination railroad and boulevard, the railroad to be in tunnels with the boulevard on the surface.

IT is reported on the quiet that certain wealthy citizens residing on and near the Madisonville pike are talking of contributing a certain sum to have the part of that thoroughfare lying within the city limits widened twenty feet. If this is done it, with the part outside of the city limits which is being regraded and reconstructed, will make a magnificent drive of over seven miles through some of the most beautiful scenery in the county. In addition to the street improvements, the Park Commissioners are to spend a million dollars in improving and beautifying our parks.

IN contrast with this improvement fever one may find just the opposite condition of affairs in Covington just across the river, a city of over 40,000 inhabitants, and in reality a suburb of Cincinnati. After a great deal of difficulty a law was passed by the Kentucky Legislature authorizing the expenditure of a large sum in laying new pavements, and if there is any place in God's world that needs new pavements Covington is that place, but the "best" citizens are fighting the question and propose to enjoin the authorities if they expend a cent.

NEW ORLEANS.

"LA. DODGE."

THE officers of the Louisiana Division, L. A. W., will soon issue a call for a League run to take place 19 April. This plan of calling League runs is a very good one, and, although it has not received the support that it should, it is well to continue them. Not only does it serve to a renewed interest in League matters, but it serves to bring different clubs and unattached wheelmen into closer relation socially, and gives the new riders an opportunity to introduce themselves and learn of the advantages of League and club membership, as unattached riders are usually invited.

So far, in this section of the country, wheeling is patronized generally by the best class of the community, but cycling is increasing so rapidly that it is fast spreading to all classes and it will not be long before it will be necessasy to select cycling companions with the same care as in other fraternities of society. Even the negroes are taking to the wheel and a few can be seen on our avenues.

THERE is a plan undergoing discussion for an extensive entertainment to take place at Audubon Park for the benefit of that place, and the wheelmen of this city have been requested to assist. The Audubon Park officials are working hard to make this place, so well gifted by nature, one of the finest parks in the South, and the wheelmen of New Orleans should do all in their power to further their operations, not only because they will be specially benefited by its improvement, as this is one of the favorite resorts of the cyclists here, but from a spirit of public pride. One of the features proposed is a lantern parade through the park.

AGAIN the wheelmen of New Orleans will contest the distance over the 10-mile course from Carrollton to West End. The L. C. C. are completing arrangements for an open handicap to occur 12 April next. If the weather will present its brightest side on that day, this will likely prove one of the cycling events of this section. The record for this course is 36m. 13s., made by Mr. Cason, and it is to be hoped that Mr. Slusser will enter and decide the vexed question as to whether he or Mr. Cason can claim the title of fastest man in the South.

THE press of Louisiana, one after the other, are awakening to the need of better roads. Throughout the State the papers are



THE EAGLE



LIGHT ROADSTER. ROADSTER.

UNEQUALLED SPEED.
EASY RUNNING.

UNEQUALLED STRENGTH.
SAFE.

The LATEST and the BEST.

THE EAGLE RACER.

Lightest and Fastest Racing Wheel.

THE BOY'S EAGLE.

A Perfect Eagle Bicycle for Boys.

EAGLE CATALOGUE AND MILEAGE BOOK FREE.

Send for our Second Hand List. Some Bargains in Safeties.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

$10,000 TO A YELLOW DOG.

That J. K. Starley & Co., (Starley & Sutton), Coventry, England, made the first Rover type safety.

That all American safeties are imitations.

That the Rover heads the list of high grade safeties in America to-day.

That Cycle dealers of the best judgment are selling Rovers.

That riders of the best judgment are riding Rovers.

That the Rovers are fitted with Pneumatic and Cushion tyres, which originated in England and Ireland.

That THE JOHN WILKINSON CO., 269-271 State St., Chicago, are the sole U. S. Importers.

GET OUR CATALOGUE.

Sixteenth Year in America.

1876

The First Cycles in the United States



1891

The Largest Cycle Manufactory in the World

SPECIFICATION.—30 inch wheels, speeded to 57 inch [or 54 inch] patent 1 inch wired tires, Singer ball steering, Singer ball bearings to all running parts, including pedals, Singer patent steering lock, Singer patent detachable crank bracket, weldless steel tube frame, handle-bar and forks, guard to both wheels and to chain, brake, foot-rests, lamp holder, best combined saddle and spring, spanner, etc., etc. Enamelled, and with parts plated.

Price, $135.00. Cushion or Pneumatic tires to order, extra.

SINGER & CO., 6 and 8 BERKELEY STREET and 2 WARREN AVENUE, BOSTON, MASS.

agitating the question, and once the press will call the attention of the people to the advantage of good roads, the necessary legislation will soon follow. One fact that operates considerably against road improvement in this State is the levee system. The heavy taxes and large amount of the State revenue used for maintaining the levees draws extensively from funds that otherwise could be appropriated towards road improvement.

THE annual meeting and election of officers of the Louisiana Cycling Club occurs Monday, 6 April next. This is usually the most interesting time of the year to club members, and, as is always the custom, a banquet will follow the meeting.

THE Louisianas have decided to remember their lady friends at least once a month, and the second Friday of each month has been set aside as ladies' night and the house committee ordered to provide refreshments.

CAPT. GORE, of the N. O. B. C., has been hard at work for the past few months trying to bring the members out on club runs, but says that he is almost disheartened. The N. O. B. C. are a jolly good set of men at smokers or cards, but some disease has evidently attacked either them or their wheels that has interfered with their riding. Their once familiar face is hardly ever seen on the road, and scarcely appears on the avenue, and club runs are almost unknown. What is the matter, gentlemen? Has the club house project used all your cycling energy, or are you growing old? On a bright Sunday morning, or bright moonlit night, the place for a cycling club is on the road, and a club should be judged by its riding, not by its membership, uniform or club house.

THE wheelmen of New Orleans are sure to be represented in one way or the other in every important movement of the citizens. One of the members of the L. C. C., who was at one time one of the most prominent cyclists and still figures a good deal in wheeling circles, was one of the leaders in the uprising of the citizens who met to administer justice in the Parish Prison on the 14th inst. Numerous other wheelmen were also in the number, aiding by their presence and approval in one of the most important and beneficial movements that has ever occurred in this city.

ROCHESTER, N. Y.

"KICK-A-FOO."

THE coming State meet here, although nearly a half year in perspective, is a stirring subject for discussion among the local cyclers. Things are moving in that direction already, and the banner is nailed to the mast. It reads "The biggest State shall have the biggest meet." The proposition has the backing of the "Rochester Wheelmen's League," an association of six clubs with an aggregate membership of over six hundred.

WHEELING interests are looking up in Rochester, although they have been well sustained through the winter. Balls, parties, concerts, races, ball games, tournaments and suppers under the patronage of the various clubs have kept things moving.

AT the approach of spring the timorous ones who have missed the pleasure of winter riding on our fine sidewalks are bringing out their wheels and touching them up for the season's sport.

THE series of indoor ball games between the Lake View Wheelmen and Genesee Bicycle Club resulted in a victory for the latter club. The games, which were played in the Washington Rink, were well patronized by the friends of the clubs, a large proportion of the spectators being ladies.

THE Genesees will soon be an incorporated club.

THE Captain of the Lake Views is now recognized as "Papa" Morgan.

MISSOURI.

"LINNEUS."

THE event of the week was the formal opening of the Cycling Club's new quarters at 316 N. Ewing avenue. A large assemblage of prominent society people, as well as local cycling lights, were present, and the house was beautifully decorated with flowers and potted plants. The guests assembled in the parlors were entertained by vocal solos by B. J. Pavier and Mrs. Senator McGrath, a well rendered declamation by Miss Robb, and a magnificent speech on "Cycling and its Relation to Civilization," by Senator McGrath. He particularly emphasized the refining influence which women exercise over men in all physical sports in which both sexes participate. Misses Sutter and Alice Wilder gave piano selections, and this was followed by a number of original club songs, composed by H. A. Weaver, which made the hit of the evening. The happy allusions to the club's racing and foot ball teams, their performances on the road, etc., were all well received. Messrs. Pickering and Scott gave a number of banjo and guitar solos. An adjournment was then taken to the billiard room, which had been converted into a banquet hall, and an elegant repast was served.

LAST year was a fairly successful cycling year, but this year will eclipse it two to one. To properly develop the sport a number of short L. A. W. tours were needed, and the first of these will be the St. Louis County tour, which takes place on April 5. All League members in the city are urgently requested to take part in this affair. The column will form on Twentieth and Locust streets, and the start will be made at 8.30 A. M. sharp. Ballwin will be the destination of the tour, and Mine Host Busch will make the effort of his life to serve a magnificent dinner. An appropriate souvenir will be presented to each participant in honor of the occasion, and on the tourists' return to the city the whole party will be photographed at Forest Park.

LIFE at the club is exceedingly lively just now, and the card, billiard and reading rooms at the Missouris are heavily patronized. Director Gibson has the gymnasium well in hand and the classes are larger than at any time in the existence of the club.

RIDERS who have participated in the Pike County tour in previous years, will be glad to know that this year's tour over this famous riding district will be held on May 3, and will be better managed and attended than ever before. The Palmer House has been entirely renovated and refurnished since our last visit, and Proprietor Birkhead is specially anxious that the cyclists who visited his place last year will again be among this year's participants. An elaborate programme is now being arranged, which will shortly be published.

EIGHT members of the Missouris were placed in a peculiar position last Sunday on a run to St. Charles. The big, boiling, muddy Missouri was reached in time, when the cyclists observed to their dismay that the pontoon bridge had been carried away by the ice and there was, as a consequence, a half-mile of water between them and dinner. After frantically waving handkerchiefs, they finally attracted the attention of a ferryman in a skiff, who took them across the Missouri for a round sum. Some three or four walked the Wabash bridge, which is 80 feet high at this point, without guards or foot planks, and got over safely.

SYRACUSE.

"SALINA."

CYCLING news of interest in Syracuse has been a scarce article during the past two weeks, and your correspondent has very little to chronicle except the sad and unfortunate blindness of Wm. H. Johnson, the gifted correspondent of the *Wheel*. Mr. Johnson's affliction has grown upon him during the last month, and especially since the March meeting of the S. C. C., in fact your correspondent has frequently observed him wandering through the club house in an aimless manner, each time seeming to lose the power of recognition to a greater extent. Many have lamented the fact of his misfortune. "Clarence" informs me, however, that the Syracuse Glass Co. have a contract for a pair of very strong glasses that will no doubt be of great service to our member from Canada.

I HEAR much favorable comment on Capt. Judd's road riding contest, and it will evidently be a pretty contest for the prizes.

BUGLER GEO. B. PENN is organizing a brass band among the members. We already have a splendid club orchestra, and there is plenty of talent to select from. Success to the S. C. C. Band.

NIAGARA FALLS.

"KISMET"

A GREAT many inquiries have been received of late by different club officials asking if more of the League meet pictures are obtainable, and to whom should orders be addressed. For the benefit of those who have thus inquired and for any persons who contemplate doing so, I would respectfully refer them to E. O. Babcock, 81 Falls street, Niagara Falls, N. Y., who will fill all orders promptly. The price is $1.50; the photo is 20x22 unmounted, and is a very fine piece of photographic work; there are over 1500 faces in it, including all the prominent League officials and ladies, and every face can easily be distinguished. It is a picture that every bicycle club room should possess.

ALTHOUGH we are all happy that Detroit is to get the '91 meet, we are very sorry to see that they have selected July 16, 17 and 18 as the dates, for we have every reason to believe they have made a great mistake, and we are not the only people who think so either, as the omittance of the championship races will have a decided effect on keeping away a great many people who would otherwise have come. If the Detroit Wheelmen invited the L. A. W. to their place for the money there was in it, as Mr. Griffith their President states, they will be greatly mistaken, when they think a sufficient amount of money can be made without the chief attraction for all

wheelmen, the races, as there is considerable more money to be made from that source than all others combined, besides exciting races are what bicycle men would rather see than anything else. I do not wish to criticize the management, but simply offer this as a suggestion, in the hopes that with influence from all other quarters they may be induced to change the dates to later in August, thereby taking in the championship events so that they can be witnessed at one time and place.

EX-LIEUT F. H. SALT will be the first rider of the 'balloon" tired safety in this vicinity. He has placed an order for a pneumatic.

THE members of the N. F. B. C. have organized a small sized political power among themselves, and they have pledged their word to vote irrespective of party for the candidates at the coming town election who will favor a judicial expenditure of the highway fund in the improvements of roads in this vicinity in fair and proper manner. At the last village election the candidates they supported were successful in every case but one. It is to be hoped that their power may long continue and will be respected.

INDIANAPOLIS, IND.

"HOOSIERITE."

THOUGH somewhat late in the season, a pool tournament has been arranged for by the new directors to begin April fourth. The victor receives a gold medal and the club '91 championship. Minor and York are probably the sharkiest of the sharks, and the contest will lay between them, if the former enters.

THE second annual election of officers of the Indianapolis Zig Zag Cycling Club passed off smoothly, and the club is to be congratulated on the selections made.

ANOTHER fine thing for the Indianapolis Zig Zag Cycling Club for this season is their uniform. It consists of black hook-down cap adorned with the silver club monogram, blue-black jersey coat and breeches, black silk shirt, black hose, and shoe to fit the pedals (of the man.)

WHEN we have a tool-bag or other removable appurtenance of the wheel stolen we smile and say nothing, but when we come from a lecture hall and find the projecting part of our tire sliced away for twelve inches and the piece gone, our wrath is only equaled by that of the rider who finds his saddle cut across when three miles from home after the mule motors have moted their last mote for the night.

NEWS AND COMMENT.

DAN CANARY has been recently doing some marvelous riding in San Francisco. He took the front wheel only of a 54-inch bicycle and rode down a flight of stairs safely. His hands were somewhat burned from friction through steering and controlling his wheel during this wonderful performance.

WANTED· Information as to the best route from Chicago to Dubuque, Iowa, via Oregon, Ill., then to Waverly, Iowa. Any information will be appreciated. Address S. O. BAKER, Adrian, Mich.

THROUGH the courtesy of the D. N. Weaver Bicycle Co. of Elkhart, Ind., we have been furnished with a list of 84 riders of that city. The interesting feature of the list is that 20 of the 84 are ladies, pretty close on to one-fourth of the total number.

THE wheelmen of Sandusky, Ohio, are preparing to entertain tourists who will pass through their city *en route* to the Detroit meet. The entertainment will take the form of a banquet at Cedar Point. The palatial steamer Kirby will carry those of the tourists that desire from Sandusky to the "City of the Straits."

HERE is a man who desires the best route from Toledo, Ohio, to Kansas City via St. Louis. Who can help him? Address J. G. Perrin, 217 19th street, Toledo, Ohio.

JAMES REVELL, JR.—If this paragraph should meet the eye of anyone who knows the present whereabouts of James Revell, Jr., he would confer a favor on his relatives by communicating with the editor of this paper.

NO. 15 284, Dorchester, Mass. Your article will appear in the issue of April 3d. Thanks!

MR. NELSON A. BRADT of Johnston, N. Y., will start on or before April 10th, on his trans-continental bicycle tour from New York to San Francisco. His route will be as follows: New York to Buffalo, to Chicago, to St. Louis, to Omaha, to Denver, to Salt Lake City, to Carson City, to San Francisco. He will take about three months for the trip.

HARRY HALL of Brooklyn will appear on the racing path again this season.

THE York County Wheelmen of Biddeford, Me., held a banquet on the evening of March 20; about 75 persons, including invited guests were present, and the affair was a complete success in every sense of the word.

THE Kings County Wheelmen of Brooklyn, N. Y., are making every endeavor to have the final ladies' reception of the season, which occurs on the evening of April 7, the grandest event in the club's history.

THE Fraternity Wheeling Club of Buffalo, N. Y., was handsomely entertained on the evening of March 17 at the residence of Mr. Henry G. Falke. This organization is booming, and has elected eleven new members during the last month.

TO Chicago must be awarded the palm as being the residence of probably the heaviest couple devoted to the pastime of cycling. Mr. Henry Gott helps tip the scales at 257 pounds and his wife at 217 pounds.

THE Chesapsake Wheelmen of Baltimore, Md., held their second smoker of the season on the evening of March 19, and like all other entertainments given by this organization was a grand success.

THE Centaur Club of Baltimore, Md., will give a dance on the evening of April 2.

THE Hartford (Conn.) Wheel Club have appointed a committee to arrange for the minstrel entertainment to be given by the organization in the latter part of May.

THE Columbia Cycle Club of N. Attleboro, Mass., will hold a supper and entertainment commemorating the tenth anniversary of the organization, on the evening of March 31.

THE third annual spring reception of the Manhattan B. C. will take place on the evening of April 17.

THE Century Wheelmen of New York are to give an amateur minstrel entertainment on the evening of April 8.

THE Lockport (N. Y.) Wheelmen will hold an entertainment on the evening of April 3.

THE Fort Madison (Ia.) Cycling Club, which is one of the most flourishing wheel clubs in the West, will hold a public reception on the evening of April 2, and from all accounts those who attend will enjoy themselves to the fullest extent of the term.

THE Milwaukee (Wis.) Wheelman's Club has a membership of 114 at the present time, which they hope to largely increase during the coming season.

THE annual dinner of the Portland (Me.) Wheel Club took place on the evening of March 16, and was a grand success.

MESSRS. E. E. Stevens and G. D. Mitchell of Washington, D.C., are planning a bicycle tour around the world. They will start in the middle of May and will travel from Cork through Ireland, Wales, England, France, Switzerland, the Tyrol, Turkey, Greece, Asia Minor and Palestine to Egypt. From this point their plans are indefinite, but the tour will probably include also India, Ceylon and Australia, and will occupy a year or more altogether.

OUR good friend Harry Hall of Brooklyn will be pleased to notice that the typo of the Brooklyn *Citizen* set his name up as "Harry Hill." While Harry Hill may be more victorious, we doubt if good old Harry Hall will feel flattered by having his name confounded with the notorious New York dance-hall keeper.

HOLBEIN, the English road rider, seems to think that the pneumatic road records will go pretty close to the following during the coming year: Safety, 50 miles, 2.25; 100 miles, 4.55; 200 miles, 12.00; 370 miles, 24.00. Tricycle, 50 miles, 2.25; 100 miles, 5.45; 175 miles, 12.00; 330 miles, 24.00

A MOST interesting illustrated lecture was delivered by Mr. James E. Wilkinson at Portland, Me., last week. Mr. W. has travelled through Europe extensively with the Elwell party, and also alone.

BANGOR, Me., will hold the spring meet of the L. A. W. on Decoration Day.

PEORIA IS ALIVE!

WE raise the forms to say that a communication reaches us too late to be given in full in this issue. A tournament will be held equal, if not ahead, of all former efforts. The Illinois Division will probably take a hand officially in the meet. Particulars in full next week.

IRVINGTON-MILBURN ROAD RACE.

THE annual road race over the famous Irvington-Milburn course will occur as usual on Decoration Day, May 30. This affair has become one of national importance, and it is expected that this year's race will call out a bigger list of entries than ever before. Notice is thus given early so that the racing men can have ample time to make their plans to be in it. Address A. B. Barkman, 241 Broadway, New York, for further information.

RESULT OF THE A. C. C. SHOW—BID FOR THE L. A. W. CHAMPIONSHIPS.

AT the regular meeting of the Associated Cycling Clubs, held at the Park Avenue club house, on Tuesday evening, a partial report of the Cycle Show Commiitee was received, which showed that while the receipts had been large the various expenditures had also been very heavy, and it is therefore doubtful whether the A. C. C. will realize more than five or six hundred dollars from the affair. This, while not as large as it was expected the profits would be after witnessing the attendance, is eminently satisfactory for the first attempt, and next year when the show is held—as it undoubtedly will be—the experience gained in their first venture will prove of the greatest practical value.

At this meeting a committee consisting of Messrs. Bunnell, Crowther and Collins, was appointed to secure the whole or a part of the National Championships for this city, said Championships to be run on Labor Day at a race meet, which, in event of their being secured, would be held under the auspices of the A. C. C.

Another important move was the action taken relative to incorporating the A. C. C. The scope of the association is widening to such an extent that this has been found necessary for its proper working. ARIEL.

HERE'S A CHANCE!

OUR Chief Consul in Philadelphia writes that he knows of a gentleman who, sometime in May next, intends to drive with four horses from Philadelphia to Harper's Ferry, W. Va., thence via the Shenandoah Valley, Luray, Natural Bridge, Appomatox, etc., to Richmond; and would be glad of the company of a pleasant lady and gentleman bicyclers, whom he could assist on hills, and sometimes with a seat. Those desiring such a trip, please write to

E. T. H., No. 119 South 16th street, Philadelphia.

THE NEW-YORK PHILADELPHIA CENTURY FOR 1891.

A MEETING of representatives from the several wheeling clubs in the vicinity of New York will be held at the club house of the Plainfield Bicycle Club, Plainfield, N. J., Saturday evening, April 4th, for the purpose of electing a committee to take charge of the "Century Run" to Philadelphia for '91. Your presence and support is earnestly requested, to assist in making this the greatest run on record.

Fraternally,

W. E FULLER, B. B. C.
F. L. C. MARTIN, P. B. C.

Copyrighted. 1891

A SUMMER VACATION AWHEEL IN THE HARZ MOUNTAINS

BY WM. HEYNY, JR.

(*Continued.*)

An observation tower on the highest point of Victorshohe affords a fine panoramic view of all the surrounding mountains; the Brocken, with its hotel and tower appears quite near. As far as the eye can reach, the houses and roofs of numerous towns and hamlets are seen; we distinguish amongst others Goslar, Halberstadt and Quedlinburg, a sight well worth coming a great distance to see.

On our way down to Gernrode we may see some game. I had the pleasure on previous tours to meet herds of deer hereabouts. How fleet they are on their delicate limbs! Once I was surprised by the tameness of a hare, who came hobbling to within a few paces of me; of course I stood still as a statue.

"Ta ta ra ta—a!" What's that? There, again! It is the postilion's merry horn down the valley. Let me give him an answer on my bugle. The mail-coach, coming up from Gernrode, is the only means of travel in these mountains for non-wheelmen. Soon we see the yellow carriage, its uniformed postilion on the box, emerging from the forest; he passes us with a military salute.

And now we are coasting down the Stubenberg. Ah, of the advantage the happy wheelman has over the other tourist! You feel as if wings were grown you, sailing down this forest bestood mountain like an eagle. How I envied the cyclers, gliding lightly by, as I walked down here the first time.

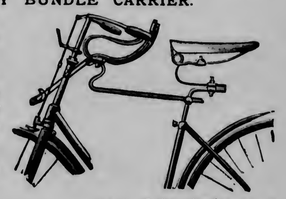
A half turn of the road and through the foliage we notice some red spots; below another turn to the right, and there before us lies the town of Gernrode with its two-steepled, white church. I stopped at this place over a week once, and made numerous excursions from here. The baths of Suderode, at once noticeable by the bills stuck up at almost every house of "Rooms to let," "Boarding" or "Coaches for hire," are within a few minutes' ride, and further on the Ruins of the Stecklenburg and Lauenburg Castles.

When I went to sketch the Lauenburg ruins I was mounted on horseback. Mine host was kind enough, for some money and many kind words to let me have one of his stout wagon horses. I must confess I am not much of a rider of 'the' horse, but at that time I utterly failed in the "staying powers." It was my intention to ride to Thale and the Bode Valley, but that did not seem to suit my mare. She evidently did not care to climb, or venture too far from the stable. Through Suderode I managed to appear all right and not give the guests there a "sight." But soon after leaving the town my mare manifested a desire to turn back every time we met another team going that way. Of course the peasants had a good laugh on me. The worst of it was that I could not make her go; if I pulled the reins, planting my heels into her flanks at the same time, she would wake up and start into a stubborn trot, but soon the pace would drop off to a walk a la funeral march; then I would have to renew the manipulation in order to bring her forward. And the sensations of that ride! No cushion tires or spring frames, but my well-fed charger had a trot like an elephant, she nearly shook my teeth out! But worse was to come yet. I got on the wrong road and had to return. Next I lost myself into a forest; the path leading through it narrowed up, until the branches scratched my face and knocked my hat off. I was obliged to dismount and lead the dear animal over the rocks, until I could get no further. Finally I had the pleasure to walk back again a mile or so. After all I thanked my good luck that nobody saw me, for a sign which I had overlooked before read: "Ten marks fine for riding on this path."

You can imagine that I felt sore, hungry and thirsty when, at last, I reached Lauenburg castle and stabled my horse at the inn; but I was rewarded for my troubles. While taking some refreshments in front of the inn, a grand spectacle presented itself to my gaze. A thunderstorm raging in the far off mountains first and then in the valley below me, thundering and lightning and the echo resounding again and again. Just think of me, sitting up here, high and dry, while it was raining in torrents below.

TRADE NOTES.

THE BEAUTY BUNDLE CARRIER.



The cuts herewith show one of the neatest little combination bundle carriers and child's seat that we have ever seen. It is made by Rich & Sager of Rochester, N. Y., and is bound to become a popular sundry. A study of the cuts will show the arrangement of the device as a child's seat and also a bundle carrier, and the method of attaching same in front of the rider. The foot rests, when in use as a child's seat, are adjustable, and the seat itself is a very comfortable canvas affair, with arms to keep the child steady. In case it is desired the seat can be attached so that it is behind the rider. This being especially for the use of ladies.



MR. J. S. ROLER of Nashville, Tenn., who has had a spring frame "Swift" built for him, writes: "The spring frame Swift came to hand in good order, and as soon as the machine came I uncrated it and rode abont twenty miles with the boys. I was scorched by them all, and there was none of them in it with me. We have a rider here, who has beaten everyone that he has run against, except the new "Swift," then he got left. I mention this to show how fast it is; as for the quality of workmanship there never was anything here to compare with it.

DANIEL LOUGHRAN of Washington, D. C., is in the employ of B. E. Dakin and is a youthful phenomenon. He rides a new Mail Safety *sans* handle bar, up the steepest hills that Washington can boast of. "How is that for high?"

MR. A. J. MARRETT, the manager of the Western-Branch of the Coventry Machinists' Co. at Chicago, reports that he has his store and goods all ready for a large demand. Applications for agencies in the West should write him for his terms on "Swifts."



NO. 2 CATFORD.

(Imported by Premier Cycle Co., New York)

WE show herewith an illustration of one of the Premier Cycle Company's new patterns of this celebrated wheel. Retaining all the splendid features that has made the Catford such a favorite with expert riders, the company have added a ball bearing head of particularly light and neat design; cushion tires, 1 1-4 inch, fitted in the Premier rim and guaranteed not to cut; cork handles, and a new light handle-bar adjustment Notwithstanding the generous tires, the actual weight of this flyer is but 35 pounds ready for the road. It is fitted with either American or English saddle and with rubber or rat-trap pedals, as rider may desire. The price is $150. Messrs. Fairbanks, Sanborn & Co., of 145 Columbus Ave., are the Boston agents.



THE 'POPULAR" DIAMOND SAFETY.

It is imported by Percival Tattersfield of Twelfth and Oxford streets, Philadelphia, who has been importing for two or three years. He has spent some months this winter in England among the best English cycle manufacturers, and now offers to the public as the result of much study, what he believes to be the best and therefore the most "Popular" machine ever offered for the money. The engraving shows for itself what a pretty and mechanically accurate design the machine is, being a true diamond frame, with a long and strong steering head; every part being well fitted; simplicity and strength being the aim. The whole combination being one such as to make the machine comfortable in riding, an easy hill-climber, a good "pacer" and suitable for either the millionaire or the man of moderate means.

The following is a description furnished us of the "Popular" safety: "It is made of the very best weldless steel tubing and drop steel forgings. The fittings and finish are superior in character, and the general plan of the machine of the most approved design. The details of the construction are mechanically accurate in every part. The frame is a Diamond of the most approved pattern, the centre brace enclosing the saddle post, thus adding greatly to the neat appearance of the machine, and giving a greater length of adjustment to the saddle post than is usual. The steering fork has 9 inches long dust-proof centres, fitted with ball-bearings, which are readily adjustable, and there is plenty of handle-bar adjustment. The lamp bracket swings with the front fork as it turns. The handle bar is one piece 3-4 inch weldless steel tubing 28 inches long and bent well backward to be conveniently reached by the rider. The chain is the "Humber" pattern, and is adjustable for slack at the rear forks in a very simple and effective manner.

The spokes are direct. The ball-bearings are all of a good design and readily adjustable.

The cranks are detachable of forged steel, 6 1-2 inch to 7 inch throw. The tires are of the best quality Paraguay rubber of 2-8 inch in diameter. The machine can also be bought with 1 1-4 inch "eccentric" cushion tires, these tires being made with the hole in an "eccentric" position or on the underside of the tire and within the rim. This gives, it is claimed, a more durable tire and equally as good a cushion. Price with 7 8 tire $85, or with cushion $100.

THE Chas. F. Stokes Mfg. Co. opened a branch office in Milwaukee last week.

"REPAIRING done according to Hoyle" is a rather unique sign posted in the window of the Spooner, Peterson Co. Chicago. J. Hoyle, an expert English repairer, has entered their employ, and hence the sign.

THE far famed "Wizard of the wheel," W. S. Maltby, spent most of last week in New York State, giving his marvelous and highly interesting entertainments in scientific and character cycling. The Utica *Press* speaks thus of his entertainment at the Y. M. C. A: "Mr. Maltby is a complete master of the wheel, many of his tricks never having been attempted by others." Early in April he makes a tour of Pennsylvania. Clubs wishing to 'raise coin" can do no better than to write at once for open date. Address W. S. Maltby, Wallingford, Ct.

HOWARD B. SMITH of Buffalo, N. Y., advertises for agents in Western N. Y. See page 591.

THE Warwick Bicycle Company of Springfield, Mass., have issued invitations for an "open house" to be held at the Union armory a number of days and evenings during the next three months. To-night (March 20) the first meeting will occur and the other day and evening openings will be announced later.—*Union.*

MR. CLARENCE E MUNROE is on the road for the Coventry Machinists' Co. booming "Swifts."

A FALSE report seems to have got adrift in regard to the connection of the John Wilkinson Co. and Mr. C. S. Merrill. Mr. Merrill is still with the John Wilkinson Co., and will continue with them indefinitely, all reports to the contrary notwithstanding.

ONE of the neatest little pocket manuals of official records of all sorts has been compiled and issued by Mr F. K Lanpher of 48 and 50 Summer street, Boston, Mass. See his advertsiement on page 585.

THE Coventry Machinists' Co. have received the following:

"Gentlemen—Your Swift cycles of last year (of which we sold over one hundred) gave such excellent satisfaction that we have decided to make an extra push on them the coming season, making them our leading wheel. We find that your wheels are much lighter, and in fact much stronger than most of the high grade wheels now on the market. We have no fault to find with the Swift, and cannot see much chance for improvement. Yours very truly,

RANKIN & BRUCE."

CARROLL MEADE has entered the employ of Geo. R. Bidwell & Co.



AMERICAN · LADIES' · RAMBLER.

THE DAINTIEST LADIES' SAFETY YET PRODUCED,

WEIGHT 45 POUNDS.

PRICE, WITH EITHER CUSHIONED OR SOLID TIRES, $125.

HIGH GRADE IN EVERY PARTICULAR.

EVERY PART AND DETAIL DESIGNED WITH A VIEW TO GRACE, DURABILITY AND COMFORT. SEND FOR CATALOGUE.

GORMULLY & JEFFERY MFG. CO.,

MAKERS OF THE "AMERICAN CYCLES,"

222-228 N. FRANKLIN STREET, CHICAGO, ILL.

1325 14th STREET, N. W., WASHINGTON, D. C.

178 COLUMBUS AVENUE, BOSTON, MASS.

MR. W. A. RICHWINE of the Pennsylvania Bicycle Club, late with the Hart Cycle Co. as salesman, leaves to-day to assume the duties of his new position with the Pope Co. at Hartford, to whom he has sold his ball tire, which he and MacOwen took across the water to sell to the English trade. Mr. Richwine carries with him the good wishes of hosts of friends in the Quaker City.

FIXTURES.

APRIL.

5--St. Louis (Mo.) County Tour to Ballwin.

MAY.

3—Pike County (Mo.) Tour at Louisiana.
23--Road Race at Forest Park, St. Louis, Mo.
23—Harvard University Cycling Association meeting, Cambridge, Mass.
29, 30 -Annual meet of the New Jersey Division L. A. W. at Elizabeth, N. J.
30—Third annual Cycling Tournament of the Bay State Bicycle Club at Agricultural Park, Worcester, Mass.
30—Annual tournament of the Rome (N. Y.) Cyclers at Riverside Park.
30—Chicago-Pullman Road Race at Chicago, Ill.
30--Irvington-Milburn road race. Address A. B. Barkman, 241 Broadway, New York.
30--Maine L. A. W. Division Meet at Bangor, Me.

JUNE.

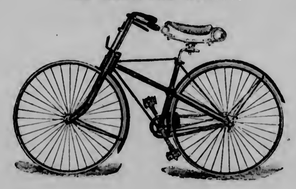
6—Hill climbing contest, Son-of-a-Gun Hill, near St. Louis.
8—Annual Spring Meet Connecticut Division L. A. W. and New Haven Bicycle Club Tournament at New Haven, Conn.
16, 17—Annual meet of the Iowa Division L. A. W. at Newton, Ia.
13—New Hampshire Division meet, Concord, N. H.
26 and 27—Kentucky Division Meet at Louisville, Ky.

JULY.

2, 3 and 4—Race Meet of the Hagerstown Bicycle Club and 3d Racing District, Hagerstown, Md.
3, 4—Annual meet of the Illinois Division L. A. W. at Rockford, Ill.
3 and 4—Missouri Division Meet at Carthage, Mo.
4—Tournament at Charter Oak Park, Hartford, Conn., under the auspices of the Columbia Cycle Club.
4—California Division Meet at Stockton.
13, 14, 15—Annual meet of the Ohio Division L. A. W. at Columbus, Ohio.
16, 17 and 18 - Annual League meet, Detroit, Mich.

PRICE, - - - - $100.00.

THE HARTFORD SAFETY.



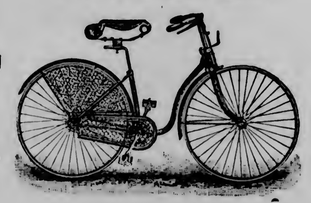
—MANUFACTURED BY—

THE HARTFORD CYCLE CO.,

HARTFORD, - CONN.

Ball Bearings, Interchangeable, Strong, Durable and Well Finished.

THE HARTFORD LADIES' SAFETY.



Send for 1891 Catalogue.

COVENTRY RIVALS,
$75 and $85. Very Popular.

IRWELLS,
Gents', $100. Lady's, $115.

"R AND P" DIAMOND,
$150, the Maud S. of Safeties.

HUMBERS,
$100 and $140.

THE KING OF AMERICAN PARAGON SAFETIES. PRICE, $135.

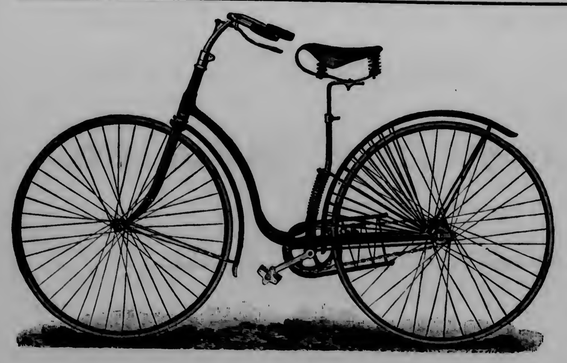
PNEUMATICS,
Featherstone, $135.

PSYCHOS,
$140.

CLIPPERS,
$90. Great value.

SPECIAL LINE OF WHEELS,
From $25 to $100. Great value.

For Discounts, Territory and Terms, Apply to SWEETING CYCLE COMPANY, PHILADELPHIA, PA.



Verdict of ALL Who Have Examined This Wheel, Well Named

PARAGON

THE BEST SPRING FRAME WHEEL ON THE MARKET.

CATALOGUES NOW READY.

SIDWELL & SABEN,

NEW ENGLAND AGENTS,

243 Columbus Ave., - BOSTON.

NEW KODAK CAMERAS---FOR WHEELMEN.



"YOU PRESS THE BUTTON, WE DO THE REST."

(OR YOU CAN DO IT YOURSELF.)

SEVEN NEW STYLES and SIZES

ALL LOADED WITH

TRANSPARENT FILM.

For sale by all Photo. Stock Dealers. *Send for Catalogue.*

THE EASTMAN COMPANY, Rochester, N. Y.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street, BROOKLYN, N.Y.

Strickland & Pierce's Famous Boston Sporting Shoes.
1882-1891.



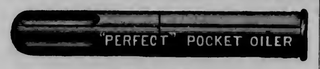
Original Kangaroo (Genuine) Bicycle Shoe, (Patente No. 1, $5.00; No. 2, $3.50; No. 3, $3.00.

TO THE TRADE.

We are ready to talk Agencies for 1891. Dealers will do well to give advance orders for spring shipment. Address all orders and correspondence to the factory.

PIERCE, SMALL & CO., PROPS., Randolph, Mass.

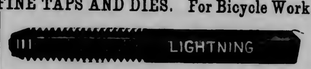
"PERFECT" POCKET OILER.



One-half size.

For Bicycles, Guns, etc. No Leakage. Throws only small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50c. each. CUSHMAN & DENISON, 172 Ninth ave., N. Y

FINE TAPS AND DIES. For Bicycle Work.



LIGHTNING AND GREEN RIVER SCREW PLATES.

Bolt Cutters, Hand and Power Drilling Machines, Punching Presses and Other Labor Saving Tools.

Send for Price List.

WILEY & RUSSELL MFG. CO., Greenfield, Mass

The Champion Vest Pocket Manual for 1891.

OFFICIAL RECORDS in ALL Athletic Sports.

Bicycling.--Ordinary, Safety, Pneumatic, Tandem and Road Records Amateur Rule, etc. All endorsed by the Editor of the BICYCLING WORLD.

Sparring, Wrestling and Bowling Rules.

Synopsis of Base Ball, with schedule of both League and Association.

Sent to any address on receipt of 10 Cents.

F. K. Lanpher, 48 & 50 Summer St., Boston.

IN AND AROUND CAPE ANN, by John S. Webber, Jr. being a hand book of that most charming section of Massachusetts. It is a book equally valuable and interesting to the wheelman, tourist, the student and resident. It is illustrated finely and bound handsomely. It is one of the most complete and well written little books of the kind ever published. Price 80 cents, post paid. For sale by Bicycling World Co., 12 Pearl st., Boston.

☞ Postage stamps not received in payment.



LEAGUE HEADQUARTERS:

2 Pearl Street, - - - - Room 20.

ABBOT BASSETT, Secretary.

OFFICERS FOR 1890—91.

PRESIDENT,
JAMES R. DUNN,
40 Wall st., Room 6, New York.

FIRST VICE PRESIDENT,
MAJOR CHAS. L. BURDETT,
Hartford, Conn

SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN,
116 Broad Street, Elizabeth, N. J.

TREASURER,
W. M. BREWSTER.
117 No. 4th Street, Quincy, Ill

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committees.

The following Committees are appointed. Vacancies will be filled at an early date.

JAMES B. DUNN, President.

Membership Committee.

Sanford Lawton.....Springfied, Mass
George C. Pennell.....Elizabeth, N. J.
Howard L. Perkins.....Box 103, Providence, R. I.

Committee on Improvement of Highways.

Isaac B. Potter.....Potter Bldg., New York

Committee on Rules and Regulations.

T. J. Kirkpatrick.....Springfield, O.
A. B. Richmond.....Grand Rapids, Mich

Transportation Committee.

Albert Mott.....203 Lenox St., Baltimore, Md.
Joseph T. Chism.....120 Mosher St., Baltimore, Md.
Burley B. Ayers, Rookery Building.....Chicago, Ill
Thomas Savage Clay.....Savannah, Ga.
Amzi T. Dodd.....70 Park Place, Newark, N. J.
John B. Seward.....35 Milk St., Boston

Racing Board.

Charles E. Randall.....Chicago, Ill.
George S. Atwater, 1424 Penn. Ave., Washington, D.C
George Collister.....Cleveland, Ohio.
Abbot Bassett.....12 Peal St., Boston

THE Renewal Season is now open, and we are ready to receive the annual dues of members.

HE who gives quickly gives doubly. Those who renew early save to the officials the expense and trouble of the drumming-up circular. This notice should be all that is required by members who are thoroughly in earnest in the cause.

ARTICLE III., section 5 of the Constitution provides that "Each Division and sub-Division must, on or before the first day of April, file in the office of the Secretary of the L. A. W. a certificate stating the amount fixed as its annual dues, and in default thereof the amount shall be fixed by the Executive Committee of the League." Since the Divisions establish the amount of dues in their respective Constitutions, and since no change has been made in the matter of dues by any Division the past year, we will waive the notice and announce that the dues are $1 in every case.

WE have opened the books for 1891-2, and applicants for membership may now send $2 and they will be put upon the roll for the year ending April 30, 1892.

ALL memberships expire April 30, and must be renewed before July 1st.

WE publish in this issue a renewal blank which we hope will be universally used. A blank of this kind is more satisfactory for filing than a notice of renewal written in letter form. If a member has no blank and does not care to mutilate his paper, he will oblige us by sending renewal on paper the size of the blank and made out after the same form. The same applies when two or more names are sent.

EVERY League Club has been supplied with sheets to send applications on, and also a renewal blank to be made out for renewal of the club. Since many non League clubs send in lists of names; a list of names is no indication that a League club renews its membership, and we must have the regular certificate of renewal as per blank furnished every club before we can issue our certificate of membership.

CLUB SECRETARIES will be supplied with renewal sheets for club lists on application.

CONSULS and Secretary-Treasurers should be supplied with renewal blanks, application blanks, hangers, etc., and can have them from us upon order. We have now in press a little pamphlet made up from the matter that has previously appeared in our two four-page recruiting circulars. This will be much handier for perusal, and consuls will find it to the advantage of their Divisions if they will put one of these pamphlets into the hands of every non-League wheelman.

Treasurer's Report.

Several mistakes occurred in the Treasurer's Report as published in the account of the proceedings of the Annual Meeting of the National Assembly, and at the request of the Treasurer we republish the report in its corrected form:

League of American Wheelmen in account with W. M. Brewster, Treasurer.

Balance on hand Feb. 10, 1890	$1,817.37
March 19th. From Bi. World	300 00
Feb. 24th. From Sanford Lawton	179.23
April 7th. From Secretary Bassett	128.52
July 17th. " " "	5,000.00
Sept. 15th. " " "	500 00
Total	$7,925.12
Paid out as per statement	$3,404.30
Balance on hand	$4,520.82
Deposited—	
Quincy National Bank	$2,959 43
Continental Nat. Bank, St. Louis	1,561.39
	$4,520.82

Massachusetts Division.

A meeting of the Board of Officers of the Massachusetts Division League of American Wheelmen was held at the Clarendon Hotel on March 21; Chief Consul Robinson presided, and the members present were E. B. Pillsbury, J. Fred Adams, I. E. Moultrop, H. W. Robinson, J. C. Kerrison, A. C. Copeland, W. W. Scott, C. G. Wells, C. W. Pierce, J. W. Bean, G. F. Kehew and C. S. Howard.

It was unanimously voted to accept the invitation of the Bay State Bicycle Club to hold the Divisions spring meet at Worcester on May 30. Last season's spring meet was held in that city and proved highly successful. A committee, consisting of Chief Consul Robinson and Messrs. Bean, Barber and Copeland, was appointed to co-operate with the Bay State Club in holding the meet, and the committee was authorized to extend a sum not exceeding $100.

The following order was offered by Mr. Wells: "That each member of the Board of Officers residing at a distance of over ten miles from Boston, shall be allowed the amount of railroad fare one way each time he is present at a regular meeting of the Board; such amounts to be paid from the Division treasury.

On motion the order was referred to the finance committee for its consideration.

Chairman Moultrop of the Committee on Rules and Regulations presented a report which recommend the adoption of a new set of By laws, and submitted a draft of the same. The report was accepted, and a vote of thanks passed the committee for its work. The proposed new rules were informally discussed, and by vote of the Board ordered printed in the Official BULLETIN, so that Division members might judge of their merit before they were adopted.

Following are the By-laws:

ARTICLE I.

ORGANIZATION.

The Massachusetts Division of the League of American Wheelmen organized at South Canton, Mass., October 21 and 22, 1892, under the provisions of the Constitution and By laws of said League, and is pledged to further the aims and interests of the National organization of which it is a part.

ARTICLE II.

OFFICERS.

The officers of the Division shall be a Chief Consul, Vice Consul, Secretary-Treasurer, and the State Representatives of the League of American Wheelmen, and these officers shall form the State Board of Officers with general authority to transact all the business of the Division, and make By-laws, rules and all necessary regulations for its government.

ARTICLE III.

DUTIES OF OFFICERS.

Section 1. (a) The Chief Consul shall preside at all meetings of the Division and of the Board of Officers; shall appoint all committees not elected by ballot; shall fill any vacancy in any office or committee; shall appoint one consul for each locality that in his judgment is entitled thereto, and shall designate League hotels. Terms of consuls shall expire December 1, but they shall hold office until their successors are appointed.

(b). He shall make an annual report at the November meeting of the Board of Officers and perform such other duties as may be prescribed by the Constitution and By laws of the League of American Wheelmen.

(c). If at any time, by reason of disability or absence, the Chief Consul is unable to perform the duties of his office the Vice Consul is empowered to act in his place. In case of resignation or removal of the Chief Consul, the Vice Consul shall succeed to the office of Chief Consul for the remainder of the term.

Section 2. (2) The Secretary Treasurer shall keep a complete alphabetical and geographical roll of the Division membership, arranged in districts as hereinafter specified; he shall receive and disburse all moneys; shall record the proceedings at all meetings of the Division and of the Board of Officers; shall receive and, in the presence of the Chief Consul, count all mail votes, except for election, and shall certify the result thereof, and shall generally perform such duties as pertain to his office.

(b.) His accounts shall be audited by the Auditing Committee, and all bills against the Division approved by the Chairman of that Committee. The Secretary-Treasurer shall give bonds in the sum of not less than $1000 in some surety company, the expense of procuring said bonds to be borne by the Division.

(c.) He shall deposit the Division funds in a bank, selected by the Auditing Committee; and all checks drawn shall be countersigned by the Chief Consul.

ARTICLE IV.

DIVISION MEETINGS.

Section 1. Meetings of the Division may be called at the discretion of the Chief Consul, who shall give 20 days' notice thereof. At such meetings a quorum shall be 15 members personally present.

Section 2. Any member may hold and vote general proxies to the number of 10. Proxies to vote aye or nay upon a specific question previously announced, may be sent to the Secretary-Treasurer, who shall vote the same as directed.

ARTICLE V.

BOARD MEETINGS.

Section 1. The annual meeting of the Board of Officers shall be held on the second Friday of December. Meetings shall also be held on the second Friday of November, and at such other times as the Chief Consul may designate.

Section 2. Four days' notice shall be given by the Chief Consul of all meetings of the Board.

Section 3. A quorum shall be 10 members personally present.

Section 4. The Chief Consul shall call special meetings of the Board on a written request of five members.

Section 5. Voting by proxy shall be allowed under the regulations governing the National Assembly.

ARTICLE VI.

DELEGATES AND COMMITTEES.

Section 1. At the annual meeting the Board shall elect by ballot one delegate to the National Assembly for each 200 members upon the roll of the Division Dec. 1.

Section 2. The Chief Consul shall appoint at the annual meeting the following standing committees, each consisting of three members:

1. On Rules and Regulations.
2. On Rights and Privileges.
3. On Touring.
4. On Auditing.
5. On Improvement of Highways.
6. On Racing.

Section 3. The duties of these committees shall be in general as laid down for similar committees in the by-laws of the League of American Wheelmen, and as may be delegated them by these by laws.

Section 4. In addition to such other matters as the Board of Officers may refer to them, the Committee on Rights and Privileges shall consider the requests of members of the Division for assistance in litigation affecting their rights as wheelmen, and said committee shall investigate all such cases and render a report on the same to the Chief Consul. If the committee find that any case referred to them is one that the Division should uphold, and the Chief Consul approves, they shall proceed at once to take active measures to protect the legal rights of the wheelmen who has applied for assistance, and to that end said committee shall be authorized to employ counsul at the expense of the Division.

ARTICLE VII.

ELECTIONS.

Section 1. (a.) For the purpose of electing representatives this Division shall be divided into districts as follows:

District No 1. Suffolk County.
District No. 2. Middlesex County.
District No. 3. Essex County.
District No. 4. Worcester County.
District No. 5. Norfolk County.
District No. 6. Plymouth, Bristol, Dukes, Barnstable and Nantucket Counties.
District No. 7. Hampshire, Hampdem, Franklin and Berkshire Counties.

(b.) This division shall elect annually as provided in Section 2 of this article, a Chief Consul, Vice-Consul, Secretary-Treasurer, and Representatives as follows: One Representative for each 100 resident League members on Oct. 1, also one Representative from each League Club of not less than 20 members, and an additional Representative for each additional 50 members upon its roll Oct. 1 in each year; each club Representative to be chosen for one year by the club of which he is a member. These shall constitute the Division Board of Officers, and shall hold office for one year from December 1.

(c.) The number of representatives to which each district shall be entitled, shall be determined by the Committee on Rights and Privileges, subject to the approval of the Chief Consul, to whom said Committee shall report on or before Oct. 10.

(d.) No member shall be eligible for election as Representative unless he be a resident of the district from which he is nominated.

Section 2. (a.) All nominations shall be sent on or before the tenth day of October in each year, to the Secretary-Treasurer, and no nominations shall be considered by him unless made by 10 members of the Division.

(b.) The Secretary-Treasurer shall, on or before the twentieth day of October, send to each number of the Division a ballot containing the nominations for Representatives made for his district, and all nominations for Chief Consul, Vice Consul and Secretary-Treasurer; and upon said ballot shall be stated the number of Representatives for which the member is entitled to vote, with instructions how to cast the same.

(c.) Such ballots shall be signed by the members voting and be returned to the Secretary-Treasurer of the Division on or before the tenth day of November, and by him delivered to the Chairman of the Returning Board.

(d.) A Returning Board of seven shall be elected by the Board of officers at its November meeting, whose duty it shall be to receive and count the ballots for officers, and declare the results.

(e.) Of the nominees for each office, that candidate shall be declared elected who shall receive a plurality of the ballots cast therefor.

Section 3. (a.) Any vacancy in the office of Representative to the Board of Officers shall be filled by the Chief Consul from the district or club where such vacancy occurs.

(b.) A Club Representative who shall cease to be a member of the club which elected him, shall then cease to be a member of the Board of Officers. Such vacancies shall be filled by the Chief Consul as hereinbefore provided.

ARTICLE VIII.

OFFICIAL NOTICES.

All notices, proceedings of the Board of Officers, and official acts of Officers and Committees shall be published in the League organ, and such publication shall be sufficient notice to members of the Division.

ARTICLE IX.

IMPEACHMENT.

Any Officer of the State Division may be removed from office for malfeasance or dereliction of duty, by a two thirds vote of the Board, at a meeting thereof called for that purpose. The call for the meeting shall state the business to come before it, and written notice of the charges shall be served upon said officer at least 15 days before any action be taken thereon, and he shall be given an opportunity to be heard. Such charges shall be preferred to the Chief Consul, who may suspend any officer so charged, pending investigation.

ARTICLE X.

AMENDMENTS.

These By laws may be amended at any regular meeting of the Board of Officers, by a two-thirds vote of those present personally or by proxy, provided that a copy of the proposed amendments, with the notice of the meeting shall have been sent to each member of the Board, at least 15 days prior to the meeting.

CHAS. S. HOWARD, Sec.-Treas.

Pennsylvania Division, Attention.

There seems to be a most singular apathy on the part of members of this Division on the question of the new road book. Although two notices have appeared in the BULLETIN and a circular mailed to local Consuls and others, asking for new routes, corrections of old ones, etc, but half-a-dozen replies have been received. To issue a new and *correct* edition it is absolutely necessary that some interest be taken by the members in general. Do you want your road book? If so, take the trouble to look up the routes in your locality, as given in the present issue, and send any corrections to the undersigned.

It is a noticeable fact that *after* a new edition is placed on the market, the committee receive numerous letters complaining of this error, and that omission; when, had the parties written *before* there would have been no such errors or omissions.

A circular will shortly be mailed to each member of the Division, and it is earnestly hoped that a reply may be forthcoming.

Sincerely yours,
H. CROWTHER,
Chairman Road Book Committee.

Care of A. G. Spaulding & Bros., 1034 Chestnut St., Philadelphia.

California Division.

A "members meeting" of the California Division League of American Wheelmen, was held on the above date in Remembrance Hall, I. O. O. F. Building, San Francisco, Chief Consul Thomas L. Hill presiding. Present: Vice Consul, Secretary-Treasurer, fifty-two members in person and 07 proxies.

The minutes of the previous meeting of November 1st, were read and approved.

The Secretary-Treasury read the following report:

SAN JOSE, March, 2d, 1891.

To the Officers and Members of the California Division League of American Wheelmen:

Gentlemen:—Owing to the fact that many of the members of the Division have expressed a desire to know more of our financial condition and how the moneys in the Treasury were spent, I take this occasion to present, for your approval, a complete cash account of the last administration as received from Walter D. Sheldon, and of the present, up to date.

The thanks to the Division are due those members who generously responded to the call for funds, thereby attesting their substantial interest in the League.

The following is an itemized account of all receipts and expenditures from Sept. 1st, 1889, to August 28th, 1890:

Dr.

1889.		
Sept. 1.	Balance—Cash received from Secretary-Treasurer A. S. Ireland	$981.72
Oct. 6.	A. Bassett, acct. dues, quarter ending Sept. 30	42.00
Dec. 31.	Int. on deposit in S. F. Savings Union	21.80
1890.		
Jan. 10.	A. Bassett, acct. dues. quarter ending Dec 31	41.50
Mar. 19.	A. Bassett, acct. dues, to March 7th, inclusive	17.00
July 21.	A. Bassett, settlement to July 4	358.00
Jan. 30.	Int. on deposit, S. F. Savings Union	20.66
	Total receipts	$1484.88

Cr.

1889.		
Sept. 4.	Payot, Upham & Co., one letter-copy book	$1.50
Sept. 18.	Bassett, Slemin & Co., one roll book	2 75
Oct. 3.	Dr. J. W. Gibson, fare from Philadelphia to New York to attend the National Assembly	5.00
Oct. 6.	A. Bassett, 50 Consul certificates	40
Oct. 28.	Cunningham, Curtis & Welch, copy book, E. H. Doane, Racing Board	60
Oct 31.	H. S. Crocker, stationery, Sec.-Treas.	12.00
Nov. 15.	Hicks, Judd & Co, printing proxy blanks	1.75
1890.		
Jan. 13.	Dr. J. W. Gibson, bill acct. Touring Board	2 00
Mar. 31.	Francis Valentine & Co., circulars acct. Chief Consul	12 50
April 15.	Brunt & Co., Notice Cards, application and renewal blanks	17.00
April 17.	Postage stamps to date	11.00
April 19.	Rent of hall, meeting of Division, April 19, '90	4 00
April 23.	H. N. Hall, bill for typewriting minutes	2.10
May 11.	Hicks, Judd & Co, 4000 circulars, 500 postals	29.50
May 17.	Telegram to J. R. Dunn, President L. A. W.	1.00
May 17.	Express charges, 1 box from Boston	10 25
May 17.	Bassett, Stern & Co., 1 Index Roll Book	2.75
May 2.	Special train, Hollister to S. F. Century Run	46.88
June 21.	Bill, Wm. Meeker, acct. Century Run	7.00
June 30.	Express charges, Road Imp. pamphlets from New York	2.85
July 15.	Postage from April 7 to date	14 65
July 23.	Printing, binding and illustrating Hand Books	467.25
July 28.	Osborne & Alexander, 1 mail box	1.75
July 30.	Whittier, Fuller & Co., frames for hotel certificates	12.20
July 21.	Abbot Bassett, 3000 circulars, 100 hotel certificates	29.00
Aug. 15.	R. M. Thompson, bill	20 00
Aug. 28.	H. S. Crocker & Co, bill July 3	12.00
Aug. 28.	Hicks, Judd & Co., bill July 25	4 50
July 30.	Geo. F. Drake, bill July 30 (omitted on race meeting) Comm's report	6.35
Aug. 28.	Postage stamps	7.05
Aug. 28.	Committee on race meeting of July 4, at San Jose, report a loss of $620, of which amount $105 is still due A. L. Ott—Difference	515 00
	Total expenditures	$1418.82

Leaving a cash balance of $64.05 and an indebtedness of $105.

The following is a report of the present Secretary up to date:

Sept. 16.	Balance—Cash received of Secretary-Treasurer W. D. Sheldon	$64.05
Oct. 1.	A. Bassett, quarter ending Oct 1	82 00
Nov. 1.	Cash, contributions of members at meeting	18 00
Jan. 1.	Cash, contributions by mail	42 00
Jan. 1.	A. Bassett, quarter ending Dec	32 00
	Total amount received	$238.05

EXPENDITURES.

Oct. 8.	A. L. Ott, balance on bill	$105 00
Oct. 8.	R. Kocher, engreving trophy	1 50
Oct. 28.	C. B. Clarke, printing postals	1.50
Nov 7.	Postage and stationery to date	7.65
Nov. 7.	Express on box from W. D. Sheldon.	40
Nov. 7.	Traveling expenses, Secretary-Treasurer, two trips to San Francisco	3.50
Dec. 1	Freight and cartage on Road Imp. Books from East	7.33
Dec. 12.	Express for distribution of Road Imp. Books	8.07
Dec. 12.	Postage, Chief Consul Hill	5.00
Jan. 1.	Abbot Basset, one Roll Book	1 00
Jan. 1.	A. B. McNeil, printing and stationery	20 00
Jan. 20.	Express on Hand Books from S. F.	20
Feb. 23.	Postage to date, including 500 circular letters and 525 postels	18 25
	Total amount paid out	$179.70

This leaves us a cash balance on hand of $58.35, and all bills paid

The membership of the Division is now 567.

Respectfully submitted,
OSWALD GRANICHER,
Sec.-Treas. Cal. Div. L. A. W.

George P. Wetmore moved that the report of the Secretary-Treasurer, as read, be approved, and introduced the following resolutions, which were unanimously adopted:

Resolved, That the report of the Secretary-Treasurer be received and published in the L. A. W. BULLETIN for the information of members, and that all expenditures mentioned therein, whether of the Board of Officers last preceding, or of the present Board, be and they are hereby approved. And be it further

Resolved, That we hereby express our disapproval of certain anonymous articles which have been published in the L. A. W. BULLETIN, criticising the administration of the affairs of this Division by the last preceding and the present Board of Officers.

That we declare the statements contained therein to be at variance with facts, unjust, mischievous, and calculated to create dissatisfaction at home and discredit abroad.

That we reaffirm our confidence in the last preceding and the present Board of Officers.

That we regard with satisfaction the steady growth of the Division, and consider the policy of the present Board of Officers wise and all sufficient for the advancement of the League in the State of California.

Resolved, That these resolutions be published in the L. A. W. BULLETIN.

The report of the committee appointed at the last meeting to secure privileges to ride on the Main Drive, Golden Gate Park, was read, and is as follows:

SAN FRANCISCO, Cal., Feb, 3, 1891.

Dr. Thomas L. Hill, Chief Consul California Division, L. A. W., Odd Fellaws' Bldg, City:

Dear Sir—At the last meeting of the Division, a committee consisting of Capt. Phillips, Mr. Dolive and myself was appointed to interview the Golden Gate Park Commissioners with the view of obtaining from them permission for bicyclists to ride through Conservatory Valley on Saturdays and Sundays.

After ascertaining that all matters were left in the hands of the Chairman, Mr. W. W. Stow, your committee called upon this gentleman and presented the case to him. We were very kindly received by him, were allowed to use up more than an hour of his time, and were well pleased with the evident disposition he showed to be fair to bicyclists and allow them all safe and proper privileges. He however claimed that it would be dangerous to allow bicycles and tricycles on the Main Drive while crowded with carriages, not because he had any fear in regard to experienced riders, but owing to the fact that the new and unskillful wheelmen and women would "tumble around" (as he expressed it) among the horses, and cause runaways. We were compelled to agree with Mr. Stow, as he was undoubtedly right. After a suggestion that the restriction might with safety be removed during the hours when not much driving is done. It was finally agreed that wheelmen should not be allowed on the road between 11 A. M. and 5 P. M. on Saturdays and Sundays and holidays, but that the same should be free to them at all other times.

Your committee considers this quite a concession, and also think it possible that after the widening of the Main Drive is completed, the restriction may be entirely removed.

At our conversation with Mr. Stow he discussed with us a plan, which he had in his mind and which he thought might soon be put into execution, of building a road for wheelmen through Conservatory Valley, starting at the junction of the "Main Drive" and the "North Drive," passing near the Conservatory and ending near the Casino.

Your committee would have made a report a long time ago, but has been expecting that another meeting of the Division would be held, at which such report could be made. No meeting having been called, we now send this report of our actions to you, the Chief Consul, leaving it for you to inform the members of the League of the modification of the rule above referred to. Respectfully submitted,

A. D. D'ANCONA, Chairman.

The report was accepted and the committee discharged with thanks.

Chief Consul temporarily vacated his chair, which was then filled by Vice Consul A. C. McKenney, and moved that the Division pay its Secretary Treasurer a salary of $5 per month, to begin with March 1, 1891, and that a clause to that effect be enbonied in the By-Laws of the Division.

After some discussion as to the proper amount to allow that office, the above motion was unanimously carried.

Dr. Hill spoke of having another century run this year, and made the motion that a committee of three be appointed to arrange matters and to have a run without expense to the Division. After some discussion as to the best means of raising the necessary money to defray the expenses.

Mr. Thomas H. Doane offered the following amendment to Dr. Hill's motion: That the run be from San Francisco to Hollister, and the expenses be paid by subscriptions. The motion and amendment were voted on and carried.

The following were appointed to serve as such a committee: Jos. G. Cox, L. G. Hodgkins and Al Col.

During an intermission of ten minutes $58 were subscribed by members present for the century run.

On motion of R. M. Welch a committee of five was chosen to revise the Constitution and By-Laws of the Division, and submit them to the members by a mail vote.

The committee appointed are: R. M. Welch, A. D. D'Ancona, Capt. Phillips, Harold J. Gage and H. B. Sperry.

The subject of the annual Division meet was brought up and discussed. Mr. A. H. Wright spoke in favor of having the meet at Stockton on July 4, and said that the Oak Leaf Wheelmen of that city had instructed him to make the following offer: That they would furnish to the League a good tract, fenced, and with grand stand for July 4, for $300, stating in explanation that the Oak Leaf Wheelmen would have to rent the grounds for nine months in order to get them at all. There being no action on the above proposition, Mr. Wright said that if the League desired, the Oak Leaf Wheelmen and Bay City Wheelmen would take charge of the meet, pay all expenses and have all profits or losses.

Mr. Thomas Doane moved that Mr. Wright's last proposition be accepted, and that the Oak Leaf Wheelmen and Bay City Wheelmen be allowed to hold a League meet at Stockton, and that they assume all responsibility. Unanimously carried.

Mr. Wright further stated that the Oak Leaf Wheelmen extended a cordial invitation to every wheelman to attend an old-fashioned party to be given by them in Stockton, March 31, 1891.

There being no further business, the meeting adjourned with three hearty cheers for Stockton.

OSWALD GRANICHER, Sec.-Treas.

San Francisco, Cal., March 7, 1891.

California.

Mr. A. C. Lassen having resigned the position of Local Consul for Alameda, I have appointed Mr. Ed Bradford to fill the vacancy. THOS. L. HILL, C. C.

San Francisco, March 13, 1891.

Missouri—In olden times -500.

To Consuls and Members:

One of the most ancient modes of attracting public patronage, long before the age of printing, was by means of criers. These mediæval criers carried horns with which to fix the attention of the people when about to make a publication. In the present age the local consul has taken the place of the criers in League affairs, and attractive circulars that of the horns. Some local consuls as well as members take such little interest, and are so anxious to save time that they give little personal attention to the matter of recruiting. This is not right and should be altered. Benjamin Franklin stated: "If a man can do business he should let it be known." If there are local consuls who have not yet displayed their hustling abilities it would be wise for them to begin now. Don't loose your grip when you have once commenced to hustle and made the League known. You'll surely loose it unless you keep at it until every cycle rider in your city is enrolled as a member of the League. It is only a question of time when we will have those coveted 500 members, but if *you* will aid in the work *now* we will get there by April 1. Don't forget the fact that applicants can now get the benefit of 13 month's membership for 1 year's dues and initiation fee which together amounts to $2.

Fraternally yours, RONT. HOLM, Chief Consul.

March 20, 1891.

Illinois Local Consuls.

Carthage—F. B. Stevenson.
Quincy—T. C. White.

W. A. DAVIS, Chief Consul.

Chicago, March 20, 1891.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 52—Total 48—18,504.

BOSTON, March 27, 1891

COLORADO DIVISION—1—53.

Unattached.

21702 Schoenhut, Geo W., 2555 Humbolt, Denver

CONNECTICUT DIVISION—1—1452.

Bridgeport Wheel Club.

21682 Laubscher, J. Rudolph, Jr., 18 Clarence st., Bridgeport

KENTUCKY DIVISION—1—153.

Louisville C. C. (unattached).

21683 Simmons, J. P., 622 4th st., Louisville

MAINE DIVISION—1—232.

Unattached.

21684 Murdock, David F., 7 Franklin, Portland

NEBRASKA DIVISION—26—145.

Grand Island Wheel Club (unattached).

21668 Sinke, Simon E., Grand Island
21692 King, W. R., Box 84, "
21693 Brown, W. J., 102 W. Third st., "
21694 Mayer, Arthur C., care Court House, "
21695 Egge, Carl, 404 West 1st st., "
21696 Kilian, O. A., 102 W. 3rd st., "
21697 Menck, C. H., 521 Division, "

Lincoln Wheel Club (unattached).

21698 Edgar, Thomas R., 127 So. 11th, Lincoln
21699 Guthrie, E. R., 1540 O st., "
21700 Richter, Charles R., 1204 O st., "
21701 Seifert, Chas. E., 133 So. 9th st., "

Omaha Wheel Club (unattached).

21703 Perfect, W. G., care Wm. Darst, Omaha
21704 Templeton, F. F., Citizen's Bank, "
21705 Wolcott, A. S., 3904 Chicago st., "
21706 Siefkin, F. H., 426 S. 24th ave., "
21707 Pearce, F. E., Meyer & Raapke, "
217 8 De Roberts, M., 312 So. 16th, "
21709 Gasman, F. W., South "

Unattached.

21669 Arries, A. M., Fremont
21670 Brady, W. C., "
21671 Potter, E. L., 1218 Sheman st., Omaha
21672 Rumel, Samuel J., care R. G. Dun & Co., "
21685 Bostrom, G. A., 1005 O st., Lincoln
21690 Potter, D. B, Box 1010, Fairfield
21691 Robinson, J. T., Fremont
21710 Daxon, M. O., 1607 Farnam st., Omaha

NEW HAMPSHIRE DIVISION—12—248.

State Capital Wheelmen (unattached).

21673 Abbot, Frank W., 19 Thorndike, Concord
21674 Locke, G. Scott, jr., 57 Green, "

Y. M. C. A. B. C. (unattached).

21713 Clark, Fred H., 2 Middle st., Portsmouth

Unattached.

21686 Barrett, W. K., Concord
21675 Batchelder, Luther F., "
21676 Gordon, F. B., 9 Rumford st., "
21677 Rowell, A. F., Lancaster
21678 Feineman, S. H., Box 122, Rochester
21679 Lunt, F. H., Box 134, "
21711 Lowd, Louis H., Box 48, Greenland
21712 Campbell, Willis H., Reeds Ferry
21715 Porter, Peter F., 8 Salem st., Nashua

OHIO DIVISION—2—1211.

Unattached.

21688 Gerber, Theo., 23 Mitchell Bld'g, Cincinnati
21687 Boving, H. R., Box 527, Lancaster

TEXAS DIVISION—3—77.

Unattached.

21680 Monagan, T. L., Dallas
21681 Pitcher, A Deforest, 151 Live Oak st., "
21714 Goldfrank, Lionel, Box 1120, San Antonio

VERMONT DIVISION—1—76.

Unattached.

21689 Bingham, Chas. F., Peoples Nat'l Bank, Brattleboro

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasurer, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1424 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No. Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 607 No. Alabama street, Indianapolis.

IOWA—Chief Consul, H. L. Chase, Cedar Falls. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 65, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

MAINE—Chief Consul, Howard M. Breen, 109 Franklin street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, A. W. Robinson, 20 Equitable Building, Boston. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 380, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI—Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

NEBRASKA—Chief Consul, A. H. Perrigo, 1315 Dodge street, Omaha. Sec.-Treas, N. T. Fisk, Lexington.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, R. H. Scott, People's Ins. Co., Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 116 Broad street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK—Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Chas. J. Sherer, 211 Main st, Memphis. Secretary-Treasurer, B.A. Patch, Clarksville.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box 281, Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro'. Secretary-Treasurer, F. A. Roberts, Brattleboro

VIRGINIA—Chief Consul, Ira B. White, 16 Nolls court, Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1891. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $1.50 with this blank on any date between date of paper and April 1, 1891. Write plainly—Printing preferred.

☞ If you want a waterproof ticket holder, made of the best calf skin with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards send 25 cents extra. If you want your name in gold, stamped on the holder send 10 cents extra. *Leave the margin in using this blank.*

WARWICK PERFECTION CYCLES.

ELEGANT IN DESIGN AND FINISH.

LIGHT. EASY RUNNING. STRONG.

FITTED WITH CUSHION TIRES.

Built of Wrought Steel, and so Guaranteed.

WARWICK CYCLE MANUFACTURING CO., - - Springfield, Mass.

☞ **Send for Catalogue.**



There was a frog who made a jump,
He missed his mark, and came ker bump;
He jarred his internal arrangements,
Stirred his eyes and filled his
Bosom with sad surprise.

—*Anon*

The experience of the frog has been duplicated many times by riders of "stiff" diamond frame machines, whose anatomies have suffered in the same manner as those of the aforesaid frog. Why, O, why should these things be thusly, when a machine is offered in the PARAGON that will reduce vibration to a minimum?

SEND FOR CATALOG.

STOVER BICYCLE MFG. CO., - - - Freeport, Ill.

"Finest Quality Produced in the World."

TRADE "CREDENDA." MARK.

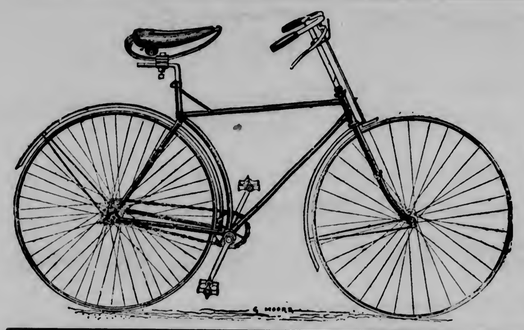
THE ✱ CREDENDA ✱ SEAMLESS

STEEL ✱ TUBE ✱ Co., ✱ Ltd.,

W. C. STIFF, Managing Director.

BIRMINGHAM,

TELEGRAMS:—"CREDENDA" BIRMINGHAM. ENGLAND.



THE REFEREE SAFETIES

"LEAD THE WORLD."

And its Cushion Tires are warranted 1 year. No hose-pipe tires. There is no need of us talking them up. *Ask any man* in England or America who has ridden the wheel. The demand for them is simply wonderful. We have not appointed agents throughout New England as yet, but are ready to do so now.

Good responsible agents wanted. Apply at once for your town or city to

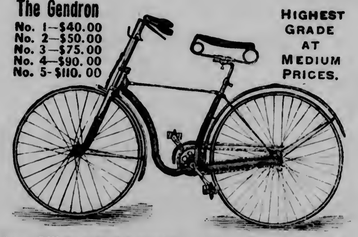
W. J. NEWMAN,

(New England Depot.) 46 Columbus Ave., Boston.

Bretz, Curtis Mfg. Co., Philadelphia, Importers and Makers.

GENDRON.

The Gendron
No. 1—$40.00
No. 2—$50.00
No. 3—$75.00
No. 4—$90.00
No. 5—$110.00



HIGHEST GRADE AT MEDIUM PRICES.

SEND FOR CATALOGUE.

The Gendron
NO. 6
$100.00.

The Gendron
NO. 7
$115.00.



GENDRON IRON WHEEL COMPANY,

Eastern Office and Wareroom: 107 Chambers St., New York. Factory and Home Office: Toledo, Ohio.

"Say, Whiskers!

Did I hear you say that STOKES of Chicago did not have the Finest Line of "MEDIUM GRADE WHEELS in America?"

"No, sir. I have just received his Catalogue, and said he has the BEST WHEELS for the money on earth.

"Dealers who have not sent for his Catalogue and prices, will be sorry."



Charles F. Stokes Manufacturing Co., *293 and 295 Wabash Avenue,* CHICAGO.

Western Branch for the Celebrated "UNION" Spring Frame Cycles.

THE TOURIST.



Simplicity in Construction. Ease in Running. Cushion Tyres Bown's Ball Bearings. No Cast Metal. Agents will receive Liberal Inducements. Manufactured for us by Wm. Bown, Birmingham, England.

GEORGE R. BIDWELL CYCLE CO.,

Chicago: 270 and 272 Wabash Ave. 308 and 310 W. 59th St., New York City.

AGENTS WANTED

Western New York, Attention!

TOURISTS, SYLPHS, KEEFE & BECANNON'S COMET and DIAMOND, and the ST. NICHOLAS WHEELS.

Good responsible parties, none others need apply. Will give exclusive territory.

HOWARD B. SMITH, 603 MAIN STREET, BUFFALO, NEW YORK.



Dealers and Riders,

Have you examined the fine points in our 40-pound, Cushion-Tyred

"METEOR" SAFETY.

BANKER & CAMPBELL CO.,

(LIMITED.)

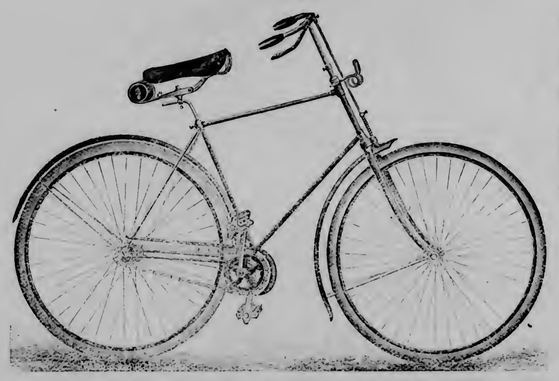
12 Murray St., N Y. 1786 Broadway, N. Y. 1311 Bedford Ave., Brooklyn.

SEND FOR CATALOGUE.

PNEUMATICS

Guaranteed Highest Grade Throughout

FEATHERSTONE'S PNEUMATIC DIAMOND, $135.00.
" " DROP, 135.00.



Featherstone's Diamond Frame, Dunlop's Cushion Tire, - -	$125.00
Featherstone's Drop Frame, Dunlop's Cushion Tire, - - -	125.00
The Cyclone, Balls all over, Hollow Rims, Tangent Spokes, -	110.00
The Cyclone, balls all over, - -	90.00
The W. & D. "Special," Diamond Frame, - - - -	85.00
The W. & D. "Special," Drop Frame,	85.00

SOLE NEW ENGLAND AGENTS FOR

A. Featherstone,

AND

Humber & Co.

WRIGHT & DITSON, 578 & 580 Washington St, Boston, Mass., U. S. A.

WESTERN * WHEEL * WORKS.

1891 · CATALOGUE · NOW · READY.

—SEND FOR IT.—

BEST LINE OF WHEELS FOR THE MONEY EVER MADE.

STEEL TUBING AND DROP FORGINGS.

LIGHT, STRONG, GRACEFUL, NEATLY FINISHED AND PERFECTLY FITTED.

R. L. COLEMAN & CO., 35 Barclay St., 40 Park Place, New York.

Agents,—Eastern, Middle and Southern States.

COMET,

Cushion Tyred,

$115.00

OF THE HIGHEST GRADE.

AGENTS WANTED.

—MANUFACTURED BY—

KEEFE & BECANNON,

157 BROADWAY, NEW YORK.

SOLE AGENTS FOR THE

Giant and Broncho Safeties

For Eastern New York.



Bicycle Riders, Base Ball Players, Athletes, Gymnasts, tell us that it is the best and most satisfactory supporter made.

Let Every Sportsman Try Them. Price, $1.00.

Will send by mail on receipt of price. Send size of waist and hip.



KNEE PANTS.

(Patented.)

810. Heavy Rib.

Improved double seat and pocket.

FULL PANTS.

(Patented.)

828.

HEAVY RIB.

Improved Double Seat, Strap and Pocket.





No.		Each.
970.	Heavy Sweater,	$5 00
967.	" "	4 00
767.	" "	3 50



3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50.

3—1. Black, navy, grey mixed, stocking, $1.25.

1—1. Black, navy, grey mixed, stocking, $1.00.

ATHLETIC and GYMNASIUM GARMENTS Manufactured by HOLMES & CO., 109 Kingston Street, Boston.

SEND STAMP FOR CATALOGUE.

Free! Free!!

Write your name and address on a POSTAL CARD,

Direct to

D. SNITJER,

ST. LOUIS, MO.

In return you will receive some intesesting reading matter, entitled,

"The Cycle for Women."

ELWELL EUROPEAN CYCLE TOURS

Personally conducted.—England, France, Switzerland, Germany and Holland. First class. Tour No. 1 leaves New York June 6th. No. 2 July 8. For particulars address F. A. ELWELL, 152 Pearl St., *PORTLAND, ME.*

W. C. BOAK & CO.,

301 Main Street, Buffalo, N. Y.,

Manufacturers, Importers and Jobbers in

CYCLE + SUNDRIES.

Catalogue now ready. Dealers send us your address. We are the only dealers in this country that handle Sundries exclusively. We sell at manufacturers' prices.

BE WISE Do you want a new HIGH GRADE Mount and cannot see your way clear to buy one? Or have you a friend who cannot afford to own one? If so, address and enclose a 2-cent stamp to THE BICYCLE & SUPPLY CO., No. 306 E. Lexington St., (HOEN BUILDING), Baltimore, Md., for a descriptive Pamphlet, showing how any make of "HIGH GRADE WHEEL" can be had for $4.00 per month and at reduced cost.

IT PAYS

Reliable AGENTS Wanted everywhere.

ANNUAL EUROPEAN CYCLE TOURS,

CONDUCTED BY WM. HEYNY, JR.

Through the HARZ MOUNTAINS, Germany.

60 Days. Total Cost $200.

First Cabin Passage. Sail June 30.

Address Wm. Heyny, Jr., 301 Sixth St., N. Y. City.

SMITH'S "'91" TOUR

THROUGH EUROPE.

80 days. - - - Total Cost $300.

Sail July 29th, 1891.

Address C. H. SMITH,

211 Putnam Avenue, - - Detroit

QUADRANTS!!

If you are wise, you will place your orders for "Quadrants" at once, as the demand is sure to be far beyond the supply.

Our line for this season includes all kinds of wheels, from $100 to $145. You all know the quality.

The *Quadrant* Cushion Tyres, which were in use all last season, have proved themselves to be what they were represented.

Dealers please communicate with our wholesale agents and you will receive every information and attention.

The Quadrant Tricycle Co., Birmingham, Eng.

WHOLESALE AGENTS:

For New England, New York, Pennsylvania, New Jersey, Delaware, Maryland, West Virginia and District of Columbia, THE STRONG & GREEN CYCLE MFG. CO., 707 Arch St., Philadelphia.

For all other States east of the Mississippi, ALFRED FIELD & CO., 93 Chambers St., New York.

A NEW COMER!



THE

"POPULAR"

DIAMOND SAFETY.

$85. $85. $85.

High Grade, Ball Socket Steering, Bearings and Pedals. Made from Drop Steel Forgings and Best Weldless Steel Tubing.

BEST VALUE EVER OFFERED. **RELIABLE AGENTS WANTED.**

SOLE IMPORTERS FOR UNITED STATES AND CANADA,

PERCIVAL TATTERSFIELD, 12th and Oxford Sts., Philadelphia, Pa.

Princess No. 1, 30-inch, balls all over, -	$85 00	Climax No. 2, 28-inch, ball bearing, - -	$60 00
Princess No. 2, 28-inch, " " -	$75 00	Prince No. 1, 26-inch, " " - -	$45 00
Princess No. 3, 26-inch, " " -	$60 00	Prince No. 2, 24-inch, " " - -	$35 00
Climax No. 1, 30-inch, ball bearing, - -	$65 00		

These Wheels Are Built for Our Trade.
Agents Wanted all Over the World.

J. E. POORMAN, Agt., Cincinnati, O.

PNEUMATIC

FEATHERSTONE'S PNEUMATIC.

SOLE AGENTS IN NEW YORK.

HUMBER CYCLES FOR NEW YORK STATE.

Will be on the market on or before March 1st. We are booking orders. Will be filled in rotation, as ordered.

RETAIL PRICE, $135. Guaranteed Highest Grade in Every Respect.

SCHOVERLING, DALY & GALES, 302 Broadway, New York.

CHOICE OF THE EXPERTS.

"U. S."

GALLERY AMMUNITION

—MANUFACTURED BY THE—

UNITED STATES CARTRIDGE COMPANY, Lowell, Mass.

CYCLING

FOR

Health and Pleasure.

CHAPTER VI.

The safety is responsible, in no small degree, for the poor form and careless riding of so many wheelmen; because it is so easy to learn and to ride, that the majority are indifferent as to how they ride. If one dared to hint that the majority are *ignorant* of how to ride properly, he might be howled down; but then, would it be any less true? In no one point is poor riding more manifest than in pedalling, and no single feature of riding receives less attention. Everything, in cycling, depends upon the sort of connection a rider makes with his wheel, the connecting points being pedals and feet, hence the use of foot and ankle is of the highest importance. The why, the wherefore and the how are exhaustively considered, with diagram, in the chapter on Correct Pedalling.

230 Pages, Illustrated.

50 Cents, Postpaid.

WHEELMAN COMPANY,

PUBLISHERS,

12 Pearl St., - Boston.

Stamps not received.

Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee.

Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.

406, 408, 410 & 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25

Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00

Stockings. Our celebrated Linen Sole Stocking, League color.....1.00

Belts. No. X Silk, Edge's League color, white centre, Snake Buckle..... .50
No. XX Worsted Solid, League color, Snake Buckle..... .40

Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic.5.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,

241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia. 1032 Chestnut St.

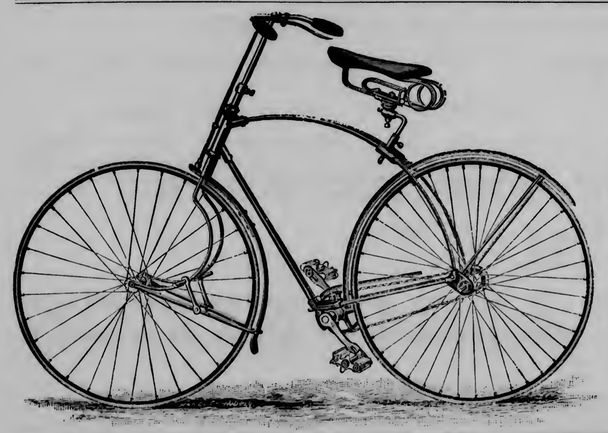
GIANT SAFETY BICYCLES.



The only wheels at medium prices combining all the improvements of the day. Ball Bearing all over, including head. Spring Fork, Spring Frame, etc. Catalogue on application.



H. A. LOZIER & CO., Cleveland, Ohio.



HAVE YOU SEEN

THE ECLIPSE?

Are you thinking of purchasing a BICYCLE? It will cost you nothing to examine the Eclipse, and you certainly will make a mistake if you purchase before seeing it.

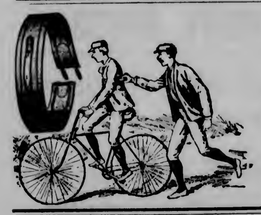
It is the best wheel on the market to-day for the money, and is much more elegant in construction and finish than the cut indicates.

Elegantly nickel plated, SPRING FORK, ball bearing throughout, tangent spokes, workmanship of the highest type. Material that is guaranteed to stand a tensile strain of 80,000 pounds to the SQUARE INCH. Price, $100.00.

STEEL PULLEY & MACHINE WORKS,

Patentees and Sole Makers,

INDIANAPOLIS, IND.



THE INSTRUCTION BELT.

By aid of this device a skilled instructor is not needed, as a beginner can be taught by one who does not himself even ride.

Sent by Mail on receipt of $1.25, with full instructions for use.

ST. LOUIS WHEEL CO., 311 N. 14th St., St. Louis, Mo.

The New "39" and "24" Star



NO MACHINE ON THE MARKET ITS EQUAL.

Easiest Running Wheel

—AND—

Best Hill Climbing Machine Ever Produced.

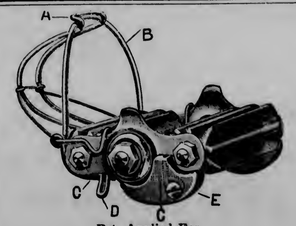
We Challenge Honest Criticism.

In this Machine we have combined ALL the advantages of a low wheel and the speed of a high one.

Send for Catalogue of STAR BICYCLES.

H. B. SMITH MACHINE CO.,

Smithville, N. J.



Pat. Applied For.

FIRE! MURDER! I AM KILLED!

What's the matter? I have struck on my nose, lost my pedal, and you know the rest.

Just try a pair of Hunt's Pat. Balancing Toe Clips, and you will never take another. It's no trap. It will never spread open and catch the toes. Always right side up. Cut shows just the position, and can be used the other side up if you wish. Made of the best Steel Wire and tempered to spring. An honest dollar, yes, two of them, for the Agents. Can be used without Balances better than any other. Price, for Clips, nickeled, 75c. Nickeled and upper parts coated with vulcanized rubber, 90c. Nickeled Balances, 75c. extra.

Two sizes. Size No. 1 for boots up to No. 8. Size No. 2 for boots from No. 8 to 11. Send price to and receive by return mail from

J. A. Hunt & Co., No. 7 South St., Westboro, Mass.

$3.00 Per Pair.



$3.00 Per Pair.

Toulmin's Buffalo Bicycle Shoes are the only genuine Australian Kangaroo Bicycle Shoes sold for $3.00 per pair. They are made on self-conforming lasts and are the easiest shoes ever worn, never tiring the feet either on the wheel or as a street shoe. Send for Catalogue and rules for self measurement. Liberal terms to Agents. Address W. B. TOULMIN, 285 Main street, Buffalo, N. Y.

SAVE YOUR PANTS!



IN USE. NOT IN USE.

OSTERGREN'S TROUSER GUARD.

(Patented Feb. 17, 1891.)

Three styles of finish. 15 cts. per pair, blued steel; 25 cts., enamelled; 35 cts., nickeled.

To be had of all dealers, or

A. K. & C. E. SCHAAP, - Richmond, Va.

Bicycles and Sundries.

New Haven 40 ONE PIECE WIRE CLUB PINS.
BADGES MEDALS, &c. C. O. REICHERT
L. A. W. 11425. 828 CHAPEL ST. NEW HAVEN, CT.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ *Cash must accompany the Order.* ☜

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

FOR SALE—Victor Safety; 1890; not ridden over two hundred miles; $110—including K. of R. Lamp, &c. Also S. T. Clark, "American" 56-inch; ball pedals. In good running order; $25. T. D. BUNCE, Jr., 477 N. Penna. st., Indianapolis, Ind.

FOR SALE OR EXCHANGE—52-inch American Champion Bicycle; full nickelled; good order; best offer takes it; or will trade for Hammond Type-Writer. Write soon. B. H. WARD, Fairmont, Minn.

WANTED—A Remington or Hammond Type-Writer in exchange for a 56-inch Yale Ordinary, in first-class condition; or I will sell the wheel. Correspondence solicited. F. R. BARTLETT, Freeport, Ill.

SEND 50c. for Cap Badge in silver plate; official design. Regulation Lapel Button, 25c. I. F. CLARKE, 108 Friendship street, Providence, R. I.

FOR SALE—Rudge Light Roadster; 56-inch; with King of Road Lamp and Hill & Tolman Bell; only used three times; in perfect condition; cost $141; will sell for $90. Owner only sells as he can no longer use this wheel. J. A. VANDERPOEL, 126 East 34th street, New York City.

CYCLOMETER WANTED—Second-Hand Cyclometer (Butcher's preferred) wanted for use on a New Mail Safety; write quick, stating lowest cash price. MAURICE E. FINNEY, Harrisburg, Penn.

FOR SALE—54-inch Star; cost $142.50. Will sell to highest bidder. W. M. JUSTICE, Pittsburg, Pa.

FOR SALE—A Broncho Light Roadster Safety Bicycle, in A1 condition, without a scratch; has not been ridden 200 miles. Price $100, or will trade for a high grade safety with a convertible frame. H. K. GARDINER, No. 70 Piedmont street, Worcester, Mass.

$105.00 CASH—Columbia L. R. Safety; '90 pattern; in perfect order; nearly new; tires hardly show wear. A Bargain. LeGRAND SPICER, 183 River street, Troy, N. Y.

FOR SALE—50-inch Eagle; 1890; first-class condition. 52-inch Eagle; 1889, and New Mail, '89. E. E. BROWN, 70 South Main st., Providence, R. I.

COLUMBIA '90 Safety; good as new; $100. For details, F. H. CLARK, Portsmouth, N. H., 2 Middle street.

56-INCH New Rapid L. R. for best offer over $60; fine order; cost $142.50. R. LEEDS, Box 3288, New York City.

CYCLOMETERS $2 TO $12. Will exchange for other goods. Write me. J. W. BADGER, 2 Warren ave., Boston, Mass.

FOR SALE—Hawkeye Camera. G. KEENING, 30 Cobden street, Roxbury, Mass.

FOR SALE—Star Safety; as good as new. 54-inch Expert Columbia; full nickeled, and full ball bearings. Prices reasonable. Address "Bic.," Box 658, P. O., Albany, N. Y.

WANTED—An Experienced Bicycle Machinist; one who can sell as well as repair, and take the general management of shop. WHITE CYCLE CO., 118 N. Broad street, Trenton, N. J.

FOR SALE—Two 53-in. and one 55-in. Columbia Light Roadsters; one 54-in. Victor Light Roadster; all in perfect condition; purchased late last fall. Also, one 55-in. Semi-Racer; NEW; weight 28 pounds. No reasonable offer refused. A. J. STREET CYCLE CO., 599 Madison street, Chicago.

WANTED—Cheap Bicycles in trade for Pneumatics and Cushions. J. S. ROLES, Nashville, Tenn.

LADY'S AND GENT'S Columbia Safety Bicycle. Cost $135.00; will sell for $100.00; as good as new. WILSON BROS., 6 Hanover street, Boston.

Thoughts that breathe and words that burn,
Wheels the dust beneath them spurn;
Round and round they quickly turn;
Get one now, you'll quickly learn.

NEW MAILS, UNIONS, SYLPHS, JOLIETS, in exchange for your old mount, and balance on time.

KNIGHT CYCLE CO.,

207 N. 10th Street, - - St. Louis, Mo.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜



L. A. W. BADGES

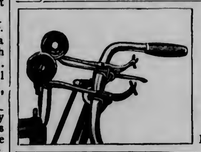
The official design in SOLID GOLD.

Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the inferior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better for $1.50, $2.00, and $2.50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.



LAMSON'S

Luggage Carrier

NO. 1.

Convenient, durable, noiseless, cheap. $1. Sold everywhere.

Made by

C. H. LAMSON,

Portland, - Maine.



Handsomest L. A. W Pin,

Two sizes,

$1.00 Each.

Fine Gold Plate. Send for illustrated L. A. W. Catalogue.

PRIZE MEDALS, CUPS, CLUB PINS, Etc.

Designs and Estimates on Application.

JOHN HARRIOTT,

3 Winter Street, - Boston, Mass.

COMPLETE new set Allen's Encyclopædia Materia Medica, with Index; half Turkey; or full set of new Organ Pedals, adapted to Piano, for Lady's Safety or Tricycle. E. JAQUES, 59 W. 105th st., New York.

MUST BE SOLD.

TYPEWRITERS & BICYCLES.

Send for List to EDMANS & SON, Troy, N. Y.



SAMPLE CAN, BY MAIL, 25 CENTS

Liberal Trade Discount.

GRAPHITE,

P. O. Box 1202,

NEW YORK, N. Y.



Sole Agent in New Jersey .....FOR.....

FEATHERSTONE PNEUMATICS.

Howard A. Smith & Co., 518 Broad St., NEWARK, N. J.

"Z & S" Supporters.



We are the sole manufacturers of the "Z & S" Supporters, and are the only firm that can use the Warren Safety catch. They have been on the market for a number of years, and are perfectly reliable. *Beware of imitations.* Every pair stamped "Z & S" on the back.

Price 50 cents.

"Z & S" Bundle Carriers.

Are indispensible to riders, and are readily applied to the handle bar or mud guard of the safeties; are nicely nickeled, strong and durable.



Price $1,25.



Touring Caps.

This Woollen Touring Cap is the handiest cap in use to-day. It can be rolled up, stuck in the pocket, and then placed on the head and look perfectly neat as ever. They absorb the perspiration, and are cool and refreshing.

Price 75c. Silk $1.00.

Newark Enamel.

This enamel is known all over the U. S., and its good qualities speak for itself. It is a splendid enamel and the best substitute for the baked enamel.



STANDARD RUBBER CEMENT

For cuts in the tire there is nothing like this cement to mend with. It is neat and quickly applied, and always gives satisfaction.



STANDARD GRAPHITE

Is a perfect lubricator for cycle chains for safeties.



Newark Horns.

Are obtaining a larger sale than has been expected and is fast becoming the alarm signal.

Price $1.25, $1.60 and $2.25.

Our Second-Hand Wheels Are being sold rapidly and purchasers looking for bargains should send for corrected list.

Dont fail to send for our new **"Encyclopædia of Cyclers' Wants,"** which is ready for mailing. Plenty of new material in it to interest you.

REPAIRS. We are doing repairs in our "Electric Power" machine shop that others refuse or fail to make satisfactory jobs. Our prices are moderate and only skilled mechanics employed. One trial will convince you

Our New Riding School Is now open, and is fast becoming the popular resort for learners. Ladies given private lessons.

Howard A. Smith & Co., 518 Broad St., NEWARK, N. J.

THEATRES.

BOSTON THEATRE.
Eugene Tompkins, Proprietor and Manager.
Week commencing March 30th
GEORGE THATCHER'S MINSTRELS.
Evenings, 7.45. Wed and Sat. Matinee, 2.

GLOBE THEATRE.
John Stetson, Manager.
Week commencing March 30th, "STILL ALARM."
Evenings, 7.45. Wed. and Sat. Matinee, 2



REAL BICYCLE UNIFORMS.



Be sure to send for free samples and measure blanks. Club Uniforms a specialty. L. A. W. Coats, $8. Knee Breeches, $4. Punnett's celebrated Jersey Cloth Knee Breeches, only $4 a pair. Bicycle Caps, Hose, Pins, Tights, gold or silver Letters, Punnett's Invisible Pants Holders, 25c. a pair. Be sure to write now.
R. A. PUNNETT, Tailor and Athletic Outfitter,
98 & 100 West Ave., ROCHESTER, N. Y.
All strictly first-class work at moderate prices.



FOR TANGENT AND DIRECT SPOKES.

Nickeled, Price 75c., Postpaid.

Dealers send for Sample and Electrotype.

AVERY & JENNESS,
5756 Madison Ave., Chicago

FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. For sale by all Cycle Agents. Liberal discount to the trade.

JOHN W. WILSON, Cottage City, Mass.

A MODERN PRINTING OFFICE AND BINDERY.

The Collins Press

Gives Satisfaction Every Time.

WE PRINT

The "Technology Architectural Review,"
"Bicycling World and L. A. W. Bulletin,"
"Wade's Fibre and Fabric,"
"The Musical Herald."

PRINTERS TO THE BOSTON UNIVERSITY.

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. **W. E. AUGHINBAUGH,** Baltic Building Washington, D. C.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.
For sale by all Cycle manufacturers and dealers.

H. H. BROWN,
Wappingers Falls, N. Y.
Patentee and Manufacturer of
Hard Rubber Bicycle Handles and Grips
FOR CYCLE MANUFACTURERS.

FITCHBURG RAILROAD.

Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

HOOSAC TUNNEL ROUTE

THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

BICYCLES CARRIED FREE
FAST EXPRESS TRAINS

With elegant PALACE PARLOR and SLEEPING CARS to and from

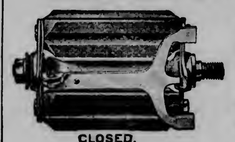
BOSTON and CHICAGO and BOSTON and ST. LOUIS, via NIAGARA FALLS,
without change.

THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.
THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.
THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.

ELEGANT PALACE SLEEPING CARS
to and from
BOSTON and MONTREAL,
without change.

For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at
250 Washington Street, or
Fitchburg Railroad Passenger Station, Boston.
J. R. WATSON, General Pass. Agent.

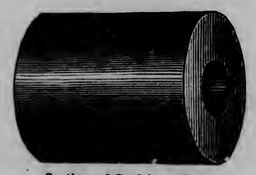
THE INDISPENSABLE SAFETY BICYCLE SUPPORT.



CLOSED.

P. W. TILLINGHAST, 114 Dorrance St., PROVIDENCE, R. I.

NEW CATALOGUE NOW READY.



Section of Cushion Tires.

We carry a full line of Cushion Tires, Solid Tires, Safety Bicycle Handles, all sizes, to fit any machine; Spade Grips; Safety Handles, all sizes; Bicycle Balls, Bicycle Spokes, Tire Cement, Pedal Rubbers, Adhesive Tape for holding on tires, Cement for repairing cuts in tires, &c. Also a full line of Rubber goods of every description. Mould work of any kind solicited.



Send for catalogue and prices.

ELASTIC TIP CO.,
Patentees and Manufacturers of Rubber Specialties.
Cor. Cornhill and Washington Street,
BOSTON, MASS., U. S. A.

Send for Complete Bicycle Catalogue



MEACHAM
HIGH-GRADE
DIAMOND SAFETY

1891 PATTERN. TANGENT SPOKES.

Ball Bearings to Both Wheels.
Both Pedals and Crank Shaft.
Ball Bearings to Head.
Hollow Steel Tubing.

List Price. **$115**
Selling Price, **$76**

COMBINATION WHEEL FOR EITHER GENTLEMAN OR LADY.

WILL SUSTAIN A PERSON WEIGHING 225 LBS.
BY REMOVING TOP CROSS-BAR, CAN BE RIDDEN BY A LADY.

E. C. MEACHAM ARMS CO. ST. LOUIS, MO.

$85.00 LOVELL DIAMOND CYCLES. $85.00

High Grade Only.

All Ball Bearing,
Steel Tubing
—AND—
DROP FORGINGS.

NO BETTER MACHINE AT ANY PRICE.



Lovell Diamond,	$85.
With Cushion Tires,	95.
For Ladies,	85.
Convertible,	85.

AGENTS WANTED.

BICYCLE CATALOGUE FREE.

MANUFACTURED BY

John P. Lovell Arms Co., Boston, Mass.

HUMBER & CO.,

(LIMITED.)

The following agents have been appointed in the United States to represent the celebrated

HUMBER WHEELS:

SWEETING CYCLE CO., Philadelphia, for Pennsylvania, Delaware, New Jersey and Maryland.

SCHOVERLING, DALY & GALES, 302 Broadway, for New York City and New York State.

AMOS SHIRLEY, 987 Eighth avenue, for New York City.

WRIGHT & DITSON, 578 and 580 Washington street, Boston, for New England.

STANDARD CYCLE CO., 588 Main street, Buffalo, for Northern Ohio, viz: Jefferson, Harrison, Tuscawaras, Coshocton, Licking, Franklin, Union, Champaign, Miami, Darke, and all counties north of these in Ohio.

PHIL BROWN, Washington, D C.

CHARLES STARCK, (Limited), Canadian Agent, Toronto.

Applications for unoccupied territory should be addressed to STEPHEN GOLDER, P. O. Box 2225, New York City.

Agents also wanted for the SIGNAL CYCLOMETER.

STEEL FORCINGS.

Are pretty good things to have in a high grade Safety.

Some use them, some don't—some use part forgings, part castings.

They are expensive to make—costing a good deal of money, and a good deal of time—practically the same thing when you are making bicycles.

But a $135 bicycle should be made of the best possible materials regardless of cost.

The advance in the manufacture of bicycles has been such that no high grade machine in 1891 should contain castings in its regular construction and equipment.

The public have had ample opportunity during the last three months to find out for themselves what the Safeties advertised in the '91 Columbia catalogue are made of.

Those who have taken advantage of the opportunity are satisfied that the metal parts are of the best qualities of steel, with the exception of the hard brass nipples, which are better than steel for the purpose; and that forgings are used throughout instead of castings.

In all our principal stores and agencies, sets of forgings can be found which tell their own story.

The makeup of the '91 Columbia Safeties is instructive as well as interesting.

POPE MFG. CO.,

BRANCH HOUSES:
12 Warren Street, NEW YORK.
291 Wabash Avenue, CHICAGO.
Factory, HARTFORD, CONN.

77 Franklin Street., BOSTON.

THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXII. Number 23. BOSTON, 3 APRIL, 1891 $1.00 a Year. 5 cents a copy

IT IS VERY FUNNY
TO HEAR SOME PEOPLE
TALK ABOUT MAKING
BICYCLES OF FORGED STEEL
AFTER USING MALLEABLE IRON
FOR YEARS.

WE WERE THE FIRST MAKERS
IN AMERICA TO MAKE BICYCLES
ALL FORGED STEEL—MADE THEM
IN 1885—AND
ARE STILL AT IT.



VICTOR CUSHION TIRE.

ARE YOU A JUDGE?

Do you know what a perfect Cushion Tire means? What its construction should be, and where it is made?
Ignorance is excusable.
You shouldn't be blamed for what you don't know, or don't understand.
It's what you might know AND WONT that counts
There are scores of so-called Cushion Tires upon the market—"Hose Pipes" mostly, but some other funny things as well.
There is always a best. Always one object that shines more brightly than the rest.
Is it strange that the best Cushion Tire for 1891 should be a VICTOR?
A tree is known by its fruits
Progressive wheelmen look to VICTOR makers for valuable improvements.
They know Victor Cushion Tires are best.
Get an Art Catalogue if you want to know all about it.

Boston. Washington. } OVERMAN WHEEL CO. CHICOPEE FALLS, MASS. { Denver. San Francisco.

It is not good that the man should be alone, I will make an helpmeet for him—*Gen. II., 18th.*

The above, though ungrammatical, is without doubt one of the wisest conclusions ever arrived at by infinite wisdom. But since "Is marriage a failure" became one of the leading questions, the correctness of it has been doubted by many among the ungodly. However that may be, I am disposed to believe that as applied to business it should stand with the following amendment: "Especially when the man who is alone has a constipated bank account." The Hickory Bicycle business has come to be a very healthy infant. Of course there are a great many who don't believe in it, but there are also some who don't seem to know that the war is over. When I found that it was important, not to say necessary, that a helpmeet should be added to the already long list of fixtures, by means of which the Hickory Wheels are turned out, it became a very absorbing matter and one to which I gave much prayerful consideration.

The selection of a matrimonial helpmeet is usually a very easy thing, just as it is easy for a man to select a place in which to be struck by lightning; it don't happen as long as he can help it, and when it does happen it is inevitable, and so he feels relieved of any responsibility. But in business it is different; to find friendship and business harmoniously blended so that neither shall interfere with the other, is as desirable as it is rare.

I feel at this time a double joy in having gotten a helpmeet that *God made* for me. First: For myself, that I can devote my time entirely to the making of wheels without the disadvantages incident to a limited capital; and second: For the *Hickory Bicycle*, for which, as you might have suspected, I feel more or less responsibility. And which *I know* must some day stand before the world as a thing to be imitated by those whom the Creator has not endowed with the fatal gift of faith in the unseen.

The first printed advertisement of the Hickory Safety appeared in this space March 29th, 1889, and contained the following: "Our ideas as to how and of what material wheels should be constructed differ somewhat from those commonly accepted, and we are glad they do, for if we are wrong we shall, by means of our failure, still further confirm the prevailing custom and that would be justice.

If, on the other hand, our departure in wheel construction shall be vindicated, (and to that end we are doing something more than to hope), then we shall not have lived in vain. Nothing was said about having "come to stay," as we knew that what we had come for could be of no consequence until it were accomplished.

Without stopping to take account of stock until last week, we have labored diligently and conscientiously, with results that are easily investigated. Already we get more *cheers* than *sneers*, and hope to keep on increasing the former at the expense of the latter. Engravings of the new $150 machine are now being finished, and we shall soon issue a few "tracts" on the old subject of *Hickory versus popular delusion*.

We hereafter "look towards you" under the name of the

ELLIOTT HICKORY CYCLE CO.,

"At the old stand,"

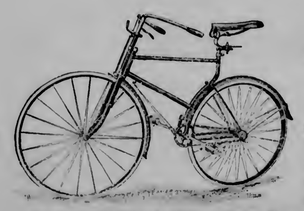
Newton, Mass.

P. S. Those whose communications have not been promptly responded to during the last two weeks will please understand that we have been very busy trying to pull our assets out from under the liabilities, but before this reaches you we shall be "out of the woods" with several loads of new hickory, and more help to saw it.

ORMONDE SPECIAL ROADSTER.

HIGHEST GRADE.

With Solid or Cushion Tires.



Lightest, Strongest, Easiest Running and Most Durable Wheel in the Market To-day.

WEIGHT ALL ON 40 POUNDS.

The ORMONDE is built on an entirely new principle of brazing the joints, thus doing away with a large amount of superfluous weight. The bearings or sprocket shafts are placed wide apart with ball bearings outside of sprocket wheel or crank shaft, thus giving rigidity to the entire frame and secured only by the use of the bracket frame. The ORMONDE special combines more new features than any other one make. All parts are interchangeable. Send for Catalogue giving full particulars.

A. B. RICH & CO., 1790 Broadway, New York,
Sole Importers for NEW ENGLAND, N. Y., N. J., DEL., PA., MD., VA., W. VA., DISTRICT OF COLUMBIA, OHIO AND MICHIGAN.

ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.,
Sole Importers for the remainder of the U. S., except Northern Illinois and Eastern Wisconsin, controlled by Spooner & Peterson, Chicago, Ill.

A. O. VERY CYCLE CO.

Open on Fast Day. The Public invited to call and inspect our line of Cycles. A complete assortment, at prices ranging from $40 to $135, on hand. *No Low Grade Wheels.*

173 Tremont Street, Boston.

WE HAVE 'EM.

WHAT!!!

BARGAINS! BARGAINS! BARGAINS!

Wheels for $20. Wheels for $175. Wheels at all Prices Between.

1890 CATFORDS, . . .	$100.00	STAR, ball bearings all over, .	$25.00
1890 UNIVERSAL PREMIERS, .	75.00	FACILE, ...	20.00

You must see them to appreciate the LOW PRICES.

Fairbanks, Sanborn & Co., - - 145 Columbus Ave., Boston, Mass.



MR. AGENT, WE WANT YOUR SCALP.

And to get it we have special inducements to offer you. Send for our JOB LOT list with discounts to the trade, and see if we don't capture you. Many dealers and agents are already buying from us, but we want all the rest. Correspondence solicited.



A. W. GUMP & CO., - - Dayton, Ohio.

"THE JOLT THAT NEVER CAME."

30 West Twenty Third Street,
March 24, 1891.

THE UNION CYCLE MFG. CO.,
Highlandville, Mass.

Dear Sirs:—

I had the pleasure of riding my new No. 12 wheel this morning, and it proved a pleasure indeed. it fairly ran away with me, and as for the jolting you generally get in going over car-tracks, &c., there was none, and it was a constant surprise to me, as I was waiting for the jolt that never came. I watched the wheel very closely and could not see where there was any play sideways caused by the springs; this was what I feared, but I now believe you have succeeded in making a spring frame without weakening the frame a particle. As for looks, I believe it is the handsomest machine turned out by any company.

Yours, etc.,

HENRY BURLEW.

SEND FOR CATALOGUE. ***Mention this Paper.***

UNION CYCLE MANUFACTURING CO., Highlandville, Mass.

JANUARY last we notified the entire Cycle trade that we had secured the control for the United States of the Dunlop patents on Pneumatic Tires. Anticipating a great demand for this tire, as it is the only practicable and successful Pneumatic Tire made, we warned the trade against infringement, and, at the same time, freely offered to the trade this tire at a reasonable and uniform price.

We are informed that some persons are still offering in the market, cycles provided with Pneumatic Tires, identically, or substantially the same as the Dunlop Tire, but without any authority from us. We respectfully refer manufacturers, importers, dealers and users to United States letters patent, reissue No. 11,153, granted to John B. Dunlop, March 24, 1891, "Wheel Tire for Cycles."

This patent is owned by us, and we shall immediately begin the active and vigorous prosecution of every person making, selling, or using tires containing the improvements claimed in the said letters patent without authority from us.

A. FEATHERSTONE,

Clark and 16th Sts., and Armour Ave., - - - Chicago.

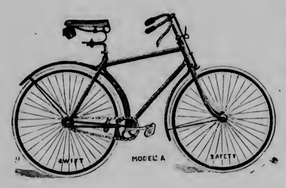
WRIGHT & DITSON, New England Depot, - - Boston, Mass.
SCHOVERLING, DALY & GALES, Eastern New York State and City Depot, - - - - - - New York City.
SWEETING CYCLE CO., Eastern Pennsylvania and Maryland Depot, - - - - - - - Philadelphia.
H. A. SMITH & CO., New Jersey Depot, - - - Newark, N. J.

To which all Correspondence for these Territories should be addressed.

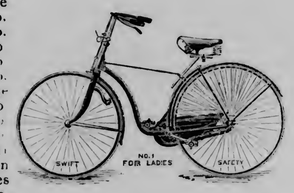
SWIFT CYCLES

Are all Fitted with the Patent Roller Chain.

"Swift" People.



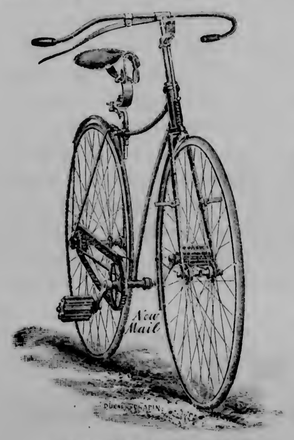
Providence, R. I.,	Rankin & Bruce
New York,	Merwin, Hulbert & Co.
Buffalo, N. Y.,	J. F. Doll & Co.
Philadelphia, Pa.,	McDaniel & Merrihew Cycle Co
Philadelphia, Pa.,	Dalsen & Co
New Haven, Conn.,	N. T. Bushnell & Co.
Portland, Me.,	Merrill & Gage
Peoria, Ill.,	Martin & Co
California,	Devany, Hopkins & Co
Washington, D. C.,	H. W. Higha
Harrisburg, Pa.,	L. O. Glove
Pittsburg, Pa.,	J. A. Johnston
Norfolk, Va.,	O'Neill's Cycleries
Louisville, Ky.,	Jefferis Bros.
Hartford, Conn.,	H. J. Curtis



SEND FOR CATALOGUE.

COVENTRY MACHINISTS' CO., Ltd.,

239 Columbus Avenue, Boston, Mass. | **11 and 13 Madison Street, Chicago, Ill.**



HANDSOMEST SAFETY MADE!

WHY is the NEW MAIL at $100

The Best Value in the Market at the Price or Anywhere Near It?

BECAUSE IT HAS Cushion Tires which annul jar and vibration, giving life and elasticity to whole wheel, and are to be the Favorite Tires for 1891, and we Warrant Them. Our Cushion Tires are Right and The Best.

BECAUSE IT HAS Tangent Spokes strongly tied and Nickelled to intersections. Stronger and handsomer than direct spokes as used on cheaper wheels. Select Tangent Spokes Always!

BECAUSE IT HAS a Brazed Frame at all joints. Look out and get a Brazed Frame always to stand road wear, and at *every point* of the frame!

BECAUSE IT HAS a Standard Easy Saddle, the Garford, which is a Favorite.

BECAUSE IT HAS the Popular New Mail Shape Handle Bars, low and well back to rider.

Study all these points on examining the wheels in the market and see if you find them in Any Other. Already it has jumped into Popular Favor and declared the BEST YET!!! Being ordered very heavily.

WM. READ & SONS 107 Washington St., Boston, Mass.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN CO.

Postage stamps will not be accepted hereafter in payment for Advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 3 APRIL, 1891.

THE days of shallow prejudice in some quarters are not yet past if we are to judge by the following item taken from an exchange: "Some of the Wilmington, Del., church goers cannot reconcile bicycle riding with piety, and hence have asked their pastor, who has been using the wheel for his health's sake, to either abandon the wheel or find another pulpit than theirs." Wherein these excessively good people discern the heinous sin in riding a bicycle is hard to say. To drive a horse is an evidence of piety, but to sit on a bicycle and propel same by the natural means God has given us is a deviation from the straight path of rectitude, horrible to contemplate in the eyes of our "good" Wilmington friends. It savors of the earth earthy to them, and should be frowned upon by all pious people. A clergyman has no right to enjoy the soul destroying pleasures of cycling, and the one who yields to its fatal fascination cannot expect the love and respect of the "good" in this world, or look for aught but dire punishment in the next.

OUT on such nonsensical illiberality, and shame on those who would look down on a clergyman because of his indulging in one of the most healthful and harmless pastimes that man or woman can indulge in. As a promoter of moral and physical development and vigor the cycle stands unsurpassed, and to oppose its use by "The Cloth" shows a stunted mind and distorted understanding. Such carking critics are really beneath serious notice, and belong in the days when it was accredited a crime to kiss ones wife on Sunday. They are stumbling blocks to true religion, and with this veneer of false religion they expect to pass current as solid, hearty oak of the honest, true kind. The plating is too thin, it won't pass as "sterling;" the veneer is too transparent, the true inwardness of canting bigotry becomes apparent.

IF THE resolution passed recently by the Amateur Athletic Association of England, that all officials at race meetings accepting fee for services be adjudged professionals becomes a law, then the handicappers will come under the ban. It is doubtful if this ruling be accepted by the body at large, and we question the wisdom of such a rule. If there is one man whose labor is practically a labor of love, (for the performance of which he gets "more kicks than ha'pence"), that man is the official handicapper. The fees he gets barely pay postage, and are in no way commensurate with the amount of work and worry he is subjected to. The pay is nominal and the duties onerous; and if he were paid in proportion to the labor involved, four or five dollars a handicap would not be exorbitant.

SPEAKING of the Amateur laws in England, we notice that the National Amateur Rowing Association of England is about to change the definition of an Amateur, so that the laborer or mechanic will not be barred on account of his occupation. Heretofore, the man engaged in a "menial" occupation was not allowed to compete with gentlemen, (i.e.) men who lived by their wits, by means of brain work, or those whose income was sufficient to support them without the contaminating medium of "trade." This action of the N. A. R. A. is the entering wedge in the 18th-Century idea that labor is degrading, and the working man is not fit to compete with the middle and aristocratic circles; and it remains to be seen whether this old idea which makes the horny handed son of toil an ostracised member of society in England will survive the Nineteenth Century.

CURIOUSLY enough, we have lately heard the question seriously broached as to whether we in democratic America would not be compelled to adopt the archaic rule which now obtains in England in defining an amateur as being a "gentleman," a man who does not work with his hands. This step by the N. A. R. A. will show that the tendency in England is to expunge the present definition and make a rule based on the lines of common sense, in accordance with 19th-Century notions.

A CORRESPONDENT suggests the formation of an L. A. W. Accident Insurance Co. There is scarcely any necessity for such an organization, as there are so many first class Accident Companies ready to take these risks at a rate as cheap as consistent with safe business policy. The field is well supplied, and unless the correspondent meant that indemnity in case of accident should only extend to those injured while cycling, then we think the suggestion of no special value. If, however, the idea would be to extend aid and pay losses in cases where injury or death were incurred while riding a bicycle, then the scheme of an L. A. W. Insurance Co. might receive serious consideration.

THE *Industrialist* of Manhattan, Kas., sings a pretty song, and one that has melody in it, containing as it does the following sentiments:

"When bicycles were invented not many years ago, their warmest friends did not dream of the great public good that would be accomplished by their aid. * * * The cry for good roads goes up from every wheelman in the country. While their motives may seem at first glance selfish, the object for which they labor is a most praiseworthy one, since all good citizens are interested in the improvement of our highways. * * *."

Here we have the true ring of honest, unprejudiced opinion, and Mr. J. S. C. Thompson, who is responsible for the article, is a superintendent of roads who can see beyond the end of his nose. Speaking of noses, it strikes us that the attitude of opposition taken by some people against the question of Roads Improvement has very much the appearance of biting off one's nose to spite one's face. The crying down of the effort, and the opposition to legislation tending toward a better condition of highways because the "hated wheelmen" are pushing it has a good deal of this self-mutilating element in it. Funny, isn't it, that no matter how worthy the object, if some people see the finger of a wheelman in the pie, all question of its worthiness fades away and they become bitter opponents. It is the case over again of the Hibernian who is credited with putting himself on record as being "agin the gov'ment" anyway.

A CASE in point was that which occurred at the hearing before the Massachusetts Legislative Committee a week ago. Chief Consul Robinson had made an eloquent appeal for better roads from a farmer's standpoint. His remarks seemed to have weight with a certain aged gentleman present; but on going home the aged Solon read in the papers that Mr. Robinson was an L. A. W. member, "one of them bicycle fellers," and at once the attitude of the A. S. was changed. He came back to the committee room filled to the brim with indignation and opposition, all because the appeal had been made by a wheelman, and not because of any wast of merit in the proposed road bill. This condition of things is too exasperating to be laughable, and yet we cannot help but smile, even though it be a sickly one.

THE Editor of "The Cycling Authority of America" had better read up the racing rules a little and he will find that the measurement of tracks is *not* made one foot from the pole, but eighteen inches. The error he makes is the more remarkable from the fact that the editor of "The Authority," etc., is a racing man himself, of no second-rate calibre.

SOMETIMES we have to go away from home to get the news, as is proven by the following item taken from the New York notes in *Sporting Life*. "The meeting of the National Assembly, which was to have been held on Monday evening, was postponed, owing to the absence of President Dunn. Over seventy-five delegates were present." Here's richness! Investigation did not reveal the fact that any meeting of the National Assembly had been called in New York for the Monday evening in question. Sec'y. Bassett had heard nothing of it, and a careful examination of the Official Department of this paper did not reveal any notice of any such meeting. Where the "seventy-five delegates" got their notice from nobody knows, except perhaps the New York correspondent of *Sporting Life*. A lurking suspicion enters our mind that the enterprising correspondent is the victim of a hoax, or perhaps he may have exceeded his usual daily allowance of "exhilarator," and was the victim of his own over-excited imagination.

RECENT cables from "the other side" report that the latest fad among the gilded aristocracy of England is to attend select slugging matches! and horror of horrors, the despatch mentions the name of a sister of a prominent American lady (now an English peeress) as being present at the last "little affair." The entertainers rejoiced in the names of Puggy Donovan and Bill Cheese, "all of which leads the wicked correspondent of the *Sun*," says the *Record*, "to suppose that an inaccurate version of this interesting social event may have given rise to the rumor current last week in some of the Paris clubs that it was the intention of Mr. Ashmead Bartlett and Baroness Burdett-Coutts to initiate a series of Sunday afternoon dog fights in Piccadilly." What next? We should not wonder to hear that Mr. Hilliers had attended a race meeting at which brutal exhibitions of real racing was given, and that he *enjoyed* it!

IT IS said that straws show how the wind blows, and this saying applies with considerable force to newspaper correspondents who are supposed to write on subjects of interest to their readers. Gath, who for years has been a correspondent for the *Cincinnati Enquirer*, has in the issue of March 27 a long letter on "Country versus City Life," in which he shows that one of the drawbacks to rural life was the badness of the roads, and gives some interesting figures on the cost of transportation over different kinds of roads. The letter, three columns in length, is full of valuable information.

A FAIR ENGLISHWOMAN'S VIEW ON DRESS.

SINCE bicycling has been universally adopted by ladies of nearly every nation, the all important subject "how to dress becomingly and also comfortably whilst awheel" has been discussed freely, without aiming at a definite conclusion as to what would be.

To promote an interest in cycling, every lady should dress as nicely as her finances will permit. For what is more unsightly than a badly dressed woman on a bicycle? One would imagine that a slouchy sailor waist, (ditto hat), with a skirt four or five yards in width (flapping around her feet) is an ideal costume? It matters not how gracefully she may ride, it detracts from her appearance, and that ,no woman can afford.

Many advocate the "divided skirt" as the costume proper, and I have even read of a ladies' club adopting it as a uniform. Now; as an undergarment, it's simply indispensable, for it allows perfect freedom of movement in mounting and dismounting, and has no creeping up propensities that are so annoying; but as a costume I unhesitatingly pronounce it outre. And as I credit all those who ride as having exceptionally good sense, I sincerely hope they will agree with me on this point and never appear in one again.

I will try to describe a costume that will create quite a furor in bicycle circles this coming season. It's a navy blue, tailor made princesse, material, medium weight broadcloth, draped slightly in front, so as to give the desired fullness when mounted, and trimmed with dark copper colored silk braid. With it is worn a jaunty "Tam O'Shanter" cap, and gaiters of navy blue, with long gloves of the copper color.

This, of course, is designed expressly for "asphalt riding;" and as the wearer is a brunette, the effect is charming, without being showy, as some might imagine.

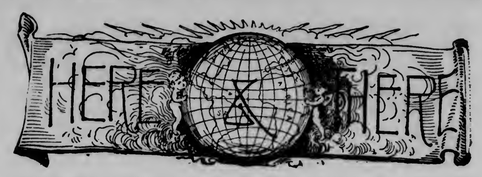
Another, in which the same good taste is displayed, is a gray flannel made with a "blazer," and straight skirt gored in front breadth, very much like the short dresses so much in vogue. With this is to be worn shirt waists, of color and material as the wearer's fancy dictates. Jockey cap, gloves, and gaiters of gray.

According to my ideas, the above described suits are both modest and pretty, and withal comfortable. And the girl who hesitates to depart from the sailor costume mentioned, will soon find herself regarded as a curiosity.

When the fair devotees of the wheel begin to realize that a bicycle costume must be selected with the same care that is bestowed on a party or street dress, they will be in position to defy all prejudiced, ill natured persons who are still debating, "whether or not it's proper for women to ride a bicycle." X. L. D.

Birmingham, England.

CAPT. KIRKPATRICK, of the Business Men's Cycle League of Newark, N. J., has offered a gold medal to the member attending the most club runs from April 1st to January 1st; and Pres. J. S. Holmes has offered a similar one to the member making the largest mileage record for the same time.



WILL P. E. H. (or A.) of Louisville, Ky., please send on facts and notes of the June meet in that city? His letter, paper and circular have been mislaid.

THE annual bicycle meet of the Chicago Cricket Club will be held July 24 and 25 at Parkside, Chicago. Address J. G. Davis, Parkside, Chicago, Ill.

OUR Harrisburg, Pa., correspondent says: "The entertainment held in the Grand Opera House under the auspices of the H. W. C., and previously referred to by me was a pronounced success, and the club came out ahead financially in a way that made their hearts glad. This excitement having abated, of course the question of a club house was again taken up, and while the members are somewhat backward in undertaking the responsibility, I have good hopes for the ultimate success of the scheme. One of our morning papers, viz., *The Call*, suggested "that some of our enterprising and wealthy citizens erect a suitable building for us and let us pay it off as rent." The suggestion is an excellent one, now who will be the "enterprising and wealty citizen?"

TO-MORROW, April 4th, a new sporting paper will be issued in Boston called the *Referee*. It will cover all branches of sports both outdoors and indoors. It will also deal in musical and dramatic affairs. It will be national in its character. The *Referee* will be edited by Ed. A. Perry, ten years dramatic critic, two years sporting editor, and three years London correspondent of the Boston *Herald*, who will have the assistance of a corps of competent writers and correspondents in all the principal American and foreign cities.

THERE is good reason to believe that the discussion of the matter of a live club for Boston will bear fruit. Efforts are being made with every prospect of success to revive the Massachusetts Club. Boston wheelmen desiring to join the reorganized club should address Mr. C. C. Ryder, P. O. Box 2966, Boston.

THE two professional bicycle races run in Detroit by Jack Prince have been very lively; the contestants ride a terrible pace. The average in this last race has been over 17 miles an hour. In the first race the most serious fall was that of Le Croix, who took a header and broke his collar bone and hurt his face. In this last race Martin rode off one of the turns and broke his leg; cause extreme carelessness. At last accounts Reading and Ashinger are tied for first place.

THE Farragut Bicycle Club of Chicago held their annual election last Saturday evening. The annual reports of the officers showed the club to be in good financial condition. The Farraguts are an L. A. W. club and have in the neighborhood of forty members, which number they expect to increase considerably this spring, as the initiation fee of $50 of the Farragut Boat Club, to which club a man must belong to become a member of the Bicycle Club, is to be reduced to $25.00.

THIEVES broke into the store of H. L. Spencer of Pawtucket, R. I., the other evening. Unluckily for the fellows, Mr. Spencer and a friend happened to be on the premises, and after a sharp chase one of them, John Dugan by name, was captured and taken to the police station. Dugan is only about 14 years; on being searched a 22-calibre revolver was found on his person.

THE first public exhibition of the Y. M. C. A. of Utica, N. Y., took place March 18th. The athletic exhibition was varied and very fine. W. S. Maltby "astonished the natives" by his wonderful trick riding. His impersonation of Oscar Wilde's first attempt in riding showed qualities as a mimic, the possession of which Mr. Maltby is to be congratulated on.

ONE of the most important events in Chicago for the coming season will be the scorchers' clubs century run to Aurora, to Elgin and return. This will be early in June, and will be no scorch, an early start to be made from the club house after a light breakfast in the cafe, and dinner and supper to be taken on the road. To every member finishing the run, a handsome souvenir badge will be given by the club.

THE Peoria (Ill.) Club is one of the oldest clubs in the Leage, as well as one of the strongest, having become a Leage Club when it was organized in '81, and has always remained faithful to the cause through thick and thin. With a membership, at present, of over one hundred active wheelmen, they are well known as an enterprising and thrifty organization, and stand forth prominently as one of the most important race promoting clubs in America. This club will make a bid for the National Championship to be run at their tournament next fall.

MR. STEPHEN GOLDER'S visit to Chicago has been made one constant round of sight-seeing by a number of Chicago's prominent wheelmen. Sunday, March 22d, he was escorted to Pullman by the 2:50 Club, ten in the party. Saturday it had rained hard all day, and those who have been over the Pullman Road after a day's hard rain will realize its true character on this occasion. Mr. Golder said: "You Americans call this a road; it's a beastly mud hole." Tuesday, Mr. Golder saw the Union Stock Yards, pig-sticking and all. He ate no meat for dinner after his return.

DETROIT seems to have an attraction for wheelmen. Fred Donlee, of the R. I. Wheelman, a great friend of Van Wagoner, started for St. Paul, and stopped off in Detroit for a few days; but he liked the city so well that he will stay in Detroit permanently.

MR. WILLIAM HENNY, JR., of New York, is meeting with good success in organizing his tour through the Harz Mountain, Germany, this summer. The party will leave New York, June 30th, on the Hamburg line of steamers. The cost of the tour will be $200. The average speed will be about 25 to 30 miles per day, a mighty sensible rate of speed.

THE Springfield (Mass.) Bicycle Club and the athletic association of the same city will, no doubt, join forces, and the new organization will retain the name of the Bicycle Club. A club house will be built, containing all the appointments of a first-class athletic club.

F. F. PEARD, editor of *Cycling* of Toronto, will settle in Chicago permanently. Mr. Peard will be a welcome addition to the ranks of Chicago cycledom.

CAPTAIN MILLER, of the Douglas Cycling Club, Chicago, has associated with him two other members, and they will buy land and arrange for the building of a home for the club in the near future. That's the kind of a Captain to have!!

THE members of the New Orleans (La.) Bicycle Club are going to have a handsome new club house. Recent records of real estate transfers show where this club has purchased three very fine lots of land on Baronne, Dryades, and Gen. Taylor streets, and on this land the new house is to be built. The new home of the New Orleans Club is to be a commodious structure, complete in every detail, and is to be furnished in elegant style and taste. On the large lawn beside the house a tennis court is to be laid out. It is expected that ground will be broken early this month, and it is hoped the club house will be ready for occupancy by July 1.

THE Somerville Cycle Club held its annual banquet at the Quincy House on the evening of March 26. About 45 members were present.

THE methods of government of the Englewood Cycling Club of Chicago are as follows: "The Board of Directors transact all the business of the club and pass upon all applicants for membership. The members call a special meeting when the Board's action proves unsatisfactory. Many of our other clubs might just as well do this, for their meetings, though well attended, are conducive of no expression of opinions from the members who sit around like a lot of wooden men, and ask somebody else to talk.

THE minstrel entertainment of the Nashua (N. H.) Cycling Club took place on the evening of March 25, and the seating capacity of the theatre was thoroughly tested on the occasion. The members of the organization did themselves proud, and encores were as profuse as though Billy Rice, Geo. Thatcher, or some other leading exponent of burnt cork held the boards. The club will net quite a large amount of money as the result of their labors.

CAPT. SHANNON, of the Referee Wheelmen of New York, has offered a silver cup to the member making the greatest number of miles from April 1 to Dec. 1, '91.

AN endeavor will be made by Capt. Stimpson, of the Oak Park Club, of Chicago, to again revive the old-time interest in club runs. This was scorched out of the members by a few of the would-be racing men of the club. Captain Stimpson says he is going to stop it. But how can he? The scorchers ought to join the Century Club if they hanker after speed and trials of endurance.

HERE is a bit of interesting national history from our correspondent "Judge" of Detroit:

"The first memorial tablet of the Detroit wheelmen was placed on the Art Museum last week. It marks the place where the home of Gen. Hugh Brady stood. Gen. Brady, an old hero of the war of 1812, came here from Pennsylvania and settled. He also fought in the Mexican war at the head of the Brady Guards of this city, organized as a result of the riot in this city in 1835. Gen. Brady was born July 29, 1768, at Standing Stone, Pa., and died in Detroit April 15, 1867. This is now No. 1 of this patriotic body of young men. Detroit is the most ancient city of the great lakes, and no city in the United States presents such a series of interesting events. It was first visited in 1610, ten years before the Pilgrims landed on Plymouth rock and two years after Quebec was founded. Cadillac laid out the city in 1701. It was transferred to England in 1760, and transferred to the United States by treaty in 1783. The first American flag was hoisted in Michigan at this city in 1796 by Gen. Wayne. In 1812 Gen. Hull surrendered to the British and the Americans retook it in 1813. Five times its flag has been changed; twice has it been besieged by Indians, and 50 pitched battles have taken place within the present city limits."

MANY of the riders of Harrisburg, Pa., and vicinity well remember Myrtle Glover, the little daughter of L. O. Glover, as being one who rode her safety with so much ease and grace. She was also a feature of many of the parades of the local meets. Poor little Myrtle passed away after a brief illess at her home in Harrisburg. The remains were taken to Columbus, O., for interment. The sympathy of the wheelmen who knew her will be accorded her sorrow-stricken parents.

THE Æolus Cycling Club, Chicago, indoor ball team lost the championship of the Northwest League by one run only. The deciding game was one of the most exciting contests of the season, being a tie for five innings and nobody's game until the last man struck out. Twelve hundred people witnessed the game. The score was 8 to 7.

THE question of throwing the club house open to the ladies on certain days of the week was the subject of considerable discussion at a late meeting of the Peoria (Ill.) club, but it was finally decided in favor of the ladies, and henceforth the house will be open to them each Thursday afternoon, and on the evening of every other Thursday, when they will be invited to come and make themselves thoroughly at home.

"SETAGEC" of Buffalo, N. Y., has this to say in regard to the Lewis matter: "The local correspondents of the *Wheel*, who are brilliant newspaper men, occasionally make a mistake, like other mortals. In their letter of a week ago they say that I am to blame for D. H. Lewis' being adjudged a professional by the racing board. Of course this is not so, as I knew nothing about his amateur status till I read it the daily press. On looking it up I found that Mr. Lewis had written the League officer himself, telling him he had had his expenses paid by his employer when he went down to that road race at Richfield Springs last summer. I hope he will be reinstated, as I have no doubt that he will. I like Lewis, even though he did make that uncalled for attack on me in the *Referee*, and I do not do spite work if others do."

THE Quincy (Ill.) Bicycle Club recently celebrated the fifth anniversary of its organization. The members of the club were the guests of Mr. and Mrs. T. C. White, and about 25 couples braved the elements and gathered in the cosy home of Mr. and Mrs. White. A fine impromptu musical programme was rendered, and President W. M. Brewster (good old "Pop") made a stirring speech. Dancing was also indulged in by those terpsichoreanly inclined.

BICYCLING NEWS says: "Users of inflated tires who travel on the continent will do well to choose a tire which possesses an emptying as well as a filling valve, as it is said that the officials of the French customs house cut open the big tires to see if any contraband is within them. If the tire could be emptied of its air it might escape this fate."

THE members and friends of the Capital Bicycle Club of Washington, were pleasantly entertained last Friday night at the club house on 15th street by a musical and literary programme of ten numbers that occupied about an hour and a half. A phonograph gave some interesting performances. After the programme had been concluded the floor was cleared of the chairs and was occupied by dancers until midnight.

OUR Buffalo correspondent says: "I see it stated that W. F. Hoack, a professional roller skater and ball player, who was dropped from the League last year, he having posed as an amateur, has now applied to the A. A. U. to be reinstated as an amateur wheelman, but the A. A. U. referred him to the L. A. W. If such professionals as Hoack are to be reinstated, the League might just as well take in all professionals."

To the members of the Illinois Club attending and furnishing the largest number of club runs this season, be there a dozen or more tied, each and every one will be awarded a medal by the club. The Illinois will keep up its reputation as a "riding club."

A NEW addition is talked of for the Illinois club house of Chicago, 25x50 feet, with wheel-rooms in the basement, and probably bachelor apartments above.

THE Bay State Bicycle Club of Worcester, Mass., are hard at work on the details of the annual meet of the Massachusetts Division, which takes place on May 30, and will leave no stone unturned to make the affair a success.

THE young men of Saylesville, R. I., and vicinity have organized a bicycle club, and have 25 members for a beginning. The organization is to be known as the Lincoln Wheelmen.

THE National Club is the name of a new ladies' bicycle club recently organized by the lady riders of Rochester, N. Y.

THE final games in the pool tournament between the Brooklyn Bicycle Club and the Kings County Wheelmen were played on the evening of March 25 at the house of the Brooklyn club. There was a large audience present, and the utmost excitement prevailed all through the evening. The score was tied at the end of the sixth game, but the seventh told the story, and the Brooklyn club was the winner, the score standing 716 to 712.

THE Superior, Wis., Cycle Club are making arrangements to build a new club house in the near future.

THE Arlington League Wheelmen, the latest accession to New York cycling clubs, is destined to become prominent. It is splendidly located, and its accommodations are excellent in every way. The 14 charter members of the organization are all energetic young men.

MESSRS. BRUMMER & KLEIFEL started to make the first continuous run of the season for Western New York. They started from Erie on the 15th ult., but stuck in the mud at 40 miles. They did not accomplish the century, but what they did accomplish required the most heroic effort.

THREE HUNDRED DOLLARS was cleared on the musical and literary entertainment of the Æolus club, Chicago, and nearly $150 on the grand concert and hop of the Douglas Cycling Club of the same city.

THE indoor sports of the Plainfield, N. J., Cycling Club, which have held their members together during the winter months, came to a pleasing and successful end Thursday evening, 19th ult., when, in the presence of over 500 persons, they crossed bats with the Crescent League in an indoor game of base ball. The Plainfield club are particularly fortunate in having the Crescent rink, with floor surface of 80x200 feet, for entertainments of this kind.

MR. FRANK CHURCH of the Bergen Co., N. J., Wheelmen (now in Korea) has written some poetry regarding wheeling in that country, and has dedicated it to his club. A local paper informs us that Mr. Frank Bennett of the same club is training a Newfoundland dog to ride a bicycle, and will enter him at the next dog show in New York for a prize.

JAMAICA PLAIN (Mass.) wheelmen, attention! There will be a meeting at Kolb's Hall, Monday, April 6th, at 8 P.M., 121 Greene street, Jamaica Plain, Mass., for the purpose of reviving the Jamaica Plain Cycle Club.

"Star" of Cincinnati says: "Your editorial in the issue of March 20, concerning the 'Octopus act,' applies with equal force to Cincinnati. From our northern boundary line at Clifton to the river is but little over three miles measured on the map. In this territory, according to the last census, 298,000 human beings reside. This, of course, does not include the hosts who tax the capacity of our cable and electric cars; our railroads, bridges, and ferries morning and evening to carry them to and from their homes in the suburbs to their places of business in the city. Covington and Newport, two cities across the river, require five bridges and four ferries to accommodate the travel across the river. If one were to take our Court House as a centre, and draw a circle that would include an area equal to that of Chicago, it would include a population more than double that given us by the census, and nearly 500 League members, instead of 226 that we now have."

THE "expectations" of an inventor and the realization do not always gibe. For instance, a Mr. Hartman of Ogden, Utah, has invented a water cycle, and "expects" to travel 10 miles an hour at least. The first test Mr. H. makes will shatter these "great expectations."

THE Maryland Div. meet at Hagerstown in July promises to be a great success. The managers have received acceptances of all the States comprising the Third District—Pennsylvania, Delaware, Maryland, Virginia, West Virginia and District of Columbia. This promises to be one of the largest meets of the year.

A CALIFORNIA wheelman discourses enthusiastically on the merits of wheeling in that "glorious climate." He says: "The month of March, however, is the time of the year when wheeling in San Francisco is most enjoyable. If one wishes to get the beautiful in nature in deep draughts, to be exhilirated with the stimulant that only serves to make the muscles stronger and the head clearer, let him get up in the early morning, mount an ordinary or safety, and ride out over the hills to the ocean. If early

SOMETIMES we have to go away from home to get the news, as is proven by the following item taken from the New York notes in *Sporting Life*. "The meeting of the National Assembly, which was to have been held on Monday evening, was postponed, owing to the absence of President Dunn. Over seventy-five delegates were present." Here's richness! Investigation did not reveal the fact that any meeting of the National Assembly had been called in New York for the Monday evening in question. Sec'y. Bassett had heard nothing of it, and a careful examination of the Official Department of this paper did not reveal any notice of any such meeting. Where the "seventy-five delegates" got their notice from nobody knows, except perhaps the New York correspondent of *Sporting Life*. A lurking suspicion enters our mind that the enterprising correspondent is the victim of a hoax, or perhaps he may have exceeded his usual daily allowance of "exhilarator," and was the victim of his own over-excited imagination.

RECENT cables from "the other side" report that the latest fad among the gilded aristocracy of England is to attend select slugging matches! and horror of horrors, the despatch mentions the name of a sister of a prominent American lady (now an English peeress) as being present at the last "little affair." The entertainers rejoiced in the names of Puggy Donovan and Bill Cheese, "all of which leads the wicked correspondent of the *Sun*," says the *Record*, "to suppose that an inaccurate version of this interesting social event may have given rise to the rumor current last week in some of the Paris clubs that it was the intention of Mr. Ashmead Bartlett and Baroness Burdett-Coutts to initiate a series of Sunday afternoon dog fights in Piccadilly." What next? We should not wonder to hear that Mr. Hilliers had attended a race meeting at which brutal exhibitions of real racing was given, and that he *enjoyed* it!

IT IS said that straws show how the wind blows, and this saying applies with considerable force to newspaper correspondents who are supposed to write on subjects of interest to their readers. Gath, who for years has been a correspondent for the *Cincinnati Enquirer*, has in the issue of March 27 a long letter on "Country versus City Life," in which he shows that one of the drawbacks to rural life was the badness of the roads, and gives some interesting figures on the cost of transportation over different kinds of roads. The letter, three columns in length, is full of valuable information.

A FAIR ENGLISHWOMAN'S VIEW ON DRESS.

SINCE bicycling has been universally adopted by ladies of nearly every nation, the all important subject "how to dress becomingly and also comfortably whilst awheel" has been discussed freely, without aiming at a definite conclusion as to what would be.

To promote an interest in cycling, every lady should dress as nicely as her finances will permit. For what is more unsightly than a badly dressed woman on a bicycle? One would imagine that a slouchy sailor waist, (ditto hat), with a skirt four or five yards in width (flapping around her feet) is an ideal costume? It matters not how gracefully she may ride, it detracts from her appearance, and that ,no woman can afford.

Many advocate the "divided skirt" as the costume proper, and I have even read of a ladies' club adopting it as a uniform. Now; as an undergarment, it's simply indispensable, for it allows perfect freedom of movement in mounting and dismounting, and has no creeping up propensities that are so annoying; but as a costume I unhesitatingly pronounce it outre. And as I credit all those who ride as having exceptionally good sense, I sincerely hope they will agree with me on this point and never appear in one again.

I will try to describe a costume that will create quite a furor in bicycle circles this coming season. It's a navy blue, tailor made princesse, material, medium weight broadcloth, draped slightly in front, so as to give the desired fullness when mounted, and trimmed with dark copper colored silk braid. With it is worn a jaunty "Tam O'Shanter" cap, and gaiters of navy blue, with long gloves of the copper color.

This, of course, is designed expressly for "asphalt riding;" and as the wearer is a brunette, the effect is charming, without being showy, as some might imagine.

Another, in which the same good taste is displayed, is a gray flannel made with a "blazer," and straight skirt gored in front breadth, very much like the short dresses so much in vogue. With this is to be worn shirt waists, of color and material as the wearer's fancy dictates. Jockey cap, gloves, and gaiters of gray.

According to my ideas, the above described suits are both modest and pretty, and withal comfortable. And the girl who hesitates to depart from the sailor costume mentioned, will soon find herself regarded as a curiosity.

When the fair devotees of the wheel begin to realize that a bicycle costume must be selected with the same care that is bestowed on a party or street dress, they will be in position to defy all prejudiced, ill natured persons who are still debating, "whether or not it's proper for women to ride a bicycle." X. L. D.

Birmingham, England.

CAPT. KIRKPATRICK, of the Business Men's Cycle League of Newark, N. J., has offered a gold medal to the member attending the most club runs from April 1st to January 1st; and Pres. J. S. Holmes has offered a similar one to the member making the largest mileage record for the same time.



WILL P. E. H. (or A.) of Louisville, Ky., please send on facts and notes of the June meet in that city? His letter, paper and circular have been mislaid.

THE annual bicycle meet of the Chicago Cricket Club will be held July 24 and 25 at Parkside, Chicago. Address J. G. Davis, Parkside, Chicago, Ill.

OUR Harrisburg, Pa., correspondent says: "The entertainment held in the Grand Opera House under the auspices of the H. W. C., and previously referred to by me was a pronounced succes, and the club came out ahead financially in a way that made their hearts glad. This excitement having abated, of course the question of a club house was again taken up, and while the members are somewhat backward in undertaking the responsibility, I have good hopes for the ultimate success of the scheme. One of our morning papers, viz., *The Call*, suggested "that some of our enterprising and wealthy citizens erect a suitable building for us and let us pay it off as rent." The suggestion is an excellent one, now who will be the "enterprising and wealty citizen?"

TO-MORROW, April 4th, a new sporting paper will be issued in Boston called the *Referee*. It will cover all branches of sports both outdoors and indoors. It will also deal in musical and dramatic affairs. It will be national in its character. The *Referee* will be edited by Ed. A. Perry, ten years dramatic critic, two years sporting editor, and three years London correspondent of the Boston *Herald*, who will have the assistance of a corps of competent writers and correspondents in all the principal American and foreign cities.

THERE is good reason to believe that the discussion of the matter of a live club for Boston will bear fruit. Efforts are being made with every prospect of success to revive the Massachusetts Club. Boston wheelmen desiring to join the reorganized club should address Mr. C. C. Ryder, P. O. BOX 2966, Boston.

THE two professional bicycle races run in Detroit by Jack Prince have been very lively; the contestants ride a terrible pace. The average in this last race has been over 17 miles an hour. In the first race the most serious fall was that of Le Croix, who took a header and broke his collar bone and hurt his face. In this last race Martin rode off one of the turns and broke his leg; cause extreme carelessness. At last accounts Reading and Ashinger are tied for first place.

THE Farragut Bicycle Club of Chicago held their annual election last Saturday evening. The annual reports of the officers showed the club to be in good financial condition. The Farraguts are an L. A. W. club and have in the neighborhood of forty members, which number they expect to increase considerably this spring, as the initiation fee of $50 of the Farragut Boat Club, to which club a man must belong to become a member of the Bicycle Club, is to be reduced to $25.00.

THIEVES broke into the store of H. L. Spencer of Pawtucket, R. I., the other evening. Unluckily for the fellows, Mr. Spencer and a friend happened to be on the premises, and after a sharp chase one of them, John Dugan by name, was captured and taken to the police station. Dugan is only about 14 years; on being searched a 22-calibre revolver was found on his person.

THE first public exhibition of the Y. M. C. A. of Utica, N. Y., took place March 18th. The athletic exhibition was varied and very fine. W. S. Maltby "astonished the natives" by his wonderful trick riding. His impersonation of Oscar Wilde's first attempt in riding showed qualities as a mimic, the possession of which Mr. Maltby is to be congratulated on.

ONE of the most important events in Chicago for the coming season will be the scorchers' clubs century run to Aurora, to Elgin and return. This will be early in June, and will be no scorch, an early start to be made from the club house after a light breakfast in the cafe, and dinner and supper to be taken on the road. To every member finishing the run, a handsome souvenir badge will be given by the club.

THE Peoria (Ill.) Club is one of the oldest clubs in the Leage, as well as one of the strongest, having become a Leage Club when it was organized in '81, and has always remained faithful to the cause through thick and thin. With a membership, at present, of over one hundred active wheelmen, they are well known as an enterprising and thrifty organization, and stand forth prominently as one of the most important race promoting clubs in America. This club will make a bid for the National Championship to be run at their tournament next fall.

MR. STEPHEN GOLDER'S visit to Chicago has been made one constant round of sight-seeing by a number of Chicago's prominent wheelmen. Sunday, March 22d, he was escorted to Pullman by the 2:50 Club, ten in the party. Saturday it had rained hard all day, and those who have been over the Pullman Road after a day's hard rain will realize its true character on this occasion. Mr. Golder said: "You Americans call this a road; it's a beastly mud hole." Tuesday, Mr. Golder saw the Union Stock Yards, pig-sticking and all. He ate no meat for dinner after his return.

DETROIT seems to have an attraction for wheelmen. Fred Donlee, of the R. I. Wheelman, a great friend of Van Wagoner, started for St. Paul, and stopped off in Detroit for a few days; but he liked the city so well that he will stay in Detroit permanently.

MR. WILLIAM HEYNY, JR., of New York, is meeting with good success in organizing his tour through the Harz Mountain, Germany, this summer. The party will leave New York, June 30th, on the Hamburg line of steamers. The cost of the tour will be $200. The average speed will be about 25 to 30 miles per day, a mighty sensible rate of speed.

THE Springfield (Mass.) Bicycle Club and the athletic association of the same city will, no doubt, join forces, and the new organization will retain the name of the Bicycle Club. A club house will be built, containing all the appointments of a first-class athletic club.

F. F. PEARD, editor of *Cycling* of Toronto, will settle in Chicago permanently. Mr. Peard will be a welcome addition to the ranks of Chicago cycledom.

CAPTAIN MILLER, of the Douglas Cycling Club, Chicago, has associated with him two other members, and they will buy land and arrange for the building of a home for the club in the near future. That's the kind of a Captain to have!!

THE members of the New Orleans (La.) Bicycle Club are going to have a handsome new club house. Recent records of real estate transfers show where this club has purchased three very fine lots of land on Baronne, Dryades, and Gen. Taylor streets, and on this land the new house is to be built. The new home of the New Orleans Club is to be a commodious structure, complete in every detail, and is to be furnished in elegant style and taste. On the large lawn beside the house a tennis court is to be laid out. It is expected that ground will be broken early this month, and it is hoped the club house will be ready for occupancy by July 1.

THE Somerville Cycle Club held its annual banquet at the Quincy House on the evening of March 26. About 45 members were present.

THE methods of government of the Englewood Cycling Club of Chicago are as follows: "The Board of Directors transact all the business of the club and pass upon all applicants for membership. The members call a special meeting when the Board's action proves unsatisfactory. Many of our other clubs might just as well do this, for their meetings, though well attended, are conducive of no expression of opinions from the members who sit around like a lot of wooden men, and ask somebody else to talk.

THE minstrel entertainment of the Nashua (N. H.) Cycling Club took place on the evening of March 25, and the seating capacity of the theatre was thoroughly tested on the occasion. The members of the organization did themselves proud, and encores were as profuse as though Billy Rice, Geo. Thatcher, or some other leading exponent of burnt cork held the boards. The club will net quite a large amount of money as the result of their labors.

CAPT. SHANNON, of the Referee Wheelmen of New York, has offered a silver cup to the member making the greatest number of miles from April 1 to Dec. 1, '91.

AN endeavor will be made by Capt. Stimpson, of the Oak Park Club, of Chicago, to again revive the old-time interest in club runs. This was scorched out of the members by a few of the would-be racing men of the club. Captain Stimpson says he is going to stop it. But how can he? The scorchers ought to join the Century Club if they hanker after speed and trials of endurance.

HERE is a bit of interesting national history from our correspondent "Judge" of Detroit:

"The first memorial tablet of the Detroit wheelmen was placed on the Art Museum last week. It marks the place where the home of Gen. Hugh Brady stood. Gen. Brady, an old hero of the war of 1812, came here from Pennsylvania and settled. He also fought in the Mexican war at the head of the Brady Guards of this city, organized as a result of the riot in this city in 1835. Gen. Brady was born July 29, 1768, at Standing Stone, Pa., and died in Detroit April 15, 1867. This is move No. 1 of this patriotic body of young men. Detroit is the most ancient city of the great lakes, and no city in the United States presents such a series of interesting events. It was first visited in 1610, ten years before the Pilgrims landed on Plymouth rock and two years after Quebec was founded. Cadillac laid out the city in 1701. It was transferred to England in 1760, and transferred to the United States by treaty in 1783. The first American flag was hoisted in Michigan at this city in 1796 by Gen. Wayne. In 1812 Gen. Hull surrendered to the British and the Americans retook it in 1813. Five times its flag has been changed; twice has it been besieged by Indians, and 50 pitched battles have taken place within the present city limits."

MANY of the riders of Harrisburg, Pa., and vicinity well remember Myrtle Glover, the little daughter of L. O. Glover, as being one who rode her safety with so much ease and grace. She was also a feature of many of the parades of the local meets. Poor little Myrtle passed away after a brief illess at her home in Harrisburg. The remains were taken to Columbus, O., for interment. The sympathy of the wheelmen who knew her will be accorded her sorrow-stricken parents.

THE Æolus Cycling Club, Chicago, indoor ball team lost the championship of the Northwest League by one run only. The deciding game was one of the most exciting contests of the season, being a tie for five innings and nobody's game until the last man struck out. Twelve hundred people witnessed the game. The score was 8 to 7.

THE question of throwing the club house open to the ladies on certain days of the week was the subject of considerable discussion at a late meeting of the Peoria (Ill.) club, but it was finally decided in favor of the ladies, and henceforth the house will be open to them each Thursday afternoon, and on the evening of every other Thursday, when they will be invited to come and make themselves thoroughly at home.

"SETAGEO" of Buffalo, N. Y., has this to say in regard to the Lewis matter: "The local correspondents of the *Wheel*, who are brilliant newspaper men, occasionally make a mistake, like other mortals. In their letter of a week ago they say that I am to blame for D. H. Lewis' being adjudged a professional by the racing board. Of course this is not so, as I knew nothing about his amateur status till I read it the daily press. On looking it up I found that Mr. Lewis had written the League officer himself, telling him he had had his expenses paid by his employer when he went down to that road race at Richfield Springs last summer. I hope he will be reinstated, as I have no doubt that he will. I like Lewis, even though he did make that uncalled for attack on me in the *Referee*, and I do not do spite work if others do."

THE Quincy (Ill.) Bicycle Club recently celebrated the fifth anniversary of its organization. The members of the club were the guests of Mr. and Mrs. T. C. White, and about 25 couples braved the elements and gathered in the cosy home of Mr. and Mrs. White. A fine impromptu musical programme was rendered, and President W. M. Brewster (good old "Pop") made a stirring speech. Dancing was also indulged in by those terpsichoreanly inclined.

BYCYCLING NEWS says: "Users of inflated tires who travel on the continent will do well to choose a tire which possesses an emptying as well as a filling valve, as it is said that the officials of the French customs house cut open the big tires to see if any contraband is within them. If the tire could be emptied of its air it might escape this fate."

THE members and friends of the Capital Bicycle Club of Washington, were pleasantly entertained last Friday night at the club house on 15th street by a musical and literary programme of ten numbers that occupied about an hour and a half. A phonograph gave some interesting performances. After the programme had been concluded the floor was cleared of the chairs and was occupied by dancers until midnight.

OUR Buffalo correspondent says: "I see it stated that W. F. Hoack, a professional roller skater and ball player, who was dropped from the League last year, he having posed as an amateur, has now applied to the A. A. U. to be reinstated as an amateur wheelman, but the A. A. U. referred him to the L. A. W. If such professionals as Hoack are to be reinstated, the League might just as well take in all professionals."

TO the members of the Illinois Club attending and furnishing the largest number of club runs this season, be there a dozen or more tied, each and every one will be awarded a medal by the club. The Illinois will keep up its reputation as a "riding club."

A NEW addition is talked of for the Illinois club house of Chicago, 25x50 feet, with wheel-rooms in the basement, and probably bachelor apartments above.

THE Bay State Bicycle Club of Worcester, Mass., are hard at work on the details of the annual meet of the Massachusetts Division, which takes place on May 30, and will leave no stone unturned to make the affair a success.

THE young men of Saylesville, R. I., and vicinity have organized a bicycle club, and have 25 members for a beginning. The organization is to be known as the Lincoln Wheelmen.

THE National Club is the name of a new ladies' bicycle club recently organized by the lady riders of Rochester, N. Y.

THE final games in the pool tournament between the Brooklyn Bicycle Club and the Kings County Wheelmen were played on the evening of March 25 at the house of the Brooklyn club. There was a large audience present, and the utmost excitement prevailed all through the evening. The score was tied at the end of the sixth game, but the seventh told the story, and the Brooklyn club was the winner, the score standing 716 to 712.

THE Superior, Wis., Cycle Club are making arrangements to build a new club house in the near future.

THE Arlington League Wheelmen, the latest accession to New York cycling clubs, is destined to become prominent. It is splendidly located, and its accommodations are excellent in every way. The 14 charter members of the organization are all energetic young men.

MESSRS. BRUMMER & KAMPEL started to make the first continuous run of the season for Western New York. They started from Erie on the 15th ult., but stuck in the mud at 40 miles. They did not accomplish the century, but what they did accomplish required the most heroic effort.

THREE HUNDRED DOLLARS was cleared on the musical and literary entertainment of the Æolus club, Chicago, and nearly $150 on the grand concert and hop of the Douglas Cycling Club of the same city.

THE indoor sports of the Plainfield, N. J., Cycling Club, which have held their members together during the winter months, came to a pleasing and successful end Thursday evening, 19th ult., when, in the presence of over 500 persons, they crossed bats with the Crescent League in an indoor game of base ball. The Plainfield club are particularly fortunate in having the Crescent rink, with floor surface of 80x200 feet, for entertainments of this kind.

MR. FRANK CHURCH of the Bergen Co., N. J., Wheelmen (now in Korea) has written some poetry regarding wheeling in that country, and has dedicated it to his club. A local paper informs us that Mr. Frank Bennett of the same club is training a Newfoundland dog to ride a bicycle, and will enter him at the next dog show in New York for a prize.

JAMAICA PLAIN (MASS.) wheelmen, attention! There will be a meeting at Kolb's Hall, Monday, April 6th, at 8 P.M., 121 Greene street, Jamaica Plain, Mass., for the purpose of reviving the Jamaica Plain Cycle Club.

"STAR" of Cincinnati says: "Your editorial in the issue of March 20, concerning the 'Octopus act,' applies with equal force to Cincinnati. From our northern boundary line at Clifton to the river is but little over three miles measured on the map. In this territory, according to the last census, 298,000 human beings reside. This, of course, does not include the hosts who tax the capacity of our cable and electric cars; our railroads, bridges, and ferries morning and evening to carry them to and from their homes in the suburbs to their places of business in the city. Covington and Newport, two cities across the river, require five bridges and four ferries to accommodate the travel across the river. If one were to take our Court House as a centre, and draw a circle that would include an area equal to that of Chicago, it would include a population more than double that given us by the census, and nearly 500 League members, instead of 226 that we now have."

THE "expectations" of an inventor and the realization do not always gibe. For instance, a Mr. Hartman of Ogden, Utah, has invented a water cycle, and "expects" to travel 10 miles an hour at least. The first test Mr. H. makes will shatter these "great expectations."

THE Maryland Div. meet at Hagerstown in July promises to be a great success. The managers have received acceptances of all the States comprising the Third District—Pennsylvania, Delaware, Maryland, Virginia, West Virginia and District of Columbia. This promises to be one of the largest meets of the year.

A CALIFORNIA wheelman discourses enthusiastically on the merits of wheeling in that "glorious climate." He says: "The month of March, however, is the time of the year when wheeling in San Francisco is most enjoyable. If one wishes to get the beautiful in nature in deep draughts, to be exhilirated with the stimulant that only serves to make the muscles stronger and the head clearer, let him get up in the early morning, mount an ordinary or safety, and ride out over the hills to the ocean. If early

enough to see the sunrise, so much the better. He will gain an appetite, get his nerves in good condition and look upon the affairs of life with a new interest. Such a ride is better than whisky—even with mint in it."

THE building occupied by the Cincinnati Bicycle Club has been torn down, and the club have stored their piano and bath-tub at Hanauers', where they now make their headquarters.

THE Cranford (N. J.) Cycling Club offer the following medals for road riding: 1st. To each member riding 1000 miles (with an extra bar for each additional 1000 miles.) 2nd. To each member making a Century Run (100 miles inside of 17 hours.)

THE Rambler Club of Dayton, O., held its first anniversary jollification on the evening of March 26.

MR. F. D. LASEY and Mrs. Marie Hale-Lasey, assisted by an able corps of vocal and instrumental talent under the auspices of the Crescent Cycle Club of Rochester, N. Y., gave a concert last Tuesday evening. The programme was quite an artistic affair, printed in club colors of yellow and crimson.

MR. W. H. LAWTON of Cincinnati sends us the following, and desires us to publish the same: "An impression prevails among the wheelmen of Cincinnati that I am the author of the 'Non-contestant' letters which have appeared in your journal, owing, probably, to the fact that I am a relative of Mr. Petty, who was Mr. Allsup's chief competitor. Permit me to assure one and all that I am not 'Non-Contestant,' nor have I written any of the above-mentioned letters."

WE are in receipt of some samples of road maps published by Gustav Kobbe, 251 Broadway, N. Y. They are neatly gotten up, and are of convenient size, and should be in the hands of every wheelman of New York and vicinity. The maps received by us are those of the Jersey coast, Long Island, Westchester County, N. Y., Fairfield County, Conn., and central and northern New Jersey.

"SETAGEC" of Buffalo has this to say about the chairmanship of the Racing Board: "A Western wheel paper had considerable to say a week ago about Randall in connection with this Division, and the general impression of these items was that the officers and members of the New York State Division opposed the appointment of Mr. Randall as chairman of the Racing Board. Now, this is not so. Neither is the *Referee*'s statement that this Division desired to have Mr. De Graaf appointed, as Mr. De Graaf did not desire the position, and would not take it under any consideration."

THE Kings County Wheelmen appear to be particularly desirous of running the Irvington-Milburn road race this season. For what reason they desire a change in the management of the race is not clear. A. B. Barkman is the originator of the event, and has run the affair very successfully for two years, and is fully capable of repeating his previous performances.

THE New Haven (Ct.) Bicycle Club is making great preparations for its annual meet, June 8th. The value of the prizes offered will aggregate $800.

CAPTAIN FULLER of the Brooklyn Bicycle Club and F. L. C. Martin have started in to make the arrangements for the '91 century run from New York to Philadelphia. A meeting of those interested has been called at Plainfield, N. J., for to-morrow, Saturday.

THE outlook for a racing track in Brooklyn, N. Y., is not so bright as it was a month ago. It is too bad to let the scheme die.

THE East side of Buffalo, N. Y., boasts of a Road House called the Wheelman's Rest.

THE programme of the three days' meet of the A. A. U. Championships in Buffalo in June is nearly complete. The third day of the meet will be devoted exclusively to cycle events, of which there will be twenty-four.

OUR SPORT.

WHOEVER was the inventor of the bicycle little matters now, but through no fault of his own he lost his opportunity of almost revolutionizing the affairs of man, his only misfortune being that with all his cleverness, he was unable to cause his birth to have taken place instead of that of his great-great-grandfather, for could he by any possibility have changed places with that ancestor, and so have brought out his machine before the world knew anything of railroads or telegaphing, what a wonderful invention his would have been to people of that age, and what an universally useful one for quick travelling or dispatch of urgent messages! It might have caused the complete upset of those quiet old times. Those glorious (slow) old coaching days which we are now so often invited to look back upon as a standard of all that is good and great and noble; when the young were said to have made the proper use of their legs, instead of indulging in any such effeminacy as riding to and from their daily occupations, when they were said to have real stamina, and to have lived more primitive and more healthful lives. Alas! in these degenerate times of extremes of life at high pressure the wheel can only take its place as a pastime. But what a grand pastime it is! Which amongst our modern games can in any wise compare with it taken as a whole? It has been said that there is danger in the sport. True, but what sport of a manly or vigorous nature can be mentioned in which there is not only danger, but a good spice of it into the bargain, and far better it were so than the courage inborn in Americans should be allowed to die out for fear that perhaps a broken skin might be the result. But as a fact it is a most safe amusement if only it be carried on without recklessness, foolhardy bravado, or excess. Yet herein lies an almost insurmountable barrier, for how is it easy to restrain the natural volatibility of youth, whilst at the same time it is brought out by emulation and the struggle for supremacy? Who, at some time or another, has not felt his spirits rising, as sitting in a train where it happens that two lines run parallel to one another he sees that inch by inch, window by window, wheel by wheel, and slowly but surely car by car, he (or she) is gradually outstripping his neighbor, the face brightens into a glow of satisfaction, and these are feelings of exultation that it is vain to try to smother. Nature is within, and under such circumstances will assert herself, let who may try, in their coldness to suppress it. Let the pace slacken but ever so little, ah! then see the change that takes place; the brightness all at once flies from that train to the occupants of the other, and a thinly veiled vexation is tried to be hidden by the assumption of an appearance of utter indifference to the whole affair. How can such trivial affairs be allowed to interfere with the sublimity of a practical man of business? But they do for all that, and those worsted passengers assiduously read their papers (without understanding them probably) or look another way and try to appear at ease. Admitting all of these feelings to exist, what wonder that the wheelman when his blood is up and spirits high with healthful exercise finding that he is being beaten on the road by a rival rider, should allow his discretion to be outstripped by his feelings and put on a spurt, even though it might result in bringing both wheel and rider to grief. Would his graver prototypes have sat so indifferently and refrained from using it had they the power of applying a little personal exertion to increase the speed of their train? Most likely not, even though surreptitiously done. It is to be hoped, therefore, that the pastime of cycling may continue its steady advance, and it should be hailed with delight that a safe and yet easily driven wheel has been introduced, which enables the weaker sex to take part in so healthful an exercise, calculated as it is to the full development of all nature's beauties of form and color. There are, of course, many exercises equally healthful, but most of them require by pre-arrangement, the meeting of friends to be carried out. Others there are again that only those with leisure and wealth can enjoy. The excitement of the chase can perhaps hardly be exceeded provided it is a good pack that is being followed on a first-class horse and over good cross country. But even then a "find" is indispensable. But for greatest convenience can anything come before a well-built wheel, which being always ready, can be mounted during any spare time, and seems at once to become a part of its rider, having no will but his, and thus, as it were, entering into the spirit of his wishes, giving him the fullest enjoyment of quick motion, that feeling of confidence and self reliance arising from the knowledge that he depends on himself and himself alone? Thus, whilst inferior to no sport in interest and enjoyment, less dangerous than many, it enjoys perfect immunity from any sufferings of the lower animals as its raison d'etre. It requires no worm writhing in its death agonies to tempt an equally unprotected fish to its torturous death or mutilation, no fear-struck fox or deer to succumb after every fibre of nerve and muscle gives way to exhaustion under its frantic efforts to preserve the life given it, no pigeon's quivering frame to attest the marksman's skill by the cruel wounds administered, not even a dumb animal ridden beyond its strength, no influences are as elevating to the mind as they are invigorating to the body, and as such may it always receive the encouragment of all right thinkers. "HAWKSHAW."

THE "ABSORPTION" OF WHEEL CLUBS IN NEW YORK.

THE gradual absorption of the wheeling clubs of New York city by the large and powerful athletic clubs, is a menance to the interests of all wheelmen at large. Cycling from its early birth has been so distinctively considered from all other branches of sport that its amalgamation with sister clientals involves questions which, while dormant at the present time, will arise to confound us later on. Having for its fountain head a League, made great by years of unremitting toil by earnest workers, it seems a pity that the movement so grandly erected should be weakened at its formation by secessions of clubs who owe fealty to its cardinal features.

Last year there was discord among the various cycling clubs by the athletic people weaning from the bicycle organizations their strong racing men, but while that was to be deplored, the present state of affairs may result far more disastrously.

New York is the home of a number of opulent athletic clubs, the chief aim of each being to outdo the other in the way of offering advantages to athletic and social aspirants. The inducements which each individually offers have caused great strife. Up to the present year, while the heads of the different athletic clubs had no doubt thoroughly weighed, the advantages which accrue from merging entire bicycle clubs into their ranks, they took no active steps in this direction until early in January.

The first announcement of a proposed amalgamation scheme between an athletic and bicycle organization was occasioned by the rumors of the proposed move of the Citizens' Bicycle Club.

The banner clubs of New York contemplating affiliating with the New York Athletic Club, caused great surprise. Faint as the rumors of this move were at first, they finally developed into a certainty, and now arrangements have been about completed, when Gotham will lose one of its oldest clubs. But the trouble does not stop here. The Manhattan Athletic Club has managed to secure about a dozen members of the Riverside Wheelmen who, while still remaining members of their bicycle club, have virtually deserted it for the M. A. C., as they will represent that strong club in all races, etc., during this season. The Riverside and Citizen Clubs are not alone the only ones who are identified with athletic bodies, the other clubs having suffered also, losing members gradually, one by one.

The question now is how to combat with these strong clubs. Bicycle clubs in their present state cannot compete with them. The athletic clubs have their bicycle departments which embody everything which a wheel club offers, and, outside of that, everything in the athletic way.

There are a great number of good strong clubs at present in New York, and some united movement should be taken whereby a bicycle club could be retained independent of the athletic clubs. Many times it has been proposed in various cities where there have been many small clubs that the different organizations come together and organize themselves into one body, under one title; whereby an immense club house could be erected, and the wheeling section could remain distinct from any other sport, as has been done heretofore. The absorption of the bicyclists will not alone harm clubs; may also prove detrimental to the L. A. W. eventually.

Active wheelmen in New York cannot but fail to see the present situation. A movement should at once be taken up to bring the clubs together for an opinion on this subject. All petty spites, etc., which exist between some of the clubs should be buried, and a wholesome expression of opinion should be given on this subject. The Brooklyn clubs are at present uninjured by athletic clubs, for the reason that there is no large organization of such a character in the City of Churches. If a movement of this kind was taken up it would prove vegy advantageous to wheeling; for with



THE EAGLE



LIGHT ROADSTER. ROADSTER.

UNEQUALLED SPEED. EASY RUNNING.

UNEQUALLED STRENGTH. SAFE.

The LATEST and the BEST.

THE EAGLE RACER.

Lightest and Fastest Racing Wheel.

THE BOY'S EAGLE.

A Perfect Eagle Bicycle for Boys.

EAGLE CATALOGUE AND MILEAGE BOOK FREE.

Send for our Second Hand List. Some Bargains in Safeties.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

$10,000 TO A YELLOW DOG.

That J. K. Starley & Co., (Starley & Sutton), Coventry, England, made the first Rover type safety.

That all American safeties are imitations.

That the Rover heads the list of high grade safeties in America to-day.

That Cycle dealers of the best judgment are selling Rovers.

That riders of the best judgment are riding Rovers.

That the Rovers are fitted with Pneumatic and Cushion tyres, which originated in England and Ireland.

That THE JOHN WILKINSON CO., 269-271 State St., Chicago, are the sole U. S. Importers.

GET OUR CATALOGUE.

Sixteenth Year in America.

1876 — The First Cycles in the United States



1891 — The Largest Cycle Manufactory in the World

SPECIFICATION.—30 inch wheels, speeded to 57 inch [or 54 inch] patent 1 inch wired tires, Singer ball steering, Singer ball bearings to all running parts, including pedals, Singer patent steering lock, Singer patent detachable crank bracket, weldless steel tube frame, handle-bar and forks, guard to both wheels and to chain, brake, foot-rests, lamp holder, best combined saddle and spring, spanner, etc, etc. Enamelled, and with parts plated.

Price, $140.00. Cushion or Pneumatic tires to order, extra.

New York City Agency, F. W. AYMAR, 2 Astor House, Broadway.

SINGER & CO., 6 and 8 BERKELEY STREET and 2 WARREN AVENUE, BOSTON, MASS.

the erection of a club house, a suitable track could be constructed, which would give a boom to racing, and prove beneficial in many ways.

The idea of the athletic bodies finally wiping out the athletic clubs may sound strange, and perhaps absurd, to some at the present time; but it will, nevertheless, turn out to be true in New York. Bicycle clubs can, and will, no doubt, exist there for time to come, but they will be unable to class with the bicycle department of the athletic bodies. "TREB."

HOW TO BUILD A BICYCLE HOUSE.

ONE of the first questions which presents itself to the intending purchaser of a wheel is, Where shall I keep it? Some wheelmen are fortunate enough to live where they can keep their wheels in a shed or unused room on the ground floor, while the number of riders who have to carry theirs up from six to twelve steps to leave in a back hall is legion, and a larger number than one would imagine carry their wheels to the second floor before finding a resting place for them.

When I first owned a bicycle, this question of where to put it was a serious one, as I did not live on the ground floor; and the only alternative to carrying it upstairs was to build a house for it, which was immediately adopted. Being one of the great army of bookkeepers, I was more accustomed to the use of the pen than of saw, hammer, and chisel; and my efforts in an architectural and building direction might have brought a smile to the countenances of those more skilled in such work. But a bicycle house must be had, and accordingly work was begun and carried to completion.

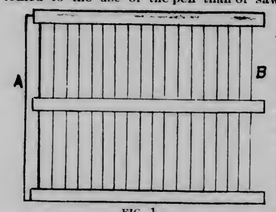


FIG. 1.

The dimensions of the house were: Length, 7 feet; breadth, 3 feet; height on the higher side, 6 1-2 feet; and on the lower side, 5 1-2 feet; the roof being of the "lean-to" style, pitching only one way. The frame consisted of four corner posts, three pieces on each side; one each at the top, bottom, and middle of the side, running horiizontally, and four pieces connecting the tops and bottoms of the corner posts and fastening the two sides of the house together; 2x3 scantling was used in constructing this frame. The sides, ends, roof, and floor were made of spruce sheathing, put on up and down, doing away with the necessity of using clapboards, and making a tight, dry house.

My first plan was to batten the interstices of the sheathing on the roof with fancy strips; but after the roof had been on a few weeks the heat of the sun so warped it that it began to leak, and it became necessary to remove the strips and shingle the roof.

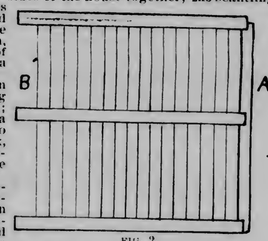
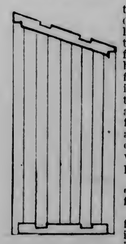


FIG. 2.

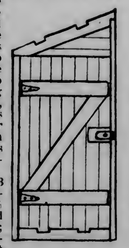
My first house was put together to stay, but have constructed another this season which can be taken apart by removing sixteen screws, and which consists of six parts; sides, ends, roof, and floor. The largest and heaviest part is easily handled by two persons. The advantage of this plan of construction is that, in case of a change of residence, a teamster and one's self is all the moving crew needed. I have experienced the need of such a house, as I have had to move my old one twice, and have trespassed on the kindness of my friends in doing so.

I give below a description of a "knock-down" house, which will be readily understood by reference to the accompanying cuts:—

Fig. 1. Inside view of lower side.
Fig. 2. Inside view of higher side.
Fig. 3. Inside view of back end.
Fig. 4. Inside view of front end, showing door and spring lock.
Fig. 5. View of under side of roof. Floor is constructed in same way.


FIG. 3.

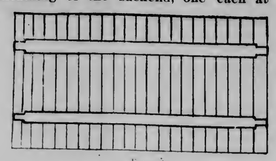
It will be seen by the cuts that the two front corner posts are a part of the door or front end; they are mortised like the back corner posts to receive the ends of the three horizontal joists forming frame for sides, while the two back corner posts are a part of side frames. It is necessary to have this so in order to do away with unhanging the door when the house is taken apart, also to connect the joists which act as floor and roof supports. These floor and roof supports are mortised 7-8 inch deep, to receive the ends of the strips which hold together the boards composing the floor and roof.


FIG. 4.

The upper horizontal piece of 2x3 of each side is chamfered off to conform to the pitch of the roof.

The 2x3 joists for corner posts and frames of sides are placed flat ways; i. e., with the 3-inch side to the sheathing, thereby giving the greatest amount of room inside.

The six parts of the house are fastened together by means of eight cast iron braces on the inside of the house, four at each end. The braces on the back end are screwed into the corner posts forming part of side frame, and the sheathing of the backend, one each at top and bottom of each post. Those on the front end are secured to the under edges of the upper and middle horizontal joists of side frames, and screwed to the front corner posts The roof and floor boards are held toghther by two strips, as shown in Fig. 5, the ends of which rest in mortises also shown. They are held in position by their own weight.


FIG. 5.

After the house is all put together, a 1-inch quarter round moulding is put on around the sides and ends under the roof, to complete the appearance of the house.

The framework consists of 2x3 joist, and sides, ends and door are spruce sheathing 7-8 inch thick, and either 4, 5, or 6 inches wide; 6 inch is to be preferred on account of the saving of time in laying it. The roof can be made of cheaper wide boards, planed one side. The floor should be made of spruce sheathing same as the sides, on account of the stiffness imparted by the tongues and grooves, and also to exclude dampness which may rise from the ground.

The door swings inward, in order that a good spring lock may be used instead of a staple and padlock, which would be necessary in case the door swung outward. A good spring lock is far more satisfactory and convenient than a padlock.

The whole cost of the materials necessary for this house need not exceed seven or eight dollars; and if one is at all handy with tools he can make it himself, by putting in his spare time for a few mornings and evenings.

When completed it makes a neat, pretty, and serviceable house, and one which will be a source of much pride and satisfaction to the owner, especially if he can point to it as the work of his own hands. C. A. D.

A WHEEL INTO THE INDIAN COUNTRY, NO. 1.

BY C. W. NORTHRUP.

FORT NIOBRARA TO ROSEBUD.

IT was a crisp morning in the early part of October, 1886, that I slid from the saddle of my bicycle within a stone's throw of Fort Niobrara. My bicycle (an ordinary) had been my only companion and conveyance in a week's ride westward from Omaha, Neb. In that time we had travelled 350 miles over road, bridle path and prairie trail without the slightest mishap, and with but one fall of the kind so common to riders of the steel horse. On previous tours taken with friends, my bicycle had often seemed a thing of life with moods varying with those of its rider. Was it strange then after seven days of its silent but faithful companionship that I had grown to love every spoke of the trusty wheel, and that now as we stood looking down on the first point of interest we had come to visit, I could see no reason to doubt our ability together to cover the 1000 miles planned for in an outing of three weeks? This story of travel treats of "our" adventures—that is my wheel and I.

An Indian fort—To how many of the readers of the BICYCLING WORLD will these words bring a picture of a high stockade enclosing a log building full of loop holes, and yet the reality is as different as possible from this. Fort Niobrara is situated in a natural basin, possibly a mile in diameter, its northern boundary formed by the wall of a canyon, through which flows the Niobrara river. From the highlands the place resembles nothing so much as a quiet country village, but not a frontier village, for in the outskirts and on the first easy slopes of the basin the many neat cottages occupied by the Commandant of the Post and his officers give an appearance of thrift and prosperity not common to other settlements in the neighborhood. A stranger might point to several large one-story buildings near the centre and say: "there are the forts," but they are only the barracks of the soldiers and stables for their horses. The north side of the fort seems an immense wood yard covering several acres, and as we ride by a small army of men with teams are busy with hauling cord after cord of pine and oak from the river to add to it. A colored sargeant, who is busy cleaning a carriage, informs us the wood is not for sale as we had supposed, but is to be used for warming "the quarters" during the coming winter.

For over an hour we wheel slowly around the fort among the cottages, through the barracks and past the post-trader's store, but no one speaks to us, asks our business, or tells us we are on forbidden ground. All is so quiet and peaceful it seems hard to realize that ten years before this was the principal depot from which were drawn supplies and soldiers for a campaign against the Sioux Indians, and that less than one-half that time, looking into the future, will find it again a busy and warlike place.

Leaving Fort Niobrara a half-hour ride through a desert of sand brings us to Valentine. In the early part of the eighties, Valentine was for some time the terminus of the Fremont, Elkhorn and Missouri Valley Railroad, and at that time was considered the "toughest" as well as the busiest town on the frontier. Busy it must have been, for all the goods furnished by Uncle Sam for the Sioux were here transferred from the railroad to the big freighting wagons to be hauled to the Rosebud and Pine Ridge agencies. But this was in the past, and now the railroad has stretched its double line of steel a hundred miles to the West and left Valentine with only the memory of "those good old days"—to keep it alive. Of the manners and customs of that ancient town we remember little, but with us is still a faint recollection of meeting with three or four oysters in a stew we ordered at a restaurant, and exchanging a silver quarter for each one of the dainty shell fish.

On the outskirts of Valentine we wheel on to the stage route to Rosebud. It is an ideal road for bicycling, smooth and hard as asphalt, with few grades that are difficult to climb, and many that furnish grand coasting. Three miles out we cross the Minnechaduza river, a clear sparkling stream, and a few minutes later are in chase of an Indian freighter, who, with his four horses and canvas top wagon, is making more than schedule time towards Rosebud. As the distance between us lessens, we notice a

dark little face belonging to a papoose of two or three summers, peering at us through an opening in the rear curtain. Other eyes, too, must have been watching this strange combination of wheel and rider, for suddenly the forward horses swing out upon the prairie a rod or more, leaving ample room for a dozen horsemen to ride by abreast.

It had not taken a week of riding to convince us that the average teamster considers one-half the road far too much to allow a wheelman in passing; so much more was the politeness of this dusky driver appreciated, that we found it easy to pause long enough to exchange the customary greeting "How," and natural to ride at a slower pace for half an hour to satisfy the curiosity of our polite friend. Dinner is eaten in a sod cabin with clean swept stone floors, and walls smoothed and whitewashed until they closely resemble ordinary lath and plaster. Early in the afternoon we leave the soil of Nebraska behind and wheel on to the Sioux reservation in South Dakota. Between many States the dividing line is an imaginary one, but at this point it is as plain as though a broad furrow had been turned to mark the intersection. On either side the road, the last "160" belonging to Nebraska is under cultivation, while beyond lies Dakota, a vast desert covered with short buffalo grass, with not a tree or building of any kind to break the monotony of the rolling prairie. As we ride along, however, the telephone line between Fort Niobrara and Rosebud, which has been playing hide and seek with the road all the morning, now keeps closely to us as if for company. The single wire is strung on iron poles, and we have only begun to conjecture why this is done when we ride into a district over which a prairie fire has lately passed. It is a scene of desolation, so complete as to be difficult to describe. Apparently, all animal life has disappeared with the fire; nothing is left behind but here and there a pile of bones, their gleaming whiteness forming a ghastly contrast to the universal blackness of the prairie.

For two hours we wheel through this desolate country, dismounting but twice; once to examine an old buffalo wallow, and again to explore a well worn trail, made probably by the same animals. How pleasant it is after such a ride to look down from the brow of a hill on a field of green with comfortable looking farm buildings close by. We find that this is the property of a thrifty squaw man, and is known as the Half-way house. We stop only long enough to drink a glass of milk, for it is four o'clock, and there are still eighteen miles between us and the Rosebud agency. Since leaving Valentine we have been facing a stiff head wind, and this has now risen till it is blowing a gale, making riding very difficult, except on the down grades. Twice our bicycle comes to a standstill under us, as if to protest against going further; but it is out of the question to stop yet, so we push on, more often out of the saddle than in it, until finally, as night settles down, we dismount, and with one hand thrown over the saddle of our favorite steed, trudge forward on foot. At this high altitude sound travels a long distance; and while still nearly 10 miles from Rosebud, we hear the clear sweet tones of the bell in the Catholic Mission calling to prayers. Soon we can see a number of twinkling lights, and hear the barking of dogs, the latter sound, by the way, being as common to an Indian village as the rumbling of wagons is to a large city. It is half-past eight as we stop before a large frame building that looks so uncommonly like a hotel that we feel no hesitancy in leaning our wheel against the hitching bar, and walking through the partly open door into the hallway. This is dark and deserted; but midway of its length the reflection from an open wood fire shining against the wall shows that one room at least is occupied. In answer to a knock on the casing, a surly looking Sioux comes to the doorway, and after several attempts at mixed English and pantomime on our part, which we have reason to believe is so much Greek to him, we are directed to the further end of the hall. Then the door is slammed in our face, and we are left in the dark, feeling as lonely and forsaken as the man who has just lost his only friend. For a few minutes it is a question whether to advance or retreat; but a fast of eight hours has made the wants of the inner man so pressing that, after a little hesitation, we stumble along the hallway and knock at the door we have been directed to. No attention is paid to the summons, so, throwing it open, we step into a dimly lighted room, nearly filled by a dozen or fifteen Indian children of all ages. Several are drawing on a blackboard that leans against the wall, but the majority are seated on rough benches, either studying or writing. We had heard Spotted Tail's school often spoken of before reaching Rosebud; and now from one of the scholars, a half-breed boy, who speaks a little English, we learn that our imaginary hotel is nothing more nor less than this well-known institution. From the same little instructor we get directions to one of the Agency stores, where in his broken English we are told there are "plenty white men" Leaving the road here we take a path that leads by a number of Indian tepees. Before each a fire is burning, for the evenings are cold at this elevation; but rather to our relief we see no Indians in the vicinity, and push on, hoping to avoid any more meetings, at least for the present. The full moon has risen now, and by its light we skirt the edge of a canyon for a short distance, and then follow the path down its almost perpendicular sides.

(TO BE CONTINUED.)

Copyrighted, 1891.

A SUMMER VACATION AWHEEL IN THE HARZ MOUNTAINS.

BY WM. HEYNY, JR.

(CONTINUED.)

The Cyriaki-Church at Gernrode is one of the oldest and finest romanesque churches in Germany. The town is named after St. Gero, who died in 965, and is buried in this church. The interior has been renovated and handsomely decorated by Dusseldorf artists, and if you want to see Heaven and Sheol you can look at them here. The church also contains antique relief ornaments, and a beautiful organ in two parts. I was really surprised to find such a fine church in this little town. The inhabitants raise fruit and make juice of it, that is why we see so many orchards, and apple, pear and plum trees everywhere on the road.

A pleasant ride of some five miles brings us direct to Quedlinburg again. We pass one of the old Watch towers on the road, from where in "ye olden time" they signaled the approach of the robber barons to the citizens. Nearing the city the road leads through endless fields of flowers cultivated for their seeds. The effect is strikingly novel and beautiful. Now a half-mile or so of red crysanthemums on one side, yellow daffodils on the other, abruptly ending in another stretch of white crysanthemums, followed by blue heliotropes; a sight which gave me the impression of a huge colored map. The sweet fragrance is carried for miles ahead at every stir of the air. From the hills about Quedlinburg we can view the Brocken, Lanenburg castle, Blankenburg, Teufelsmauer, Victorshohe, Ballenstedt, Gegensteine, etc. The old imperial city with its famous castle above it, and the historical Munzeberg, is an imposing sight, and leaves a lasting impression upon the visitor. They take us through the great castle and show us thousands of antiquities and relics. In the church we see the tombs of Henry the Fowler, German Emperor, and his wife. Many quaint and curious old houses are found at this town; they were built in the peculiar style of their time, the upper stories topping over the lower ones, so that in narrow streets the gables almost touch. Most of them have elaborate carvings on their beams, bearing inscriptions and dates, in old German and also in Latin. One, named Dorathea, built in 1622, another dating from 1614, still another in the Schwertgasse showed a date as early as 1507, and in the wall of the house No. 26 Laugegasse, is a marble slab with two coats of arms, also bearing the date Anno Domini 1597. These are sights which the American tourist will fail to find in the European capitals.

At the foot of the "Schlossberg" still stands the old house where Klopstock the author of the "Messiade" and many "Odes" was born in 1724.

The Rathhaus (City Hall) is a regular Museum of antique weapons and instruments of torture. Enough can be seen there to make one shudder; for instance, the heads and hands, with the thumbs torn from them, of three would be assassins of an old emperor; also old scriptures from the 13th century, paintings, ornaments, scriptures, etc.

Handsome gardens of flowers throughout the city make a walk pleasant, but when strolling about, you must be careful not to get mixed up between the outer walls and ramparts, or you might experience what happened to me once, when I could not find my way back into town for nearly half an hour.

The Bicycle Club of Quedlinburg generally run their races in August, and a great time is had. The prizes are awarded afterwards at one of the fine concert gardens. I made the acquaintance of some of the local crack riders there. The hotels are overfilled on those days, and on one occasion I was obliged to stay over night at the League hotel with several of the Nordhausen members; six in one room with one bed. I made a sketch of the situation and have it somewhere—two of us in bed, one on the floor, one in an armchair, and two crosswise on the lounge. But we had a jolly time.

At about the same distance from Quedlinburg as Gernrode lies Thale, another little town, but more modern in its appearance, a railway terminus. Handsome villas everywhere, elegant equipages, uniformed servants, people with fashionable airs. A train is just unloading a crowd of pleasure seekers as we wheel by the depot. See them running for the hotel wagon, shouting, panting, and perspiring! How lucky are we wheelmen! We shall head them off, and be snugly installed in our rooms before they get there. "We have been there before." Passing the pretentious Hotel Zehnpfund, squatted at the entrance of the Bode Valley, like a self-satisfied monster, we soon disentangle ourselves from the hustle and bustle of peddlers, showmen, hotel runners, and photographers, (we make short work of it; if the fellows don't get out of our way, we run over them; the unfortunate pedestrian, however, has to suffer their molestations) and reach a solitude, in a bend of the wild Bode stream, where the waters are quietly coursing between great bowlders, and one can distinguish the trout perform its elegant and rapid evolutions in the crystal clear fluid. We cross a little bridge to an island, and here, half hidden among flowery branches, like a fairy dell, we find the Hubertusbad, though we cannot make out the pretty hotel until standing almost in front of it. Its appointments are stylish, the house first class. How charming to sit here in the park-like garden, with its well kept walks, behind a cup of exquisite coffee, the birds singing in the branches above, the sunlight playing on the rippling waters! How delightfully sweet did I rest here at night, lulled into slumber by the music of the Bode!

As we leave the quiet island, the rush of the stream grows louder; with each step we advance, it becomes more furious, roaring and foaming against the rocks; sometimes, especially after a heavy rain, the noise is almost deafening. Just below, great forges are in operation day and night. Let us take a peep in, and see how the blackened, half-naked workmen wield out the long, white-hot iron rails.

(TO BE CONTINUED.)

LEGAL.

THE Baltimore *American* reports the filing of an opinion from Judge Morris of the United States Court in the case of the Pope Mfg. Co. vs. Sam'l T. Clark. The court found "that the Overman patent for rocking pedals has been infringed, and that the eighth and ninth claims of the Latta rim patent are invalid for want of patentable novelty. * * *." In his opinion the Judge says: "I think that it appears Overman made a distinct step in the adaptation of pedals to the requirements of improved bicycles * * *." As regards the Latta rim Judge Morris says: "We find the rim patented by Latta accurately described and careful instructions furnished for making it out of a single strip of metal in the English patent taken out by Warwick in the United States upon application filed December 4, 1883; so that Warwick's application preceded Latta's, and the grant to Warwick was prior to date to the patent granted to Latta. * * *. But conceding that Latta was an independent inventor, and that the proof carries the date of invention as exhibited back to a date prior to the date of publication of his Warwicks English patent, I have been unable to find, taking the state of the art, that it required any invention to produce the rim claimed by Latta. * * *." The Overman pedal patent referred to is owned by the Pope Mfg. Co.

NEW JERSEY MEET.

THE following are Chairmen of the Committee of the Meet of May 29 and 30 at Elizabeth, N. J., and may be applied to for information:

Executive Committee.—Geo. C. Pennell, Elizabeth.

Reception Committee.—Aug. F. Bellinger, Elizabeth, N. J.

Theatre Committee.—Geo. C. Pennell, Elizabeth, N. J.

Program Committee.—F. S. Bennett, Ridgefield, N. J.

Banquet Committee.—T. F. Merseles, Jr., 66 Monticello ave., Jersey City.

Transportation Committee.—Amzi T. Dodd, Lakewood, N. J.

Parade and Runs Committee.—Capt. F. C. Gilbert, Elizabeth, N. J.

NOT OF THE OCTOPUS FAMILY.

EDITOR BICYCLING WORLD: Your editorial note of last week anent Philadelphia and its clubs is misleading in its purport. Philadelphia certainly covers an immense area, but that feature of the city in no way contributes to the number of its bicycle clubs; all but a very few of these are within two and a half miles of the City Hall, and the large majority of them are within fifteen minutes' walk of each other; this major portion find their homes in the northwest section of the city, and seem to be growing stronger every day. The pioneer amongst them was the well known Century Wheelmen, whose constant growth and continual enlargement of quarters up to six months ago was the daily theme with the cycling news gatherers; at that time the club seemed to have reached its maximum, and a limit was placed upon its membership, but the rest was only a short one; the old story is to be retold in a new way,—the Centurions are about to enlarge their already large wheel room and locker space.

This room is now ninety-seven feet long, and about twenty-five feet additional will be added; above the wheel room two stories will be built, containing a complete gymnasium one hundred by twenty-five feet, and a locker room of nearly the same dimensions. The membership of the club is already greater than any other bicycle club in this section; but as the limit has now been removed it will doubtless soon be the largest in the United States.

Surely, Philadelphia's plethora of square miles has nothing to do with this instance of cycling growth, nor can it have any bearing upon the fact that right around the corner from the Centurions is to be found the Quaker City Wheelmen who, it is said, number one hundred and twenty upon their roll, and who have attained the hoary age of one year and two months; the Park Avenue is another large and thriving club; and after these can be counted a baker's dozen of smaller fry that have in them all the elements of strength and growth. These clubs are surely not what they are because Philadelphia extends from the Neck to Holmesburg, but rather because cycling in Philadelphia is in the sturdy condition that makes such organizations possible. Probably, though this is said in no way as reflecting on Boston or any other city, Philadelphia clubs are numerous and prosperous because they are run on business principles, giving as many comforts and conveniences as it is possible for the money. The Century—being a member of that club I can cite it more intelligently than others—for instance had never had a single resignation from its ranks on account of any unpleasantness; as a member recently remarked, "all the 'chic(k)s' in the club are on the pool table." Its dues have always been as low as was consistent, its finances well engineered, and it has never made an assessment; a record this that has something to do with its success.

The same story can be told in a certain measure of every Philadelphia club, and to such circumstances must be ascribed their numbers and robust condition.

KIRK BROWN.

Philadelphia.

TRUE, EVERY WORD OF IT.

A TRUE lover of bicycling is always ready to receive literature relative to the wheel, and an enthusiast is always waiting for the next issue of the paper which is ever extolling the bicycle and firmly endeavoring to prove to some of our disbelieving citizens that its proper use is conducive to good health, by stimulating the several organs of the body to perform their various functions in a normal manner.

I have ridden a wheel and been a student of medicine for several years, and it gave me great pleasure to read in a late issue of THE WORLD the article in the *Stenographer* as well as to learn of the advice given by two physicians. I thoroughly agree with the Cincinnati physician in this: "The proper use of the wheel is one of the best remedies for dyspepsia ever invented."

More can I add: When one's mind is tired with hard work and eyes ache from long application to books, when having been cooped up all day in the lecture room, one can get out for a short spin, it is wonderful to see with what an appetite he sits down to his meals with no after discomfort. On the contrary, he can pursue his studies through the evening with satisfaction, awaking early the next morning to take a ride in the cool part of the day; and if no one has ever ridden at an early hour on a spring day, just at that time when the trees are donning their bright green gowns, he had better do so. What can be more hope inspiring than the birds singing gaily in the trees, showering thanksgiving to the Creator; the air fresh and crisp. Everything sensibly impresses us with youth, our mind is lightened, our eyes relieved. All is bright and new, the reflected sunlight on the dew covers the young grass shoots with diamonds, and we hear the distant water as it tumbles down over an incline and is beaten into cool refreshing spray on the jagged rocks. This is pleasure; it unburdens the labored mind, widens the thoughts, exercises the body, and properly calms the senses, and admirably prepares the man for a day of hard work.

It is my advice to all, if it be within their means, to procure a wheel as early as possible, for these pleasures cannot be enjoyed in any other way. One can go along over the country or suburban city road on the bicycle, which gliding noiselessly along, allows one to drink in all these sights and sounds and be thus impressed by the greatness of this world.

UMGARARTHERUM.

Dorchester, Mass.

A MARVELLOUS RECORD, OR A MUNCHAUSEN STORY?

EDITOR BICYCLING WORLD: Now that you have, very properly I think, prohibited further discussion, in your columns, of that famous mileage record claimed by the renowned "Teddy" Allsup, perhaps I may be allowed to, in a modest sort of way, draw public attention to a much more startling performance in that line, viz., my own mileage record for that same month of October, 1890. As is already known to a few, I claim to have ridden my bicycle 2999.9 miles that month, at the same time working ten hours a day at my trade, Sundays excepted. I have since been sorry I did not ride another tenth and thus make it an even 3000 miles. Some doubting Thomases have asked me to produce proof in the way of a daily record; and while resenting the reflection on my veracity, I cheerfully comply, as follows: October 1, 93 miles; 2, rain, 76; 3, 104; 4, rain, 53; 5, 136; 6, rain, 78; 7, 115; 8, 107; 9, 105; 10, 105; 11, 107; 12, 136; 13, 99; 14, 97; 15, 109; 16, rain, 68; 17, 74; 18, 76; 19, 165; 20, 117; 21, 119; 22, rain, 70; 23, 73; 24, 110; 25, 67; 26, rain, 50; 27, 116; 28, 93; 29, 70; 30, 100; 31, 111.9 Now, gentlemen, these are the figures, and "figures won't lie;" but if any one is unreasonable enough to ask for further proof, let him call at my residence, and I will show him the very bicycle on which the deed was done. Or, if any one will put up a suitable medal, I will make another record equal to, or even better than the above, and make it in the same way. ELI MULHATTON LONGNOW,

Cincinnati, March 23, 1891.

THE PEORIA TOURNAMENT.

AT the regular monthly meeting in March of the Peoria Bicycle Club considerable important business came up for discussion, and a great interest was taken by the members present. The most important business was the question of holding another tournament. While it has been generally conceded that we should hold another meet this year, the question has never before been brought up for discussion at a club meeting. It was decided, however, in very short order, that we should hold a tournament this year that would, if possible, outshine any previous entertainment, not only in point of interest in the race line, but in point of the entertainment of visiting wheelmen.

It has been the intention of the officers of the Illinois Division for some time past to take charge of the entertainment of visiting wheelmen at the Peoria tournament this year (if one was held), and prepare an elaborate programme that would be an everlasting credit to the Division.

The club also feel reasonably sure of securing the National Championship races for Peoria this fall, and where in America is there to be found a track on which the National Championships could be run with any better results, either for speed or general benefit to the League, than the Peoria track? and where is there a club more deserving of having the Championships than the Peoria Club? or a club more capable of taking charge of them and putting through to success?

* * *

RACING AT BUFFALO, N. Y.

THE indoor season was closed last Saturday evening by the spring tournament of the 65th Regiment A. A. and the Iroquois A. C. Between three and four thousand people were present, and the games were more interesting than any that have been held at the Arsenal prior. All the leading bicycle clubs, excepting the Buffalos, were well represented in the many contests. There were four bicycle races. Aside from this the long programme, well arranged and conducted, consisted of the usual running, walking and jumping.

The first wheel event was the mile safety novice, contested by John Kurtz, Iroquois A. C.; C. H. Callahan, P. C. C.; Ed. C. Bald, Roamers W. C.; W. D. Ottenot, Roamers W. C.; and James M. Shultz, Queen City A. C. All got a good start and lead, but Bald shot ahead at once with the rest following. On the second lap Callahan fell and was out of the race, though he mounted again. Bald kept a good lead, and finished nearly a half lap ahead of Shultz, with Ottenot third. Time, 3:38 1-5.

In the half-mile (safety) bicycle, Charlie Dorntge, the Iroquois flyer, got a grand start and lead, but in turning into the home stretch on the second lap his wheel sidled, throwing him, and injuring his wheel so he had to drop out. On the fourth lap John Penseyres got a fall also and dropped out. R. W. Conn won nicely in 1.36 on a 33-pound wheel, built by himself; Will Conolly of Rochester, W. E. B. C., second; and William J. Fisher of the 65th Reg. A. A., third.

The mile 3.30 race had nine starters. Bald of the Roamers again got the lead from the start, and by the third lap was nearly 100 yards ahead, finishing as he pleased in 3:07, with Callahan second and Conolly third.

Chas. Dorntge, R. W. Conn, John Penseyres and C. H. Callahan were the only starters in the three-mile bicycle race for city indoor championship, this being the third race for the championship, the Iroquois rider having won both the others. Dorntge took the lead, and gained steadily, being a lap ahead of all at the finish of the second mile, and won nicely in 9.28 2-5.

In the five-mile race of this contest, Dorntge made the last three miles in 8.43, which was wonderful, considering the floor. Conn finished second by a lap, with Callahan several lengths behind him. Penseyres took a fall early in the race and dropped out.

THE PROPOSED NEW YORK, NEW JERSEY, AND BROOKLYN ROAD RACING ASSOCIATION.

THE movement for the formation of a team for New York, New Jersey, and Brooklyn Road Racing Association should, now that the racing season is approaching be pushed right ahead. What is required is an initiative move. Why not let the Kings County Wheelmen, which is the prominent racing club in this section, call a meeting of representatives from all the prominent New York, New Jersey, and Brooklyn clubs for an expression of opinions upon the subject. There are at least half a dozen clubs who would join the movement, and it would do much to promote road racing in this section.

"TREB."

NOT IN FAVOR OF THE DIVIDED SKIRT.

EDITOR BICYCLING WORLD—The sentiments expressed by "Brookline" in regard to divided skirts will be endorsed I think by a majority of lady riders. With a skirt of just the right length and fullness (learned by experiment) there is sufficient freedom for most of us to pedal easily and rapidly; three season's riding by the writer having been attended by no accident blamable to skirts.

There seem more objections to be offered to the ungraceful, unwomanish style of garment than to the regular well constructed full, plain skirt.

The courtesy invariably shown by League members to the "feminine contingent" makes us hope that by neither dress nor deportment on the wheel we may forfeit the right to it. Yours very truly. MELROSE.

A CYCLE SHOW AT DETROIT.

IN connection with the coming League meet in Detroit there will be a cycle exhibit. Those desiring information and space should address A. F. Peck, Chairman, 139 Jefferson avenue, Detroit, Mich.

RESULT OF SIX DAYS' RACE AT DETROIT.

FULLY 1200 people saw the finish of the six days' race last Saturday night at Detroit, Mich. Ashinger and Reading were riding neck and neck, first one took the lead and then the other. Finally Reading made a spurt and took the lead, but when they reached the starting point the lap before the last they were side by side, and Reading, thinking that his trainer had told him it was the last lap, slacked up. Discovering his mistake he almost caught up to Ashinger on the last lap, but when the bell rang Ashinger was two feet ahead of Reading. The score at the finish stood: Ashinger, 396 miles, 14 laps; Reading, 396 miles, 14 laps; Clark, 383 miles, 5 laps.

THE FIRST CENTURY RUN OF THE YEAR.

D. H. LEWIS of Buffalo made a Century run from Erie, Pa., to Buffalo, N. Y. He left there at 12.40 A.M., and arrived in Buffalo at 10.35 P.M., Thursday, March 26th. He left as soon as possible after midnight, while the roads were frozen. He rode a pneumatic tired safety, and got along fairly well till he got to Silver Creek where the sun began to soften up the roads. Leaving there about 10 A.M., it took him three hours to reach Angola, thirteen miles farther on. At Angola he went to bed and slept a couple of hours; and, reinforced with a good dinner, he left there at about four o'clock. Nearly every mile of the twenty to the city line had to be walked, and so it took Lewis seven hours to do this distance. He says he walked about thirty miles of the one hundred. The whole time occupied was 21 hours and 55 minutes, time on the road 19 1-2 hours. Lewis came through in good condition. "SETAGEC."

TRADE NOTES.

SINGER'S CYCLES.

WE present this week cuts of three of Singer & Co., 1891, wheels. The first we present is



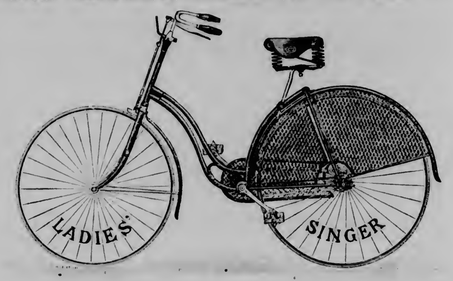
THE SPECIAL SINGER.

Specification—Special—30-inch wheels speeded to 57-inch (or 54-inch), patent one inch wired tires, Singer ball steering, Singer ball bearings to all running parts, including pedals, Singer patent steering lock, Singer patent detachable crank bracket, weldless steel tube frame, handle bar and forks, guard to both wheels and to chain, brake, foot rests, lamp holder, best combined saddle and spring, spanner, etc., etc. Enameled, and with parts plated. Price, $140; Cushion tires, $5.00; Pneumatic tires, $40 to order extra. Next we give the



SINGER SAFETY.

Specification—30-inch wheels speeded to 57-inch (or 54-inch), patent one inch wired tires, Singer ball steering, Singer ball bearings to all running parts, including pedals, Singer patent steering lock, Singer patent detachable crank bracket, weldless steel tube frame, handle bar and forks, guard to both wheels and to chain, brake, foot rests, lamp holder, best combined saddle and spring, spanner, etc., etc. Enameled, and with parts plated. Price $135. Cushion tires, $5; Pneumatic tires, $40 to order, extra.



THE LADIES' SAFETY.

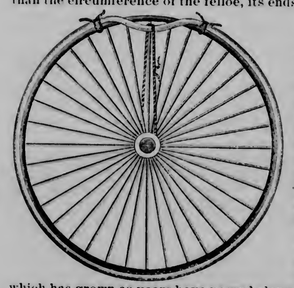
Specification—28-inch wheels, speeded to 53-inch, patent one inch wired tires, Singer ball steering, Singer ball bearings to all running parts, including pedals, Singer patent steering lock, Singer patent detachable crank bracket, weldless steel tube frame, handle bar and forks, guard to both wheels and to chain, brake, foot rests, lamp holder, best combined saddle and spring, spanner, etc., etc. Enamelled, and with parts plated. Price, $135. Cushion or Pneumatic tires to order, extra.

The changes in the Singer wheels this year are the making of the crank bracket detachable, and the adoption of a one inch wire tire for their wheels. The other changes are very small and consist only in little matters of detail.

The making of the crank bracket so that it can be detached readily is a mighty good feature. If for any reason such a change of gear or repair the bracket need to be sent away, it can be done without sending the entire wheel away also.

In the matter of tires the company have decided to stick to their well known and tested "Wired Tires," and enlarge to a full inch. The best quality of rubber is used, and the tire makes a most comfortable and easy riding one. The points of the tire are:

The tire is fitted to Singer cycles only. It is compressed, not stretched on the rim. It is more elastic, forming a cushion. No cement is used. It cannot come off accidentally. The wire is of specially strong quality, and is corrugated thus: ~~~~~ It is passed through a hole in the centre of the rubber and its ends are interwoven. As the rubber tubing is longer than the circumference of the felloe, its ends are joined by compression.



On a 30-inch wheel, the rubber tubing, instead of being several inches shorter than the circumference of the felloe is four inches longer than the circumference of the felloe. This gives from 15 per cent. to 20 per cent. more rubber than the ordinary tire, forming a very decided elastic cushion. The rubber will not as easily cut, and any cut made will be pressed together, not distended under tension. The tire may be pushed aside sufficiently to admit of the putting in of a spoke. (See cut.) The reputation of this company in this country for excellence of work and design is well enough known to our readers without our expatiating thereon. It is a reputation which has grown as years have passed along, and the fact that their American Catalogue for '91 salutes its readers with a "sixteenth annual greeting" is sufficient to show that the Singers have been tried for a long time in the country and not found wanting. Increase in business during these years is most flattering testimony as to the way these wheels are regarded here. Nothing but the best suits the Singer people. Mr. Ross, the American manager, has appointed some excellent agents, the most prominent among which are: F. W. Aymar, 2 Astor House, Broadway, New York City; Wall & Boyer, 1714 No. Broad street, Philadelphia, Pa.; Thorsen & Cassady, 60 and 62 Wabash avenue, Chicago, Ill.; F. S. Cahill & Co., 1732 Penn. avenue, N.W., Washington, D. C. They are also represented in almost all cities and towns of the country. The appointment of Mr. F. W. Aymar of Boston to the New York branch is an excellent one. Mr. Aymar is a driving, energetic man, and will cover his territory in a way that cannot but accrue to the benefit of himself and the Singer Co. The company will furnish him wheels in quantities, so that he can supply his customers with invariable promptness.

THE O. W. CO. CATALOGUE.

THE Overman Catalogue for '91 is at hand, and it certainly is a work of art from its beautifully embossed front cover through every one of its 40-odd pages. The color of cover is what we should call a pale "robin-egg blue," and the embossing is very rich, and in relief is paler in shade than the flat body of the cover. It is without doubt the handsomest and most artistic cover

There may be some truth in the old saying that

THERE'S MORE PLEASURE IN THE ANTICIPATION THAN IN THE REALIZATION

and then again there may be not. Here is one gentleman who shows that the latter is, sometimes at least, the case, and also that the best proof of a wheel is in the riding:

BAY CITY, MICH., March 7, 1891.

GORMULLY & JEFFERY MFG. CO.,

Chicago, Ill.

Gentlemen:—

* * * I was not much taken with the Rambler myself, until I rode it to some extent the past winter. I then decided to have one.

Most of the spring frame machines have to stop and vibrate a little after an obstruction is gone over, but the Rambler, no matter how rough the road, keeps right on "sawing wood" and seems to *shoot forward* after every rut instead of stopping for a rest.

Yours truly,

D. G. JACKSON.

GORMULLY & JEFFERY MFG. CO.,

MAKERS OF THE "AMERICAN CYCLES,"

222-228 N. FRANKLIN STREET, CHICAGO, ILL.

1325 14th STREET, N. W., WASHINGTON, D. C.

178 COLUMBUS AVENUE, BOSTON, MASS.

that has ever appeared on a catalogue. The inside work is also very fine; is in the highest style of the engravers' and typographers' art. The pages are all printed on the finest book paper, in two colors, black, and robin-egg blue. The ornamental headings are exquisite "bits." After the richly engraved title page comes the pictures of the factory, which we published in this paper some few weeks ago. Then come fine cuts of the "Victor family," six of 'em." Then follows the usual catalogue and illustration of the detail. Near the end are shown the Credenda wheels and Nonpareil.

They also show a cut of the Victor Rational ordinary, large back wheel and Victor cushion tyres. The whole work is a credit to the compiler and the printer who did the job.

While on the matter of artistic subjects and the O. W. Co., we must acknowledge receipt of one of the Overman Wheel Co. wrenches, most exquisitely etched with our name, a delicate foliated pattern, and the picture of a young lady on a safety. It is the prettiest thing of the kind we have ever seen.

We also have received from the same source a beautiful paper cutter made of aluminum, and our thanks are registered herewith.

MR. FRANK BROCK and Howard A. Smith & Co. of Newark, N. J., have severed connection.

D. H. LEWIS in his century run from Erie, Pa., to Buffalo last week Thursday rode a Featherstone Pneumatic safety.

REFERENCE to our advertising columns page 617 will show that there is a good chance for a rubber worker to engage permanently in the making of pneumatic tires.

DAN CANARY in his great feat of riding down a flight of steps on one wheel at San Francisco a few weeks ago used a Victor wheel. Dan on a Victor intent on the performance of difficult tricks is a combination hard to beat.

THE foundation of the new Pope Mfg. Co.'s building on Columbus avenue, Boston, is fast reaching completion. We were favored with a glimpse of a perspective drawing of this building the other day, and we can safely assert that for beauty of design it cannot be excelled by any business building in the Hub.

THE Overman Wheel Co. tendered a reception to about 100 Connecticut wheelman last Friday. A special train was taken at Springfield for Chicopee Falls, and the Overman Band discoursed sweet music. An inspection of the factory followed, and then the visitors enjoyed a splendid repast. Each visitor was presented with flowers, a bouquet holder, an aluminum paper knife and a nickel plated wrench with the name of recipient etched thereon.

ERRATA—Last week our types described the tires on the "Popular" machine as being 2-8. It should have been 7-8.

HORACE BELL has secured quarters at the Southwest corner of Van Buren street and Wabash avenue, Chicago, for the Humber Importing Company, of which he is manager.

IT is beyond question that the physicians are alive to the importance of the bicycle as a hygienic appliance, and as a means of exercise. This was shown in a marked way last year, when the Pope Mfg. Co. was requested to make an exhibition of bicycles and tricycles at the exhibition in connection with the annual meeting of the Massachusetts Medical Society. The same desire has been shown this year, and the celebrated Columbias will again be seen on exhibition at the Mechanics Building, June 9th and 10th, in company with other sanitary appliances as well as with surgical apparatus and Pharmaceutical preparations.

THE PULLMAN-CHICAGO RACE.

THE date of this race will be May 30 and not the 31st as heretofore published in our fixtures. This year the race will be entirely under the management of the Associated Cycling Clubs of Chicago.

FIXTURES.

MAY.

3—Pike County (Mo.) Tour at Louisiana.
23—Road Race at Forest Park, St. Louis, Mo.
23—Harvard University Cycling Association meeting, Cambridge, Mass.
29, 30—Annual meet of the New Jersey Division L. A. W. at Elizabeth N. J.,
30—Third annual Cycling Tournament of the Bay State Bicycle Club at Aricultural Park, Worcester Mass.
30—Annual Tournament of the Rome (N.Y.) Cyclers at Riverside Park.
30—Chicago-Pullman Road Race at Chicago, Ill.
30—Irvington-Milburn road race. Address A. B. Barkman. 241 Broadway, New York.
30—Maine L. A. W. Division Meet at Bangor, Me..

JUNE.

6—Hill climbing contest, Son-of-a-Gun Hill, near St. Louis.
8—Annual Spring Meet Connecticut Division L. A. W. and New Haven Bicycle Club Tournament at New Haven, Conn.
8—The New Haven (Ct.) Bicycle Club Tournament.
16, 17—Annual Meet of the Iowa Division L. A. W. at Newton, Ia.
18—New Hampshire Division Meet, Concord, N. H.
26 and 27—Kentucky Division Meet at Louisville, Ky.

JULY.

2, 3 and 4—Race Meet of the Hagerstown Bicycle Club and 3d Racing District, Hagerstown, Md.
3, 4—Annual Meet of the Illinois Division L. A W. at Rockford, Ill.
3 and 4—Missouri Division Meet at Carthage, Mo.
4—Tournament at Charter Oak Park, Hartford, Conn., under the auspices of the Columbia Cycle Club.
4—California Division Meet at Stockton.
13, 14, 15—Annual Meet of the Ohio Division L. A. W. at Columbus, Ohio.
16, 17 and 18—Annual League Meet, Detroit, Mich.
July 24 and 25—Annual Bicycle Meet of Chicago Cricket Club at Parkside. J. G. Davis, Parkside, Chicago, Ill.
22 and 23—Wisconsin Division Annual Meet and Green Bay Cycle Tournament at Green Bay.

$1000.00 REWARD.

Three days before Noah left the Ark, about 14 o'clock in the morning, a balloon was cut loose from the top of Pike's Peak, containing two small children, twins, one a boy of 36 summers, and a girl of 40 winters.

The boy wore a long North Pole linen duster lined with tomato cans, and a cream colored plug hat, with the word "SLAVIR" spelt backwards.

The girl wore a Striped Pneumatic Suit, with a Bale of hay for a bustle, and carried a La Tosca sun-shade, made from cherry wood furnished by the boy who never told a lie.

Any one learning of their present abode, will confer a great favor on the bereaved parents by keeping still about it.

The ascension was made for the purpose of painting on the Moon, that the SWEETING CYCLE COMPANY is now ready with a full assortment of Safety Bicycles of High and Medium grade, for Men, Women and children, [boys and girls.] We even have them for Twins.

CHAPTER THE TWOTH.

The principal object of our paying out money to see this nonsense in print is not, as some have thought, to play the part of a by assisting a struggling but honest editor to make a living; but really to tell you that we have on hand somewhere about 900 of the latest improved "Coventry Rivals," and we are so desirous to get them into fresh sections of the country that we want to send a sample to each dealer who has not yet handled them. To this end we will allow an extra 5 per cent on sample machines until May 1st.

CHAPTER THE THREETH.

And last [for this week only] we want to remind you that we are fully equipped with boys' wheels, girls' wheels, and other wheels. We quote 24 inch Safeties, $25.00; 27-inch, $35.00; 30-inch, $45 00; subject to big discounts. We remark that we sell a wheel at $45, less one-third, making $30 net, when a certain other house lists at $60, and gives 40 per cent., making $36, or $6 more than ours. DEALERS.—Get net cash prices, and don't be fooled any longer by high list prices, [which you can't get] and big discounts (which you can't make.) We sell our wheels on quality, not price; and yet we guarantee our prices as low as any in the United States of America.

CHAPTER THE ONETH.

[Second Volume] Do not think this is all we have to say. We have on hand the celebrated "Irwell," solid and pneumatic tires; the famous "R & P," the "Clipper," the Paragon, the "————," well, we have them. We want to do business with you, and we can make money for you.

Wholesale Bicycles. *THE SWEETING CYCLE CO., Philadelphia, Pa., U. S. A.*

Do you want a Safety with a good Spring frame?
Did it ever occur to you?
Do you want strength and lightness combined in the same?
Did it ever occur to you?
Do you want tangent spokes and a ball-bearing head?
Do you want solid tires or cushions instead?
There are wheels and wheels, but the PARAGON is ahead,
Did it ever occur to you?

SIDWELL & SABEN, New England Agents,

243 COLUMBUS AVENUE, BOSTON, MASS.

NEW KODAK CAMERAS---FOR WHEELMEN.



"YOU PRESS THE BUTTON, WE DO THE REST."
(OR YOU CAN DO IT YOURSELF.)

SEVEN NEW STYLES and SIZES
ALL LOADED WITH
TRANSPARENT FILM.

For sale by all Photo. Stock Dealers. *Send for Catalogue.*

THE EASTMAN COMPANY, Rochester, N. Y.



Every Club House should have an Automatic Box.
Address ADAMS & SONS, 150 Sand Street, BROOKLYN, N.Y.

PRICE, - - - - $100.00.

THE HARTFORD SAFETY.

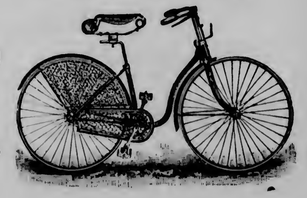


—MANUFACTURED BY—

THE HARTFORD CYCLE CO.,
HARTFORD, - CONN.

Ball Bearings, Interchangeable, Strong, Durable and Well Finished.

THE HARTFORD LADIES' SAFETY.



Send for 1891 Catalogue.

ATHLETIC GOODS!

KINGSTON KNITTING CO.,



Manufacturers for the
Trade and Clubs.
The most beautiful line of
Bicycle, Gymnasium, Tennis Costume and Sporting Goods
Made, in worsted, wool and best lisle thread stock. Unsurpassed for style, completeness, elasticity and durability, and at very low prices.
Send for catalogue and club price list, or order with entire confidence that our styles, material and prices will be entirely satisfactory.

No. 27 Kingston Street,
BOSTON, MASS

WANTED!

Names OF Wheelmen.

We want the name of every wheelman, (not members of the L. A. W.), in the New England and Middle States, and the names of all who are talking of becoming cyclists this season, that we may send them something of great interest and importance free, and also urge upon them the great importance of joining the L. A. W., and working in harmony with its members in behalf of good roads, and all matters in which wheelmen are interested.

We hope every L. A. W. man will send us the names of such parties in his town, and do us the favor and also help on the good cause. All who do this will receive one paper free.

THE YOUNG AMERICANS,
West Randolph, Vt.

Strickland & Pierce's Famous Boston Sporting Shoes
1882-1891.

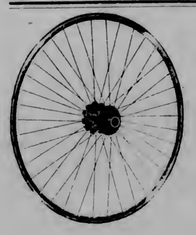


Original Kangaroo (Genuine) Bicycle Shoe, (Patente
No. 1, $5.00; No. 2, $3.50; No. 3, $3.00.
TO THE TRADE.
We are ready to talk Agencies for 1891. Dealers will do well to give advance orders for spring shipment.
Address all orders and correspondence to the factory.
PIERCE, SMALL & CO., PROPS., Randolph, Mass.

WANTED!

Correspondence in view of
PERMANENT EMPLOYMENT,
With a man used to
Rubber Work to Make Pneumatic Tires.

Address,
Pneumatic, office of this Paper.



I. A. WESTON & CO.,
JAMESVILLE, N. Y.,
MANUFACTURERS OF
SAFETY BICYCLE WHEELS,
MADE WITH
Parallel Coned or BALL BEARINGS, Solid or Cushion Tire.
THE BEST MATERIAL and THE FINEST FINISH.

---

500 SCRAP PICTURES, VERSES, &c. PUZZLE, LADIES AGE REVEALER CALENDAR and AGENT'S NEW OUTFIT. All 2 cents for postage. $5 PRIZE
YALE CARD CO., 24 NEW HAVEN, CONN.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - - Room 20

ABBOT BASSETT, Secretary,

OFFICERS FOR 1890—91.

PRESIDENT,
JAMES R. DUNN,
40 Wall st., Room 63, New York.

FIRST VICE PRESIDENT,
MAJOR CHAS. L. BURDETT,
Hartford, Conn.

SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN,
116 Broad Street, Elizabeth, N. J.

TREASURER,
W. M. BREWSTER,
117 No. 4th Street, Quincy, Ill.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committees.

Membership Committee.

Sanford Lawton.....Springfield, Mass.
George C. Pennell.....Elizabeth, N. J.
Howard L. Perkins.....Box 183, Providence, R. I.

Committee on Improvement of Highways.

Isaac B. Potter.....Potter Bldg., New York

Committee on Rules and Regulations.

T. J. Kirkpatrick.....Springfield, O.
A. S. Richmond.....Grand Rapids, Mich.

Transportation Committee.

Albert Mott.....268 Lenox St., Baltimore, Md.
Joseph T. Chism....120 Mosher St., Baltimore, Md.
Burley B. Ayres, Rookery Building....Chicago, Ill.
Thomas Savage Clay.....Savannah, Ga.
Amzi T. Dodd.....70 Park Place, Newark, N. J.
John B. Seward.....35 Milk Street, Boston

Racing Board.

Charles E. Randall....3709 Ellis Ave., Chicago, Ill.
George S. Atwater.....
.....1424 Penn. Ave., Washington, D. C.
George Collister.....Cleveland, O.
Abbot Bassett.....12 Pearl St., Boston

Maryland Division.

The regular quarterly meeting of the Board of Officers of the Maryland Division L. A. W., at which Chief Consul Mott presided was held at the Maryland Bi. Club, Saturday evening March 21, 1891. Present Chas. L. Mitchell, A. C. Willison, E. P. Hayden, John D. Lord, Jr., J. J. Zimmerman, Jos. T. Chism and Wm. J. Unverzagt.

The minutes of the last meeting were read and approved.

The report of the Secretary-Treasurer, which was as follows, was read and approved:

Cash on hand Dec. 20, '90	$749.21
Cash receipts for 3 mo.	46.50
Total	$795.71
Expenses for 3 mo.	48.55
Cash on hand March 21, '91	$747.16

There were no reports from the standing committees.

SPECIAL COMMITTEE REPORT.

BALTIMORE, March 21, 1891.

Board of Officers, Maryland Division L. A. W.:

Gentlemen—The committee appointed at your last meeting to act in conjunction with the Hagerstown Bi. Club in securing the participation of all the Divisions of the third racing district in the meet of the Maryland Division at Hagerstown July 2, 3 and 4; beg to report that an invitation to so participate has been addressed to each of the said Divisions. Official acceptances have been received from Chief Consuls Boyle of Pennsylvania, Merrihew of Delaware, Atwater of the District of Columbia and Belleville of West Virginia, leaving only Virginia to hear from finally. Chief Consul White heartily endorses the project, and has promised to lay the matter before his Division. A formal acceptance from him is looked for daily.

Respectfully submitted,
C. L. MITCHEL,
A. L. CLINE,
G. P. WILSON, Chairman.

A communication was read from Mr. Henry G. Penniman inviting the Board of Officers to attend a meeting to be held at the Lyceum Parlors, Thursday evening March 26, '91.

This meeting is in regard to the movement on foot to start a general athletic club in this city, similar to the Columbia of Washington, Boston Athletic Association and New York Clubs.

Chairman Mott appointed the following committee to represent the Board at that meeting: Messrs. Hayden, Chism and Unverzagt.

The following motion of Mr. J. J. Zimmerman was carried: "That the Maryland Division refund to the Mayland Bi. Club initiation fees and dues of Messrs. W. W. Cloud and Jas. H. Stone, erroneously paid to Secretary Bassett, and that the Board take action to recover the amount from the L. A. W."

A motion was adopted that the Maryland Division pay the proprietor of the Howard House at Ellicot City the sum of twenty-five dollars ($25) to reimburse him for any loss he may have incurred in preparing to receive wheelmen on November 27, 1890.

On motion the meeting at 10.12 P. M. adjourned.

Fraternally yours, WM. J. UNVERZAGT,
Secretary-Treasurer.

BALTIMORE, March 21, 1891.

Indiana.

Chief Consul Hearsey has appointed the following Consuls:

Auburn—John Zimmerman.
Anderson—Guy E. Reynolds.
Bloomington—Wm. W. Spangler.
Brookville—George Rockafellar.
Bourbon—C. M. Parks.
Cambridge City—F. W. Marson.
Columbus—E. O. Winterrowd.
Crown Point—Herbert L. Barr.
Elkhart—Delos N. Weaver.
Evansville—Arthur W. Osborn.
Evansville—O. T. Logan.
Frankfort, C. E. Fennell.
Fort Wayne—Perry N. DeHaven.
Goshen—Will C. Dowdy.
Greenfield—W. A. Hughes.
Groves—Van Hood.
Hagerstown—Henry C. Teeter.
Indianapolis—V. B. Willits.
Kendallville—Frank B. Park.
Liberty—R. L. Ballinger.
Ligonier—L. E. Sisterhen.
LaPorte—John L. Sullivan.
Martinsville—O. G. Wilson.
Muncie—Chas. B. Kirk.
Madison—W. G. Heberhart.
Marion—Oscar E. Holderman.
Mishawaka—D. O. Fouda.
New Castle—John L. Barber.
North Manchester—L. J. Budge.
Portland—Chas. W. Mackenbach.
Russiaville—A. P. Cozand.
Roann—M. D. Tilman.
Rushville—A. B. Irvin.
Richmond—George C. Detch.
Salem—Robert L. Berkey.
South Bend—L. G. Tong.
Terre Haute—J. F. Stark.
Valparaiso—E. A. Ratcliff.
Warsaw—J. A. Greer.
Walnut—Dr. J. T. Kendall.

Fraternally, A. C. NEWBY, Sec.-Treas.

Indianapolis, March 21, 1891.

Iowa.

Will you kindly notice in the Official Department of the BULLETIN the appointment of A. A. Lukins of Fort Madison, Ia., as a member of the Racing Committee, to fill vacancy.

Also the appointment of Hotel Anthes, Fort Madison, as a League Hotel. Rates, $1.40 per day.

Yours respectfully, H. L. CHASE,

Cedar Falls, Ia., March 25, 1891.

Missouri Division Tours.

To Members:

To assist in popularizing the sport of cycling in this city, and as the right to participate in League tours is one of the chief advantages of membership in the League, all members are urgently requested to participate in the following: St. Louis County Tour, April 5, to Ballwin; Pike County Tour May 3, at Louisiana. Don't fail to carry your League ticket with you, as it will entitle you to advantages which you will otherwise miss. Further notice of the tour will appear in the news columns of this paper, which you are requested to read carefully.

Fraternally yours,
ROBT. HOLM,
St. Louis, March 21, 1891. Chief Consul.

Missouri Wants 500.

To Consuls and Members:

You have read about the man who was "too busy to write an official notice for his Division" haven't you? A number of people have asked the undersigned how he found time to write these notices; they didn't see how he did it. Well, we do. It always struck us that an officer who couldn't take the time to take proper care of its wants. Be that as it may, we have an organization that justifies us in harping on each day in the year. You don't need a jimmy nor a dark lantern to open the eyes of the riding public. A good argument will do so more effectually, and the rider will like it better. You must tell your story in a way calculated to produce the effect you desire and to aid you in accomplishing this object a recruiting pamphlet is now being printed, which will soon be distributed among the thousand of non-League riders in this State. This pamphlet talls briefly what riders want to know about our organization—initiation dues, its objects and claims for patronage. We shall be glad to send it to all riders of your acquaintance. Send names and addresses on a postal card. Fraternally yours.

March 27, 1891. ROBT. HOLM, C. C.

Ohio Consul.

New Philadelphia—E. C. Browne instead of D. A. Raiff removed to Coshocton. Fraternally,

WM. D. KEMPTON, Sec.-Treas.

Cincinnati, March 27, 1891.

Connecticut.

This certifies that I appoint MAX E. Miller of Meriden a member of the Division Transportation Committee. ARTHUR ALLEN DEAN,

Danielsonville, March 30, 1891. Chief Consul.

Tennessee.

I take pleasure in appointing Mr. J. S. Roler as Local Consul of Nashville, Penn., the appointment being for the present term only.

Respectfully, CHARLES J. SCHERER,

Memphis, Tenn., March 26, 1891. C. C.

New League Clubs.

The following clubs have qualified as League clubs, and filed the certificate required in the office of the Secretary:

315—Oak Leaf Wheelmen, Stockton, Cal. Horace Vincent, Sec.

Membership of the League.

Below are tables showing the total membership of the year just closed and that for the preceding year:

	1891.	1890.		1891.	1890.
California,	568	443	Wisconsin,	234	114
Colorado,	53	51	Alabama,	19	13
Conn.,	1452	742	Arizona,	3	10
Delaware,	50	56	Arkansas,	10	7
Dist. Col.,	237	192	No. Dakota,	6	10
Illinois,	1530	931	So. Dakota,	2	0
Indiana,	275	178	Florida,	9	20
Iowa,	194	142	Georgia,	17	9
Kansas,	154	137	Idaho,	1	1
Kentucky,	153	110	Mississippi,	9	12
Louisiana,	140	104	Montana,	7	6
Maine,	232	161	Nevada,	15	19
Maryland,	623	543	New Mexico,	9	9
Mass.,	2324	1658	N. Carolina,	8	3
Michigan,	566	449	Oklahoma,	1	0
Minnesota,	161	132	Oregon,	0	2
Missouri,	475	357	So. Carolina,	3	5
Nebraska,	145	100	Utah,	42	13
N. H.,	248	71	Washington,	13	4
New Jersey,	1059	684	Wyoming,	3	3
New York,	3137	2169	Australia,	1	0
Ohio,	1211	867	Bermuda,	1	1
Pennsylv'a,	2083	1505	Canada,	10	13
Rhode I.,	567	358	England,	3	4
Tennessee,	188	103	Germany,	1	0
Texas,	77	40	Mexico,	1	0
Vermont,	76	37	Nova Scotia,	6	5
Virginia,	64	85			
W. Virginia,	70	65	Total,	18504	12703

The income of the League has been $26,432.50 from memberships. Of this sum $9655 came from as many renewals, and $16,777.50 came from new members. The sum of $17,028 has been credited to the Division and $9404.50 is the amount retained by the League. Seventy League clubs have united with the League the past year. At the February meeting we reported that California had been crowded out of the "first-ten" Divisions, by Rhode Island. And now California has stepped ahead of both Rhode Island and Michigan, taken ninth place and crowded Michigan out.

Wisconsin Division, Notice.

The annual meeting of this division will be held in conjunction with the tournament of the Green Bay Cycle Club at Green Bay, Tuesday and Wednesday, July 22 and 23, 1891.

Division championship races will be held at this meet for one and five-mile Ordinary and one and five-mile Safety. The racing track at Green Bay is fast, and I trust this meet will develop the fact that we have in the Wisconsin Division some of the best racing ability in the country. Championship races are open to division members only. All others open to all comers, as will be noticed hereafter.

Division racing board is hereby appointed, to hold as per By-Laws until their successors are appointed: F. S. Fox, Chairman; W. J. Casey, F. A. Arthur, E. Marique, all of Green Bay.

The Hon. Mayor of Green Bay, through personal letter to Division Officers, sends greeting to all wheelmen, with general invitation to attend the July Cycle tournament.

The interest shown by citizens last season makes it more than certain that all who attend will be most heartily welcomed, and all who participate in the races will find worthy contestants for a splendid list of prizes.

Especial invitation to this meet is extended to League members resident in the north peninsula of Michigan; you ought to belong to the Wisconsin Division. Our meet next year may go to the southern part of the State. Your State will never hold a meet anywhere near you. Join us this time in full force.

League meet at Detroit, July 16, 17, 18. Wisconsin should put in a large attendance. We will ask for the national meet sometime. Lets go, a big lot of us, and see how to run it.

Fraternally, W. L. SIMONDS,

Milwaukee, March 30, 1891. Chief Consul.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an intiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after publication of the name in a list of candidates in the official organ of the League the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary, in order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Total 135.

BOSTON, April 3, '91.

CALIFORNIA DIVISION—1.

Unattached.
21716 Lamb, Clarence H., 8 Albion ave., San Francisco

CONNECTICUT DIVISION—14.

Columbia C. C.
21721 Marvel, W. W., 243 Lawrence st., Hartford

Unattached.
21717 Crane, Edward E., 15 Trumbull st., "
21718 Gray, John W., "
21719 Hilton, Harry L., State Bank, "
21720 Mansur, Fred W., 15 Trumbull, "
21722 Myers, Chas. W., 15 Trumbull, "
21723 Sauberli, Gottfried, 31 Pearl, "
21724 Twiss, Geo. L., 17 Chapel st., "
21725 Wheeler, Geo. L., 83 Main st., "
21726 Lautz, Louis F., 250 Derby ave., Derby
21727 Harrington, Amos T., 143 Farnam Hall, New Haven
21728 Curtis, Geo. E., Norwalk
21729 Holt, Chas. R., Box 115, Watertown
21730 Magee, Robert V., Box 150, "

DISTRICT OF COLUMBIA DIVISION—2.

Unattached.
21731 Caterson, Wm. H., 1218 F. st., N. W. Washington
21732 Griffin, Wm. G., 1632 16th st., N. W. "

ILLINOIS DIVISION—5.

Univ. of I. C. C. (unattached).
21722 Blakesley, Geo. W., 207 So. Elm, Champaign

Unattached.
21806 Brindley, Wilmer, Box 115, LeRoy
21820 Grote, Henry W., Wheaton
21734 Tagholin, Louis, 726 W. North ave., Chicago
21735 Moore, Otis W., Monticello

IOWA DIVISION—2.

Unattached.
21736 Dickinson, Dan H., care S. L. K. N. W. R. R., Keokuk
21737 Hartel, John G., 624 Main st., "

KANSAS DIVISION—3.

Unattached.
21738 Johnson, Harry, Box 1463, Garnett
21821 Penniman, F. W., Fort Scott
21822 Williams, Wm. T., 523 Main, "

KENTUCKY DIVISION—1.

Unattached.
21739 Wiglesworth, John, Pointdexter

MAINE DIVISION—3.

Portland Wheel Club.
21807 Farrell James A., 3 Tolman pl., Portland
21808 Hutchison, Jos. L., 213 St. John st., "
21809 Stevens, Henry W., 164 Danforth st., "

MARYLAND DIVISION—5.

Unattached.
21740 Berry, Thomas L., 1202 St. Paul st., Baltimore
21741 Pohl, Fritz, 307 N. Green st., "
21742 Rosenstock, Jacob, 3 E. Patrick, Frederick
21823 Emmert, Frank N. (P. O. Charlottsville, Va.) Hagerstown
21824 Focke, Wm. F., 106 Hanover st., Baltimore

MASSACHUSETTS DIVISION—24.

No. Easton Wheel Club.
21743 Vannah, Sherman, Box 49, No. Easton

Unattached.
21750 Flitz, Geo. B., Box 676, Attleboro
21751 Lucas, J. A., Box 551, "
21745 Colby, Will E., 296 Washington st., Boston
21746 Leonard, L. P., 207 Purchase st., "
21747 Whitehouse, Geo. L., 207 Purchase, "
21810 Allen, Fred W., 52 Summer st., "
21828 Shumway, Geo. E., 77 Franklin, "
21826 Brown, Harold H., 119 Commonwealth ave., Boston
21825 Lyndon, Weston H., School st., Brookline
21827 Gordon, H. W., 114 Poplar, Chelsea
21829 Rankin, Wm. R., 31 Blossom, Fitchburg
21811 Palmer, Henry K., Box 171, Georgetown
21812 Simpson, C. Hovey, Box 377, Holliston
21748 Crane, Fred L., 420 Meridian st., E. Boston
21749 Dorr, George, Jr., 278 Norfolk, Dorchester
21752 Knowlton, F. G., Franklin
21753 Russell, Wm. S., Box 377 "
21754 Lunt, John E., Box 494, Newburyport
21755 Piper, Lawrence W., Box 266, "
21756 Lawrence, C. F., Box 174, Lexington
21757 Wright, Harry A., 54 Bowdoin, Springfield
21758 Burnham, C. W., Weld & Corey st., West Roxbury
21744 Carroll, Chas. C., Temple st., "

MICHIGAN DIVISION—4.

Adrian Wheel Club (unattached).
21759 Barnum, W. T., Adrian
21830 Hart, Charles, care Hart & Shaw, "

Unattached.
21760 Gardner, Archie B., Dowagiac
21761 Dewey, Geo. S., 426 E. Main, Jackson

MISSOURI DIVISION—5.

Unattached.
21764 Reed, Dr. W. L., Mexico
21762 Hirschberg, Philip, 629 Olive, St. Louis
21763 Maybury, Chas., 1324 Wash. ave., "
21832 Orton, Orville D., 1009 Locust st., "
21831 Owen, E. E., 1324 Olive st., Kansas City

NEBRASKA DIVISION—1.

Unattached.
21833 Tefft, C. E., Avoca

NEW HAMPSHIRE DIVISION—5.

Unattached.
21837 Laveny, Robert A., 85 No. Main, Concord
21838 Pitcok, H., 85 No. Main, "
21834 McLean, Archie N., 347 East High, Manchester
21835 Corbin, Wm. E., 98 Bridge st., "
21836 Bartlett, Chas., Derry

NEW JERSEY DIVISION—6.

Flemington Bi. Club (unattached).
21839 Brown, Thos. H., Box 312, Flemington

E. O. C. (unattached).
21813 Godfrey, Walter, 19 Halsted, East Orange

Mercer Co. Wheelmen (unattached).
21765 Jackson, W. H., Box 46, Trenton

Unattached.
21766 Bullock, Samuel, 230 Wayne ave., Paterson
21767 Vanderbilt, George, 257 Fair st., "
21768 Hamm, Louis, Box 394, Rahway

NEW YORK DIVISION—12.

Press C. C. (unattached).
21769 Dorr, Eben P., "Times," Buffalo

New York Bi. Club.
21814 Corkhill, J. J. Jr., 95 Lexington ave., New York

Spuyten Duyvil Bi. Club (unattached).
21770 Cook, James. Spuyten Duyvil

Unattached.
21771 Campbell, Clarence W., 314 East 18, New York
21772 Tiemann, P. E., 110 W. 104th st., "
21773 Ellsworth, Richard C., Box 57, Canton
21774 McGillet, Jas. B., 504 Union st., Hudson
21775 Rockefeller, C., "
21776 Bowdy, Frank, Stottville
21840 Turner, Jno. W., 280 10th st., Brooklyn
21841 Short, A. C., 425 Putnam ave., "
21842 *Short, Mrs. A. C.*, 425 Putnam ave., "

OHIO DIVISION—18.

Circleville C. Club (unattached).
21777 Heffner, W. F., Circleville
21778 Hurdle, Austin C., Box 739, "
21779 Jacob, W. G., "
21780 Mitchell, Rev. Henry, Box 1018, "
21781 Row, Geo. T., M.D., Box 297, "
21782 Smith, Geo. F., Box 222, "

Madisonville B. Club (unattached).
21783 Julien William, Box 55, Madisonville

Eagle Mound B. C. (unattached).
21784 Fleck, Henry S., 67 No. 5th st., Newark
21785 Hendrix, W. T., Hibbard & Schaus Bld'g., Newark
21786 Hoover, H. J., 256 W. Church st., "
21787 Van Buren, C. O., 262 W. Church st., "
21846 Weiant, Warren S., N. Third st., "
21847 Wilcoxon, W. Q., 75 Ninth st., "

Unattached.
21788 Minsel, A. M., Box 37, Defiance
21789 Socy, H. T., 826 N. Main Fostoria
21844 Reidenbaugh, R. H., 464 Pearl st., Marion
21845 Keller, F. S., East Centre st., "
21843 Turton, C. M., West Farmington

PENNSYLVANIA DIVISION—15

Keystone Bi. Club.
21792 McElveen, Jno. G., 434 Smithfield st., Pittsburg
21791 Henne, R. J., 6018 Centre ave., "

Pennsylvania Bi. C. (unattached).
21790 Gross, J. E., 639 No. 39th st., Philadelphia

Time Wheelmen (unattached).
21815 Peoples, Fred W., 1315 Vine st., "

Unattached.
21793 Gleason, Francis, 2220 No. 3rd., "
21794 Wevill, Duane, 101 So. 15th., "
21795 Love, Rev. John, Jr., Germantown
21796 Hoffman, Jno. W., St. Luke's School, Bustleton
21797 Handcock, Jno. C., Broad st., East Brady
21798 Stephenson, W. C., Box 339, "
21799 McIntire, J. C., Jr., Box 167, Johnsonburg
21800 Shiffer, E. L., 346 Pine st., Williamsport
21848 Harker, Fred, 4847 Chestnut st., Philadelphia
21816 Stewart, W. I., Wilmerding
21849 Shamburg, F. Guy, (P. O., Manlius, N. Y.), Titusville

RHODE ISLAND DIVISION—1.

Unattached.
21801 Hollingworth, Arthur, 3 Abram st., Pawtucket

TEXAS DIVISION—3.

Unattached.
21817 Reierson, C. L., Box 1120, San Antonio
21818 *Stapp, Miss Estelle*, 499 No. Flores st., San Antonio
21819 Parker, W. A., 605 Austin ave., Waco

VERMONT DIVISION—1.

Unattached.
21850 Marshall, O. S., 5 Curtis ave., Rutland

NO. CAROLINA—4.

Unattached.
21802 Hester, E. G., Winston
21803 Moore, W. D., Box C, "
21804 Roan, Henry, " "
21805 Wood, C. A., "

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasuceer, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1424 Pennsylvania avenue, Washington Secretary-Treasurer, W. H. Stearns, 1421 G street, N W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 607 No. Alabama street, Indianapolis.

IOWA—Chief Consul, H. L. Chase, Cedar Falls. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City Secretary-Treasurer, W. S Lydecker, Junction City

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 65, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

MAINE—Chief Consul, Howard M. Breen, 199 Franklin street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, A. W. Robinson, 20 Equitable Building, Boston. Secretary-Treasurer, Chas. S. Heward, Globe office, Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 380, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI — Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

NEBRASKA—Chief Consul, A. H. Perrigo, 1315 Dodge street, Omaha. Sec.-Treas. N. T. Fisk, Lexington.

NEW HAMPSHIRE—Chief Consul, Frank A. Mc Master, 101 Ash street, Nashua. Secretary-Treasurer, R. H. Scott, People's Ins. Co., Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 116 Broad street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK — Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kemp-ton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Chas. J. Sherer, 211 Main st, Memphis. Secretary-Treasurer, B.A. Patch, Clarksville.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box 281, Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro'. Secretary-Treasurer, F.A. Roberts, Brattleboro

VIRGINIA—Chief Consul, Ira B. White, 16 Nolls court, Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

L. A. W. Renewal Blank, 1891.

Fill out this blank, enclose $1 to pay your dues to April 30, 1892, and send to ABBOT BASSETT, Box 5267, Boston, Mass.

Don't send soiled bills. New bills are safer in the mails.

Don't Forget to send your Number.

Don't send checks for $1.

Write very plainly—PRINTING PREFERRED.

Stamps of a denomination above two cents will not be received.

If you live in one State and have your mail sent to another, state the fact that you may be located with the Division in which your home is.

If you desire your address changed, you must make the request on another sheet than this

Ticket holders, 25 cts.; with name stamped, 50 cts.

Write nothing above this line.

Number _____

Name, _____

Street and Number or P. O. Box, _____

City, _____

State, _____

Club _____

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1891. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name,*.....

Club,..... *St. and Number, or Box,*.....

References:..... *City,*.....

State,.....

Enclosed..... *for Holder*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $1.50 with this blank on any date between date of paper and April 1, 1891. Write plainly—Printing preferred.

☞ If you want a waterproof ticket holder, made of the best calf skin with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards send 25 cents extra. If you want your name in gold, stamped on the holder send 50 cents extra. *Leave the margin in using this blank.*

WARWICK PERFECTION CYCLES.

ARE FITTED WITH

CUSHION TIRES ON HOLLOW RIMS.

And Fully Guaranteed.

WARWICK CYCLE MANUFACTURING CO., - - Springfield, Mass.

☞ Send for Catalogue.

"HONESTY IS THE BEST POLICY."

—MATTHEW HENRY. (Sometimes attributed to Franklin)



A very instructive and moral homily might be written on the above. It is undoubtedly the best *policy*, however, and we will say no more about it. We have honestly represented the machine that we build, and buyers will find them all and more than our most elaborate eulogy would indicate. The *PARAGON*, as its name indicates, is the peer of any and the superior to most of the machines on the market.

SEND FOR OUR CATALOGUE.

STOVER BICYCLE MFG. CO., - - - Freeport, Ill.

"Finest Quality Produced in the World."

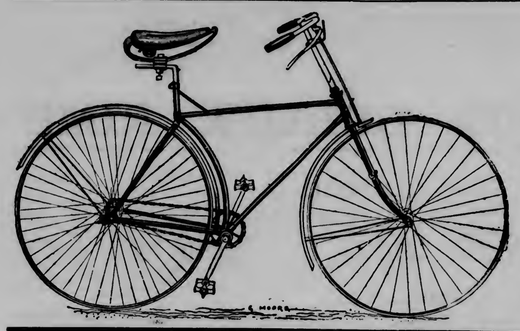
TRADE "CREDENDA." MARK.

THE ✱ CREDENDA ✱ SEAMLESS

STEEL ✱ TUBE ✱ Co., ✱ Ltd.,

W. C. STIFF, Managing Director. BIRMINGHAM,

TELEGRAMS:—"CREDENDA" BIRMINGHAM. ENGLAND.



THE REFEREE SAFETIES

"LEAD THE WORLD."

And its Cushion Tires are warranted 1 year. No hose-pipe tires. There is no need of us talking them up. *Ask any man* in England or America who has ridden the wheel. The demand for them is simply wonderful. We have not appointed agents throughout New England as yet, but are ready to do so now.

Good responsible agents wanted. Apply at once for your town or city to

W. J. NEWMAN,

(New England Depot.) 46 Columbus Ave., Boston.

Bretz, Curtis Mfg. Co., Philadelphia, Importers and Makers.

GENDRON.

The Gendron
No. 1—$40.00
No. 2—$50.00
No. 3—$75.00
No. 4—$90.00
No. 5—$110.00



HIGHEST GRADE AT MEDIUM PRICES.

SEND FOR CATALOGUE.

The Gendron NO. 6 $100.00.

The Gendron NO. 7 $115.00.



GENDRON IRON WHEEL COMPANY,

Eastern Office and Wareroom: 107 Chambers St., New York.

Factory and Home Office: Toledo, Ohio.



Dealers and Riders,

Have you examined the fine points in our 40-pound, Cushion Tyred

"METEOR" SAFETY.

BANKER & CAMPBELL CO.,

(LIMITED.)

12 Murray St., N Y. 1786 Broadway, N. Y. 1311 Bedford Ave., Brooklyn.

SEND FOR CATALOGUE.

STANDARD CYCLE CO.,

588 Main Street, - Buffalo, N. Y.

JOBBERS AND DEALERS IN

CYCLES and SUNDRIES. ALL GRADES. BEST MAKES.

LOWEST PRICES.

Sole Agents in Buffalo for FEATHERSTONE'S PNEUMATICS and WARWICK "PERFECTION" Liberal Discounts to Dealers. Agents wanted in every locality. Send for our Catalogue.

THE TOURIST.



Simplicity in Construction. Ease in Running. Cushion Tyres. Bown's Ball Bearings. No Cast Metal. Manufactured for us by Wm. Bown, Birmingham, England.

Also General Agents for the

Warwick, Psycho, Referee AND THE St. Nicholas

Line of Medium Grade Wheels.

MANUFACTURERS OF THE

Perfection Bicycle Alarm,

Tire Heaters and

Bidwell Cyclometer.

Good Agents Desired. Send for Catalogue and Terms.

George R. Bidwell Cycle Co.,

Chicago: 270 and 272 Wabash Avenue. 308 and 310 W. 59th St., New York City.

PNEUMATICS

Guaranteed Highest Grade Throughout

FEATHERSTONE'S PNEUMATIC DIAMOND, $135.00.
" " DROP, 135.00.



Featherstone's Diamond Frame, Dunlop's Cushion Tire, - -	$125.00
Featherstone's Drop Frame, Dunlop's Cushion Tire, - - -	125.00
The Cyclone, Balls all over, Hollow Rims, Tangent Spokes, -	110.00
The Cyclone, balls all over, - -	90.00
The W. & D. "Special," Diamond Frame, - - - -	85.00
The W. & D. "Special," Drop Frame,	85.00

SOLE NEW ENGLAND AGENTS FOR

A. Featherstone,

AND

Humber & Co.

WRIGHT & DITSON, 578 & 580 Washington St, Boston, Mass., U. S. A.

WESTERN * WHEEL * WORKS.

1891 · CATALOGUE · NOW · READY.

—SEND FOR IT.—

BEST LINE OF WHEELS FOR THE MONEY EVER MADE.

STEEL TUBING AND DROP FORGINGS.

LIGHT, STRONG, GRACEFUL, NEATLY FINISHED AND PERFECTLY FITTED.

R. L. COLEMAN & CO., 35 Barclay St., 40 Park Place, New York.

Agents,—Eastern, Middle and Southern States.



WHAT IS THIS?

WHY, IT IS THE

"POPULAR"

SAFETY, $85.00.

Full Ball Bearings, INCLUDING HEAD.

Weldless Steel Tubing. *Drop Steel Forgings.*

BEST VALUE EVER OFFERED.

AGENTS WANTED—To Secure Territory at Once.

Send for Full Description of Machine.

PERCIVAL TATTERSFIELD, SOLE IMPORTERS,

S. E. cor. 12th and Oxford Streets, Philadelphia.

☞P. S.—The Editor made a mistake last week. Our Solid Tires are 7-8 inch, not 2-8.☜



Bicycle Riders, Base Ball Players, Athletes, Gymnasts, tell us that it is the best and most satisfactory supporter made.

Let Every Sportsman Try Them. Price, $1 00.

Will send by mail on receipt of price. Send size of waist and hip.



KNEE PANTS.

(Patented.)

S10. Heavy Rib.

Improved double seat and pocket.

FULL PANTS.

(Patented.)

S2S.

HEAVY RIB.

Improved Double Seat, Strap and Pocket.





No.		Each.
970.	Heavy Sweater,	$5 00
967.	" "	4 00
767.	" "	3 50



3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50.

3—1. Black, navy, grey mixed, stocking, $1.25.

1—1. Black, navy, grey mixed, stocking, $1.00.

ATHLETIC and GYMNASIUM GARMENTS Manufactured by **HOLMES & CO., 109 Kingston Street, Boston.**

SEND STAMP FOR CATALOGUE.

"The Cycle for Women."

A Neat Pamphlet

FREE!

With our

Complete Catalogue of

BICYCLES.

D. SNITJER,

St. Louis, Mo.

ELWELL EUROPEAN CYCLE TOURS

Personally conducted.—England, France, Switzerland, Germany and Holland. First class. Tour No. 1 leaves New York June 6th. No. 2 July 8 For particulars address F. A. ELWELL, 152 Pearl St., *PORTLAND, ME.*

W. C. BOAK & CO.,

301 Main Street, Buffalo, N. Y.,

Manufacturers, Importers and Jobbers in

CYCLE + SUNDRIES.

Catalogue now ready. Dealers send us your address. We are the only dealers in this country that handle Sundries exclusively. We sell at manufacturers' prices.

BE WISE Do you want a new HIGH GRADE Mount and cannot see your way clear to buy one? Or have you a friend who cannot afford to own one? If so, address and enclose a 2-cent stamp to THE BICYCLE & SUPPLY CO., No. 306 E. Lexington St., (HOEN BUILDING), Baltimore, Md., for a descriptive Pamphlet, showing how any make of "HIGH GRADE WHEEL" can be had for $4.00 per month and at reduced cost.

IT PAYS

Reliable AGENTS Wanted everywhere.

ANNUAL EUROPEAN CYCLE TOURS,

CONDUCTED BY WM. HEYNY, JR.

Through the HARZ MOUNTAINS, Germany.

60 Days. Total Cost $200.

First Cabin Passage. Sail June 30.

Address Wm. Heyny, Jr., 301 Sixth St., N. Y. City.

SMITH'S "'91" TOUR

THROUCH EUROPE.

80 days. - - - Total Cost $300.

Sail July 29th, 1891.

Address C. H. SMITH,

211 Putnam Avenue, - - Detroit.

QUADRANTS!!

If you are wise, you will place your orders for "Quadrants" at once, as the demand is sure to be far beyond the supply.

Our line for this season includes all kinds of wheels, from $100 to $145. You all know the quality.

The *Quadrant* Cushion Tyres, which were in use all last season, have proved themselves to be what they were represented.

Dealers please communicate with our wholesale agents and you will receive every information and attention.

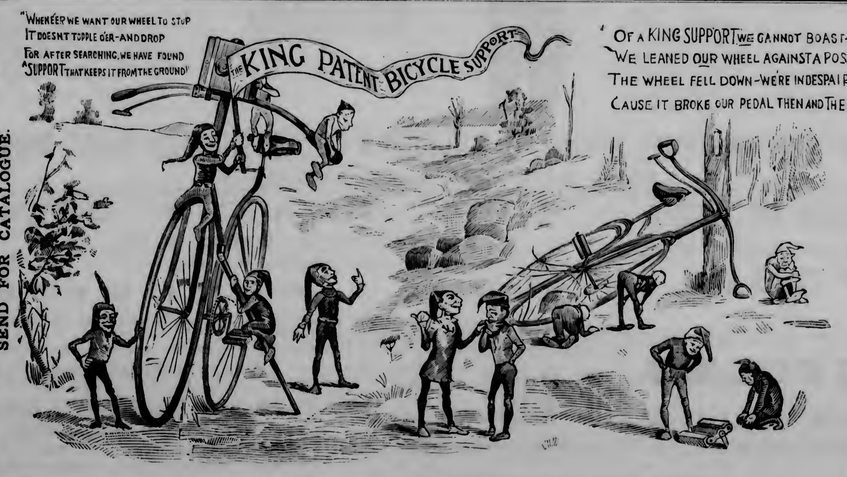
The Quadrant Tricycle Co., Birmingham, Eng.

WHOLESALE AGENTS:

For New England, New York, Pennsylvania, New Jersey, Delaware, Maryland, West Virginia and District of Columbia, THE STRONG & GREEN CYCLE MFG. CO., 707 Arch St., Philadelphia.

For all other States east of the Mississippi, ALFRED FIELD & CO., 93 Chambers St., New York.

Sole U. S. Agents for the King Bicycle Support and Brake Look. SEND FOR CATALOGUE.



HOWARD A. SMITH & CO., Newark, N. J.,

Manufacturers and Wholesale Dealers in

Bicycle Sundries.

Princess No. 1, 30-inch, balls all over, -	$85 00	Climax No. 2, 28-inch, ball bearing, - -	$60 00
Princess No. 2, 28-inch, " " -	$75 00	Prince No. 1, 26-inch, " " - -	$45 00
Princess No. 3, 26-inch, " " -	$60 00	Prince No. 2, 24-inch, " " - -	$35 00
Climax No. 1, 30-inch, ball bearing, - -	$65 00		

These Wheels Are Built for Our Trade.
Agents Wanted all Over the World.

J. E. POORMAN, Agt., Cincinnati, O.

PNEUMATIC

FEATHERSTONE'S PNEUMATIC.

SOLE AGENTS IN NEW YORK.

HUMBER CYCLES FOR NEW YORK STATE.

Will be on the market on or before March 1st. We are booking orders. Will be filled in rotation, as ordered.

RETAIL PRICE, $135. Guaranteed Highest Grade in Every Respect.

SCHOVERLING, DALY & GALES, 302 Broadway, New York.

"A New 56-inch NEW MAIL LIGHT ROADSTER, $70."

CHOICE OF THE EXPERTS.

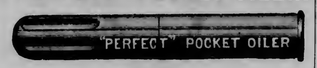
"U. S."

CALLERY AMMUNITION

—MANUFACTURED BY THE—

UNITED STATES CARTRIDGE COMPANY, Lowell, Mass.

"PERFECT" POCKET OILER.



One-half size.

For Bicycles, Guns, etc. No Leakage. Throws only small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50c. each. CUSHMAN & DENISON, 172 Ninth ave., N. Y.

CYCLING FOR Health and Pleasure.

CHAPTER VI.

The safety is responsible, in no small degree, for the poor form and careless riding of so many wheelmen; because it is so easy to learn and to ride, that the majority are indifferent as to how they ride. If one dared to hint that the majority are *ignorant* of how to ride properly, he might be howled down; but then, would it be any less true? In no one point is poor riding more manifest than in pedalling, and no single feature of riding receives less attention. Everything, in cycling, depends upon the sort of connection a rider makes with his wheel, the connecting points being pedals and feet, hence the use of foot and ankle is of the highest importance. The why, the wherefore and the how are exhaustively considered, with diagram, in the chapter on Correct Pedalling.

230 Pages, Illustrated.

50 Cents, Postpaid.

WHEELMAN COMPANY,

PUBLISHERS.

12 Pearl St., - Boston.

Stamps not received.

Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee.

Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.

406, 408, 410 & 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25

Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00

Stockings. Our celebrated Linen Sole Stocking, League color.....1.00

Belts. No. X Silk, Edge's League color, white centre, Snake Buckle..... .50
No. XX Worsted Solid, League color, Snake Buckle..... .40

Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic. 5.00
No. 1, Canvas, leather trimmings. 3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,

241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia, 103 Chestnut St.

GIANT SAFETY BICYCLES.



The only wheels at medium prices combining all the improvements of the day. Ball Bearing all over, including head. Spring Fork, Spring Frame, etc. Catalogue on application.



H. A. LOZIER & CO., Cleveland, Ohio.



Do You Know

That the material of the Eclipse is guaranteed to stand a tensile strain of 80,000 pounds to the SQUARE INCH?

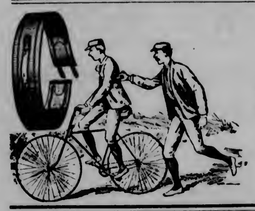
Are you aware of the fact that it is the best 'CYCLE on the market to-day for the money?

Elegantly nickel plated, tangent spokes, ball bearing throughout, workmanship of the best, AND A WHEEL THAT WILL LAST YOU FOR YEARS. Do not make a purchase until you have seen the ECLIPSE. Price, $100.00.

STEEL PULLEY & MACHINE WORKS,

Patentees and Sole Makers,

INDIANAPOLIS, IND.



THE INSTRUCTION BELT.

By aid of this device a skilled instructor is not needed, as a beginner can be taught by one who does not himself even ride.

Sent by Mail on receipt of $1.25, with full instructions for use.

ST. LOUIS WHEEL CO., 311 N. 14th St., St. Louis, Mo.

The New "39" and "24" Star



NO MACHINE ON THE MARKET ITS EQUAL.

Easiest Running Wheel

—AND—

Best Hill Climbing Machine Ever Produced.

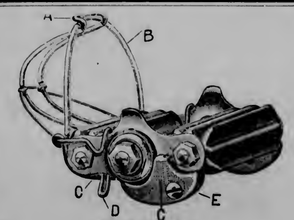
We Challenge Honest Criticism.

In this Machine we have combined ALL the advantages of a low wheel and the speed of a high one.

Send for Catalogue of STAR BICYCLES.

H. B. SMITH MACHINE CO.,

Smithville, N. J.



Pat. Applied For.

FIRE! MURDER! I AM KILLED!

What's the matter? I have struck on my nose, lost my pedal, and you know the rest.

Just try a pair of Hunt's Pat. Balancing Toe Clips, and you will never take another. It's no trap. It will never spread open and catch the toes. Always right side up. Cut shows just the position, and can be used the other side up if you wish. Made of the best Steel Wire and tempered to spring. An honest dollar, yes, two of them, for the Agents. Can be used without Balances better than any other. Price, for Clips, nickeled, 75c. Nickeled and upper parts coated with vulcanized rubber, 90c. Nickeled Balances, 75c. extra.

Two sizes. Size No. 1 for boots up to No. 8. Size No. 2 for boots from No. 8 to 11. Send price to and receive by return mail from

J. A. Hunt & Co., No. 7 South St., Westboro, Mass.

$3.00 Per Pair



$3.00 Per Pair.

Toulmin's Buffalo Bicycle Shoes are the only genuine Australian Kangaroo Bicycle Shoes sold for $3.00 per pair. They are made on self-conforming lasts and are the easiest shoes ever worn, never tiring the feet either on the wheel or as a street shoe. Send for Catalogue and rules for self measurement. Liberal terms to Agents. Address W. B. TOULMIN, 285 Main street, Buffalo, N. Y.

SAVE YOUR PANTS!



OSTERGREN'S TROUSER GUARD.

(Patented Feb. 17, 1891.)

Three styles of finish. 15 cts. per pair, blued steel; 25 cts., enamelled; 35 cts., nickeled.

To be had of all dealers, or

A. K. & C. E. SCHAAP, - Richmond, Va.

Bicycles and Sundries.



GILLOTT'S STEEL PENS ARE THE MOST PERFECT

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the Order.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*

WANTED—48 or 50-inch Eagle. Also a good second-hand, high grade safety. F. LEMBACH, Lebanon, Penn.

FOR SALE CHEAP 52 inch half nickled Eagle Ran less than 200 miles. C. W. MACKENBACH, Portland, Ind.

WANTED—Second-hand Ramblers in trade for new "Ormondes," "Sylphs," "Pneumatics" or "Victors." WM. TAYLOR, Topeka, Kan.

WANTED—Columbia Light Roadster, new or second-hand; will pay cash or exchange. G. E HANNAN, Denver, Col.

FOR SALE—Humber Tandem Tricycle; price, $60 cash; cost $260; good as new, except tires, which are slightly worn. G. A. AITKEN, 14 Walnut street, East Orange, N. J.

WANTED—To exchange, a Premier Tandem, in fine condition, for a safety, (ladies' preferred). G. W. CLIFFE, W. Johnson st, Gtn., Philadel'a, Pa.

TO EXCHANGE—For Safety; a fine saddle and bridle cushion seat, brass trimmings, and 48-calibre Sharps' rifle and banjo in A1 condition.
W. R. HILL,
237 W. 26th st, New York City.

FOR SALE—High Grade Humber Safety, cushion tire; latest English wheel; weight 36 lbs; ridden 300 miles. Also 2 Special Stars, 48 in., perfect condition. Address H. S. L., Box 2772, New York City.

FOR SALE—54-inch Rudge Light Roadster; used but little; will sell cheap. Write, stating what you can give.
J. J. WILLIAMS, Montpelier, Vt.

BARGAINS for Some One—54 inch Eagle, B. finish, with cyclometer; and '90 "Catford," both in fine shape. For further particulars address O. W. SWIFT, Danbury, Conn.

WANTED—45 or 48 Special Star, in good condition, with balls and rollers. Box 612, Genesco, Ill.

FOR SALE—50-inch Eagle, good condition. Address H. S. WINSLOW, Fall River, Mass.

BRONCHO Light Roadster, never uncrated; $110. F. J. W., 816 Druid Hill ave., Baltimore, Md.

FOR SALE—New Mail, '89; in first class condition. F. W. MARSHALL, 140 Mt. Auburn st., Cambridge, Mass., or 338 Washington street, Boston, Soule Photo. Co.

NOVELTY Mfg. Co., No. Adams, Mass., want Safety in trade for Yost or Hammond Typewriter. Good chance for Cycle maker or dealer.

WANTED—A Remington or Hammond Type-Writer in exchange for a 56 inch Yale Ordinary, in first-class condition; or I will sell the wheel. Correspondence solicited. F. R. BARTLETT, Freeport, Ill.

SEND 50c. for Cap Badge in silver plate; official design. Regulation Lapel Button, 25c. I. F. CLARKE, 108 Friendship street, Providence, R. I.

FOR SALE—54-inch Star; cost $142.50. Will sell to highest bidder. W. M. JUSTICE, Pittsburg, Pa.

FOR SALE—50-inch Eagle; 1890; first-class condition. 52-inch Eagle; 1889, and New Mail, '89. E. E. BROWN, 70 South Main st., Providence, R. I.

COLUMAIA '90 Safety; good as new; $100. For details, F. H. CLARK, Portsmouth, N. H., 2 Middle street.

CYCLOMETERS $2 TO $12 Will exchange for other goods. Write me. J. W. BADGER, 2 Warren ave, Boston, Mass.

LADY'S AND GENT'S Columbia Safety Bicycle. Cost $135 00; will sell for $100.00; as good as new. WILSON BRO's., 6 Hanover street, Boston.

THE ACTOR SAYS:

There Is a Time When a man wants to be alone with his surging thoughts. Just so a man wants to be alone with one of our bicycles and notions. That's about the most solace and comfort a mortal can aspire to here below. A fine line of new safeties for exchange for old mounts. Get the latest spring frame.

KNIGHT CYCLE CO.,

207 N. 10th Street, - - St. Louis, Mo.

2 COLUMBIA SAFETIES, 1890 Pattern; Lady's $110; Gent's, $100. Both bargains; as good as new, less nickel and enamel. We guarantee to give within $10 of price of either six days after purchase if not satisfactory. Sent C. O. D., to allow examination, on receipt of $5. WILSON BROS., Jewelers, 15 Tremont row, Boston.

SPECIAL.

All Advertisements in this Department 20 cents a line

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*



L. A. W. BADGES

The official design in SOLID GOLD.

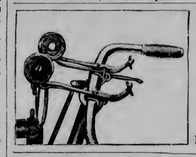
Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the inferior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better for $1.50, $2.00, and $2.50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.

BARGAINS in New Safeties—1 Ivel, $95, list $135; 1 Referee, $110, list $140; 1 Strong, $65, list $85; also 2 '90 Victor Safeties, little used, $105. Butcher Cyclometers, all sizes, '90 pattern, $8. A. G. SPALDING & BROS., Philadelphia.



LAMSON'S Luggage Carrier NO. 1.

Convenient, durable, noiseless, cheap. $1. Sold everywhere.

Made by

C. H. LAMSON,

Portland, - Maine.



Handsomest L. A. W. Pin,

Two sizes,

$1.00 Each.

Fine Gold Plate. Send for illustrated L. A. W. Catalogue.

PRIZE MEDALS, CUPS, CLUB PINS, Etc.

Designs and Estimates on Application.

JOHN HARRIOTT,

3 Winter Street, - Boston, Mass.

MUST BE SOLD.

TYPEWRITERS & BICYCLES.

Send for List to EDMANS & SON, Troy, N. Y.



FINE TAPS AND DIES

For Bicycle Work.

Send for Price List.

WILEY & RUSSELL MFG. CO.,

Greenfield, - - Mass.



Sole Agent in New Jersey
.....FOR.....

FEATHERSTONE PNEUMATICS.

Howard A. Smith & Co., 518 Broad St., NEWARK, N. J.

"Z & S" Supporters.



We are the sole manufacturers of the "Z & S" Supporters, and are the only firm that can use the Warren Safety catch. They have been on the market for a number of years, and are perfectly reliable. *Beware of imitations.* Every pair stamped "Z & S" on the back.

Price 50 cents.

"Z & S" Bundle Carriers.

Are indispensible to riders, and are readily applied to the handle bar or mud guard of the safeties; are nicely nickeled, strong and durable.



Price $1,25.



Touring Caps.

This Woollen Touring Cap is the handiest cap in use to-day. It can be rolled up, stuck in the pocket, and then placed on the head and look perfectly neat as ever. They absorb the perspiration, and are cool and refreshing.

Price 75c. Silk $1.00.



Newark Enamel.

This enamel is known all over the U. S., and its good qualities speak for itself. It is a splendid enamel and the best substitute for the baked enamel.

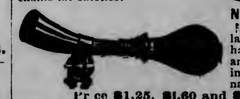
STANDARD RUBBER CEMENT

For cuts in the tire there is nothing like this cement to mend with. It is neat and quickly applied, and always gives satisfaction.



STANDARD GRAPHITE

Is a perfect lubricator for cycle chains for safeties.



Newark Horns.

Are obtaining a larger sale than has been expected and is fast becoming the alarm signal.

Price $1.25, $1.60 and $2.25.

Our Second Hand Wheels Are being sold rapidly and purchasers looking for bargains should send for corrected list.

Dont fail to send for our new **"Eneyclopædia of Cyclers' Wants,"** which is ready for mailing. Plenty of new material in it to interest you.

REPAIRS. We are doing repairs in our "Electric Power" machine shop that others refuse or fail to make satisfactory jobs. Our prices are moderate and only skilled mechanics employed. One trial will convince you

Our New Riding School is now open, and is fast becoming the popular resort for learners. Ladies given private lessons.

Howard A. Smith & Co., 518 Broad St., NEWARK, N. J.

THEATRES.

BOSTON THEATRE.
Eugene Tompkins, Proprietor and Manager.
Week commencing April 6th,
"A MIDNIGHT BELL."
Evenings, 7.45. Wed and Sat. Matinee, 2.

GLOBE THEATRE.
John Stetson, Manager.
Week commencing April 6th, "BEAU BRUMMEL."
Wed. afternoon special matinee, "PRINCE KARL."
Evenings, 7.45. Wed. and Sat. Matinee, 2





FOR TANGENT AND DIRECT SPOKES.

Nickeled, Price 75c., Postpaid.

Dealers send for Sample and Electrotype.

AVERY & JENNESS,
5756 Madison Ave., Chicago



SAMPLE CAN, BY MAIL, 25 CENTS

Liberal Trade Discount.

GRAPHITE,
P. O. Box 1202,
NEW YORK, N. Y.

A MODERN PRINTING OFFICE AND BINDERY.

The Collins Press

Gives Satisfaction Every Time.

WE PRINT

The "Technology Architectural Review,"
"Bicycling World and L. A. W. Bulletin,"
"Wade's Fibre and Fabric,"
"The Musical Herald."

PRINTERS TO THE BOSTON UNIVERSITY.

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. W. E. AUGHINBAUGH, Baltic Building Washington, D. C.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.
For sale by all Cycle manufacturers and dealers.

FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. For sale by all Cycle Agents. Liberal discount to the trade.

JOHN W. WILSON, Cottage City, Mass.

FITCHBURG RAILROAD.

Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

HOOSAC TUNNEL ROUTE

THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

BICYCLES CARRIED FREE

FAST EXPRESS TRAINS

With elegant PALACE PARLOR and SLEEPING CARS to and from

BOSTON and CHICAGO and BOSTON and ST. LOUIS, via NIAGARA FALLS,

without change.

THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.
THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.
THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.

ELEGANT PALACE SLEEPING CARS to and from

BOSTON and MONTREAL,

without change.

For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at

250 Washington Street, or
Fitchburg Railroad Passenger Station, Boston.
J. R. WATSON, General Pass. Agent.

Price List of Specialties

—MANUFACTURED BY—

ELASTIC TIP CO.

Mailed Postpaid on Receipt of Price.

Dropped Forged Steel Spade Handles, all nickeled and threaded to fit any machine, $2 50 per pair.
Soft Rubber Handles, pear shaped, $1.50 per pair.
Vulcanized Handles, pear shaped, $1.50 per pair.
Boys' Soft Rubber Handles, pear shaped, $1.00 per pair.
Double Grip Pedal Rubbers, No. A, 1 inch x 3 3-4 inches, $2 co per set of four.
Double Grip Pedal Rubbers, No. B, 1 inch x 4 inches, $1.50 per set of four.
Double Grip Pedal rubbers, No. C, 1 1-4 inch x 4 inches, $2.00 per set of four.
Pedal Rubber, round or square; made from white rubber, $1 00 per set of four. When ordering state size required.
Spade Grips, vulcanite, 50 cts. per pair.
Safety Handles, vulcanite, to fit any machine, $1.00 per pair.
Safety Handles, for Boys' Wheel, 50 cts. per pair.
Soft Rubber Grips for Safety, $1.00 per pair
Soft Rubber Grips for Boys' Safety, 50 cts per pair.
Soft Rubber Sleeves, to fit over vulcanite grip, 75 cts. per pair.
Steel Balls, 3-16 inch, $2.co per C.; 1-4 inch, $2.40 per C.; 5-16 inch, $3 co per C.
Imported Tire Cement, 25 cts. per box.
Tire tape for holding on tire, 25 cts. per roll.
Rubber Cement, for repairing cuts in tires, 25 cts. per can.
Bicycle Spokes. Price according to quantity.
BICYCLE TIRES, SOLID or CUSHION, either red or grey; price according to size. Send for Catalogue.

ELASTIC TIP CO.,
Cor. Cornhill and Washington Street,
BOSTON, MASS., U. S. A.

REAL BICYCLE UNIFORMS.



Be sure to send for free samples and measure blanks. Club Uniforms a specialty. L. A. W. Coats, $8. Knee Breeches, $4. Punnett's celebrated Jersey Cloth Knee Breeches, only $4 a pair. Bicycle Caps, Hose, Pins, Tights, gold or silver Letters, Punnett's Invisible Pants Holders, 25c. a pair. Be sure to write now.
R. A. PUNNETT, Tailor and Athletic Outfitter,
98 & 100 West Ave., ROCHESTER, N. Y.
All strictly first-class work at moderate prices.

Send for Complete Bicycle Catalogue.



MEACHAM HIGH-GRADE DIAMOND SAFETY

1891 PATTERN. TANGENT SPOKES.

Ball Bearings to Both Wheels.
Both Pedals and Crank Shaft.
Ball Bearings to Head.
Hollow Steel Tubing.

List Price. $115

Selling Price, $76

COMBINATION WHEEL FOR EITHER GENTLEMAN OR LADY.

WILL SUSTAIN A PERSON WEIGHING 225 LBS.
BY REMOVING TOP CROSS-BAR, CAN BE RIDDEN BY A LADY.

E. C. MEACHAM ARMS CO. ST. LOUIS, MO.

$85.00 LOVELL DIAMOND CYCLES. $85.00

High Grade Only.

All Ball Bearing,
Steel Tubing
—AND—
DROP FORGINGS.

NO BETTER MACHINE AT ANY PRICE.



Lovell Diamond, $85.
With Cushion Tires, 95.
For Ladies, 85.
Convertible, 85.

AGENTS WANTED.

BICYCLE CATALOGUE FREE.

MANUFACTURED BY

John P. Lovell Arms Co., Boston, Mass.

HUMBER & CO.,

(LIMITED.)

The following Agents have been appointed in the United States to represent the celebrated

HUMBER WHEELS:

PHIL. BROWN, 17th and K Sts., Washington, for District of Columbia.
SWEETING CYCLE CO., Philadelphia, for Pennsylvania, Delaware, New Jersey and Maryland.
SCHOVERLING, DALY & GALES, 302 Broadway, for New York City and New York State.
AMOS SHIRLEY, 987 Eighth Avenue, for New York City.
WRIGHT & DITSON, 578 and 580 Washington Street, Boston, for New England.
STANDARD CYCLE CO., 588 Main Street, Buffalo, for Counties Jefferson, Harrison, Tuscarwas, Coshocton, Licking, Franklin, Union, Champaign, Miami, Darke, and all Counties North of these in Ohio.
CHARLES STARCK CO., Ltd., Toronto, for Canada.

Applications for unoccupied territory should be addressed to STEPHEN GOLDER, P. O. Box 2225, New York City.

Agents also Wanted for the Signal Cyclometer.



FRAMES.

The first and most necessary point, in building a house or a bicycle, is the proper construction of the skeleton or framework.

This point has been aimed at (and successfully met according to a critical public) in the manufacture of the '91 Columbia Light Roadster Safety.

Graceful, rigid, light, strong---all apply to the above frame.

Note the construction---long socket steering head, two lengths of steel tubing extending to hub of rear wheel, rear wheel guard of steel tubing firmly bracing whole, with crank shaft bracket at the firmest point. See the possibilities of lateral adjustment for saddle.

One of the best mechanical engineers in the United States, a bicycler for fourteen years, says: "The diamond frame is, in my eyes, very graceful, and, of course, is unequalled in strength." Strong endorsement, the stronger because unsolicited.

But the pith of the matter has been reached by another testimonial (also gratuitous): "You have had a mechanic at this machine, who dove down into mechanical principles."

The double-diamond frame was built on mechanical principles.

CATALOGUE FREE.

POPE MFG. CO.,

BRANCH HOUSES:

12 Warren Street, NEW YORK.

291 Wabash Avenue, CHICAGO.

Factory, HARTFORD, CONN.

77 Franklin Street., BOSTON.

FOUNDED 1878

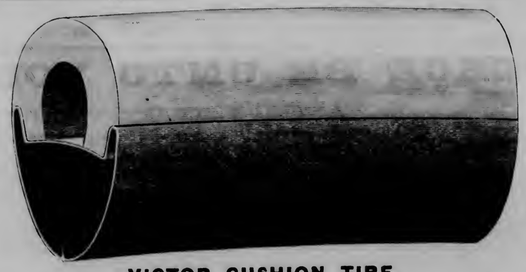
THE BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXII. Number 24. BOSTON, 10 APRIL, 1891 $1.00 a Year. 5 cents a copy

IT IS VERY FUNNY
TO HEAR SOME PEOPLE
TALK ABOUT MAKING
BICYCLES OF FORGED STEEL
AFTER USING MALLEABLE IRON
FOR YEARS.

WE WERE THE FIRST MAKERS
IN AMERICA TO MAKE BICYCLES
ALL FORGED STEEL—MADE THEM
IN 1885—AND
ARE STILL AT IT.



VICTOR CUSHION TIRE.

ARE YOU A JUDGE?

Do you know what a perfect Cushion Tire means? What its construction should be, and where it is made?
Ignorance is excusable.
You shouldn't be blamed for what you don't know, or don't understand.
It's what you might know AND WONT that counts
There are scores of so-called Cushion Tires upon the market—"Hose Pipes" mostly, but some other funny things as well.
There is always a best Always one object that shines more brightly than the rest.
Is it strange that the best Cushion Tire for 1891 should be a VICTOR?
A tree is known by its fruits
Progressive wheelmen look to VICTOR makers for valuable improvements.
They know Victor Cushion Tires are best.
Get an Art Catalogue if you want to know all about it.

Boston. Washington. } OVERMAN WHEEL CO. CHICOPEE FALLS, MASS. { Denver. San Francisco.

"The truth shall make you free."—*John VIII., 32.*

I have been severely criticised in the past for using scriptural quotations in connection with tangible current matters. Some of these have been made by men whose lives are approved by their neighbors. Of such I can only say they have either misunderstood my motive, or they are saturated with that nearly obsolete idea that religion and common sense make a dangerous mixture. I have investigated the personal character of some of the men who wrote condemning myself and the editor of this paper for the adv. which appeared here June 20th, '90. In one case the self-appointed judge had recently been suspended from his pastorate (instead of a tree) for improper relations with one of the Ewe Lambs of his flock. When he sees this and remembers the letter he wrote me, I hope it may stimulate him to write once more and tell us just what special position of prominence he expects to occupy in the promised land.

Another who could hardly find words to express his disapproval of one who was making a practical use of the bible, turns out to be a ——, well! he rides a bicycle. He is also a minister in New York State; he was out one morning (making pastoral calls probably), and while trying to pass between two wagons he got mixed up with one of them and buckled his front wheel (it wasn't Hickory); one of the drivers helped him to straighten it out as well as such treatment could, and he rode it to the agent, whom he still owed for the last monthly payment (he had also had the benefit of a special minister's discount) and he *actually* asked that the injured spokes be fixed up *gratis!* as it had "*happened by ordinary use on good roads.*" And this rudimentary specimen had written me that he considered my use of the bible "pernicious in the extreme." He also said that "had it not been for the bible the world's morality would now be at a very low ebb." I am quite willing to admit that some of the bible's teaching is well calculated to improve morals, but it can't *create* morals; there must be some foundation to work on; fertilizers are of no use without the germ to fertilize.

It would be serving this man right to give his name. *He* knows well enough who he is, but under the drippings (or drivelings) of his sanctuary next Sunday will sit people who *don't* know. If such a man was "breaking the bread of life" for me, I should want to watch him to see that he didn't give me the crust and put the best of it under his own vest.

A prominent Hickory Cycle agent, Mr. Sweeting, of Philadelphia, recently received a machine to be repaired, together with the following letter: "I have misused this machine fearfully. I was riding on the ties across a R. R. bridge when it broke. Please have it repaired and send me the bill."

The machine was repaired and returned with the following letter: "—— Dear Sir:—We have put your machine in order and return it this day by —— Ex. We take pleasure in saying that no charge is made for this work, as you are the first rider who has ever admitted any responsibility for the breakage of his wheel."

If you happen to have an accident to your machine be a man (if you don't happen to be a woman;) don't forget that an expert would take the evidence of the break in preference to anything you could tell him. If there was a flaw he can see it, and if there wasn't and you have rubbed the fracture full of "gudgeon grease" (as I have known you to do) he can, by means of a little turpentine and a microscope, tell just as much about it and a great deal more about you. Any maker who expects a future of prosperity will gladly make good any defect that he *was responsible for*, and he entertains the most cordial feelings toward the customer who is willing to do right. At least, *we* have an expert who feels that way.

ELLIOTT HICKORY CYCLE CO,
P. S. Don't lie. Newton, Mass.

Unparalleled Bargains in Ordinaries.

ORDINARIES have by no means gone by. Many of the most experienced riders in the largest cities still ride them and scorn to ride the lowly safety. We are shipping ordinaries every day to all parts of the United States, and not to the back districts either. So far this year our trade on ordinaries is but a very trifle less than last year, when we sold hundreds of them.

	SIZES.	REGULAR PRICES.			OUR PRICES		
AMERICAN IDEALS, - -	30 to 50 inch,	$ 20 00	to	$ 55.00,	$10 00	to	$35.00
VINEYARDS, - - -	42 and 50 "	45 00	and	60 00,	13.50	and	26.00
AMERICAN CHALLENGES, -	48 to 54 "	65 00	to	71.00.	40 00	to	43.00
'89 EXPERT COLUMBIAS, -	42 " 56 "	65 00	"	137 00,	45.00	"	100.00
'90 AMERICAN CHAMPION, -	48 " 56 "	100 00	"	110.00,	60 00	"	82.50
'90 AM. LIGHT CHAMPION, -	48 " 58 "	105.00	"	117 50,	84 00	"	94 00
SPRINGFIELD ROADSTERS, -	46 " 50 "	75 00	"	120 00,	55.00	"	70 00

Our line of Safeties and Second-Hand wheels is very large, and we sell on easy payments with no extra charge. Send for Catalogue and Second-Hand list.

ROUSE, HAZARD & CO., - - - - 9 G Street, Peoria, Ill.

DISCOUNTS TO THE TRADE.

PEACE BE UNTO YOU.



"He is happiest, be he king or peasant, who finds peace in his home."—Goethe.

SO likewise that cycler is happiest who finds peace on his wheel, or in other words who rides a perfect spring frame, such as is found only on the "Sylph." A three part frame. One part carries the load; the other parts each carry a wheel. All held in position by springs. Either wheel free to rise over obstructions without affecting the saddle or pedals. This reads well, but do you known what it means? It means that instead of lifting the load, cycle and all up and over each pebble in the road, the wheels only are lifted on the "Sylph." It means that perfect springs smooth the road, and that the "Sylph" runs easier on rough roads than any other.

LIVE AGENTS WANTED.

ROUSE-DURYEA CYCLE COMPANY, - - 9 G Street, Peoria, Ill.

MORAL—Anything will run easy on smooth roads.

NEW ENGLAND BICYCLE DEALERS.

If the UNION or WARWICK CYCLES are not represented in your territory, write us for terms. You will find them more than liberal.

A. O. VERY CYCLE CO., - - 173 TREMONT ST., BOSTON.



MR. AGENT, WE WANT YOUR SCALP.

And to get it we have special inducements to offer you. Send for our JOB LOT list, with discounts to the trade, and see if we don't capture you. Many dealers and agents are already buying from us, but we want all the rest. Correspondence solicited.



A. W. GUMP & CO., - - Dayton, Ohio.

'NUFF SAID.



The UNION CYCLE MANUFACTURING CO., Highlandville, Mass.,

—OR—

The CHAS. F. STOKES MFG CO., 293 and 295 Wabash Ave., Chicago,

Will be Pleased to Supply Catalogue.

JANUARY last we notified the entire Cycle trade that we had secured the control for the United States of the Dunlop patents on Pneumatic Tires. Anticipating a great demand for this tire, as it is the only practicable and successful Pneumatic Tire made, we warned the trade against infringement, and, at the same time, freely offered to the trade this tire at a reasonable and uniform price.

We are informed that some persons are still offering in the market, cycles provided with Pneumatic Tires, identically, or substantially the same as the Dunlop Tire, but without any authority from us. We respectfully refer manufacturers, importers, dealers and users to United States letters patent, reissue No. 11,153, granted to John B. Dunlop, March 24, 1891, "Wheel Tire for Cycles."

This patent is owned by us, and we shall immediately begin the active and vigorous prosecution of every person making, selling, or using tires containing the improvements claimed in the said letters patent without authority from us.

A. FEATHERSTONE,

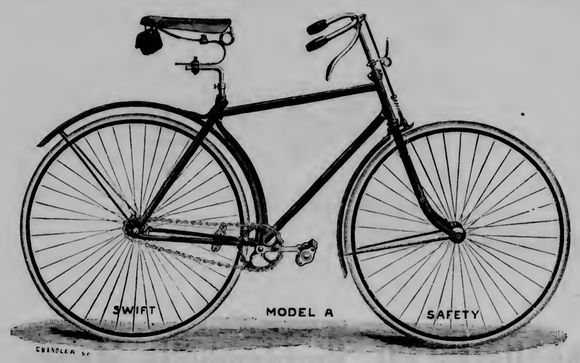
Clark and 16th Sts., and Armour Ave., - - - Chicago.

WRIGHT & DITSON, New England Depot, - - Boston, Mass.
SCHOVERLING, DALY & GALES, Eastern New York State and City Depot, - - - - - - New York City.
SWEETING CYCLE CO., Eastern Pennsylvania and Maryland Depot, - - - - - - - Philadelphia.
H. A. SMITH & CO., New Jersey Depot, - - - Newark, N. J.

To which all Correspondence for these Territories should be addressed.

SWIFT CYCLES

WE GUARANTEE OUR CUSHION TIRE.



BUFFALO, N. Y., March 23d, '91.

Last Sunday (15th) two members of the Ramblers here tried to make 100 mile run, Erie to Buffalo. The roads were so bad that, after going 45 miles, they took train home. One of them, Mr. B——, was mounted on a 45lb. "Swift," cushion tires. The other man, Mr. K——, is a light-weight, and rode a solid tire * * *. On the latter wheel the tires were cut all to pieces, while the cushion on the "Swift" had not the faintest sign of a scratch.

BE WISE IN TIME.

CATALOGUE FREE.

COVENTRY MACHINISTS' CO., Ltd.,

239 Columbus Avenue, Boston, Mass. | **11 and 13 Madison Street, Chicago, Ill.**



HANDSOMEST SAFETY MADE!

WHY is the NEW MAIL at $100

The Best Value in the Market at the Price or Anywhere Near It?

BECAUSE IT HAS Cushion Tires which annul jar and vibration, giving life and elasticity to whole wheel, and are to be the Favorite Tires for 1891, and we Warrant Them. Our Cushion Tires are Right and The Best.

BECAUSE IT HAS Tangent Spokes strongly tied and Nickelled to intersections. Stronger and handsomer than direct spokes as used on cheaper wheels. Select Tangent Spokes Always!

BECAUSE IT HAS a Brazed Frame at all joints. Look out and get a Brazed Frame always to stand road wear, and at *every point* of the frame!

BECAUSE IT HAS a Standard Easy Saddle, the Garford, which is a Favorite.

BECAUSE IT HAS the Popular New Mail Shape Handle Bars, low and well back to rider.

Study all these points on examining the wheels in the market and see if you find them in Any Other. Already it has jumped into Popular Favor and declared the BEST YET!!! Being ordered very heavily.

WM. READ & SONS 107 Washington St., Boston, Mass.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN CO.

☞ *Postage stamps will not be accepted hereafter in payment for Advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.* ☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 10 APRIL, 1891.

IT gives us pleasure to accord space to one of Chicago's most respected wheelmen, in which he takes strong exceptions to the views we have expressed on the butterfly phase of cycling. He rather misunderstands the criticisms made by the editor of this paper in the common use of the noun boys as almost universally applied to cyclists by some correspondents. Now, it is no crime to be young, and it was not our intention to cast slurs on the younger members of the L. A. W., but it did seem and it does still seem to be *not* in keeping with the dignity of the League that its members, the average age of which is certainly over 25 years, should be constantly alluded to as "boys."

THESE views, as put forth in former issues, may be narrow and very wrong, and to the end that some opinion may be arrived at we gladly give space to the discussion of the phases of cycling which we have honestly criticised on being detrimental to the sport. We will not, just at present, further defend our position, other than to note that the definition of "boy" as given by Worcester is "A male child; a male person or youth under the age of puberty; *sometimes used in contempt for a young man*," [italics ours, ED.] but leave the discussion to any of our readers who may desire to give their views. In the meantime we commend the communication of "Enthusiastic 46-year old wheelman" to the careful persual of our readers. The writer is a gentleman of unquestionable standing, and his words are entitled to the utmost respect and attention.

IT IS very pleasant to notice from time to time statistics which prove the position taken by the advocates of the Cycle that it is not the engine of destruction its enemies would have us believe. The great bugbear constantly presented to influence people, is that the Cycle frightens horses, causes run-aways, deaths, and mutilations. Cycling, like every other means of locomotion (including walking) must bear its proportion of accidents; but when we learn that out of over 100,000 bicycles which entered Fairmount Park, Philadelphia, in 1890, not one accident to a wheelman was reported, and only nine wheels were broken by collision. It is, as we said before, pleasant to be confronted with such statistics.

IN the same report which shows the practical absence of accidents through the agency of Cycles, we note during last year 193 carriages were broken: 67 by collision, 74 by the horses becoming unmanageable, and 52 by other causes; and ten people thrown from horses in Fairmount Park. We are sorry that for purposes of comparison the report does not state how many vehicles entered the park; but if the ratio is the same then there must have been 2,255,533 carriages and equestrians enter the park during the year, or nearly 7,000 for every day in the year.

A SOULFUL correspondent propounds the following legal problem for us to solve:—

"I have the misfortune to live in a small town—small in every sense of the word. At the foot of what is called the 'town hill' is the 'Town Bridge,' a rickety, shaky affair of iron, at the ends of which the town authorities have caused to be erected signs bearing these words: $15.00 fine for riding or driving on this bridge faster than a walk.

"Naturally tired sometimes, it is not at all surprising that I should coast the hill which, of course, gives a speed, when I reach the bridge much 'faster than a walk.'"

"This is the cause of the row which was kicked up by the local horsemen; they claiming that I had no right to pass them, or ride on the bridge faster than the law allowed. While I claim that the laws of the bridge refer only to horses, and that vehicles not drawn by horses have the right to travel on the bridge 'faster than a walk.'"

Now, should any one attempt to cause me trouble, or any of the other wheelmen of the town, on these grounds? What can be done?"

HERE is a question the debating of which by two able lawyers would be worth "travelling miles" to hear. The arguments would be based purely on technical grounds as to whether the notice applied to all kinds of vehicles. We must confess that as the courts recognize the bicycle as a vehicle amenable to laws governing the movements of vehicles on the public highway, we lean to the opinion that the notice does apply to bicycles. Leaving the technical discussion of the case out of the question, we still decidedly lean to the opinion that common courtesy would compel the local wheelmen to recognize the very reasonable request made by the horsemen.

IT is not unreasonable to ask the cyclers to come down to a rate of speed nearly that, or quite that, of a walk. The dashing along of a cyclist in passing a horse, even though he be a docile animal, on a bridge, is likely to produce the most serious results, and we confess to a feeling of amazement that any reasonable cyclist should be willing to subject any human being to the possibility of accident, possibly resulting in maimed limbs or even death. For the honor of cycling, for the respect we would hold for our correspondent and the other local cyclists who hold the same opinion as he does, we do hope that the authorities will not be obliged to have recourse to extreme measures. If, however, in the face of the evident intent of the notice, he and others still persist in ignoring its requests, by flying in the face of common courtesy, we hope the decision of the court will be to the point, sharp and decisive at that.

THE attempt by Mr. Davis of the Ontario legislature to make cyclists responsible in cases where damage results from horses taking fright at cycles, no matter with what care they may be ridden, will come to naught. 'Mr. Davis' proposed bill does not trouble itself with limitations, but invites the excursions of roving fancy," says an exchange. As an appropriate amendment it is proposed that the owners of umbrellas and handkerchiefs come under the liability clause, and that the issuers of hand bills, and the trundlers of wheelbarrows or baby carriages also be made "liable for damages" as all these things have and always will frighten nervous steeds. There is about as much reason in one case as in the other.

SERIOUSLY, we as cyclists must permit ourselves to be governed by reason and courtesy in the use of the highways, and as long as we violate neither law or decency we cannot be held responsible for the actions of ultra nervous equines, or the stupidity of drivers. We do not believe in ignoring the laws of the road and common courtesy (as we have remarked in another editorial in this issue), but in the proper use of the highways we have equal rights, and are equally liable with the users of other road vehicles.

AMONG the questions said to be put to applicants for certain preferment in the English army is the following:

"How are military communications divided and what requirements should they satisfy?"

The German military authorities are laughing over the ignorance displayed by certain of the candidates who with a dense misconception of the purport of the questions answered by a discussion of bicycles, carrier pigeons, and various other modern ideas, which, though perhaps useful enough in their place, have nothing to do with the subject of the question.

FORCED abandonment of the wheel during the winter months is no doubt conducive to a renewed interest in the sport when the wheeling season does set in. The riders are wound up to a pitch of anticipation and anxiety to get out on the road, and this anxiety is very comforting to the heart of the cycle dealer. While the ability to ride the year round is no doubt very desirable, yet human nature is such that the abstinence from the indulgence of any enjoyment is bound to whet the appetite where opportunity comes to satisfy same. Let a rider be obliged to store his wheel for a few weeks, and how he does long for the frost to leave the ground, the roads to settle, and the air to breathe promise of spring. Winter cycling, where the frost has made the roads hard, and the snow does not cover, then affords the most delightful riding; but in this latitude, the season when winter disputes the advance of spring does not provide the kind of roads or the kind of weather conducive to the full enjoyment of cycling. It is as well that it should be so. Choke your *blase* cycles off "willy-nilly" for a few weeks and his enthusiasm comes back with renewed vigor, as the pussy willows give way to the crocuses and the lilacs. A man does not have to be a crank to enthuse over the springtide. Everything in nature appeals to the hopeful side of his being. With a few weeks of shivery weather and dreary dripping bare trees, he hails the first tender green of spring with the same joy that the thirsty traveller notes the indication of an oasis in a sandy desert.

OUR correspondent, "Linneus," of St. Louis, makes the following comment on the lack of interest shown by cyclers in gymnasium work:

"That cycling is a magnificent exercise no one who is a devotee to the sport denies, but it seems strange that so few of our best riders take kindly to gymnasium exercise of any kind. In spite of the fact that the Missouris have the finest equipped gymnasium of any cycling club in the country, the active riders are seldom seen using the apparatus. Those cyclists who are proficient in a few gymnastic exercises are physically far in advance of those who are not, and the thing wanted is some simple home exercise which, with the outdoor life, will combine to tone us up, invigorate our persons, and keep off either mental or physical exhaustion and disorders, too often brought on by long runs, or spurting. Fifteen minutes' work every day with pullies or dumb bells, (each of which should not be over one sixteenth of the users weight), will work wonders, and all riders who will try the experiment will shortly find their powers of endurance doubled.

THERE is no doubt that the chief charm of cycling is in the fact that it takes the devotees out of doors, and the lack of interest complained of by "Linneus" is due to the reason that indoor work, even of the most interesting kind, is somewhat monotonous to the cyclist. The use of the bells or the clubs for half an hour or so is not very exciting amusement, and the trotting round a padded track is certainly devoid of any special interest. As a matter of training the use of the gymnasium is undoubtedly an advantage in keeping riders in trim during their enforced retirement, but it smacks too much of work, and the comparison sure to be drawn by riders between indoor grinding at gymnasium work, and the pleasureable excitement of out-door cycle riding is a strong factor in the reason why cyclists do not avail themselves of gymnasium exercises.

IN reply to a correspondent who wishes to get at the comparative number of League members in the East and the West, and suggests a division on the meridian of Buffalo, we give the following figures: East, 12,190; West, 6314.

HE BELIEVES IN "FOL-DE-ROL."

EDITOR BICYCLING WORLD: I have noticed in the official organ of the L. A. W. a number of times since I became a member of the League, items in the editorial department similar in tone to the enclosed, by the great "WE" of that otherwise sound paper. Now I think a word in answer will do no harm, and I think I speak the mind of many a loyal and enthusiastic L. A. W. man when I ask a few questions.

Where does "WE" expect to recruit his new members from to keep the order in lively shape but from among the "Boys?" and has he any ideas to advance to keep "Boys" enthusiastic if he drops the "fol-de-rol," as he calls it, of "bugle blowing, flag carrying, and gold lace?" Why do we always have crowds line the streets when we have a League or State Meet? Do they come out to see a lot of ministerial sober-sides sitting erect on a wheel, solemnly passing in review? How long does "WE" suppose our L. A. W. would last if every "Boy" who joined it was compelled to get a somber ministerial suit to ride in on all public or private occasions? "Good old Sober-sides" never cares a flip for cycling boys any way; and his opinion of them on their ways does not help the L. A. W. one little bit, in fact, if "Sober-sides" had his way not a wheel would turn in the United States. Boys who join the Leage want fun; and the more "bugle blowing" and "fol-de-rol," as "We" calls it, they can have on festive meets the better they are pleased and the more company they get. Why, even the venerable Secretary of the League promenades at L. A. W. gatherings, at least once a year, in a white cap and League pin conspicuously attached to it. Perhaps Brooklyn needs to trim off some of her "frills," but that is no reason why "WE" should deprive all the rest of us of a little fun. If we did not have some "fol-de-rol" at our gatherings, I am of the opinion that "WE" would soon be longing for the "good old days." Give the "Boys" a chance, for they are the foundation of our organization. "WE" and "Sober-sides" can stay at home when the "Boys" turn loose. They don't get a chance often. Yours for the "Boys,"

ENTHUSIASTIC 46 YEAR OLD WHEELMAN, AND L. A. W.

Chicago, Ill.



THE Syracuse Cycle Club has issued a card calling attention to the liberty granted to members of that club to use the city sidewalks outside certain bounds. The card also contains a list of rules for the guidance of the members using the sidewalks as allowed. The infringement of any of the rules and abuse of the privileges will probably carry with it dismissal from the club and withdrawal of the sidewalk privileges.

THE members of the Grand Rapid (Mich.) Cycle Club are much elated over the recognition the West has received in the appointments on the National Committees. Chief Consul Richmond gets a position on the Rules and Regulations Committee, and Mr. Randall plucks the Chairmanship of the Racing Board as a prize.

FATHER MCGRATH of St. Monica's Church, New York, writes: "Enclosed you will find an account of our new Bicycle Club. 'The Monica Bicycle Club.' We number 11 young ladies and 10 gentlemen. One of the conditions for membership will be that every member must belong to the L. A. W. We anticipate a pleasant season. I am very anxious that our young men and women will take advantage, and join this, the first Catholic Bicycle Club in this country."

ROUTE wanted: "Will some generous wheelman who has been from Boston to New York, or vice versa, via Newport, R.I., and Greenport, L.I., tell how he managed crossing between the two last mentioned points: and whether the whole route, taken as a whole, is an enjoyable one? H. P. Makim, Hyde Park, Mass.

Do not run away with the idea that because Detroit will not run the Championships that they will not have races. They will have races, and good ones, too.

AT a meeting of the Chicago Cycling Club, held last Saturday evening, it was decided to accept an offer made to them and build a $30,000 club house, or rather a $20,000 club house, $10,000 to be expended for land. Six thousand dollars is to be raised by the club. Three thousand of this amount was readily raised at the meeting. The new club house will be in the neighborhood of 40th or 43d streets, about where the old club quarters were located.

OUR Detroit correspondent, "Judge," writes: "The custom house affair has been placed in the hands of Mr. Griffith (excuse me for bringing this name into notice again, this is news), that is at this end. Mr. G. hopes to so arrange matters that wheelmen can pass through Canada without being subjected to the annoyance of last year."

"I can see no reason," says our friend "Setagee," "why there should be so many conflicting names in the cycle business. Chicago makes a Peerless, so does Rochester; a manufactory here makes the Comet, a New York firm manufacture a Comet, too. In this city we have the Buffalo Tricycle Works, the Buffalo Cycle Works and the Buffalo Bicycle Repair Works, all separate institutions. Similar cases can be cited all over the country. Surely English is rich enough and profuse enough so all can have original names, both for wheels and companies, and yet not conflict."

ON the 18th day of October last, three members of the L. A. W. at Ann Arbor, Mich., held a conference and concluded, for the best interests of cycling, to organize a club and maintain the interest felt through the winter, and the consequence was that 18 wheelmen of this city were got together and a club organized. It was named the "Wolverine Cyclers." It has steadily increased in membership and is a very lively and healthy "kid," numbering now thirty good wheelmen. The club rooms, which are located at No. 9 North Main street, are as handsomely furnished as any club room in the city and do credit to the members. All travelling wheelmen are cordially invited to visit them while passing through this city.

IT is stated that W. S. Campbell will ride under the colors of the Manhattan Bicycle Club of New York.

WE regret exceedingly to hear that F. A. Clark, of Yale, is seriously ill, suffering from hemorrhage of the lungs. This will undoubtedly incapacitate him from taking part in any racing this season.

DETROIT is to have a female bicycle race and "Judge" mourns a low sad mourn in the shape of a few lines of poetry which, for the sake of the feelings of our practical Secretary, we consign to the w. p. b.

THE State Capital Wheelmen, of Concord, N. H., held a social assembly at Chase's hall last week, Tuesday evening, which was attended by seventy couples. Isabel's orchestra furnished excellent music, and Colburn was the caterer. The order of dances numbered fourteen. Shortly after 12 o'clock the prompter called for the company to form for a quadrille as an extra dance, and when the sets were formed they were quietly reminded by him that it was April 1, and they could repair to their several homes, which they hastened to do after so early a reminder that it was All Fools' day.

CAPT. JUDD'S (of the Syracuse, N. Y., Cycle Club), contest for the promotion of road riding is being received with much favor. Every active member of the Syracuse Cycle Club is entered. Five prizes will be given in the form of medals; first and second, gold; third and fourth, silver; and the fifth, a leather medal for the member riding the least number of miles.

"Now that our city government," says a correspondent from Indianapolis, Ind., "has passed from the control of politicans to that of business men, street improvements will progress even more rapidly than last season. The first act of the new Board of Public Works affecting wheelmen, was the making of permanent street cleaning arrangements, and our asphalt is once more reclaimed from the mud."

AN elegant pair of silk portiers was presented to the Englewood Cycle Club, of Chicago, this last week. The Ladies' E. C. C. were the donators.

ONE of the finest runs in the State of Michigan is a triangle of twenty-eight miles, starting from Ann Arbor via Main street to Saline, thence to Ypsilanti and back to Ann Arbor via the South Road. On this run there are numerous fine coasts; the road is constructed of hard gravel. The University of Michigan, one of the greatest universities of America, being situated at Ann Arbor, is time well spent in visiting it. It has a total number of 2400 students.

THE Englewood (Chicago) club's amateur minstrel show occurs on April 14th, and promises to be of exceptional merit. Ralph Temple will give a trick riding exhibition during the evening.

THE Ramblers of Buffalo, N. Y., will probably drop out of the League. This club has not been very enthusiastic over League matters for three years, and quite an effort has been necessary to keep them in the L. A. W. from the start, still they may stay in as they did at the beginning of last season. All depends on the few who really control the club affairs.

THE Cycling Press Club of Buffalo held its annual election last week. Geo. M. Williams was elected President, and C. F. Alwards "ordinary" Captain. This club has two sets of road officers, one set for the ordinary riders, and one for the safety riders. Quite an idea when the membership is so divided as to warrant this division.

ARTICLES of incorporation have been filed by the Business Men's Cycle League of Jersey City, N. J.

Two hundred and fifty people attended the Grand Novelty Concert of the Lincoln Club of Chicago last Wednesday evening at Chickering Hall. Miss Shoemaker, a young lady of exceptional elecutionary powers, W. L. Bush, who is a host in himself, Mr. Catlin, Master James Wrath, Signor Guiseppi Morran, and the Imperial Banjo Quartet provided a very pleasant and well executed programme.

OUR correspondent "Salina" of Syracuse, N. Y., writes: "Have been informed of a move on foot to organize a cycling club composed entirely of business and professional men. This movement if carried out will no doubt be hailed with pleasure by all lovers of the wheel in this city; as it would add both dignity and influence to the sport, and in no manner be a drawback to the club, already in existence, which is one of the most successful organizations of its kind in the country.

SAYS "Star" of Cincinnati: "On reading the April number of the *Sporting Review* I was astonished to learn what a dreadful person that man Bassett is. Well, well, the old darkey was about right when he said: "You never knows white folks till you summers and winters with 'em."

FOR the first time since its organization the Lincoln Club of Chicago has been visited by death. Roswell P. Hayes, a prominent member of the club is the first to succumb. Mr. Hayes died last Wednesday of apoplexy. He was North town assessor in Chicago, and owed much to the Lincolns for his election. It was the members of the Lincolns headed by Billie Herrick who turned out in a body at the polls, and canvassed the entire North Side in Mr. Hayes' interest. He was an athlete and a good rider, and was very popular with all who knew him.

ARTHUR HOLLINGS of Coventry, England, has located permanently in Chicago. Andrew Cahill of Dublin is also located there, and will probably remain until after the World's Fair.

THE first race ever run by women upon bicycles was in San Francisco on Saturday, November 29, 1879. The winner, Miss Baymer, upon a 50-inch Stanley, made the wonderful record of eighteen and a half miles in two hours.

A LARGE lady on a nickelled wheel was struck by a horse on Washington street, Indianapolis, Ind., the other day. She happily escaped injury, but her wheel was damaged and her clothing plastered with mud. It is upon these rare and trifling accidents that our Mrs. Grundys principally rely for ammunition.

THE Orange (N. J.) Wheelmen are "talking tournament" pretty strong. A tournament in such a cycling centre ought to pan out handsomely.

AN advertisement on page 645, from J. P. Z., is worthy the attention of any one in the trade wanting a first-class manager. We speak whereof we know.

THE Cincinnati *Enquirer* perpetrated a clever (?) April fool joke on its readers by printing in the issue of April 1st a circumstantial account of a mammoth athletic building to be erected in that city. It stated that a fund of $750,000 had been raised, and that a building would be constructed of such a size so as to contain a covered court large enough to play base ball in. That the place would be made as light as day by electricity and that games would be played in the evening, that the building around the sides of the enclosure would be occupied by the various athletic associations, etc., etc.

MR. GEORGE ATWATER, of Washington, was in town this week. This time "ye editor" kept a close watch on our Washingtonian, and he did not disappear so mysteriously in the company of that bad man, Bassett, as he did the last time he was here.

THE Wolverine Cyclers of Ann Arbor, Mich., will attend the National Meet at Detroit in a body next July. This club will entertain the Hunt tourists, and then wheel the 42 miles in company with the visitors to Detroit.

CHIEF CONSUL BROWN of New Jersey, in his circular to members, admits that the L. A. W. should recognize the pleasure and enjoyment of cycling, but strikes the key note when he says: "Our great mission is the improving of the highways of the United States." He then points with pride to the fact that in New Jersey was enacted the first successful road legislation.

THE mass meeting of St. Louis wheelmen last week Thursday, at the Missouri's gymnasium, was but poorly attended. Committees having the Forest Hill Park road race and the Son-of-a-Gun hill climbing contest were appointed. Mayor Noonan was present and spoke of the street sprinkling reform most favorably. The meeting, though small, was enthusiastic.

OUR Cincinnati correspondent remarks: "Leaf by leaf the roses fall." One of the attractions of the National Meet, the election of officers, was opped off at Baltimore, and now if the Championship races are to be opped off, in what way will the National Meet differ from any other meet? What attraction, aside from that of locality, will it offer to the visitor, in addition to that offered by a State meet, Columbus for instance?"

AT the annual meeting of the Dayton (Ohio) Bicycle Club, Secretary Houck read a most interesting report. The club was organized in June, 1881, with a membership of ten. For several years interest seemed to lag and the club was practically dead, but owing to the push and energy of a few the Dayton Bicycle Club now has a membership of 50. We wish we could give Secretary Houck's report in full, but space forbids.

THINGS cycular in Nashville, Tenn., are moving. The State meet will be held there some time in May. A road race to Franklin, a distance of 18 miles, is on the tapis, probably on the same date as the State meet. Harmon, of Clarksville, is looked on as the crack rider of that section. The Nashville Athletic Club has leased the park on College street and will put same in shape for cycling and other sports.

THE Zig-Zags of Buffalo, N. Y., had an enthusiastic meeting last Friday night; and beside attending to a large amount of business, received thirty-nine new members, there having been forty-two applications filed. The club is looking for larger quarters and will add a gymnasium; they have applied for membership to the A. A. U., and will stay in the League, and will soon be the leading League Club of this part of the State.

A CLUB has been formed in this vicinity (Boston) eligibility to membership of which consists in the fact that applicants must have ridden from Boston (or one of the near suburbs) to Portsmouth, N. H. The club will be known as the Mystic Wheel Club, and among its members are W. C. Dillingham (President), Miss M. E. Beers (Secretary and Treasurer), Mr. and Mrs. McArthur, Miss Dillingham, Mr. A. Beers, and Mr. H. T. Hutchins. For further information address Miss M. E. Beers, Secretary, Everett, Mass.

THE dramatic profession in New York have lately taken to cycling with a vim. On invitation of J. De Angelis, E. Stevens, B. B. Balwin, E. Smith, Max Figman and "Young" De Angelis, and seven members of the E. C. C. went to New York and met the above-named gentlemen at Geo. Bidwell's place. The party then rode out to Wendel's hotel, dined "at Mr. Stevens' expense," and thence continued out through West Chester County. There is serious talk of forming a club to be composed of members of the "profesh," and the name of the club we hear is likely to be the "Casino Cycle Club." As soon as the E. C. C's. complete their new club house, the Casino people are going out to do the Oranges, when another lively time is looked for.

C. DORNTGE, the crack Buffalo rider, has resigned from the Iroquois Athletic Club of that city.

CAPTAIN TIDD of the Missouris (St. Louis) has issued a pretty folder, giving the schedule of the season's runs, a short extract of the road rules of the club, and a short address to members on the importance of attending club runs. It is gotten up very neatly, and is praised on all sides.

A. FEATHERSTONE of Chicago is having manufactured for him a pneumatic tire, light speeding buggy with which, and the fast horse he already owns, he expects to scoop them all.

IN the second series of games of the Pool League last Saturday at the N. Y. B. C. house, the New York Bicycle Club team beat the Manhattan Bi. Club team by a score of 100 to 44.

MR. SAMUEL BOYLE, Chief Consul of Pennsylvania, is spoken of as being a likely appointee for the fifth place on the Racing Board.

"LOUISVILLE (KY) wheelmen can now show something tangible in the way of a track. Mr. Daniel Quilp's contractor, with a force of something like 100 men, went to work at the Auditorium grounds Monday, and before the rain that began Wednesday set in, the foundation of the home stretch and the Sixth-street curve had been laid. With ten days of fair weather, the track will be finished and fast wheelmen speeding around it."—*Times.*

THE Alpha Wheelmen of Philadelphia will give a musicale and dance at their headquarters April 17. The club attended a euchre party given by Mr. E. B. Voorhees last week Tuesday.

THE "annual feed" of the Louisiana Cycling Club of New Orleans took place last week Tuesday. In the notice Mr. Fairchild, the chairman, says: "* * * In the meantime secure tickets, which will privilege you to enter the banquet hall and devour everything in sight. You are earnestly requested to enter active training at once, as this will be a scratch affair. Positively no handicaps allowed."

HERE is a pointer (if true?) for the friends of the pneumatic tire. A Buffalo rider found an 8-penny nail driven clean through one of the tires. On withdrawing same the *aperture closed up and no air escaped!* "Setagee," of Buffalo, is responsible for this remarkable story.

THE new club house of the Hudson Co. (N. J.) Wheelmen is completed, and the club will take possession in a few days.

THE Wissahickon Wheelmen of Germantown, Pa., gave a pretty reception at Parkers Hall last week Wednesday. It was a full dress affair, and very swell.

THE Fostoria (O.) Bicycle Club celebrated the coming of the Easter season by a ball last week Monday.

BUT five hundred people turned out to the Oak Park (Chicago) Club's entertainment last week, Monday evening. The Beloit Glee and Banjo Clubs provided an excellent entertainment. Monday evening, April 13th, occurred this club's annual dramatic entertainment at Steiner's Hall, when "Our Boys" and "Box and Cox" will be presented.

IT seems that St. Louis wheelmen are using the "club banner" on club runs once again. The Missouris of that city will (t. f.) hereafter take the club colors, cardinal and black, on all the club excursions and runs.

AT the last meeting of the Board of Trustees of the Orange (N. J.) Wheelmen, plans were adopted for a club house, to cost $3000. They will have plenty of room and all modern conveniences and club blessings.

ON Thursday evening (2d) the Ramblers of Buffalo, N. Y., had their annual theatre party at the Academy of Music. Forty members attended and Major W. T. Parsons, of the 65th Regiment Athletic Association, was their guest of the evening. The stage was decorated with flowers and wheels, and the club members wore uniform and club colors, as usual.

PENNINGTON, now in Chicago exhibiting his air ship, is an enthusiastic

wheelman and rides an ordinary altogether, although he has recently patented a safety bicycle.

EVIDENTLY a misnomer. The Buffalo Press Club has 65 members, but nary one is connected with a newspaper!! Forty members have been dropped because of non-payment of dues!! Really this *is* "too too."

CHIEF CONSUL BULL, of New York, is a member of the Buffalo Athletic Club.

ANOTHER club started in Buffalo to be known as the Meteor.

THE Wanderers Club of Buffalo are talking about building a gymnasium.

ON April 17th the Douglas Cycling Club of Chicago will give a reception and dance. This they say will be far ahead of anything given yet.

THE Bergen County Wheelmen held their annual meeting last Tuesday (7th), and had an attendance of 90 per cent. of full membership. They elected officers, appointed committees to get subscriptions for Club House stock, also to file articles of incorporation. Of course "Handsome Captain Jack" was re-elected.

BUFFALO, N. Y., has nearly a score of Athletic Clubs, and more than thirty bicycle associations. Many of the wheel clubs are members of the A. A. U., and athletics have been the fad, or rather the popular practice in the Queen City of the Lakes.

THE Cleveland (Ohio) Wheel Club will be a live club during the coming season. A meeting of members was held April 2d, and among the officers elected we notice the names of W. A. Skinkle, (formerly Pres. of the Chicago Bicycle Club) Ned Oliver, Geo. Collister, and C. Collins. A suitable house for headquarters will be looked up, and cycling will be made to boom in Cleveland this year.

MR. E. J. WILLIS is again in this country on a short business trip.

ZIMMERMAN will probably ride under the colors of the Schuylkill Navy Athletic Club of Philadelphia.

THE Passaic (N. J.) Wheeling and Athletic Association held a "Book Party" on the 23d. The result was a donation of some 175 valuable books. Here's a pointer for other clubs.

"PLENTY of talk but little work done towards getting a race track for Philadelphia" is the way the *Inquirer* of that city puts it.

DURING last year Chief Consul Mott of Maryland rode 326 days, and scored 6400 miles during that period.

THE Utica (N. Y.) Club have rented a club houses at 341 Genesee street. They will take possession May 1.

EX-SPEAKER REED is said to ride a 56 inch ordinary. He does not appear on the road much, but uses his wheel in the immediate vicinity of his home.

THE Columbia Bicycle Club of No. Attleboro, Mass., held its 10th annual supper last week Tuesday. The Columbia Club is one of the most lively and enterprising in the State.

CAPT. NISBETT of the New York Bi. Club calls a meeting of wheelmen for to-morrow night at 148 West End avenue for the purpose of discussing the formation of a Road Racing Association.

THE Massachusetts Club of Boston held a business meeting last Tuesday evening at Hotel Thorndike. The matter of reorganizing was the chief matter of business. A committee consisting of A. D. Peck, Jr., Lieut. J. M. Sprague, E. B. Pillsbury, W. M. Farrington, and J. E. Tippett, has the matter in charge.

JACK PRINCE is travelling East. He started a six days' race in Rochester, N. Y., last Tuesday.

THE Crescent Club of Rochester, N. Y., gave one of the most successful musicales last week Tuesday ever held in that city.

A NEW road map of Rhode Island will be issued by the R. I. Wheelmen, and will be an exact copy of the United States geological survey map. Scale 1 1-2 miles to the inch.

CYCLE CLUBS, AND CAUSES OF THEIR FAILURE IN BOSTON.

IT is plainly evident to those who have watched the rise and fall of several large and once prosperous cycling organizations that their downfall and practical disbandment have not been brought about solely by the introduction of the "social element." The after dinner speakers of the present year have emphasized and dwelt upon the fact that this element was the cause of the "innocuous desuitude" of at least two of the one leading clubs in this section, but if these gentlemen would only look a little deeper into the subject they would immediately come to the conclusion that the "Social Rock" was only one of the five rocks which cycling organizations have been unable to weather during the tempestuous storms of a cycling decade. That at least has been the case in Boston city. In the first place times have changed since the infancy of cycling, and instead of having only one sport to select from the younger generation of to-day has all and more than it can properly attend to in this line, therefore while they may have sufficient time to devote to the enjoyment of the wheel, the superabundance of other sport is sufficient to keep them entertained without their being members of an organized band of wheelmen. Even if they were members of a club of the present day they would find that instead of having and enjoying club runs on a week day afternoon, as was the case a few years ago, they would only be expected to turn out on the Sabbath, which to a great many means a desecration of that day, although I fail to see it in that light.

In order to properly maintain a club successfully, it is necessary that it be conducted on a *business* basis. If the club beginning life goes into large quarters and assumes heavy expenses it must have some little capital, therefore would it not be as well to make the annual, semi-annual or quarterly assessments payable in advance? Men who have paid their dues are likely to stand by the club through thick and thin, whereas if they paid monthly dues, they would be likely to get out at the first sign of weakness.

Internal dissension is another Rock which a club has to steer clear of. A small club, say of 75 members, can easily navigate around that dangerous obstruction, but in a club having a membership of three or four hundred it is vastly different. The majority of the members are unknown to each other, the older men congregate together, and the younger do likewise, hence become "cliquey." In such cases trouble is sure to arise sooner or later, and when it does come it generally ends in disaster.

Another reason why clubs in this vicinity do not enjoy the same brilliant life they enjoyed a few years ago is undoubtedly on account of the admittance of a social element, which, unless the active members are exceedingly cautious, will be in the majority, and ere long in control of the club. Many organizations have found themselves in financial difficulty, in order to overcome which they have resorted to a social membership, and are now practically nothing more than social organizations. Such is the case in the East, and what is true in the East in this respect *will* prove also true in the West

Boston, unlike her great sisters of the West is purely a city of suburbs, and the result is that her wheelmen are members of suburban clubs with which they ride and under whose colors they race, and from these cyclists the membership of a Boston club must be drawn.

The admission to membership of every "Tom, Dick or Harry" who presents himself is another thing which helps kill a cycling organization, and the greatest care should be taken in this matter in order that the life of the club might be lengthened, and a high personnel standard be maintained. In all clubs, great or small, kickers and other objectionable elements can be found, and every care should be exercised in selecting new members, so the numbers of these "club killers" should not be augmented. I cannot emphasize too strongly the fact that inasmuch as a club's existence depends greatly upon the social status of its members, too much care cannot be taken in the selection of the same.

To sum the matter up in a few brief lines, the five reasons a large club has not been able to be maintained in Boston are:

First—Owing to Boston being an entirely suburban city.

Second—Its vast majority of wheelmen residing in the suburbs.

Third—The superabundance of other sports and amusements, and the lack of club sports.

Fourth—The fostering of the social element which can generally be found in bicycle clubs.

Fifth—Internal dissension and lack of care in selecting members.

"TONEY."

HAWKSHAW'S COLUMN.

HE was in Springfield, Mass., the train which was to carry him hence was not due for an hour or two, and time hung heavy upon his hands, so he strolled down Main street until he came to Hampden Park, and passing through the open gate he wandered in upon the deserted track. A look of sorrow and regret came over his face, and his mind went back to years before when he was younger and more enthusiastic, and cycling seemed to him to be the greatest possible enjoyment. He remembered when the weed-grown enclosure where he now stood, had trembled beneath the feet and cheers of thirty or forty thousand delighted onlookers who had gathered from far and near to see men that were riders race. He recalled the day when Springfield was like a deserted graveyard because every man, woman and child had gone to the races; when stores were closed, and upon their windows a notice pasted which read, "Gone to see George Hendee race." It even came to him how when once the handsome local light had met an unexpected defeat at the hands of the flying "Sandy" Sellers, how the band ceased playing a lively air and rendered the Dead March from Saul instead, how thirty thousand people looked on in mute astonishment at their idol's fall, while weeping women fainted. All this and more came to his memory as he stood there, and a gloom settled upon his soul. A sad eyed stranger had drawn near, and like himself stood in mute wonderment at the scene of desolation and neglect around him. "Are they going to run any more bicycle races here?" said the first stranger to his sad visaged companion. "Oh no, they stopped *running* bicycle races a long while ago. It isn't the fashion any more. They creep now." And the band played a good old Scotch melody.

I met an old time Enligh racing crack the other day, whose hair has silvered since he and Cortis were school mates together, and in conversation with him learned many a personal adventure they had had together. Speaking of a race between Jack Keen and Cortis, in which the latter was defeated, he thus described the riding form of the contestants: "The contrast in the form of the two men was very noticeable, Cortis bending over his handles at almost a right angle, and in many cases wobbling very badly, while Keen sat erect in the saddle with his wheel running in true lines, and always under the most perfect control." Thus even the great Cortis when viewed by his friend was far from being the paragon we have grown to believe him.

A farmer who intended that his son should have a better education than parents had, and in consequence had sent the young hayseed off to college, was astonished when his son sent him in a bill for a $150 bicycle as part of the necessary collegiate equipment. An explanation was demanded from the student, and though no wiser he declared himself satisfied when the shrewed young gentleman informed him that a curriculum was an absolute essential for every college and for most collegians.

When I went to school it stood as a learned quotation from antiquity on the title page of the grammar I studied, and was whipped a thousand times for not learning that: "The rudiments of an art must be taken as a task, not as an amusement." Watch the man with a foot lathe, a sewing machine or a pair of scales for the first few times, and see what hard work it is to him. So with a bicycle, the man finds it at first difficult to attend to hands and feet at the same time; he instinctively grasps the handles with a tiresome effort to hold himself on—which he soon learns he can no more do than to lift himself by his boot straps; it bothers him to make hands of his feet and keep them to their duty on the pedals; see how hard he works to resist every motion of the machine but the straight onward one, just as a fresh lubber does on deck, or a very green mount does on horseback; so with his convulsive efforts to mount and dismount. This pupilage fortunately is brief, but I always have a certain respect for the man who has patiently and persistently passed through it unaided by any



THE

Eagle Light Roadster

IS A DAISY.

IT HAS all the good points which have made the Roadster a success, viz.: Simplicity of Construction, Ease of Propulsion, Beauty of Lines and Finish, and in addition to the above it has lightness in weight. A 50-inch wheel weighs 37 pounds; as light as any one wants for a road wheel.

We have brought out the Light Roadster in response to a demand from riders, particularly racing men, for a light wheel of our make. We do not recommend it over the Eagle Roadster for the majority of riders, but it is fitted for those who wish a light, fast wheel, who are willing to give it reasonable care, and who are skilfull enough riders not to abuse it.

For such it is THE WHEEL combining everything that can be desired in a perfect bicycle.

The Light Roadsters will be Ready for Delivery in a Few Days.

We have a large number of orders booked ahead, and the number is daily increasing. We will go by the rule of "first come first served." If you want your wheel soon, order at once.

Catalogue Free. Send for Second-hand List.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

$10,000 TO A YELLOW DOG.

That J. K. Starley & Co., (Starley & Sutton), Coventry, England, made the first Rover type safety.

That all American safeties are imitations.

That the Rover heads the list of high grade safeties in America to-day.

That Cycle dealers of the best judgment are selling Rovers.

That riders of the best judgment are riding Rovers.

That the Rovers are fitted with Pneumatic and Cushion tyres, which originated in England and Ireland.

That THE JOHN WILKINSON CO., 269-271 State St., Chicago, are the sole U. S. Importers.

GET OUR CATALOGUE.

Sixteenth Year in America.

1876 — The First Cycles in the United States



1891 — The Largest Cycle Manufactory in the World

SPECIFICATION.—30 inch wheels, speeded to 57 inch [or 54 inch] patent 1 inch wired tires, Singer ball steering, Singer ball bearings to all running parts, including pedals, Singer patent steering lock, Singer patent detachable crank bracket, weldless steel tube frame, handle-bar and forks, guard to both wheels and to chain, brake, foot-rests, lamp holder, best combined saddle and sprirg, spanner, etc , etc. Enamelled, and with parts plated.

Price, $140.00. Cushion or Pneumatic tires to order, extra.

New York City Agency, F. W. AYMAR, 2 Astor House, Broadway.

SINGER & CO., 6 and 8 BERKELEY STREET and 2 WARREN AVENUE, BOSTON, MASS.

of the modern conveniences of a first class padded-walled riding school, and I feel sure that he has courage enough for anything he undertakes. To learn to ride the safety with all the equipments and safeguards of a modern riding school, is as different from learning to master the old vertical forked wheel of a dozen years ago, as the cossing of the Atlantic in a modern ocean gray-hound is from the same voyage made in Noah's ark. Lucky, and thrice blessed is the beginner of to-day.

CAMPING FOR CYCLISTS.

For the past four years a pet hobby of the writer's has been the formation of a grand annual "camping-out party" of wheelmen. Not all from one club, but a camp composed of representatives from all of our principal clubs. Each club to run its own camp, but all to be congregated on the beautiful banks of one of our many western lakes. Wheelmen who have taken part in the Lincoln's camp heretofore will recognize what advantages this would have in a two weeks' camp. Expenses on such a trip, say in a party of fifteen to twenty, *need not* amount to over twenty to twenty-five dollars each, for the entire two weeks. This would include passage to and from the camp and all the incidental expenses. The first two weeks in August the Cook County Wheelmen's first annual camp occurs at Nagowicka Lake, Waukesha County, Wisconsin. Were a group of camps gathered there together, what fun they could all have. Picture to yourself, dear reader, the many pleasant little runs which you could enjoy through this, the finest riding country in the West, to Waukesha one day, to Oconomowoc another day, to Pewaukee, to Parker's place on Oconomowoc Lake, to the Observatory hill, to the Lakeside cottages, and the many other delightful summer resorts of this region of the wheelmen's delight. With a combination of camping parties, foot-ball, base-ball, and many other games could be arranged and much enjoyment gained thereby. Should you be of the lazy, take-it-easy-on-my-vacation kind of a chap, picture to yourself the shady nooks and the hammock in which you can recline the livelong day and only arouse yourself at the sound of the dinner-horn. And what meals you do eat! And how you do enjoy that cob-pipe and that perfect sense of contentment with the whole world, and the absence of business cares. Then when evening comes how pretty the camping grounds look, with hundreds of torches brightly burning amongst the trees, and a large camp-fire glowing down on the beach, and around which you all cluster, laying on and covered by blankets spread upon the ground. Banjos, guitars, and mouth organs, are brought forth by the musically inclined, and to the accompaniment of these, the old old songs are sung over again, each time with more vim and spirit sweeter than the last. Perhaps all voices don't blend perfectly together, but what care you? there's no critic in the woods to sneer if they don't. As you lay there with your face toward the stars, your thoughts involuntarily wander back to the loved ones at home, and you picture to yourself their looks of dismay at the change in your appearance when you return. It is wonderful how two weeks of such life puts flesh on your bones, tan on your cheek, and a desire in your heart that you might never return to that busy business life and its consequent cares. The camp-fire dies down, torches are put out, and you retire to a cosy tent, perhaps of five rooms, one of which is yours. Perhaps you engage in a game of "ante," or finish that novel after you have undressed and crawled into as nice a bed as you could wish, made up on a cot though it be. Perhaps you sit down to write to—well, you know who! As the night grows old, one by one all fall asleep, to be awakened while the dew is on the ground for a fishing trip, an early morning plunge, or an early start awheel for some far-off point. Your meals in camp are of the best; the table is set in a long tent, with sides which are not enclosed in pleasant weather. Milk can be drank by the quart, and *cow's* milk at that. Country produce is to be had at all times. The first day in camp seems long; but after you have made the acquaintance of the fairest maiden at a neighboring summer resort, and boat rides, wanderings, tete-a-tetes are in order, time flies; and when the day comes to pack your trunks and knock down tents, you feel as if you had lost your best friend. The last visits to the old favorite nooks and crannies and the aforesaid sweet maiden is the hardest part of all.

I have only pictured to you one side. There is once in a while a dark day when everything is wet, dull, and discouraging, and everything and everybody is blue; but these days are seldom, and can really be made very pleasant inside the tents. "A wheelmen's camp" for me; what say you?

WAYNE SCOTT.

A FAIR PHILADELPHIAN'S IDEA OF DRESS AND POSITION.

EDITOR BICYCLING WORLD: Will you allow a modest Philadelphian to say a word *apropos* of woman on the wheel? And what better vantage ground can a well-bred and graceful woman have than the airy perch of her bicycle saddle?

A correctly clad gentlewoman, be she lean or fat, short or tall, old or young looks well on a womans' safety bicycle.

Such a gentlewoman is clothed from crown to toe in dark colored severely plain garments. As she moves no portion of her attire not designed for the public eye is visible; nor does any part of her limbs above wrist or ankle appear. She brushes, at each revolution, her neatly trousered knees together under her trig habit skirt. She stands erect upon her lowest pedal, she reaches her handle bar with straight back and drawn in elbows, and she does not chew gum!

I will not dwell upon the appearance of a woman tearing along on a bicycle with her pedal cranks too long, her saddle post too low, her knees a yard apart, and striving to whack her nose at every lunge, her elbows well out, her head craned over her handle bar and her jaws going like mad on—ye gods!—a piece of chewing gum!

No, I cannot dwell upon the spectacle, but I can dare affirm that no parent, brother or husband will invite daughter, sister or wife to the fine and wholesome sport of cycling upon beholding such a sight!

Every woman who now cycles is a pioneer on whom no small degree of responsibility rests, for as she appears and makes cycling appear to those about her, just so will those about her be repelled or attracted by cycling. That which is graceful, seemly and becoming we may be sure the ladies will desire now and ever to do; that which is awkward, unseemly and disfiguring we must expect them to shrink from. Let the woman who would ride procure a bicycle rather light than heavy, rather small than large for her size and weight.

It is a distressing sight to humane persons to see a slender little girl struggling with a machine big enough to knock her down if it should fall against her.

Let her insist upon the very shortest pedal cranks. Just the length of your pedal crank will be the elevation of your knee in its revolution, and just so high will your skirt be hoisted at every push. Men think too little of this necessity of short pedal cranks for riders in petticoats. A bicycle dealer who takes his short wife out on a long pedaled machine drives away custom.

Next let her be sure that her reach from pedal to saddle is amply long. If a woman ride in a sitting position with bent legs, the result will be great knee movement and a disordered skirt.

She should stand erect upon her lowest pedal, using the saddle more as a support than as a seat.

The handle bars should be within easy reach of her hands without the slightest bend forward. She should be straight from crown to toe, shoulders back and head up.

She should wear a dark, loose habit, with trousers of same material, close fitting from the knee down, like a man's equestrian trousers. With these strapped beneath the instep and a moderately long moderately full skirt lined half-way up with linen, no matter how the wind may blow, no exposure is possible. Of course you wear no skirt but the one habit skirt.

Now the waist. If you would preserve and increase your health, if you would ride strong and far my dear sisters you must throw aside the corset when awheel. You must give yourself the same lung room your husband or brother has if you would not see him wait upon your lagging progress. You must not have a steel, a bone, a bit of buckram, a single external support about you. Nature has given you all the support any of us need in the manificent muscles lacing your bodies, and it is a part of your new friend, the bicycle, to allow these, for the most part unused and abused supports to assert themselves and make strong, healthy women of you. No woman who rides the bicycle in an unbelted sailors' blouse for even one month can "fall to pieces" when she takes off her clothes. The hat should be either a perfectly plain dark straw or a cloth to match the habit of some very simple shape with a brim in front to protect the eyes. No matter just what, so that it be absolutely unornate. Flowers, feathers, bunches of ribbon, gew gaws of all descriptions are utterly and entirely out of place—as much so as on horseback.

Now my fair cyclist with your long saddle post, your short pedal cranks, your plain, dark habit; knees together, elbows at sides, back straight, head up, lips closed, a good wheel under you and an agreeable companion at your side speed away and seek the most public places if you will, for the sight of you will go far toward slaughtering the prejudice which exists in the minds of many against "a woman on a bicycle! Oh, dreadful!!! "

ONE WOMAN.

A WHEEL INTO THE INDIAN COUNTRY, NO. 2.

BY C. W. NORTHROP.

ROSEBUD AGENCY.]

In all our touring we had found no travelled way so difficult to follow as this. In places the path is so steep that we are obliged to cling to the grass and stunted bushes with one hand, while with the other we lower our wheel a few feet at a time. It is hard work, and half way down a halt is called a minute to gather breath; when, happening to glance back, we see, just coming over the brow of the hill, four figures clad in white from head to foot. It is fortunate for us, no doubt, that the moon is bright enough to reveal dark faces peering from the ghostly coverings, otherwise we might have reached the bottom of the canyon by a shorter and quicker way than the path, steep as it is. Presently we are joined by four young Sioux—"bucks" they are commonly called—and after looking them over we can confess to having been frightened without being much ashamed of it. They are clad in the usual Indian costume, with head gear, breech cloth, and leggins, but over all is thrown a square of white cotton cloth, large enough to trail behind in walking, the whole making a combination that few men, we think, would care to encounter on a dark night. This covering, we learn later, is used as a protection in the cooler months, and takes the place of the heavy blanket worn during the winter. The "bucks" are intelligent fellows, but the bicycle is evidently a mystery they wish explained. First they touch the pedals, then the wheels, and finally the saddle and handle bars, while we explain by signs the use of each, which they understand almost instantly. We only regret the explanation, when, by a very simple pantomime, they express a wish for a practical illustration of how this new horse is ridden. Unfortunately, or more likely fortunately for us, we had failed to take out an accident policy on our life before leaving Omaha, so do not venture to mount; but instead, invert the bicycle, and by a sleight, known only to wheelmen, shoulder and carry it to the bottom of the canyon. Our inability to ride this new steed is evidently a problem the Indians cannot solve, and we leave them at the foot of the hill talking among themselves, and no doubt doing their best to explain why we carry our horse instead of its carrying us, while we climb the opposite side and soon reach the agency store. Their perplexity is better understood on the following day, when we see one of their number mounted on a sure footed pony ride up a path every whit as steep and difficult as the one we had come down the previous evening.

By one of the half-breed clerks in the store, we are directed to the hotel close by. It is a rambling, one-story log building, looking as though it had been added to, piecemeal, a half dozen times. We remember distinctly having to travel 'round the corner of the house to reach a bedroom, and of taking our morning eye-opener in the brook near by, with the thermometer below freezing; yet, in spite of these disadvantages, the recollections of our stay there are of the pleasantest. Fifteen minutes after arriving we are served with an abundant and well cooked meal, and when, like Oliver Twist, we called for more, the supply was so generous that we found it impossible to clear the board, even though supplied with the appetite and capacity of two men. The bed-rooms, although bare of any but most necessary furniture, are sweet and clean, and we sink into a comfortable bed, and fall asleep with the feeling that it paid occasionally to have a hard day for the added comfort of the night's rest. About midnight, as though the past twelve hours had not been sufficiently full of incident, we are awakened by the creaking of a rusty hinge, and, looking

up, find we are to have a full-blooded Sioux for a room-mate. Something has evidently astonished the fellow, and it is not difficult to tell what, for he is staring straight at the corner where stands our wheel, its nickel backbone and forks glittering in the lantern light like polished silver. After a minute he puts out the light, and then we remember nothing more until the sun, shining brightly in at the window, brings us out of dreamland, and to the realities of another day.

The Rosebud Indian Agency is located in as rugged a bit of country as it has ever been our fortune to visit. The few acres of available land for building are largely taken up by the agent's headquarters, the police station, the post-traders' stores, and the blacksmith and wagon shops. To the north and west are the long, steep ascents leading to the highlands, while southerly and easterly the immediate neighborhood is cut up into "hogbacks" by a succession of canyons running in every direction. Why one of the principal agencies should be situated in such a place is hard to understand, nor can we get any information as to the cause of it, not even the convenience of the water supply being urged as a possible reason. Finally, we reach the conclusion that the original settlers must have come overland in a balloon and located on the first spot on which they chanced to alight. Rosebud can properly be called the rendezvous of the Brule Sioux, as Pine Ridge, is that of the Ogallallas. Comparatively few of the Indians live here; but as their beef and other supplies are issued from this point, and thay have little else to do but travel to and fro, in the wagons furnished by the government, the agency is generally full of them. At the breakfast table we meet representatives from each of the different classes common to this country. There is the Agency Inspector, a pleasant and well informed man; seated by him is a cowboy with a college education, while to our right and left are a half-breed clerk and our room-mate of the previous night. The Inspector takes an immediate interest in us, and by his advice we decide to stop over long enough to witness the "Beef Issue" which takes place to-day, instead of continuing our journey at once.

(TO BE CONTINUED.)

MISSOURI DIVISION ANNUAL MEET.

THE sixth annual meet of the Missouri Division L. A. W. will be held at Carthage, Mo., July 3rd, 4th and 5th. The city has a population of 10,000 people situated in the centre of one of the richest counties of the State, has an elevation of 1200 feet above sea level, which fact alone makes the summers extremely pleasant, and everywhere is evidence of a city where people are industrious, thrifty and intelligent. Jasper County has thirteen cities and towns, varying in population from 500 to 10,000, and all of these are connected by railroads and good gravel highways, with Carthage the county seat. The lead and zinc mines of Jasper County rival the world, and the taxable wealth is $9,142,878,00 on a valuation of 33 1-3 per cent. No better place, if as good, could be selected for holding the annual meet, as Carthage has all the facilities of a metropolitan city. In a fine race course it defies comparison, St. Louis and Kansas City included. In beautiful scenery, fine gravel roads, elegant coasts, costly residences, and overflowing hospitality it cannot be surpassed. There will be sixteen race events, occupying two days, interspersed with trick riding and athletic exhibitions, fine runs through the county, smoker, hill-climbing contest, Division meeting, meet photograph, etc., the whole winding up with a grand masquerade lantern parade, and the annual banquet. Elegant prizes are offered for the largest representation, including St. Louis and Kansas City, also one prize for largest representation outside Kansas City or St. Louis. The prize list for the races is costly and valuable, and the programme will soon be mailed to members. Racing men desiring information, prize lists, etc., will address R. W. Garner, representative at Carthage, who will gladly give any information desired. Arrange your affairs and dates so as to be at Carthage on the 4th, if you want to enjoy the largest and most successful meet the Missouri Division has yet held.

"LINNEUS."

THE THREE DAYS' MEET AT BUFFALO.

THE City League, as the executive body of the confederation of A. A. U. clubs in Buffalo, has for some time been settled on the point of holding a three-day bicycle and athletic meet, and June 6, 7, and 8th were originally decided upon as the dates; but as the Driving Park, where the events are to be contested, will be used on these dates for the circuit running races, the week of June 15 will probably be the initial date for this three-day tourney.

The first day will be given up to athletics.

The second day will be devoted entirely to bicycling. The programme will contain seventeen track events and a 50-mile road race, the finish of which will be on the track. The track events are:

Two hundred twenty yard, unicycle, open; one-mile, ordinary, novice; one-mile, ordinary, closed; one-mile, ordinary, open; one-mile, safety, novice; one-mile, safety, open; one-mile safety, closed; three-mile, safety, open; three-mile, ordinary, open; five-mile lap race, safety, open; one-half mile, ordinary, open; one-half mile, ordinary, closed; one-half mile, safety, open; one-half mile, safety, closed; one-mile, tandem, closed; one-mile, tandem, open; two-mile, tandem, open.

The third day will cover the rest of the athletic field, including La Crosse, Base-ball, Foot-ball, and canoe races. Probably some other events will be introduced, and among these, not the least interesting will be some yacht races on the bay.

"SKIAGEC."

FOURTH ANNUAL "GREAT CENTURY RUN" TO PHILADELPHIA.

AN enthusiastic gathering of wheelmen representing the Century Wheelmen of Philadelphia; Mercer County Wheelmen of Trenton; Atlanta Wheelmen of Newark; Trenton Wheelmen; Rutherford Wheelmen; Westfield Wheelmen; Orange Wheelmen; Cranford Wheelmen; Plainfield Bicycle Club; Brooklyn Ramblers; and Brooklyn Bicycle Club, met at Plainfield on Saturday, April 4th, 1891, to appoint a day, and elect a committee to take charge of the Century Run for 1891.

After considerable discussion, it was decided to hold the run on Saturday, June 13th, (rain or shine) over practically the same route as taken in 1890, assembling at Newark, June 12th.

A committee who will make all necessary arrangements, and publish the same at an early date, was elected as follows: Chairman, Waldo E. Fuller, Brooklyn Bicycle Club, 50 Wall street, N. Y.; F. L. C. Martin, Plainfield Bicycle Club, Plainfield, N. J.; C. W. Dalsen, Century Wheelman, Philadelphia, Pa.; L. F. Jones, Mercer County Wheelmen, Trenton, N. J.; L. H. Thorn, Atlanta Wheelmen, Newark; J. D. Racey, Orange; F. C. Gilbert, Elizabeth Wheelmen.

Letters were read from various clubs, showing the great interest being manifested in the run, and indicating that there would be in the neighborhood of four hundred starters this year, as the Philadelphia clubs alone promise to send 200 men.

THE PIKE COUNTY, MISSOURI, TOUR.

THE second event on the list of fixtures for the coming cycling season is the Pike County Tour, in which all the wheelmen of St. Louis, Hannibal, Quincy, Clarksville, and Louisiana will take part. The date of the meeting is May 3, and the wheelmen of this city who will participate will leave on the 8 P.M. Keokuk Line train on May 2, arriving at Louisiana shortly before midnight.

The tour will be held under the auspices of the Touring Committee of the Missouri Division, and the attendance, therefore, promises to be larger than ever before. Pike County is a cycler's paradise, and the gravel roads are owned partly by the county and partly by a company composed of farmers who know the worth of fine roads.

The morning of May 3 will be spent in touring to Clarksville via the famous Belt road. The road has been the scene of many a hard fought road race, and for a long time held the world's 50-mile record. The afternoon will be utilized by riding to Bowling Green, the county seat, short runs around the city, climbing the "Pinnacle," and the whole will wind up with a smoking concert, for which the best talent will be secured. The cyclists of Bowling Green will take the visitors in hand for a trip to the Fair Grounds where light refreshments will be served, and afterwards escort them to the McCormick fancy stock farm, where they will be the guests of Harry McCormick, an old St. Louis wheelman.

Louisiana has again been selected as the headquarters of the tour on account of its central location, and its fine facilities for handling a large crowd. Her hotel accommodations are ample to accommodate 250 cyclists.

The fare from St. Louis is $2.50 for the round trip; and in case the party numbers 50 or more, a special baggage car which will be sidetracked at Louisiana will be procured for the carriage of wheels.

Illinois Wheelmen are especially invited to take part in the tour, and a royal good time is guaranteed.

"LINNEUS."

St. Louis, April 3, 1890.

THE DATE OF THE L. A. W. MEET AT DETROIT.

IN the early part of August Detroit will have poured into it between 250,000 and 300,000 G. A. R. people. When these people have gone this city will be like a well sucked lemon, and an L. A. W. meet in the month of August would be a dismal failure, for it must be held near the middle of the month. Now the question is can we have the meet in September and make it a success? I hardly think so for this reason. Most wheelmen are commercial men whose vacations come in July and August, and who must or wish to take them then, and who would be unable to come to Detroit in September. We regret this championship affair, we admit the annual meeting place of the L. A. W. should be the place to run them, and we wish we could run them, but we cannot see our way clear to do otherwise but follow the course now laid out, which will insure one of the most successful meets ever held, even if Philadelphia don't wake up in time to come and join us. In conclusion I would like to ask what did the championships amount to at Niagara Falls; were Windle, Campbell, etc., etc., in them?

"JUDGE."

DETROIT WILL HAVE RACES.

ARRANGEMENTS for the meet are progressing nicely. There seems to be an impression abroad that because we are to have no championship races we will have no races at all. Now this is a decided mistake, as we have already secured the Detroit Driving park for the races. This park contains the best one mile track in the West, and also has better grand stand facilities than any track the L. A. W. has ever had its races on. It is our intention to make the races one of the most interesting events of the meet, and if you will do us the favor of explaining it this way to those whom you come across who have the wrong impression, you will confer a great favor on the Detroit Wheelmen.

W. T. WATSON, Treas.

THE KINGS COUNTY WHEELMEN'S TENTH ANNIVERSARY.

THE organization of this prominent club was celebrated on Tuesday, March 31st, at its club house in Bedford ave., Brooklyn, N. Y., by a reunion of its active and veteran members. Three of the club's organizers, its six presidents, and other officers, and old-time members, were among those present, and a delightful evening was spent.

The many banners, cups, and other objects won by the club's teams on path, road, and at pool, or presented to its drill team, were grouped together in a highly effective display, very gratifying to club pride. An exhibition of prizes won by individual members of the club also occupied much space and proved very interesting. The most valued of the club's prizes is the beautiful silver cup of the N. Y. and N. J. Team Road Racing Association, which was presented to the club on the disbandment of the Association, after having been won by the K. C. W. teams at five successive semi-annual contests over the Irvington-Milburn course.

The statement was made in one of the papers read, that the first team road race ever held was the one conducted by this club over the Coney Island Boulevard, Nov. 3, 1885.

In the paper on the club's race meets, attention was also called to the large number of famous racing men who had received their early training and won their first laurels at the race meets held by the K. C. W., a record it was claimed that could be equalled by no other club.

The various papers, while relating past history, also showed the club to be in a most flourishing condition, and fully prepared to maintain the reputation gained from its past successes in everything that pertains to cycling.

TEN SHARES Bicycle Mfg Co.'s stock; also 52-inch Ordinary for sale cheap or exchange. FRANK EIGABROADT, 7 7 E. Fayette st., Syracuse, N. Y.

WANTED—A 42-inch American Light Safety in exchange for a 46-inch ball bearing Springfield Roadster; used but little; fine condition. W. A. HOYT, Ancram, N. Y.

PIERCE, SMALL & CO.,



Pat. August, 1882.
Pat. June, 1886.
Pat. October, 1886.
Pat. May, 1889.

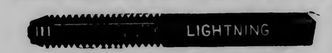
RANDOLPH, MASS.

THE ACTOR SAYS:

There is a Time When a man wants to be alone with his surging thoughts. Just so a man wants to be alone with one of our bicycles and notions. That's about the most solace and comfort a mortal can aspire to here below. A fine line of new safeties for exchange for old mounts. Get the latest spring frame.

KNIGHT CYCLE CO.,
207 N. 10th Street, - - St Louis, Mo

FINE TAPS AND DIES. For Bicycle Work.

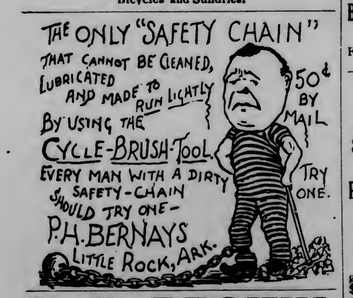


LIGHTNING AND GREEN RIVER SCREW PLATES. Bolt Cutters. Hand and Power Drilling Machines, Punching Presses and Other Labor Saving Tools. Send for Price List.
WILEY & RUSSELL MFG. CO., Greenfild, Mass

SAVE YOUR PANTS!



IN USE. NOT IN USE.
OSTERGREN'S TROUSER GUARD.
(Patented Feb. 17, 1891.)
Three styles of finish. 15 cts. per pair, blued steel; 25 cts., enamelled; 35 cts., nickeled.
To be had of all dealers, or
A. K. & C. E. SCHAAP, - Richmond, Va.
Bicycles and Sundries.



H. H. BROWN,
Wappingers Falls, N. Y.
Patentee and Manufacturer of
Hard Rubber Bicycle Handles and Grips
FOR CYCLE MANUFACTURERS.

M. R. WARREN,
Fine Stationery,
336 Washington Street, - Boston.

I call special attention to my engraving department, in which you will find the best of workmanship, correctly and quickly executed at the lowest prices.

SATISFACTION GUARANTEED.

Wedding Invitations,
Wedding Announcements.
Reception Cards,
Visiting Cards,
Party Invitations, etc.

Sketches Furnished. Odd Novelties in Box Papers. New Style Envelopes.

WANTED!

Correspondence in view of

PERMANENT EMPLOYMENT

With a man used to

Rubber Work to Make Pneumatic Tires.

Address,

Pneumatic, office of this Paper.

The Champion Vest Pocket Manual for 1891.

OFFICIAL RECORDS in ALL Athletic Sports.

Bicycling.—Ordinary, Safety, Pneumatic, Tandem and Road Records. Amateur Rule, etc. All endorsed by the Editor of the BICYCLING WORLD.
Sparring, Wrestling and Bowling Rules.
Synopsis of Base Ball, with schedule of both League and Association.
Sent to any address on receipt of 10 Cents.

F. K. Lanpher, 48 & 50 Summer St., Boston.

SEND CATALOGUES TO THE NEW CYCLE DEALERS.

LEBANON CYCLE EXCHANGE
Lebanon, Penn.
Bicycles Bought, Sold and Exchanged.
TYPE-WRITERS.
F. LEINBACH. H. LEINBACH.



$3.00 Per Pair. $3.00 Per Pair.

Toulmin's Buffalo Bicycle Shoes are the only genuine Australian Kangaroo Bicycle Shoes sold for $3.00 per pair. They are made on self-conforming lasts and are the easiest shoes ever worn, never tiring the feet either on the wheel or as a street shoe. Send for Catalogue and rules for self measurement. Liberal terms to Agents. Address W. B. TOULMIN, 285 Main street, Buffalo, N. Y.

MUST BE SOLD.
TYPEWRITERS & BICYCLES.
Send for List to EDMANS & SON, Troy, N. Y.

WANTED!

Names OF Wheelmen.

We want the name of every wheelman, (not members of the L. A. W.), in the New England and Middle States, and the names of all who are talking of becoming cyclists this season, that we may send them something of great interest and importance free, and also urge upon them the great importance of joining the L. A. W., and working in harmony with its members in behalf of good roads, and all matters in which wheelmen are interested.

We hope every L. A. W. man will send us the names of such parties in his town, and do us this favor and also help on the good cause. All who do this will receive the paper Free.

THE YOUNG AMERICAN,
West Randolph, Vt.

ATHLETIC GOODS!

KINGSTON KNITTING CO.,



Manufacturers for the
Trade and Clubs.
The most beautiful line of
Bicycle, Gymnasium, Tennis Costume and Sporting Goods
Made, in worsted, wool and best lisle thread stock. Unsurpassed for style, completeness, elasticity and durability, and at very low prices.
Send for catalogue and club price list, or order with entire confidence that our styles, material and prices will be entirely satisfactory.

No. 27 Kingston Street,
BOSTON, MASS

WANTED.

By a man over 30, position as manager of bicycle department, or office and general business. Has had seven years' experience in the bicycle business, and is, in addition, a first-class office manager, accountant and correspondent. Unexceptionable references.

Address,

J. P. Z, Office Bicycling World,
12 Pearl Street, Boston, Mass.

L. H. SCOTT,

Attorney and Solicitor in Patent Cases.

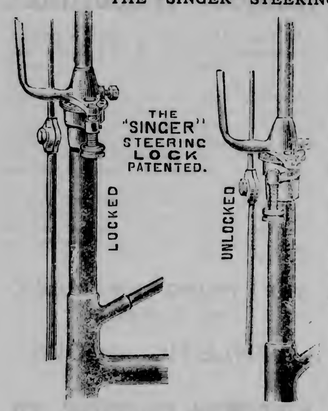
Especial Attention to Bicycles.

NEWARK, - - N. J.

New Jersey Headquarters: R. P. SCOTT'S Book, Cycling Art, Energy and Locomotion.

TRADE NOTES.

THE "SINGER" STEERING-LOCK.



This is a most important addition to a Safety, for the difficulty of leaning a Safety against a wall or building has probably been experienced by every rider of this popular type. It is not necessary, therefore, to enter into elaborate description of the machine's persistent and persevering attempts to lie down. Suffice it to say that all such efforts are rendered absolutely abortive by our patented steering-lock.

One slight movement locks the steering rigidly, and the machine may then be left inclined at a safe angle to the wall without the slightest fear of movement or damage.

It is impossible for the lock to operate automatically whilst the machine is in use; otherwise it would certainly be dangerous. It has proved so important a point in a Safety, and has been so thoroughly appreciated by all safety riders, that Singer & Co. have arranged to apply it to all their best patterns for 1891.

We desire to call attention to the offer of the *Young American* made on page 645 of this issue.

We have received the 1891 catalogue of the Union Cycle Mfg. Co. of Highlandville, Mass., and a beauty it is. The front cover is a handsomely colored lithograph cycling scene, and the descriptive portion is "way up in G." It is one of the most attractive catalogues of the season.

H. A. Smith & Co. of Newark, N. J., send us their 1891 catalogue, "Encyclopedia of Cycler's Wants." It is a great improvement over the former issues of this Co.'s catalogue, both in form and in character. By all means send for an "Encyclopedia." Messrs. H. A. Smith & Co. are now located in their new store with Riding School attached, which consists of a cinder track enclosed, their premises extend from 518 Broad street through to Atlantic street, a distance of 335 feet, and double width in the rear which gives them ample room for the cinder track.

Rouse, Hazard & Co., Peoria, Ill., are said to carry the largest general line of cycles of any house in the United States, and an inspection of their stock will, it is said, verify the statement. April 1st they moved into larger and more commodious quarters which they find necessary to do on account of their rapidly increasing business, which has doubled nine times in eleven years. With their increased facilities they will be better prepared to serve their customers than ever before. They are reliable, and any one wishing to purchase a bicycle will do well to get their prices before ordering elsewhere.

G. M. Hendee rides the "Swift" model A, cushion tire.

Harrisburg Cycle Co. of Harrisburg, Pa., make the "Swift" Safeties their leader.

The 1891 catalogue of the Charles F. Stokes Mfg. Co., Chicago, is before us, and they wil be glad to send it to all who desire a copy. The cover contains portraits of Pres. Stokes, Sec'y Sieg, and an excellent portrait of Pres. McCune of the Union Cycle Mfg. Co., as well as that of Treas. Measure of the same Co. The wheels handled by this lively Chicago firm are the Unions, the Warwicks, and the Swifts as their high grade wheels. The catalogue lists several separate styles of medium grade wheels, each style ranging in size from the juvenile up to the full sized wheels. These machines are the "Typhoon," $80; the "Flash," $65; "Fashion," $60; "Leader," $40; "Imperial," $60 and $75 and $85 (full ball bearing and all convertible); "Advance," $35, $42, and $50; "Guide," reduced from $80 to $55. The Stokes Co. also handle the Merritt type-writer. Aside from the Union Safeties, the Chas. F. Stokes Mfg. Co. have contracted for nearly 10,000 other machines. The sale on all medium grade machines handled by them is open; and if dealers will write to this Company requesting prices and Catalogue, they will certainly be pleased with the result.

Commencing this week, the Overman Wheel Co. will run both factories day and night, stopping only for Sunday. Two sets of hands will be employed, probably over a thousand total. It was thought that the erection of their new five-story addition would be ample to enable the Company to keep up with orders, without all-night work. A few weeks' occupancy of the new building proves that even now the plant is inadequate to the demands of the busy season.

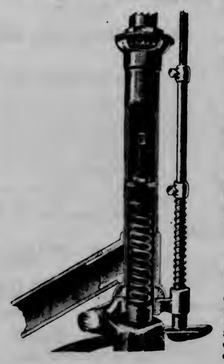
A very good proof that the Coventry Machinists' Co. were right in guaranteeing their grooved cushion tire will be found on page 636.

The *New Zealand Herald*, in speaking of Maltby's cycling featr, stated: "The local 'bikes' have had quite a revelation in the possibilities of wheel-riding by the 'marvellous Maltby.' It was the subject of frequent remark last night that one of his greatest charms is the quiet and unassuming manner in which his tricks are executed, being quite free from that posing for effect, or waiting for applause so frequently seen in professional performances." As before stated, Maltby is a about to make a tour of Pennsylvania, and clubs wishing dates should write at once. Address W. S. Maltby, Wallingford, Ct.



PEERLESS CYCLES.

These machines are comparatively new comers in the cycle trade, and we take pleasure in introducing a cut and description of Peerless No. 1. This machine is convertible, and is built of the very best material in the very best manner. The following are specifications: 30-inch wheels; moulded rubber tires; 7-8 inch front and rear; Warwick hollow felloes, deep section; No. 11 drawn to No. 13 tangent spokes, nickeled to second crossing; 40 rear, 36 to front, and adjusted to felloe by a neat brass nipple.



Peerless hubs, adjustable ball bearings to both wheels, crank axles, pedals and head; weldless steel tube front fork, to which is applied the Peerless Spring Fork; weldless steel tube combination frame; detachable brace rod; adjustable crank and chain driving gear; self-oiling chain; detachable cranks, 5 1-2 to 6 1-2 inch throw; 9 inch ball-bearing socket steering head; 30 inch one piece weldless steel tube handle bar, adjustable as to height; vulcanite handles; plunger brake to front wheel; L seat rod; Garford saddle; detachable steel-wire dress guards; round step; adjustable foot-rests; sheet steel mud guards over both wheels and chain. Tool bag with B. & S. wrench and oil can. Gear, 56 inch. Weight, 48 pounds. The usual parts nickeled on copper, and the balance enameled; bright finish. Price, $135.00.

The Spring Fork is a feature of the machine, a cut of which we give here. It will be observed that the spring is in the head. It is adjustable to any weight of rider, and is of the coil variety. Can be tightened up, and a rigid fork made of it if desired. It is so neat that a Peerless can be looked over carefully and the spring fork not seen, so of course it does not disfigure the machine.

SINGER'S CATALOGUE FOR 1891.

Singer's 1891 catalogue is out, and "The Sixteenth" of this Co. will be a welcome addition to the list of catalogues. We cannot do better than reproduce in part their greeting: "Our 1891 compliments to our friends old and new, with our thanks for past confidence, and our pledge of good faith for the future.

Our cycles, as heretofore, are all of the best quality, the material being the best that we can procure, and the workmanship and finish of the highest class; and as such, we guarantee them.

No second-class cycles are made by us, our attention being entirely devoted to the manufacture of the best machine it is possible to produce.

All parts of our cycles are manufactured at our own works, the parts being rigidly examined, and interchangeable.

In our 1891 patterns, little alteration has been needed, the satisfation given by the thousands of cycles supplied in 1890 enabling us to proceed with confidence on the same lines as in that year. * * *.

The reduction of weight is carefully dealt with, the minimum of weight compatible with the necessary strenth being given in all cases. The tire question has been considered and efficient patterns adopted. Among our specialties we may mention: The "Singer" Ball Steering Head, the "Singer Steering Lock, the "Singer" Spring Fork, the "Singer" Detachable Crank Bracket, the "Singer" Axle, the "Singer" Tandem Steering, etc.

In order to meet the increased demand for our cycles, a new factory has been added to our works at Coventry since last season, the additional space being upward of 16,000 square feet, making our fourth complete factory.

The American branch is therefore assured of the largely increased supply of stock that the growing volume of their business demands."

Dan J. Canary, the world-renowned fancy and trick bicyclist, will soon return from an extended western tour, and take charge of the Overman Wheel Co.'s riding school at Chicopee Falls, Mass. It is intended to make a grand success of the school, particularly for ladies.

In the Bicycling World of Feb. 20th, page 429, we remarked the

Peculiar and Unbusinesslike Methods

By which some wheels were pushed and commented on the means employed by a certain class of travelling men who are, unfortunately, only too plentiful in the cycle trade; shysters who either cannot or will not sell wheels in a genteelly legitimate manner, but who must needs employ blackguardry and misrepresentation of competitive goods as a questionable aid.

One of this brand recently "stumped" the State of Pennsylvania. He and his methods were heard from at several points, and the following extract from the letter of a Ramblerite pictures the "species" so well that we think it will prove interesting and carry its own moral. Says our correspondent:

> "When this agent of the * * * * Co. paid our town a visit last year, he urged me to sell my Rambler and take up the * * * * *, giving as his reason that my make of wheel was yet saleable, but that ere long I would be able to command little or no price for it *as its reputation was fast diminishing, etc.* I, at that time, told him that as long as the wheel proved as satisfactory as it had in the past, I could not complain, and that I had no idea of abandoning it.
>
> "Several weeks ago Mr. * * * * * paid our town another visit, and learning that I was in the market for a wheel he immediately called to see me. For two long hours that man talked, extolling the praises of the * * * * *, and of the genial, loyal, generous and thousand-and-one other adjectived president in the person of * * * * * * * *. At the end of his harangue he said: 'Now to induce you to ride our wheel, I will make you a proposition (something our company never does, *sic*), but for this I shall assume the consequences: If you will give me your order I will give you a * * * * *, *commission detached*, to be paid for on the installment plan of $7 per month.' Of course I thanked him for deviating from a rule the Company never (!) indulged in, but I don't want a * * * * *. I want a '91 Rambler."

And reader, this is but one case in many. We have heard of "diminishing reputations," the eventual outcome of petty, despicable, but well-cloaked (!) methods; of reputations that are beginning to need the bolstering aid of misrepresentation and blackguardry, but if the reputation of the Rambler is on the decline our orders, our letters, our agents bear not the slightest trace of it. We believe in wheels selling themselves or being sold on their merits; we do not believe that the virtues of any member of the firm, or that sentimental nothings should cut any figure in the matter. We believe in doing business on business principles, and the selling of Ramblers by the denunciation of competitive wheels will not be tolerated. The Rambler needs no such aid. It is too good a wheel and has too many good solid "talking points" to require it, and the fact that those who ride the wheel are its best friends, and that a trial of it is the surest way of making converts and speaking recommendations. Like the gentlemen whose letter we published last week, *you* may not now be much taken with it, but don't be a bigot, and if you have the opportunity, try a Rambler. You will have no reason to regret it, in fact, you won't know what *luxurious* cycling really is until you have tried it.

GORMULLY & JEFFERY MFG. CO.,

MAKERS OF THE "AMERICAN CYCLES,"

222-228 N. FRANKLIN STREET, CHICAGO, ILL.

1325 14th STREET, N. W., WASHINGTON, D. C.

178 COLUMBUS AVENUE, BOSTON, MASS.

NEW CATALOG READY.

DEALERS Will Find GOODS IN IT THAT THEY CANNOT DO WITHOUT.

RIDERS Will be Interested and POSTED.

SEND FOR IT.

PRICE, - - - - - $100.00.

THE HARTFORD SAFETY.



—MANUFACTURED BY—

THE HARTFORD CYCLE CO.,

HARTFORD, - CONN.

Ball Bearings, Interchangeable, Strong, Durable and Well Finished.

THE HARTFORD LADIES' SAFETY.



Send for 1891 Catalogue.



WE ALSO CONTROL

GIANTS

—AND—

BRONCHOS

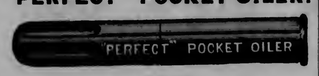
For Eastern New York.

Princess No. 1, 30-inch, balls all over, -	$85 00	Climax No. 2, 28-inch, ball bearing, - -	$60 00
Princess No. 2, 28-inch, " " -	$75 00	Prince No. 1, 26-inch, " " - -	$45 00
Princess No. 3, 26-inch, " " -	$60 00	Prince No. 2, 24-inch, " " - -	$35 00
Climax No. 1, 30-inch, ball bearing, - -	$65 00		

These Wheels Are Built for Our Trade.
Agents Wanted all Over the World.

J. E. POORMAN, Agt., Cincinnati, O.

"PERFECT" POCKET OILER.



One-half size.

For Bicycles, Guns, etc. No Leakage. Throws only small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receip of price, 50c. each. CUSHMAN & DENISON, 17 Ninth ave., N. Y.



I. A. WESTON & CO.,

JAMESVILLE, N. Y.,

MANUFACTURERS OF

SAFETY BICYCLE WHEELS,

MADE WITH

Parallel Coned or BALL BEARINGS, Solid or Cushion Tire.

THE BEST MATERIAL and THE FINEST FINISH.

NEW KODAK CAMERAS---FOR WHEELMEN.



"YOU PRESS THE BUTTON, WE DO THE REST."

(OR YOU CAN DO IT YOURSELF.)

SEVEN NEW STYLES and SIZES

ALL LOADED WITH

TRANSPARENT FILM.

For sale by all Photo. Stock Dealers. *Send for Catalogue.*

THE EASTMAN COMPANY, Rochester, N. Y.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street, BROOKLYN, N.Y.

PARAGON.

BEST SPRING FRAME WHEEL on the MARKET.

TOURIST.

LIGHTEST and STRONGEST DIAMOND FRAME CUSHION-TIRED SAFETY.

FULLY GUARANTEED.

SIDWELL & SABEN, New England Agents,

243 COLUMBUS AVENUE, BOSTON, MASS.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 20

ABBOT BASSETT, Secretary,

OFFICERS FOR 1890—91.

PRESIDENT,
JAMES R. DUNN,
40 Wall st., Room 63, New York.

FIRST VICE PRESIDENT,
MAJOR CHAS. L. BURDETT,
Hartford, Conn.

SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN,
116 Broad Street, Elizabeth, N. J.

TREASURER,
W. M. BREWSTER,
117 No. 4th Street, Quincy, Ill.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committees.

Membership Committee.

Sanford Lawton.....Springfield, Mass.
George C. Pennell.....Elizabeth, N. J.
Howard L. Perkins.....Box 103, Providence, R. I.

Committee on Improvement of Highways.

Isaac B. Potter.....Potter Bldg., New York

Committee on Rights and Privileges.

Geo. A. Perkins.....5 Pemberton Sq., Boston
J. S. Dean.....28 State St., Boston

Committee on Rules and Regulations.

T. J. Kirkpatrick.....Springfield, O.
A. B. Richmond.....Grand Rapids, Mich.

Transportation Committee.

Albert Mott.....203 Lenox St., Baltimore, Md.
Joseph T. Chism.....120 Mosher St., Baltimore, Md.
Burley B. Ayres, Rookery Building...Chicago, Ill.
Thomas Savage Clay.....Savannah, Ga.
Amzi T. Dodd.....70 Park Place, Newark, N. J.
John B. Seward.....35 Milk Street, Boston

Racing Board.

Charles E. Randall....3709 Ellis Ave., Chicago, Ill
George S. Atwater.....
.....1424 Penn. Ave., Washington, D. C.
George Collister....147 Ontario St., Cleveland, O.
Abbot Bassett.....12 Pearl St., Boston

12th Annual Meet of the L. A. W.

DETROIT, MICH., JULY 16, 17, 18, 1891.

Address Chairmen as below at Detroit for information relating to the work of the committees:

Chairmen of Committees:

Reception—C. H. Smith, 211 Putnam avenue;
B. J. Holcombe, 222 Woodward ave.
Transportation and Races—
Jos. Bresler, 125 W. Fort street.
Exhibit—A. F. Peck, 143 Jefferson avenue.
Hotels—J. Hoffner, 243 Woodward avenue.
Parade—F. L. Abel, 187 Charlotte ave.

The Renewal Season.

The renewal season is now open, and we are ready to receive the annual dues of members.

We have opened the books for 1891-2, and applicants for membership may now send $2 and they will be put upon the roll for the year ending April 30, 1892.

All memberships expire April 30, and must be renewed before July 1st.

We publish a renewal blank which we hope will be universally used. A blank of this kind is more satisfactory for filling than a notice of renewal written in letter form. If a member has no blank and does not care to mutilate, he will oblige us by sending renewal on paper the size of the blank and made out after the same form. The same applies when two or more names are sent.

Every League club has been supplied with sheets to send applications on, and also a renewal of the club. Since many non-League clubs send in lists of names; a list of names is no indication that a League club renews its membership, and we must have the regular certificate of renewal as per blank furnished every club before we can issue our certificate of membership.

Club Secretaries will be supplied with renewal sheets for club lists on application.

Consuls, Agents, Club Officers, etc., who desire renewal or application blanks should procure them of the Secretary-Treasurers of their respective Divisions. See addresses in BULLETIN.

National Tailors.

HARTFORD, CONN., April 6, 1891.

The Executive Committee of the L. A. W. has appointed Browning, King & Co., of 406—412 Broome street, New York City, National tailors for the League for three years from March 1, 1891.

JAS. R. DUNN, President.

Per C. L. Burdett, Uniform Com.

L. A. W. Uniform Cloth.

A contract has been made with the Burlington Mills for a cloth, steel gray in color, which will be used for the regulation League uniform. This cloth will be kept in stock by the Secretary, and will be supplied to League members only at $2.10 per yard, cash with order. The Regulation League button will be supplied by the Secretary at 5 cents for the large and 3 cents for the small size. The cloth is 54 inches wide.

ABBOT BASSETT, Secretary.

Rhode Island.

I have this day appointed Frank E. Bucklin Consul at East Providence, in place of Harrie Davis resigned. GEO. L. COOKE, Chief Consul.

Kentucky Division.

The League year, closed April 1, 1891, was numerically the most successful in the history of Kentucky. When the renewal books closed July 1, there were 87 names enrolled. During April 5 applications were received; May, 15; June, 3; July, 13; August, 4; September, 4; October, 1; November, 5; January, 2; February, 5; and March, 8—making a grand total of 153. For the League year, ended April, 1890, the Division had 109 members, the increase for this year being 44. While these figures are not as large as they ought to be, yet they are gratifying to the officers of the Division, who have been laboring under serious disadvantages. The Division organization has been somewhat demoralized, and this accounts for the poor showing through the smaller towns of the State. The membership by cities is as follows:

Louisville	68	Carlisle	1
Covington	24	Ghent	1
Richmond	14	Lexington	1
Maysville	7	Louisa	1
Frankfort	7	Ludlow	1
Harrodsburg	4	Paris	1
Nicholasville	3	Princeton	1
Newport	3	Corneville	1
Cynthiana	3	Somerset	1
Ashland	3	Danville	2
Greeney	2		—
Little Hickman	2	Total	153
Walton	2		

Owing to the disorganization referred to, the task of compiling a new road book, provided for at the meeting in Richmond, July 12, had to abandoned, two members of the committee of three being away from Louisville permanently.

The receipts and expenditures of this Division were as follows:

RECEIPTS.

Cash on hand April	$111.80	
Received for dues, July 1	36.00	
Received for renewals, July 1	42.50	
Received for one transfer, July 1	.50	
Received for dues, Oct. 1	30.00	
Received for dues, Dec. 1	6.50	
Received for dues, April 1	15.00	
		$242.30

EXPENDITURES.

June 14.	Meet circulars	$1.50
June 14.	Envelopes	1.25
June 30.	Postage, A. J. Lamb	4.00
July 1.	Renewal blanks	.25
July 1.	100 P. T.	.90
July 1.	Paper	3.00
July 1.	Envelopes	2.00
July 29.	Postal cards for votes	2.50
Aug. 9.	Postal cards for A. J. L.	2.25
Sept. 30.	L. A. W. hangers	.90
Sept. 30.	Constitutions	2.15
Feb. 14.	Postal cards	2.00
Feb. 28.	Stamps	1.00
Feb. 28.	Application blanks	.25
Mar. 30.	Div. Meet guar. fund	100.00
		$123.95

Cash on hand April 1, 1891 $118.35

In reference to the last item of expenditure, it is necessary to state that it was made by the Division officers after a correspondence with the National officers. The Division meet, it is confidently believed, will be a financial success, and this money will be returned. L. A. W. members in Louisville have subscribed $200 additional for this guarantee fund.

The renewal season is now open. Kentucky members know their duty, and will perform it without urging. Let every man send in his name and his dollar at once. G. E. JOUNSON,
Louisville, April 2, 1891. Sec.-Treas.

New York.

Your attention is called to the recommendations of the Special Committee appointed at the semi-annual meeting of the Division Board of Officers.

Members losing wheels by theft should immediately notify the Chief Consul, giving full particulars. Yours fraternally, W. S. BULL,
Chief Consul.

Report of Special Committee.

To the Honorable Chief Consul and Board of Officers of the New York State Division, League of American Wheelmen:

Gentlemen—Your Committee, appointed at your last semi-annual meeting to formulate a plan to protect the members of our State Division against loss of bicycles or tricycles by theft, and to assist them in the recovery of stolen wheels, would respectfully report:—

First—That after due consideration your committee would recommend that a suitable sum, to be determined in each case by the Executive Committee, be offered as a reward for evidence leading to the conviction of the thief and for the recovery of each wheel stolen from any member of the New York State Division; that the announcement of such reward should be promptly published in the official League paper as soon as necessary information is placed in the hands of the Executive Committee, and that all prosecutions of persons charged with the theft of wheels be carried on under direction of the Attorney for the Division without expense to the member from whom the property shall have been stolen.

Second—Your committee would advise and recommend that at the next annual meeting of the Board of Officers steps be taken to authorize and equip a department within the Division for the insuring of bicycles and tricycles against theft; that said department be carried on under the direction of the Executive Committee. It is the belief of your committee that a fee of one dollar would be a sufficient charge for the insuring of a bicycle, and that the privilege of this insurance should be limited to such wheelmen as are members of the State Division. Your Committee would further recommend that a small metallic plate bearing a suitable inscription be attached to each wheel insured under the arrangement here suggested, and that a certificate or policy of insurance should be issued to each person whose wheel shall be insured. To fully protect the Division in the matter of this insurance, it is recommended that no wheel be insured for more than two-thirds of its actual market value at the time of insurance, and that all losses be payable sixty days after the receipt of satisfactory evidence of the theft of the wheel insured. Also, that upon the payment of every loss a bill of sale of the insured property shall be made and delivered to the State Division by the holder of the policy who may, however, in case of the recovery of the stolen wheel redeem the same by paying to the proper officers of the Division, the amount received by him in settlement of his loss. It is, of course, intended that each policy will expire within one year from the date of issue, and in all cases whenever the holders thereof shall cease to be members of the League of American Wheelmen.

Third—Your Committee would further advise and recommend that immediate steps be taken by the Executive Committee to carry out the provisions of the first recommendation of this report.

(Signed) F. H. BETTYS,
W. S. JENKINS,
ISAAC B. POTTER,
Committee.

Connecticut Local Consuls.

1—Ansonia, E. L. Pemberton.
2—Avon, George H. Gabriel.
3—Bridgeport, Philip W. Westlake.
4—Birmingham, Arthur Downes.
5—Bristol, Edward L. Dunbar.
6—Clinton, Dr. A. H. Stevens.
7—Danbury, F. B. Dalton.
8—Danielsonville, Albert Pilling.
9—East Hartford, Albert A Forbes.
10—East Haven, G. C. Kirkham.
11—Elmwood, Ludwig Forster.
12—Guilford, H. S. Wedmore.
13—Greenwich, D. W. Lent.
14—Groenville, Frank H. Potter.
15—Glastonbury, Harry E. Welles.
16—Hartford, Theodore C. Naedele.
17—Hartford, *Margaret A Martin.*
18—Hawleyville, Jas. P. Cole.
19—Ivoryton, Clarence Bushnell.
20—Jewett City, Homer L. Lee.
21—Kensington, R. A. Moore, Jr.
22—Lime Rock, W. W. Norton.
23—Long Hill, F. W. Tousey.
25—Meriden, J. E. Brainard.
26—Manchester, W. E. Hibbard.
27—Mianus, Eugene C. Newman.
31—New Haven, William C. Booth.
32—Norwich, W. H. Hale.
33—New London, F. G. Moxley.
34—Naugatuck, Leon M. Woodford.
35—New Canaan, L. B. Sutton.
36—Norwalk, E. M. Jackson.
37—New Milford, W. H Fuller.
39—Newington, Fred W. Starr.
40—Oakville, F. S. R. Douglass.
41—Portland, E. H. Wilkins.
43—Plainville, Clinton W. Cowles.
44—Rockville, Fred Snow.
45—Riverton, F. L. Stevens.
46—Stamford, Arthur Munson.
47—Saybrook, Goodrich E. Booth.
48—Southington, Frank H. Barnes.
49—So. Windham, W. R. Hoppen.
50—So. Manchester, C. E. House.
51—Simsbury, William T. Weed.
52—Stepney, W. T. Eastwood.
53—Suffield, Leroy H. Sikes.
54—Sharon, Charles H. Marvin.
55—Stratford, A. Bedell Benjamin.
56—Torrington, W. L. Platt, M.D.
57—Winsted, George B. Woodruff.
58—Willimantic, C. H. Townsend.
59—Wallingford, William R. Gilbert.
60—Westport, W. G. Staples.
61—Westville, R. F. Isbell.
62—Woodstock Vly, C. A. Newhall.
63—Waterbury, Lewis A. White.
65—Windham, William Larrabee.

The above appointments of Local Consuls are hereby officially announced.

Above appointments expire Dec. 1st, 1891; but Consuls will serve till their successors are appointed; said date and provision subject to change by any Division Constitutional provision that may be made hereafter.

ARTHUR ALLEN DEAN,
Chief Consul.

New Hampshire Division.

I take pleasure in informing the members of the New Hampshire Division of the result of the contest for Vice Consul between the four cities named below. Under the proposition all names to be counted must appear in the Official Bulletin on or before the issue of March 27th, 1891. Members gained are as follows: Concord, 58; Manchester, 38; Nashua, 31; Portsmouth, 1. The Vice Consul will therefore be appointed from among the ranks of the Concord Wheelmen. As some may wish to know the total membership of the cities I will give them:

Concord, 88; Nashua, 56; Manchester, 55; Portsmouth, 17. We dislike to twit on facts, but the deadness of the Portsmouth members is enough to give one the nightmare.

It seems as though they ought to have one man with enough interest in the League to drum in new members.

Portsmouth has the only decent country roads in the State, and we shall look for a boom now that the riding season has opened. Let me take this time to call your attention to the fact that the Concord Wheelmen who have the June meet in hand are doing some tall hustling, and the arrangements are nearly all completed for the accommodation of the largest (and they say the most enjoyable) meet this Division has ever held. Be sure and go to Concord the 18th of June.

Yours fraternally, R. H. SCOTT, Sec.-Treas.

In compliance with the above figures I hereby appoint as Vice Consul Mr. Geo. L. Osgood of Concord. He will enter upon the discharge of his duties at once. Yours fraternally,
F. A. MCMASTER, Chief Consul.

Chief Consul McMaster has appointed the following as Local Consuls for their respective localities, viz: A. G. Bean, East Manchester; Wm. P. Frink, Greenland; Geo. K. Burliegh, Tilton; A. T. Rowell, Lancaster; W. H. Campbell, Reed's Ferry. Dr. F. H. Lunt, Rochester, and Chas. Bartlett Derry. Yours fraternally, R. H. SCOTT,
Secretary-Treasurer.

Ohio Membership.

April 1, 1890, Ohio, 847.
April 1, 1891, Ohio, 1211.
Increase, 344, or 40 per cent.
The following table gives the membership of all localities having five or more members on April 1:

	1891.	1890.		1891.	1890.
Akron,	13	17	Mansfield,	28	28
Alliance,	13	11	Marion,	5	6
Batavia,	7	0	Massilon,	16	15
Bellaire,	5	3	Middletown,	5	5
Bucyrus,	11	6	Mt. Vernon,	7	5
Canton,	64	48	New Lisbon,	5	6
Canal Dover,	6	4	Norwalk,	7	3
Chillicothe,	22	3	Oberlin,	8	7
Cincinnati,	227	142	Painesville,	9	8
Cleveland,	70	91	Ravenna,	11	11
Columbus,	64	24	Salem,	13	19
Dayton,	83	6	Sandusky,	13	0
Defiance,	7	2	Sidney,	10	4
Delaware,	9	2	Springfield,	47	39
Delphos,	5	3	Steubenville,	46	24
Elyria,	6	7	Tiffin,	16	7
Findlay,	15	4	Toledo,	34	81
Fostoria,	28	26	Troy,	40	7
Fremont,	10	7	Warren,	5	5
Lockland,	5	1	Youngstown,	21	10

Fraternally, WM. D. KEMPTON,
Cincinnati, O., April 4, 1891. Sec.-Treas.

Ohio Consul.

Lancaster—H. R. Boving.
WM. D. KEMPTON, Sec.-Treas.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an intiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Total 225.

BOSTON, April 10, '91.

CALIFORNIA DIVISION—1.

Unattached.
21870 Banerle, A. H., Grant ave., Oakland

CONNECTICUT DIVISION—60.

Stratford Wheel Club.
21995 Mallet, Jas. A., Box 1937, Bridgeport

Columbia C. C.
21996 Bancroft, A. C., Pratt & Whitney Co., Hartford
21997 McIntosh, H. E., 37 Amity st., "
21974 Robinson, Andrew J., Box 1031, Bangor
22071 Sweet, Louvie, Box 22, So. Paris

MARYLAND DIVISION—1.

Unattached.
21899 Hinds Calvin, Box 36, Bell Air

MASSACHUSETTS DIVISION—35.

Bay State Bi. Club.
21919 Cutting, Chester F., 518 Main st., Worcester
21920 Dunmore, C. F., 65 Vernon st., "
21921 Dunmore, H. W., 65 Vernon st., "
21922 Sawyer, Bertice F., 518 Main st., "

Springfield B. C.
21975 Clark, Wm. R. care L. F. Jenks, Springfield

Unattached.
22004 Carr, Thomas J., 155 South ave., Bridgeport
22005 Engelhard, A. M., 73 Hough ave., "
22006 Gilbert, Chas. P., 168 William st., "
22007 Gruninan, Elmer E., 383 Main st., "
22008 Harrison, Frank J., 308 Central ave., "
22009 Orcutt, Jerome, 34 Park st., "
22010 McKenna, Stephen, 59 Black Rock ave., "
22011 Morehouse, Harry, 217 Middle, "
22012 Morrell, M. A., 6 Armstrong pl., "
22013 Peterson, Christian, 357 Main, "
22014 Reilly, Jeremiah, Jr., 81 Park ave., "
22015 Terry, A. W., 192 Hancock ave., "
22016 Turner, James, 103 Lewis st., "
22017 Vinton, Edgar B., 28 Maiden Lane, "
22018 *Westlake, Mrs. P.* W., 91 Lewis st., "
21019 Williams, Julius E., Box 1982. "
21853 Kellogg, John H., 37 Oxford st., Hartford
21854 McKinney, John M., Liberty st., "
22063 Whiting, E. H., 433 W. Main st., Meriden
22020 Bolze, Gustave, 473 State st., New Haven
22021 Bradley, E. L., 490 State st., "
22022 Eldridge, Wm. A., Prospect st. annex, "
21855 Hildebrand, E. C., 34 Chestnut, "
22023 Hull, W. Luzerne, 127 Liberty st., "
22024 Huntley, W. L., 41 Clinton ave., "
22025 Pomeroy, Noah G., 101 Humphrey st., "
22026 *Rief, Miss Ida L.*, 85 Asylum st., "
22027 Sands, Joseph, 171 St. John, "
22028 Savage, Frank H., 52 Daggett, "
22029 Shubert, F. W., 141 Greene st., "
22030 Smith, Arthur B., 18 Broad st., "
22031 Wooster, J. J., 89 Bristol, "
21856 Allen, Theodore, Saugatuck
21956 Bristol, George D., 9 Bristol st., Southington
22032 Brown, Bert A., Box 11, Suffield
22033 Smith, W. H., Box 268, Warehouse Point
22034 Steel, Andrew, "
22035 Downs, James E., Box 416, Westville
22036 Allen, Don, Box 357, Windsor Locks
22037 Bissell, Frank N., Box 372, "
22038 Burbank, Summer, Box 124, "
22039 Coffin, Arthur, Box 402, "
22040 Cohoon, E., Box 292, "
22041 Cook, W. B., Box 188, "
22042 Glover, A. W., Box 122, "
22043 Reed, Joseph, Box 6, "
22044 Sawtter, John T., Box 193, "
22045 Webb, A. R., care Street Works, "

DISTRICT OF COLUMBIA DIVISION—2.

Unattached.
21851 Brown, H. M., 761 7th st., S. E. Washington
21852 Williams, A. H., 761 7th st., S. E., "

ILLINOIS DIVISION—3.

Unattached.
22046 Muhlig, F. M., Box 4, Braidwood
22064 Goodell, Warren S., Loda
22065 Alizond, Alfred F., "

IOWA DIVISION—16.

Algona Cyclers (unattached).
21957 Blackford, J. C., Algona
21958 Dalton, E. R., "
21959 Danson, W. C., "
21960 Dingley, F. W., "
21961 Frank, J. C., Box 63, "
21962 Herbst, Max, "
21963 Morse, W. E. H., "
21964 Palmer, Richard A., "
21965 Rist, A. L., "
21966 Shadle, E. A., "
21967 Stough, F. S., Box 52, "
21968 Tuttle, G. H., Yale 89, "
21969 Vesper, Frank H., "

Ft. Madison C. C. (unattached).
21970 Omer, O. Curtis, A. T. & S. F. R. R., Ft. Madison

Unattached.
21871 Williamson, Geo. E., 347 Broadway, Council Bluffs
21898 Hallett, F. F., West Union

KENTUCKY DIVISION—3.

Unattached.
21971 Barnett, Ira S., 235 W. Jeff., Louisville
21972 Mason, W. W., 1815 4 ave., "
21973 Snead, C. G., 1815 4 ave., "

MAINE DIVISION—3.

Unattached.
21887 Tompson, Frederick A., 98 Exc'ge st., Portland

Colt Bi. Club.
21998 Hollander, Aaron, 82 Asylum, "

New Haven Bi. Club.
21999 Muzzy, Charles N., 817 State st., New Haven

Elm City Bi. Club.
22000 Ford, Wm. H., 85 Asylum st., "
22001 Maher, Edward J., 21 Nash st., "
22002 Pearson, John, 79 Chestnut, "
22003 West, L. L., 45 Edward st., "

Waterbury Wheel Club.
21895 Ennis, Thomas P., Watch Co., Waterbury
21896 Hall, Chas. E., 135 No. Willow, "
21897 Mabbott, Walter L., "

Unattached.
22004 Carr, Thomas J., 155 South ave., Bridgeport
22005 Engelhard, A. M., 73 Hough ave., "
22006 Gilbert, Chas. P., 168 William st., "
22007 Gruninan, Elmer E., 383 Main st., "
22008 Harrison, Frank J., 308 Central ave., "
22009 Orcutt, Jerome, 34 Park st., "
22010 McKenna, Stephen, 59 Black Rock ave., "
22011 Morehouse, Harry, 217 Middle, "
22012 Morrell, M. A., 6 Armstrong pl., "
22013 Peterson, Christian, 357 Main, "
22014 Reilly, Jeremiah, Jr., 81 Park ave., "
22015 Terry, A. W., 192 Hancock ave., "
22016 Turner, James, 103 Lewis st., "
22017 Vinton, Edgar B., 28 Maiden Lane, "
22018 *Westlake, Mrs. P.* W., 91 Lewis st., "
21019 Williams, Julius E., Box 1982. "
21853 Kellogg, John H., 37 Oxford st., Hartford
21854 McKinney, John M., Liberty st., "
22063 Whiting, E. H., 433 W. Main st., Meriden
22020 Bolze, Gustave, 473 State st., New Haven
22021 Bradley, E. L., 490 State st., "
22022 Eldridge, Wm. A., Prospect st. annex, "
21855 Hildebrand, E. C., 34 Chestnut, "
22023 Hull, W. Luzerne, 127 Liberty st., "
22024 Huntley, W. L., 41 Clinton ave., "
22025 Pomeroy, Noah G., 101 Humphrey st., "
22026 *Rief, Miss Ida L.*, 85 Asylum st., "
22027 Sands, Joseph, 171 St. John, "
22028 Savage, Frank H., 52 Daggett, "
22029 Shubert, F. W., 141 Greene st., "
22030 Smith, Arthur B., 18 Broad st., "
22031 Wooster, J. J., 89 Bristol, "
21856 Allen, Theodore, Saugatuck
21956 Bristol, George D., 9 Bristol st., Southington
22032 Brown, Bert A., Box 11, Suffield
22033 Smith, W. H., Box 268, Warehouse Point
22034 Steel, Andrew, "
22035 Downs, James E., Box 416, Westville
22036 Allen, Don, Box 357, Windsor Locks
22037 Bissell, Frank N., Box 372, "
22038 Burbank, Summer, Box 124, "
22039 Coffin, Arthur, Box 402, "
22040 Cohoon, E., Box 292, "
22041 Cook, W. B., Box 188, "
22042 Glover, A. W., Box 122, "
22043 Reed, Joseph, Box 6, "
22044 Sawtter, John T., Box 193, "
22045 Webb, A. R., care Street Works, "

DISTRICT OF COLUMBIA DIVISION—2.

Unattached.
21851 Brown, H. M., 761 7th st., S. E. Washington
21852 Williams, A. H., 761 7th st., S. E., "

ILLINOIS DIVISION—3.

Unattached.
22046 Muhlig, F. M., Box 4, Braidwood
22064 Goodell, Warren S., Loda
22065 Alizond, Alfred F., "

IOWA DIVISION—16.

Algona Cyclers (unattached).
21957 Blackford, J. C., Algona
21958 Dalton, E. R., "
21959 Danson, W. C., "
21960 Dingley, F. W., "
21961 Frank, J. C., Box 63, "
21962 Herbst, Max, "
21963 Morse, W. E. H., "
21964 Palmer, Richard A., "
21965 Rist, A. L., "
21966 Shadle, E. A., "
21967 Stough, F. S., Box 52, "
21968 Tuttle, G. H., Yale 89, "
21969 Vesper, Frank H., "

Ft. Madison C. C. (unattached).
21970 Omer, O. Curtis, A. T. & S. F. R. R., Ft. Madison

Unattached.
21871 Williamson, Geo. E., 347 Broadway, Council Bluffs
21898 Hallett, F. F., West Union

KENTUCKY DIVISION—3.

Unattached.
21971 Barnett, Ira S., 235 W. Jeff., Louisville
21972 Mason, W. W., 1815 4 ave., "
21973 Snead, C. G., 1815 4 ave., "

MAINE DIVISION—3.

Unattached.
21887 Tompson, Frederick A., 98 Exc'ge st., Portland

MICHIGAN DIVISION—8.

Detroit Wheelmen.
21923 Anderson, E. S., 159 Jeff. ave., Detroit
21924 Crusoe, J. F., 63 Jeff. ave., "
21925 Davis, J. J., care M. & M. Excge., "
21926 Fitch, Geo. B., 63 Jeff. ave., "
21927 Lambert, R. J., Peoples Sav. Bank, "
21928 Rendisale, W. J., 667 Riopelle st., "
21929 Schelbe, Herman, Post Office, "
22049 Butcher, Harry G., M. & M. Natl. Bank, "

NEBRASKA DIVISION—1.

Unattached.
21858 Noe, Eddie, 1352 N. C. st., Fremont

NEW HAMPSHIRE DIVISION—9.

Unattached.
21876 Dutton, S. F., Keene
21877 Harris, Chas. C., "
21878 Howes, J. P., Box 497, "
21879 Parker, Chas., 15 Cross st., "
21880 Stratton, C. H., Box 808, "
21881 Garland, Fred, 61 Hanover, Manchester
21882 Vinal, Geo. W., Box 221, Peterboro
21883 Hoyt, Chauncy B., 1 Congress Block, Portsmouth
22067 Keyes, Edwin W., 14 Lake st., Nashua

NEW JERSEY DIVISION—6.

Flemington Bi. Club (unattached).
21977 Fulper, Wm. H., Flemington
21978 Wyckoff, Edw., "

Freehold Cyclers (unattached).
22075 Hankinson, W. A., Box 405, Freehold

Unattached.
21859 Howell, Lewis, May's Landing
21930 Garretson, D. Irwin, Box 89, Raritan
21931 Bird, G. S., Somerville

NEW YORK DIVISION—32.

New York Bi. Club.
22050 Reynolds, David, 178 W. 97th st., New York

G. F.'s Bi. Club (unattached).
22051 Loomis, Jno. R., cor. Park and Glen, Glens Falls

Utica C. C.
22074 Kincaid, Geo. H., 50 Genesee st., Utica

Crescent Cycle Club.
21884 Anstett, Eugene, 109 William st., Rochester
21885 McNeal, Luther C., 35 Ave. "A," Vick Park, Rochester
21886 Page, Geo. L., 202 E. Main st., "
21887 Phillips, Harlow W., 4 Rundel Park, Rochester
21878 Richardson, W. W., 89 Chestnut, "

Newburgh B. C. (unattached).
21938 Cole, Sanford V., 57 Colden st., Newburgh
21983 Parke, William H., 50 Overlook pl., "

Unattached.
21979 Durlach, Milton L., 128 East 60th, New York
21932 Dewey, Chas., Melville, 222 W. 23d, "
21933 *Dewey, Mrs. Chas. M.*, 222 W. 23d, "
21934 George, Henry, 327 E. 19th st., "
21889 Eldred, Calvin T., 1250 Fulton, Brooklyn
21890 Koelber, Alfred H., 842 Herkimer, "
21891 Lamphear, John A., 316 Classon ave., "
21935 Hyde, Edw. B., 567 McDonough, "
21936 Hall, Alton L. Box 527, Hamilton
21937 Miller, John, Hudson
21980 Wurster, F. V., Box G., "
21939 Cando, W. Y., Newburgh
21981 Adams, Dr. A. E., 70 Grand st., "
21940 June, W. H., Jr., 270 No. Water, "
21941 Infield, Clifton L., M.D., 104 Main, Sandy Hill
21860 Emery, Leroy J., 73 State, Seneca Falls
21861 Maier, Carl W., Box 313, "
21982 King, James A., Overlook place, Newburgh
21984 Richardson, Fred A., 901 Giddes st., Syracuse
22052 Benson, Charles B., Box 945, Hudson
22053 Aucock, William C., Box 9, Red Hook
22054 *Massonneau, Miss Eliza F.*, Box 98 "

OHIO DIVISION—13.

Barnesville C. C. (unattached).
21985 Bradfield, G. S., Jr., Barnesville
21986 Carman, L. R., "
21987 Shry, James R., "
21988 Watt, Chas. W., "
21989 Watt, Forrest H., "

Holley Bi. Club (unattached). "
21892 Volpp, Charles H., Cor. 8th and Main, Cincinnati

Unattached.
22055 Perin, Vinton, 1032 McMillan, "
22068 Clark, I. H., 238 Superior, Cleveland
22069 Scheurman, Fred, 238 Superior, "
22070 Wageman, Will, 206 Superior, "
21943 Thurston, Chas. A., 83 Woodland ave., Canton
21944 Caine, W. Phillips, 2044 Vermont ave., Toledo
21990 McDermitt, W. I., Findlay

PENNSYLVANIA DIVISION—9.

Time Wheelmen (unattached).
21991 Barcus, Willard, 650 Drexel Bld'g., Philadelphia

Quaker City B. C. (unattached).
21992 Laird, J. E., 2027 Columbia ave., "

North East Wheelmen (unattached).
22056 Emerick, Joseph M., 439 Belgrade st., "

Unattached.
21945 McCutcheon, James, 522 Market st., "
21946 McManus, L. J., Jr., 30th and Walnut, "
21947 Weiser, Harry S., 1024 Walnut st., "
21948 Pascoe, Edwin W., 47 Main st., Carbondale
21893 Sherman, Harry H., 1023 Liberty st., Pittsburg
22057 Ray, Benj. H., 427 Chestnut, Philadelphia

RHODE ISLAND DIVISION—7.

Ashton Bi. Club (unattached).
21894 Adams, Henry F., Cumberland Hill

Unattached.
21862 Butts, Geo. L., 19 Arcade, Providence
21863 Carlos, Almond, 185 Eddy, "
21864 Chatterton, Wm., Am. Screw Co., "
21865 Libby, Edmund D., 147 Reservoir ave., "
21866 Towle, Delvert, 112 Chestnut, "
22058 Taylor, Gustav, 10 Young Orchard ave., "

TENNESSEE DIVISION—1.

Unattached.
21993 Dorris, Duncan R., 800 Church, Nashville

TEXAS DIVISION—3.

Unattached.
22059 Johnson, A. J., 377 Wash., Houston
22060 Northrup, J. Don, Box 115, "
22061 Palmer, G. J., "Post" "

VERMONT DIVISION—11.

St. A. B. C. (unattached).
21949 Bostwick, Cornelias A., 15 Bank, St. Albans
21950 Capron, C. L., 117 Main, "
21951 Deming, H. W., 41 England, "
21953 Rogers, C. H., 23 England, "
21954 Searle, Carlton A., 32 Bank, "
21955 Stroud, Lamont R., Main st., "

Unattached.
22062 Harris, C. A., 4 Whipple st., Brattleboro
21952 Montefiore, Joshua, St. Albans
21867 Bishop, A. E., Box 3, Readsboro
21868 Doughlass, Zephron, "
21869 Parsons, H. E., Box 136, "

GEORGIA—1.

Unattached.
21994 Miller, Jeff Davis, Box 31, Savannah

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasuecr, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary - Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S Atwater, 1424 Pennsylvania avenue, Washington Secretary-Treasurer, W. H. Stearns, 1421 G street, N W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 607 No. Alabama street, Indianapolis.

IOWA—Chief Consul, H. L. Chase, Cedar Falls. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S Lydecker, Junction City

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 65, Louisville. Secretary-Treasurer, G. E. Johnson 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

MAINE—Chief Consul, Howard M. Breen, 199 Franklin street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, A. W. Robinson, 20 Equitable Building, Boston. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 380, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI — Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H Kelley, Smith Hardware Co., Sedalia.

NEBRASKA—Chief Consul, A. H. Perrigo, 1315 Dodge street, Omaha. Sec.-Treas, N. T. Fisk, Lexington.

NEW HAMPSHIRE—Chief Consul, Frank A. Mc Master, 101 Ash street, Nashua. Secretary-Treasurer, R. H. Scott, People's Ins. Co., Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 116 Broad street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK — Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Wes minster street, Providence.

TENNESSEE—Chief Consul, Chas. J. Sherer, 211 Main st, Memphis. Secretary-Treasurer, B.A. Patch, Clarksville.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box 281, Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro'. Secretary-Treasurer, F.A. Roberts, Brattleboro

VIRGINIA—Chief Consul, Ira B. White, 16 Nolls court, Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

L. A. W. Renewal Blank, 1891.

Fill out this blank, enclose $1 to pay your dues to April 30, 1892, and send to ABBOT BASSETT, Box 5267, Boston, Mass.

Don't send soiled bills. New bills are safer in the mails.

Don't Forget to send your Number.

Don't send checks for $1.

Write very plainly—PRINTING PREFERRED.

Stamps of a denomination above two cents will not be received.

If you live in one State and have your mail sent to another, state the fact that you may be located with the Division in which your home is.

If you desire your address changed, you must make the request on another sheet than this

Ticket holders, 25 cts.; with name stamped, 50 cts.

Write nothing above this line.

*Number*_____

*Name,*_____

*Street and Number or P. O. Box,*_____

*City,*_____

*State,*_____

*Club*_____

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1891. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name,*.....

Club,..... *St. and Number, or Box,*.....

References:..... *City,*.....

State,.....

Enclosed..... *for Holder*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $1.50 with this blank on any date between date of paper and April 1, 1891. Write plainly—Printing preferred.

☞ If you want a waterproof ticket holder, made of the best calf skin with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards send 25 cents extra. If you want your name in gold, stamped on the holder send 50 cents extra. *Leave the margin in using this blank.*

WARWICK PERFECTION CYCLES.

ARE FITTED WITH

CUSHION TIRES ON HOLLOW RIMS.

And Fully Guaranteed.

WARWICK CYCLE MANUFACTURING CO., - - Springfield, Mass.

☞ Send for Catalogue.

"SPICK AND SPAN NEW."

—RAY'S PROVERBS.



Such is the *PARAGON* for ladies. It weighs 40 lbs.; it is built expressly for the gentle ones; in every particular it is beautifully finished; has a most comfortable saddle, a spring frame that is undeniably the best ever made, and is fitted with soft handles and *rawhide* dress and chain guards. It is worth about $300.00, when value is compared with value as set forth by other makers. We sell it for $135.00, and we guarantee every one.

SEND FOR OUR CATALOG.

STOVER BICYCLE MFG. CO., - - - Freeport, Ill.

"Finest Quality Produced in the World."

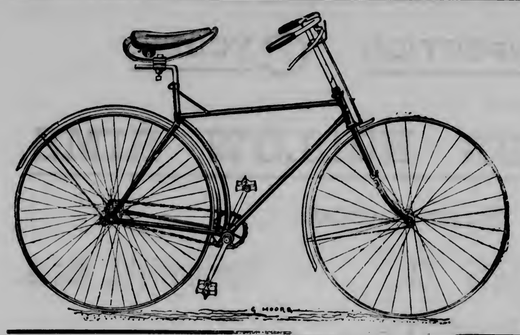
TRADE "CREDENDA." MARK.

THE ✱ CREDENDA ✱ SEAMLESS

W. C. STIFF, Managing Director. STEEL ✱ TUBE ✱ Co., ✱ Ltd.,

BIRMINGHAM,

TELEGRAMS:—"CREDENDA" BIRMINGHAM. ENGLAND.



THE REFEREE SAFETIES

"LEAD THE WORLD."

And its Cushion Tires are warranted 1 year. No hose-pipe tires. There is no need of us talking them up. *Ask any man* in England or America who has ridden the wheel. The demand for them is simply wonderful. We have not appointed agents throughout New England as yet, but are ready to do so now. Good responsible agents wanted. Apply at once for your town or city to

W. J. NEWMAN,

(New England Depot.) 46 Columbus Ave., Boston.

Bretz, Curtis Mfg. Co., Philadelphia, Importers and Makers.

GENDRON.

The Gendron
No. 1—$40.00
No. 2—$50.00
No. 3—$75.00
No. 4—$90.00
No. 5—$110.00



HIGHEST GRADE AT MEDIUM PRICES.

SEND FOR CATALOCUE.

The Gendron NO. 6 $100.00.



The Gendron NO. 7 $115.00.

Eastern Office and Wareroom: 107 Chambers St., New York.

GENDRON IRON WHEEL COMPANY,

Factory and Home Office: Toledo, Ohio.



Dealers and Riders,

Have you examined the fine points in our 40-pound, Cushion Tyred

"METEOR" SAFETY.

BANKER & CAMPBELL CO.,

(LIMITED.)

12 Murray St., N. Y. 1786 Broadway, N. Y. 1311 Bedford Ave., Brooklyn.

SEND FOR CATALOGUE.

STANDARD CYCLE CO.,

588 Main Street, - Buffalo, N. Y.

JOBBERS AND DEALERS IN

CYCLES and SUNDRIES. ALL GRADES. BEST MAKES.

LOWEST PRICES.

Sole Agents in Buffalo for FEATHERSTONE'S PNEUMATICS and WARWICK "PERFECTION." Liberal Discounts to Dealers. Agents wanted in every locality. Send for our Catalogue.

THE TOURIST.



Simplicity in Construction. Ease in Running. Cushion Tyres. Bown's Ball Bearings. No Cast Metal. Manufactured for us by Wm. Bown, Birmingham, England.

Also Ge eral Agents for the

Warwick, Psycho, Referee AND THE St. Nicholas

Line of Medium Grade Wheels.

MANUFACTURERS OF THE

Perfection Bicycle Alarm,

Tire Heaters and

Bidwell Cyclometer.

Good Agents Desired. Send for Catalogue and Terms.

George R. Bidwell Cycle Co.,

Chicago: 270 and 272 Wabash Avenue. 308 and 310 W. 59th St., New York City

PNEUMATICS

Guaranteed Highest Grade Throughout

FEATHERSTONE'S PNEUMATIC DIAMOND, $135.00.
" " DROP, 135.00.



Featherstone's Diamond Frame, Dunlop's Cushion Tire, - -	$125.00
Featherstone's Drop Frame, Dunlop's Cushion Tire, - - -	125.00
The Cyclone, Balls all over, Hollow Rims, Tangent Spokes, -	110.00
The Cyclone, balls all over, - -	90.00
The W. & D. "Special," Diamond Frame, - - - -	85.00
The W. & D. "Special," Drop Frame,	85.00

SOLE NEW ENGLAND AGENTS FOR

A. Featherstone,

—AND—

Humber & Co.

WRIGHT & DITSON, 578 & 580 Washington St., Boston, Mass., U. S. A.

WESTERN * WHEEL * WORKS.

1891 · CATALOGUE · NOW · READY.

—SEND FOR IT.—

BEST LINE OF WHEELS FOR THE MONEY EVER MADE.

STEEL TUBING AND DROP FORGINGS.

LIGHT, STRONG, GRACEFUL, NEATLY FINISHED AND PERFECTLY FITTED.

R. L. COLEMAN & CO., 35 Barclay St., 40 Park Place, New York.

Agents,—Eastern, Middle and Southern States.

$85. The POPULAR Diamond Safety. $85.



HIGH GRADE. STUDY the SPECIFICATIONS.

All Ball Bearings, including Steering, Drop Steel Forgings, Best Weldless Steel Tubing, Diamond Frame of true design ; 30-inch wheels, 7-8-inch tires of Best Grey Rubber.

High Finish. Best Value in the Market for the Money.

We want Agents East and West. Write for terms.

PERCIVAL TATTERSFIELD, SOLE IMPORTER, 12th and Oxford Streets, - - Philadelphia, Pa.



Bicycle Riders, Base Ball Players, Athletes, Gymnasts, tell us that it is the best and most satisfactory supporter made.

Let Every Sportsman Try Them. Price, $1 00.

Will send by mail on receipt of price. Send size of waist and hip.



KNEE PANTS.

(Patented.)

S10. Heavy Rib.

Improved double seat and pocket.



FULL PANTS.

(Patented.)

S2S.

HEAVY RIB.

Improved Double Seat, Strap and Pocket.



No.		Each.
970.	Heavy Sweater,	$5 00
967.	" "	4 00
767.	" "	3 50



3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50.
1—1. Black, navy, grey mixed, stocking, $1.25.
1—1. Black, navy, grey mixed, stocking, $1.00.

ATHLETIC and GYMNASIUM GARMENTS Manufactured by HOLMES & CO., 109 Kingston Street, Boston.

SEND STAMP FOR CATALOGUE.

"The Cycle for Women."

Write for a Copy.

WE SELL AN EXCELLENT

Ladies' Safety for $45.00.

Other Bicycles in Proportion.

D. SNITJER,

St. Louis, Mo.

W. C. BOAK & CO.,

301 Main Street, Buffalo, N. Y.,

Manufacturers, Importers and Jobbers in

CYCLE + SUNDRIES.

Catalogue now ready. Dealers send us your address. We are the only dealers in this country that handle Sundries exclusively. We sell at manufacturers' prices.

ELWELL EUROPEAN CYCLE TOURS

Personally conducted.—England, France, Switzerland, Germany and Holland. First class. Tour No. 1 leaves New York June 6th. No. 2 July 8. For particulars address F. A. ELWELL, 152 Pearl St., *PORTLAND, ME.*

BE WISE

Do you want a new HIGH GRADE Mount and cannot see your way clear to buy one? Or have you a friend who cannot afford to own one? If so, address and enclose a 2-cent stamp to THE BICYCLE & SUPPLY CO., No. 306 E. Lexington St., (HOEN BUILDING), Baltimore, Md., for a descriptive Pamphlet, showing how any make of "HIGH GRADE WHEEL" can be had for $4.00 per month and at reduced cost.

IT PAYS

Reliable AGENTS Wanted everywhere.

ANNUAL EUROPEAN CYCLE TOURS,

CONDUCTED BY WM. HEYNY, JR.

Through the HARZ MOUNTAINS, Germany.

60 Days. Total Cost $200.

First Cabin Passage. Sail June 30.

Address Wm. Heyny, Jr., 301 Sixth St., N. Y. City.

SMITH'S "'91" TOUR

THROUGH EUROPE.

80 days. - - - Total Cost $300.

Sail July 29th, 1891.

Address C. H. SMITH,

211 Putnam Avenue, - - Detroit.

QUADRANTS!!

If you are wise, you will place your orders for "Quadrants" at once, as the demand is sure to be far beyond the supply.

Our line for this season includes all kinds of wheels, from $100 to $145. You all know the quality.

The *Quadrant* Cushion Tyres, which were in use all last season, have proved themselves to be what they were represented.

Dealers please communicate with our wholesale agents and you will receive every information and attention.

The Quadrant Tricycle Co., Birmingham, Eng.

WHOLESALE AGENTS:

For New England, New York, Pennsylvania, New Jersey, Delaware, Maryland, West Virginia and District of Columbia, THE STRONG & GREEN CYCLE MFG. CO., 707 Arch St., Philadelphia.

For all other States east of the Mississippi, ALFRED FIELD & CO., 93 Chambers St., New York.

CATFORDS! SUNBEAMS!!

Week before last we published a little ad. in this paper, with the heading "Funny, Aint It." We wish to explain to all our friends and patrons and would-be patrons, that we did not refer to the article in question when we wrote it, but to the subject under consideration, viz: what we dealers say about other dealers' wheels, etc., etc., ad libitum. We wish to make this explanation because we are receiving so many letters by mail and express, also so many telegrams, cablegrams, telephone messages, etc., from all over the world, even as far as Hull and Chelsea, and oral messages by the score, and people really seem to think it was funny and want us to publish it again. One man even went so far as to compare it to one of Brother Elliott's—we take our hat off to the gentleman. Now, if readers of this paper really think it was funny, and want to see it again, we are willing to inflict it on a patient public. And we hereby solemnly promise to publish it again if we receive one thousand requests during the next week, to do so. As we do not expect this we will say here, that if you want the lightest, easiest running, and fastest wheel on the Boston market

EXAMINE, TRY AND BUY A

CATFORD or SUNBEAM and you are our catch. See?

What's the matter with the SUNBEAM? That's all right!!

FAIRBANKS, SANBORN & CO., Importers, 145 COLUMBUS AVE., BOSTON, MASS.

N. B.—Send for cat. or dog. You'll get the cat. sure. Dog eat dog so much in bike biz. not much dog left.

$1000.00 REWARD.

Three days before Noah left the Ark, about 14 o'clock in the morning, a balloon was cut loose from the top of Pike's Peak, containing two small children, twins, one a boy of 36 summers, and a girl of 40 winters.

The boy wore a long North Pole linen duster lined with tomato cans, and a cream colored plug hat, with the word "SLAVIR" spelt backwards.

The girl wore a Striped Pneumatic Suit, with a Bale of hay for a bustle, and carried a La Tosca sun-shade, made from cherry wood furnished by the boy who never told a lie.

Any one learning of their present abode, will confer a great favor on the bereaved parents by keeping still about it.

The ascension was made for the purpose of painting on the Moon, that the SWEETING CYCLE COMPANY is now ready with a full assortment of Safety Bicycles of High and Medium grade, for Men, Women and children, [boys and girls.] We even have them for Twins.

CHAPTER THE TWOTH.

The principal object of our paying out money to see this nonsense in print is not, as some have thought, to play the part of a by assisting a struggling but honest editor to make a living; but really to tell you that we have on hand somewhere about 900 of the latest improved "Coventry Rivals," and we are so desirous to get them into fresh sections of the country that we want to send a sample to each dealer who has not yet handled them. To this end we will allow an extra 5 per cent on sample machines until May 1st.

CHAPTER THE THREETH.

And last [for this week only] we want to remind you that we are fully equipped with boys' wheels, girls' wheels, and other wheels. We quote 24 inch Safeties, $25.00; 27-inch, $35.00; 30-inch, $45.00; subject to big discounts. We remark that we sell a wheel at $45, less one-third, making $30 net, when a certain other house lists at $60, and gives 40 per cent., making $36, or $6 more than ours. DEALERS.—Get net cash prices, and don't be fooled any longer by high list prices, [which you can't get] and big discounts (which you can't make.) We sell our wheels on quality, not price; and yet we guarantee our prices as low as any in the United States of America.

CHAPTER THE ONETH.

[Second Volume.] Do not think this is all we have to say. We have on hand the celebrated "Irwell," solid and pneumatic tires; the famous "R & P," the "Clipper," the Paragon, the "————," well, we have them. We want to do business with you, and we can make money for you.

Wholesale Bicycles. *THE SWEETING CYCLE CO., Philadelphia, Pa., U. S. A.*

PNEUMATIC

FEATHERSTONE'S PNEUMATIC.

SOLE AGENTS IN NEW YORK.

HUMBER CYCLES FOR NEW YORK STATE.

Will be on the market on or before March 1st. We are booking orders. Will be filled in rotation, as ordered.

RETAIL PRICE, $135. Guaranteed Highest Grade in Every Respect.

SCHOVERLING, DALY & GALES, 302 Broadway, New York.

"A New 56-inch NEW MAIL LIGHT ROADSTER, $70."

CHOICE OF THE EXPERTS.

"U. S."

GALLERY AMMUNITION

—MANUFACTURED BY THE—

UNITED STATES CARTRIDGE COMPANY, Lowell, Mass.

CYCLING

FOR

Health and Pleasure.

CHAPTER VII.

The comfort of a wheelman is affected by many points in the construction of his wheel, but by none more than by its *gearing*, and there is no feature so imperfectly understood, and so controlled by fashion as this one is. High gears are now the fashion; so makers send them out, and riders are compelled to use them, no matter how unsuitable to many. The principles and effect of gearing are treated in this chapter, so that when once understood, one can select a gear that is suitable, and know the why and wherefore. There are also some tables, the last one showing how to find one's speed without a cyclometer.

230 Pages, Illustrated.

50 Cents, Postpaid.

WHEELMAN COMPANY,

PUBLISHERS.

12 Pearl St., - Boston.

Stamps not received.

Official Outfitters to the League of American Wheelmen.

Authorized by the Executive Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.

406, 408, 410 & 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.00, BREECHES, $5.25.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25

Shirts. League Regulation.....3.00
No. XX Fine Cheviot for hot weather wear..... 1.00

Stockings. Our celebrated Linen Sole Stocking, League color.....1.00

Belts. No. X Silk..... .40

Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic 4.00
No. 1, Canvas, leather trimmings 3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,

241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia, 1033 Chestnut St.

THE NEW COLOR LEAGUE CLOTH IS NOW READY.

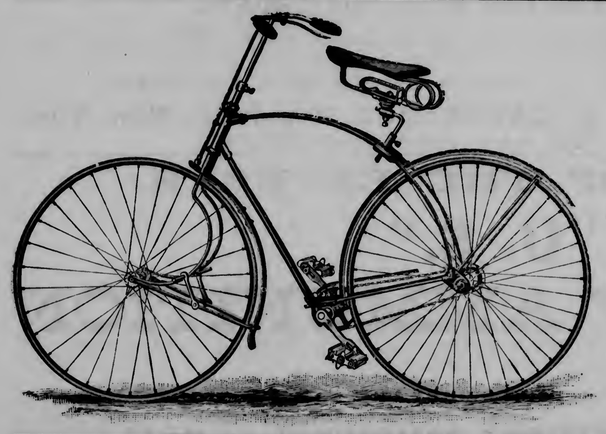
Samples of same can be obtained on application to

BROWNING, KING & CO., - New York.

"THE GIANTESS." . . .

Spring Fork, Spring Frame, Balls all Over, 28-inch rear, and 26-inch Front Wheels. Price only $75.00. Is now ready for delivery. Universally conceded to be the novelty of the season.

H. A. LOZIER & CO., Cleveland, Ohio. | Catalogue on Application.



It will Cost You Nothing

to secure a catalogue of the ECLIPSE SAFETY BICYCLE, save the trouble of writing for it.

Are you thinking of purchasing a BICYCLE?

Do not make a mistake in your selection.

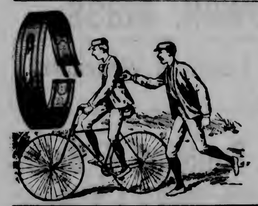
THE ECLIPSE is rapidly becoming a favorite for all kinds of roads, and is built for hard work.

It is elegantly nickel plated, ball bearing throughout, tangent spokes, workmanship of the best, and is just the wheel you want. Price, $100.00.

STEEL PULLEY & MACHINE WORKS,

Patentees and Sole Makers,

INDIANAPOLIS, IND.



THE INSTRUCTION BELT.

By aid of this device a skilled instructor is not needed, as a beginner can be taught by one who does not himself even ride.

Sent by Mail on receipt of $1.25, with full instructions for use.

ST. LOUIS WHEEL CO., 311 N. 14th St., St. Louis, Mo.

The New "39" and "24" Star



NO MACHINE ON THE MARKET ITS EQUAL.

Easiest Running Wheel

—AND—

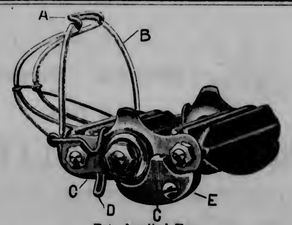
Best Hill Climbing Machine Ever Produced.

We Challenge Honest Criticism.

In this Machine we have combined ALL the advantages of a low wheel and the speed of a high one.

Send for Catalogue of STAR BICYCLES.

H. B. SMITH MACHINE CO., Smithville, N. J.



Pat. Applied For.

FIRE! MURDER! I AM KILLED!

What's the matter? I have struck on my nose, lost my pedal, and you know the rest.

Just try a pair of Hunt's Pat. Balancing Toe Clips, and you will never take another. It's no trap. It will never spread open and catch the toes. Always right side up. Cut shows just the position, and can be used the other side up if you wish. Made of the best Steel Wire and tempered to spring. An honest dollar, yes, two of them, for the Agents. Can be used without Balances better than any other. Price, for Clips, nickeled, 75c. Nickeled and upper parts coated with vulcanized rubber, 90c. Nickeled Balances, 75c. extra. Two sizes. Size No. 1 for boots up to No. 8. Size No. 2 for boots from No. 8 to 11. Send price to and receive by return mail from

J. A. Hunt & Co., No. 7 South St., Westboro, Mass.

To Athletes, Cyclists, Baseball & Footballists, Horse-back riders, Boxers and Oarsmen: when you want to ride, run, walk, row, skate or swim a long distance, USE

ANTI-STIFF

To Strengthen the Muscles.



To Strengthen the Muscles.

It is a marvellous preparation for Strengthening the Muscular System. With Anti-Stiff there is no faith required; it goes straight for the muscles, and you can feel it at work. It has a peculiarly warming, comforting and stimulating effect on all weak or stiff muscles and sinews. Quick in action, cleanly and pleasant in use. Rub it into the muscles every night for a fortnight, and you will be pleased at its supporting and strengthening properties. There is not, nor has been, anything like it till now. It differs from all Oils, Embrocations, and Liniments, both in substance and effect. Some athletes are so fond of it that they rub it all over them.

Has a large and increasing sale throughout Great Britain

E. FOUGERRA & CO., Agents for U. S., 30 N. Williams St., N. Y.

Sew 4 or 5 ONE PIECE WIRE GLUB PINS. BADGES MEDALS &c. C.O. REICHERT. L.A.W. 11425 828 CHAPEL ST NEW HAVEN CT.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the Order.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*

$100 Irwell Safety; never uncrated, for $75. 42 Special Star, $40. Shopworn Ideal Rambler, $50. Broncho; nearly new, $75. BOOKSTORE, Lititz, Pa.

FOR SALE—Two Ladies' Rovers, 26x2S; solid tires; perfect condition; ridden about 50 miles; $110. WM. C. THORNE, care of Montgomery, Ward & Co Chicago.

LIVE BICYCLING SALESMAN wants a position; not a hardware clerk; 4 years' experience in bicycles exclusively. "H," care of Bicycling World, 12 Pearl st., Boston.

51-INCH SPECIAL STAR, in good condition for use; must be sold at once. O. E. POWERS, Box 455 Wallingford, Conn.

FOR SALE—A New Mail Safety, 1891 pattern; never out of original crate; $90. Also 48 in. Rudge Roadster; first class condition, $40; or will exchange latter for lady's safety. H. K. MITCHELL, 443 Market st., Phila.

54-INCH VOLUNTEER COLUMBIA in good order; will sell to highest bidder. Address WM. N. BARTOW, Bound Brook, N. J.

FOR SALE—Cheap. Broncho Safety in first-class condition. Address J. THOMPSON, 250 Lyell avenue, Rochester, N. Y.

FOR SALE—A fine 48-inch American Champion Bicycle; used but half a season. Reason, too small. Best offer over $35; cost $100. Address, F. B. CLEMMER, Lanark, Ill.

A FEW "Victor" and "Columbia" Safeties in most excellent condition. Prices below all competition so long as they last. G. F. F., Akron, O.

I WANT a reliable, second-hand cyclometer for a 52-in. Expert. C. S. PLUMB, LaFayette, Ind.

FOR SALE—Columbia L. R. Safety 1890 pattern; as good as new; has not been ridden 50 miles; will sell for $105 cash. PAUL BERG, 414 E. Jefferson st., Springfield, Ill.

NEW MAIL Safety, '90; never used; for best cash offer. Good 54 Eagle for $65. 30x24 Star; used 50 miles. Box 27, Lititz, Pa.

WANTED—Ladies' or Gents' Safety, Tandem Safety or Tandem Tri., for new watches or jewelry. W. H. S., Room 2, 4 Maiden Lane, New York.

FOR SALE—Columbia '89 Safety, with lantern; good as new, $95. C. W. FLANDERS, 23 Pearl street, Boston.

WHO WANTS 'EM CHEAP?—'90 Catford; Swift L. R., spring frame; Am. Light Rambler; 50-inch Eagle; Col. L. R. Safety. For further particulars apply to O. W. SWIFT, Danbury, Conn.

BEST OFFER OVER $100—Buys Columbia L. R. '90 Safety, King of the Road Lamp, Continuous Alarm Bell, Luggage Carrier, etc. All as good as new; ridden less than 100 miles. S. B., 9 E. 62d street, New York City.

WANTED—Second-hand Ramblers in trade for new "Ormondes," "Sylphs," "Pneumatics" or "Victors." WM. TAYLOR, Topeka, Kan.

WANTED—Columbia Light Roadster, new or second-hand; will pay cash or exchange. G. E HANNAN, Denver, Col.

FOR SALE—54-inch Rudge Light Roadster; used but little; will sell cheap. Write, stating what you can give.

J. J. WILLIAMS, Montpelier, Vt.

BRONCHO Light Roadster, never uncrated; $110. F. J. W., 826 Druid Hill ave., Baltimore, Md.

FOR SALE—50-inch Eagle; 1890; first-class condition. 52-inch Eagle; 1889, and New Mail, '89. E. E. BROWN, 70 South Main st., Providence, R. I.

CYCLOMETERS $2 TO $12. Will exchange for other goods. Write me. J. W. BADGER, 2 Warren ave, Boston, Mass.

LADY'S AND GENT'S Columbia Safety Bicycle. Cost $125 00; will sell for $100.00; as good as new. WILSON BROS., 6 Hanover street, Boston.

FOR SALE—A Columbia Light Roadster Safety, '90 pattern; in first-class condition. G. J. McARTHUR, 23 Union st., Boston.

FOR SALE—Swift Safety, '89; very little used; in fine condition, $85. A. E. W., P. O. Box 520, West Newton, Mass.

2 COLUMBIA SAFETIES, 1890 Pattern; Lady's $110; Gent's, $100. Both bargains; as good as new, less nickel and enamel. We guarantee to give within $10 of price of either six days after purchase if not satisfactory. Sent C. O. D., to allow examination, on receipt of $5. WILSON BROS., Jewelers, 15 Tremont row, Boston.

A 45-INCH SPECIAL STAR in No. 1 condition; all improvements, with Lakin Cyclometer, King of Road Lamp, etc.; cost $165; for less than half price. Who wants it? Address S. D. WOODS, Connellsville, Pa.

$160 Trike; new, $50. $115 Springfield Roadster; like new, $60. 52 Light Champion; would pass for new, $65. 46 Col. Semi-Roadster; new, $40. ZOOK, Lititz, Pa.

WANTED—Experienced Bicycle Machinist. Apply to DAVID PETTIT & CO., 1219 Callowhill st., Philadelphia, Pa.

FOR SALE—Ten 1890 Bronchos; never ridden; perfect condition. I bought them for speculation. $75 each. Correspondence solicited. GEO. A. BIRCH, 113 Michigan ave., Chicago.

SPECIAL.

All Advertisements in this Department 20 cents a line

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*



L. A. W. BADGES

The official design in **SOLID GOLD.**

Prices, $2.50, $3.50, $5.00 and upwards.

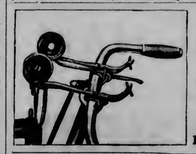
CAUTION.

Members are cautioned against buying the inferior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better for $1.50, $2.00, and $2.50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.

WANTED—1890 Pattern Columbia Light Roadster Safeties; will buy for spot cash. Address, describing and giving lowest price. Ladies' Columbias also wanted. HART CYCLE CO., 811 Arch st., Phil.

WANTED—Bicycle Dealers and Agents to handle our *Official League* and other Bicyclists' emblems. Send for price list and discounts. DURYEA JEWELRY CO., wholesale jewelers, 180 B'way, N.Y.



LAMSON'S

Luggage Carrier NO. 1.

Convenient, durable, noiseless, cheap. $1. Sold everywhere.

Made by

C. H. LAMSON,

Portland, - Maine



Handsomest L. A. W. Pin,

Two sizes,

$1.00 Each.

Fine Gold Plate. Send for illustrated L. A. W. Catalogue.

PRIZE MEDALS, CUPS, CLUB PINS, Etc.

Designs and Estimates on Application.

JOHN HARRIOTT,

3 Winter Street, - Boston, Mass.



Sole Agent in New Jersey .....FOR.....

FEATHERSTONE PNEUMATICS.

Howard A. Smith & Co., 518 Broad St., NEWARK, N. J.

"Z & S" Supporters.



We are the sole manufacturers of the "Z & S" Supporters, and are the only firm that can use the Warren Safety catch. They have been on the market for a number of years, and are perfectly reliable. *Beware of imitations.* Every pair stamped "Z & S" on the back.

Price 50 cents.

"Z & S" Bundle Carriers.

Are indispensible to riders, and are readily applied to the handle bar or mud guard of the safeties; are nicely nickeled, strong and durable.



Price $1,25.



Touring Caps.

This Woollen Touring Cap is the handiest cap in use to-day. It can be rolled up, stuck in the pocket, and then placed on the head and look perfectly neat as ever. They absorb the perspiration, and are cool and refreshing.

Price 75c. Silk $1.00.

Newark Enamel.



This enamel is known all over the U. S., and its good qualities speak for itself. It is a splendid enamel and the best substitute for the baked enamel.

STANDARD RUBBER CEMENT

For cuts in the tire there is nothing like this cement to mend with. It is neat and quickly applied, and always gives satisfaction.



STANDARD GRAPHITE

Is a perfect lubricator for cycle chains for safeties.

Newark Horns.



Are obtaining a larger sale than has been expected and is fast becoming the alarm signal.

Price $1.25, $1.60 and $2.25.

Our Second Hand Wheels Are being sold rapidly and purchasers looking for bargains should send for corrected list.

Dont fail to send for our new **"Encyclopædia of Cyclers' Wants,"** which is ready for mailing. Plenty of new material in it to interest you.

REPAIRS. We are doing repairs in our "Electric Power" machine shop that others refuse or fail to make satisfactory jobs. Our prices are moderate and only skilled mechanics employed. One trial will convince you

Our **New Riding School** is now open, and is fast becoming the popular resort for learners. Ladies given private lessons.

Howard A. Smith & Co., 518 Broad St., NEWARK, N. J.

THEATRES.

BOSTON THEATRE.
Eugene Tompkins, Proprietor and Manager.
Week commencing April 13th,
"A MIDNIGHT BELL."
Evenings, 7.45. Wed and Sat. Matinee, 2.

GLOBE THEATRE.
John Stetson, Manager.
Week commencing April 13, "BEAU BRUMMEL."
Evenings, 7.45. Wed. and Sat. Matinee, 2

$2.75.

I will out a single line, steel street die, monogram or cipher, with 5 quires fine writing paper and envelopes, paper stamped in colors for $2.75; all duplicate orders filled at $1.00 less, the die to remain in my possession; will mail samples on app ication.

M. R. WARREN,
Stationer and Engraver,
336 WASHINHTON ST., BOSTON.
Mention this paper.



FOR TANGENT AND DIRECT SPOKES.
Nickeled, Price 75c., Postpaid.
Dealers send for Sample and Electrotype.
AVERY & JENNESS,
5756 Madison Ave., Chicago



SAMPLE CAN, BY MAIL, 25 CENTS
Liberal Trade Discount.
GRAPHITE,
P. O. Box 1202,
NEW YORK, N. Y.

A MODERN PRINTING OFFICE AND BINDERY.

The Collins Press

Gives Satisfaction Every Time.

WE PRINT

The "Technology Architectural Review,"
"Bicycling World and L. A. W. Bulletin,"
"Wade's Fibre and Fabric,"
"The Musical Herald."

PRINTERS TO THE BOSTON UNIVERSITY.

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. **W. E. AUGHINBAUGH,** Baltic Building Washington, D. C.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.
For sale by all Cycle manufacturers and dealers.

FOUND

What you have been looking for since you have beer riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. For sale by all Cycle Agents. Liberal discount to the trade.
JOHN W. WILSON, Cottage City, Mass.



MEACHAM
HIGH-GRADE
DIAMOND SAFETY
1891 PATTERN. TANGENT SPOKES.

Ball Bearings to Both Wheels.
Both Pedals and Crank Shaft.
Ball Bearings to Head.
Hollow Steel Tubing.

List Price. **$115**
Selling Price, **$76**

COMBINATION WHEEL FOR EITHER GENTLEMAN OR LADY.
WILL SUSTAIN A PERSON WEIGHING 225 LBS.
BY REMOVING TOP CROSS-BAR, CAN BE RIDDEN BY A LADY.

E. C. MEACHAM ARMS CO. ST. LOUIS, MO.

FITCHBURG RAILROAD.

Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

HOOSAC TUNNEL ROUTE

THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

BICYCLES CARRIED FREE
FAST EXPRESS TRAINS

With elegant PALACE PARLOR and SLEEPING CARS to and from
BOSTON and CHICAGO and BOSTON and ST. LOUIS, via NIAGARA FALLS,
without change.

THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.
THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.
THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.

ELEGANT PALACE SLEEPING CARS to and from
BOSTON and MONTREAL,
without change.

For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at
250 Washington Street, or
Fitchburg Railroad Passenger Station, Boston.
J. R. WATSON, General Pass. Agent.

Price List of Specialties
—MANUFACTURED BY—
ELASTIC TIP CO.

Mailed Postpaid on Receipt of Price.

Dropped Forged Steel Spade Handles, all nickeled and threaded to fit any machine, $2.50 per pair.
Soft Rubber Handles, pear shaped, $1.50 per pair.
Vulcanized Handles, pear shaped, $1.50 per pair.
Boys' Soft Rubber Handles, pear shaped, $1.00 per pair.
Double Grip Pedal Rubbers, No. A, 1 inch x 3 3-4 inches, $2 co per set of four.
Double Grip Pedal Rubbers, No. B, 1 inch x 4 inches, $1.50 per set of four.
Dcuble Grip Pedal rubbers, No. C, 1 1-4 inch x 4 inches, $2.00 per set of four.
Pedal Rubber, round or square; made from white rubber, $1.00 per set of four. When ordering state size required.
Spade Grips, vulcanite, 50 cts. per pair.
Safety Handles, vulcanite, to fit any machine, $1.00 per pair.
Safety Handles, for Boys' Wheel, 50 cts. per pair.
Soft Rubber Grips for Safety, $1.00 per pair.
Soft Rubber Grips for Boys' Safety, 50 cts. per pair.
Soft Rubber Sleeves, to fit over vulcanite grip, 75 cts. per pair.
Steel Balls, 3-16 inch, $2.00 per C.; 1-4 inch, $2.40 C.; 5-16 inch, $3.00 per C.
Imported Tire Cement, 25 cts. per box.
Tire tape for holding on tire, 25 cts. per roll.
Rubber Cement, for repairing cuts in tires, 25 cts. per can.
Bicycle Spokes. Price according to quantity.
BICYCLE TIRES, SOLID or CUSHION, either red or grey; price according to size. Send for Catalogue.

ELASTIC TIP CO.,
Cor. Cornhill and Washington Street,
BOSTON, MASS., U. S. A.

REAL BICYCLE UNIFORMS.



Be sure to send for free samples and measure blanks. Club Uniforms a specialty. L. A. W. Coats, $8. Knee Breeches, $4. Punnett's celebrated Jersey Cloth Knee Breeches, only $4 a pair. Bicycle Caps, Hose, Pins, Tights, gold or silver Letters, Punnett's Invisible Pants Holders, 25c. a pair. Be sure to write now.
R. A. PUNNETT, Tailor and Athletic Outfitter,
98 & 100 West Ave., ROCHESTER, N. Y.
All strictly first-class work at moderate prices.

$85.00 LOVELL DIAMOND CYCLES. $85.00

High Grade Only.
All Ball Bearing,
Steel Tubing
—AND—
DROP FORGINGS.
NO BETTER MACHINE AT ANY PRICE.



Lovell Diamond, $85.
With Cushion Tires, 95.
For Ladies, 85.
Convertible, 85.

AGENTS WANTED.

BICYCLE CATALOGUE FREE.

MANUFACTURED BY
John P. Lovell Arms Co., Boston, Mass.

HUMBER & CO.,
(LIMITED.)

The following Agents have been appointed in the United States to represent the celebrated

HUMBER WHEELS:

PHIL. BROWN, 17th and K Sts., Washington, for District of Columbia.
SWEETING CYCLE CO., Philadelphia, for Pennsylvania, Delaware, New Jersey and Maryland.
SCHOVERLING, DALY & GALES, 302 Broadway, for New York City and New York State.
AMOS SHIRLEY, 987 Eighth Avenue, for New York City.
WRIGHT & DITSON, 578 and 580 Washington Street, Boston, for New England.
STANDARD CYCLE CO., 588 Main Street, Buffalo, for Counties Jefferson, Harrison, Tuscarwas, Coshocton, Licking, Franklin, Union, Champaign, Miami, Darke, and all Counties North of these in Ohio.
CHARLES STARCK CO., Ltd., Toronto, for Canada.

Applications for unoccupied territory should be addressed to STEPHEN GOLDER, P. O. Box 2225, New York City.

Agents also Wanted for the Signal Cyclometer.



STEERING.

"The man at the wheel" controls the ship. His steering machinery must be rightly constructed and in perfect order or the vessel may be wrecked.

The man *on* a wheel must also have the right facilities for steering, or his bicycle is in danger of similar misfortune.

The most skillful cyclist cannot control his wheel well if the steering is erratic. In fact, the more experienced the rider, the more does he appreciate this point. This brings us right to one reason why the majority of first-class riders choose the "Columbia." They learn that its steering is invariably true, easy, reliable. Socket-steering head, fitted with ball-bearings, is the principle, of course. This principle is not exclusive with the Columbia, but there is a great deal of exclusiveness in the way it is applied. Superiority in the matter of careful proportions, accurately fitted parts, and flawless steel place "Columbia" wheels in the lead in point of steering, as in other essential features.

Columbia Spring Joints relieve the frame and handle bars from vibration, and, while amply elastic, do not detract from the neat appearance of the fork, nor in the least affect the positive steering qualities.

CATALOGUE FREE.

POPE MFG. CO.,

BRANCH HOUSES:

12 Warren Street, NEW YORK.

291 Wabash Avenue, CHICAGO.

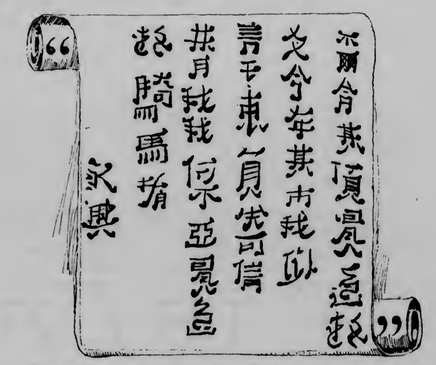
Factory, HARTFORD, CONN.

77 Franklin Street., BOSTON.

THE BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXII. Number 25. BOSTON; 17 APRIL, 1891 $1.00 a Year. 5 cents a copy



We will pay *$100* to the first person sending us a correct translation of the above letter.
OVERMAN WHEEL CO.

HAMMERED FACTS.

Since we commenced the manufacture of cycles, we have made them of forged steel, and are still hammering away. Other American makers were asleep while we made the pace. A few of them have since discarded their malleable iron castings and copied our work.

Three years ago we made the Victor Safety with a diamond frame, as usual leading America. The example is now being copied by many.

WE ALWAYS LEAD.

Some makers of bicycles handle facts like the crank who "didn't know it was loaded."

Others are like the boy with his first pair of boots who has to parade them before all. Boots, small boys, and diamond frames are nothing new.

There's another maker—one in America—that has the reputation of working and planning while others are boasting. You know who—the Overman wheel Co. Some people originate while others imitate.

Overman Wheel Co., - Chicopee Falls, Mass.

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

AN ANTI-FICTION ADVERTISEMENT.

How often we hear some perplexed soul say that he wants to purchase a bicycle, but the more he looks around, and reads, and hears what the different makers have to say, the more he is in doubt as to which kind to buy.

The Ladies (God Bless 'em) don't have any of this trouble, for they usually entrust the matter to some member of the bifurcated sex, and he is the fellow we are talking about. Now *why* should anybody be perplexed to know which is the best machine?

Is it because the man who has it to sell doesn't tell the exact truth?

We don't intend to call anybody a hard name, for we believe that all mean to be fair and square. Of course there may be now and again a case (we had almost said a *man*) who will intentionally deceive a customer, but they are so rare and withal, so short-sighted as well as short-lived, that no serious notice need be taken of them.

Assuming then that all men mean to be fair, how can there be such diversity of opinion?

What member or attache of the Pope Man'fg Co. could you find who thinks anything else could equal a Columbia? (and we are willing to admit that they *are* using a pretty good driving chain.)

What Maker or seller is there who doesn't believe that his own goods are best? *and he ought*, else how could he do himself or his goods justice?

Why all this honest difference of belief? Why so many who seem to think their own machine made of "Western Union consolidated stock," while those of any other maker must, in the nature of things, contain something measly?

Is somebody mistaken? Well *possibly*, though we are inclined to take a more charitable view of it and say that much of the good that every maker claims for his own really *does* exist.

No machine has *all* the best points and probably never will have(unless it might possibly be the Hickory.) And any man who has intelligence enough to make even a very poor wheel, knows that absolute perfection exists only in the imagination of the misguided advertiser.

When a salesman tells you that his wheel is better "in *every* respect" than any other, look upon him as you would a tourist who had just returned from Europe for the first time.

All machines are best for *something* (impossible as that might seem.) The price, strength, weight, size and width of tire all count or should do so.

If you ask a man which is the best bicycle, and he tells you that it depends on who wants to use it, where it is to be used, and how much can be afforded in the way of price, you may calculate that you have struck a man who either has the agency for all kinds or who isn't in the business.

There *are* cases where we do not recommend the Hickory Wheels, as for instance, ———— well, you write us the particulars of *your* case, and if we think you ought not to have it, we will tell you so.

ELLIOTT HICKORY CYCLE CO,
Newton, Mass.

P. S. The man who is printer "by special appointment" to the H. C. Co, is working on that new catalogue, while we have quite a gang of "artists" working on the wheels (and frames.) This won't be much of a catalogue, and we are only getting it out because people seem to expect something of the sort, though we might just as well have saved our money, for the hickory wheels sells without the assistance of "art."

Some Good Territory Not Taken.

We herewith give the names of some of the Western agents who control large territory, such as States or parts of States for the sale of

THE ORMONDE CYCLES.

The list of Eastern general agents will be given later.

S. F. HEATH, - - -	Minneapolis, Minn.
A. H. PERRIGO & CO., - -	Omaha, Neb.
WM. TAYLOR, - - - -	Topeka, Kan
WILDER & LAING, - - -	St. Louis, Mo.
R. H. & W. A. WHITMAN, -	Memphis, Tenn.
SPOONER & PETERSON, - -	Chicago, Ill.
R. L. THOMPSON, Muscatine, Ia. (Except western counties).	
PRINCE WELLS, - - - -	Louisville, Ky.
JOS. C. COMBS, - - - - -	Nashville, Tenn.
EDWIN MOHRIG, - - - -	San Francisco, Cal.
E. C. FENNER, - - - -	New Orleans, La.
HARRY SVENSGAARD CYCLE CO., (State of N. Dakota.)	Fergus Falls, Minn.

We have a large number of local agents that control the sale of the ORMONDE in the locality in which they reside, and there is yet many splendid openings for agents and dealers who wish to handle a very popular and reliable machine. Send for Catalogue free.

ROUSE, HAZARD & CO., - 9 G St., Peoria, Ill. SOLE IMPORTERS FOR THE WEST.

A. B. RICH & CO., - - - 1790 Broadway, N. Y. SOLE IMPORTERS FOR THE EAST.

TRY AND BUY.



"A writer's ideas should stand out like rabbit's ears, so that the reader can get hold of them."—BEECHER.

JUST so, and a cycle's good points should stand out like porcupine quills so that a rider can both see and feel them. This is just what happens on the "SYLPH." The three-part frame stands out in three directions so boldly that even the casual observer may see that no vibration can reach the rider from either wheel. But when the rider goes over a brick and with nerves alert and muscles taut, awaits a shock that comes not, then does he fully feel that "of a truth this is what I have been seeking for." A trial will convince.

AGENTS WANTED.

ROUSE-DURYEA CYCLE COMPANY, - - 9 G Street, Peoria, Ill.

NEW ENGLAND BICYCLE DEALERS.

If the UNION or WARWICK CYCLES are not represented in your territory, write us for terms. You will find them more than liberal.

A. O. VERY CYCLE CO., - - 173 TREMONT ST., BOSTON.



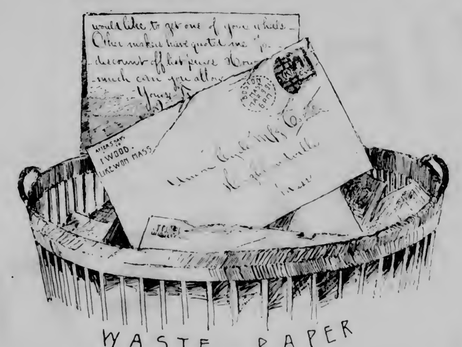
MR. AGENT, WE WANT YOUR SCALP.



And to get it we have special inducements to offer you. Send for our JOB LOT list, with discounts to the trade, and see if we don't capture you. Many dealers and agents are already buying from us, but we want all the rest. Correspondence solicited.

A. W. GUMP & CO., - - Dayton, Ohio.

'NUFF SAID.



The UNION CYCLE MANUFACTURING CO., Highlandville, Mass.,

—— OR ——

The CHAS. F. STOKES MFG. CO., 293 and 295 Wabash Ave., Chicago,

Will be Pleased to Supply Catalogue.

JANUARY last we notified the entire Cycle trade that we had secured the control for the United States of the Dunlop patents on Pneumatic Tires. Anticipating a great demand for this tire, as it is the only practicable and successful Pneumatic Tire made, we warned the trade against infringement, and, at the same time, freely offered to the trade this tire at a reasonable and uniform price.

We are informed that some persons are still offering in the market, cycles provided with Pneumatic Tires, identically, or substantially the same as the Dunlop Tire, but without any authority from us. We respectfully refer manufacturers, importers, dealers and users to United States letters patent, reissue No. 11,153, granted to John B. Dunlop, March 24, 1891, "Wheel Tire for Cycles."

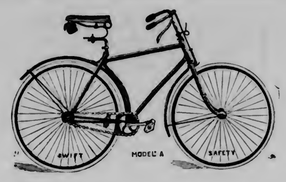
This patent is owned by us, and we shall immediately begin the active and vigorous prosecution of every person making, selling, or using tires containing the improvements claimed in the said letters patent without authority from us.

A. FEATHERSTONE,

Clark and 16th Sts., and Armour Ave., - - - Chicago.

WRIGHT & DITSON, New England Depot, - - Boston, Mass.
SCHOVERLING, DALY & GALES, Eastern New York State and City Depot, - - - - - - - New York City.
SWEETING CYCLE CO., Eastern Pennsylvania and Maryland Depot, - - - - - - - - Philadelphia.
H. A. SMITH & CO., New Jersey Depot, - - - Newark, N. J.

To which all Correspondence for these Territories should be addressed.



SWIFT SAFETIES.



COVENTRY MACHINISTS' CO., Ltd.,

239 Columbus Avenue, Boston, Mass.

11 and 13 Madison Street, Chicago, Ill.

NO WHEEL MADE



Is of Higher Grade and Quality

THAN THE **NEW MAIL**

PRICE, $135.

Solid or Cushion Tires.

ONLY Wheel with Trigwell's Ball Head, giving the steadiest steering.

ONLY Wheel with Straight Front Fork.

ONLY Wheel with Rear Axle Band Brake.

NO OTHER WHEEL HAS IT! RUBBER TIRES ARE NOT INJURED!

Being on the Axle it cannot tear or injure the Rubber Tire. Does not spatter mud on the Driving Chain, which is always a care to keep clean, nor collect mud, as when the Brake Spoon is near the Rubber Tire. It is a brake of GRADUAL PRESSURE and is VERY POWERFUL. Specially advantageous when Cushion or Pneumatic Tires are used.

The editor of the *C. T. C. Gazette* sums up a lengthy article with the following details of an ideal mount: "Safety, with a Diamond Frame Ball-steering; Straight Front Forks; Band Brake on rear wheel, and Tangent Spokes."

From the *Scottish Cyclist*: "We still hold out for the Band Brake, applied to the Driving Wheel. A Band Brake fitted to Driving Wheel is theoretically correct, places the strain where the power emanates, and, so far as the present mechanics of cycle building stand, must be accepted as the ideal brake."

From *Cyclist*: "The introduction of Pneumatic and Cushion Tires will call for a modification of Brakes on Safeties. For all purposes we give preference to a REAR WHEEL BAND BRAKE. The rear wheel is unquestionably the place for the Brake, and we think no one will take issue with us that a Band Brake properly fitted is better than Brake acting directly upon the Tire. Such a Brake is more powerful, cleanly and less tiresome."

THE NEW MAIL ALONE HAS THESE FEATURES.

Brake cannot collect or spatter mud on chain as does a spoon brake on rear wheel. Our Cushion Tires are warranted, and the most practical and best cushion tires made. Handsomest and best High Grade Safety

Oh! Law, that $100 NEW MAIL is Selling also.

WILLIAM READ & SONS, - - 107 WASHINGTON STREET, BOSTON, MASS.

BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN CO.

Postage stamps will not be accepted hereafter in payment for Advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 17 APRIL, 1891.

TO GENERAL ADVERTISERS.

THIS is a sample of what we are constantly receiving from general advertisers. "It gives me great pleasure to state that I have received better results from advertisements in your paper than in many papers claiming a circulation of 100,000 weekly."

M. R. WARREN, Stationer,
336 Washington street,
Boston, Mass.

OF the appointment of Abbot Bassett to a place on the Racing Board, the writer begs to express a pronounced opinion at this present. For Mr. Bassett personally, he has only the highest regard, which is likewise combined with a sincere appreciation of his work as Secretary of the L. A. W., but (if X. C. C. knows himself) Mr. Bassett in time past made such a particularly bad job of looking after racing interests as chairman of the Board, that it was a matter for congratulation all around when he finally looked towards us and bowed himself out of the chair. As chairman, Mr. Bassett was honest and fearless in all that he did, but his work showed that he was entirely out of touch with those who were laboring with might and main for the good of racing, and there is no doubt but that the utter demoralization which attended the sport at the time of his retirement, might have been largely prevented had he shown such tact and judgment as were exhibited by Chairman Davol in a trying and somewhat similar position last year. With an unusual number of fast men on the track the tournaments of 1886 were farcical; those of 1890, while attended with the same complicated possibilities were extraordinarily brilliant. In each case the chairman of the Board made the most of his legitimate powers, according to his respective idea of what it was best to do under the circumstances.—*X. C. C. in Cyclist.*

We have carefully considered the "pronounced opinion" as above set forth, and we do not hesitate to pronounce it a very poor and ill considered one. We have too good an opinion of X. C. C. to believe for a moment that he seriously means what he says, and we do not believe he would have said it had he given the subject serious consideration. The writer disclaims a personal attack on Mr. Bassett, and therefore he can mean only that he disapproves of the thing done by that gentleman, or his manner of doing it.

WE are not a little surprised that a man who was active on the stage of affairs in 1886 will undertake to compare the work of the Racing Board of 1890 with that of the Board of 1886. As well compare a mole hill to a mountain. It may be worth our while to take a glance backward and discover the condition of things in 1886 that we may know just what our good friend X. C. C. condemns. Let us look at an evil that he regrets was done away with because for a time it led to the "utter demoralization" of the sport.

IN 1886 every large manufacturer of wheels kept its racing team. These men were not only paid their expenses, but they were given liberal salaries besides. They gave up all other business, were coached and trained by the best trainers that could be had, and rode to advertise the wheels of their employers. These men pretended to be amateurs, and desired to compete in amateur races. It was the most outrageous pretence ever perpetrated in the sporting world. Their friends, X. C. C. among the rest, saw only that these paid men could ride fast, and they were willing to enjoy the farce of salaried riders competing as amateurs, and resented the action of those who were not. Would such men be allowed in amateur races to-day? Would X. C. C. care to see such a spectacle? We trow not. And yet this is the evil that was broken up in 1886, and this is the condition of things the removal of which our friend laments. Winking at such an evil would be considered "tact and judgment" in the mind of X. C. C. if we can believe what he says above. The Racing Board of 1885 saw the growth of the evil and its paralyzing effect upon the sport. The Board of 1886 started in before the season commenced to crush the monster, and they succeeded after a long and hard fought fight. They saw a rival to the L. A. W. started, and they fought it till it was wiped out of existence. They worked against great odds, for many of the leading spirits of the League were lukewarm in their support till they saw the tide turning in favor of the Board, and the editor of the official organ not only failed to give support, but was among the earliest to join the rival organization. The Racing Board under Mr. Bassett made a grand fight, and they conquered. At the general meeting of the League held in Boston in 1886, every action of the Racing Board was approved, and they were given a vote of thanks for the valuable service they had rendered the cause of pure amateurism.

AND now comes X. C. C. to say that he would have had it otherwise. Why would he have had it otherwise? Because the war interfered with the particular race meeting in which he was interested. But if X. C. C. could bring himself to take a broad view of the matter he would say that it would be better to sacrifice every race meeting of the year than that such an evil should exist. X. C. C. says that the tournaments of 1886 were "farcical," while those of 1890 were brilliant. In 1886 tournaments were held in Hartford, Springfield, Roseville, Cleveland and Lynn, to say nothing of those held in the West. In that year Fred Wood and Robert James came over from England and Langdon came from New Zealand. At Hartford Fred Wood made the fastest time ever made in competition (2.33) and then beat his own record at Springfield (2.32 3-5). Very many records made in that year remain in the books to-day. Rowe knocked down a whole hat full of records, including twenty-two miles in the hour, and Whittaker rode 300 miles in twenty-four hours on the highway. What event in 1890 could compare in interest with the international championship when Rowe beat Wood, or with the races between Rowe and Hendee? Oh no! the farcical season, as X. C. C. calls it, is dotted all over with brilliant events which find no parallel in 1890.

DOES X. C. C. disapprove the methods employed by Mr. Bassett? The methods instituted and employed then are the methods that have been used ever since and are engrafted on the rules of to-day. If X. C. C. would look for the cause of the demoralization of the sport, let him look at the actions of the racing men and not at the men who made good laws and enforced them.

AND now let us look at the trouble of 1890. At the end of the season certain men were suspended for allowing their clubs to pay their legitimate expenses. Clubs paid expenses in 1886, and no notice was taken of it. It was deemed not to be a violation of any rule. If no greater evil had existed the racing men would never have been interfered with. The suspended men of 1890 were not prevented from entering a single race. They did not resist as did the men of 1886, and they have not been disqualified as were the men of the earlier date. Has there been a war at all? Ask the veterans who were with us when there was a pretty bit of fighting. Will the action of the Board of 1890 be sustained? After deliberately considering the question we cannot see how it can be. The men who fell under the displeasure of the Board were suspended "pending an investigation of their amateur status." We have not heard the evidence against the men from official sources, but we understand that the only charges that can be sustained are those to the effect that the expenses of the suspends were paid by their clubs. We ask any one to point out in

the amateur rule of the League any clause or phrase that prevents a club paying the expenses of a member. We fail to find any such provision. If there is no such provision in the rule as it stands in the Constitution, no committee and no Racing Board can constitute such a rule. We are forced to believe that the Racing Board made a mistake and that the suspends will have to be released; and, moreover, that no restrictions can be made by the present Racing Board on the payment of expenses by clubs. We do not desire to discredit the Racing Board of 1890. For the good work that it did it has won the respect and the good-will of the League; but we shall sit right up in the saddle when any one undertakes to compare the little flurry of 1890 that begun after the racing season was over, and will end before the next one begins, with the hurricane that lasted throughout all the racing season of 1886.

THE rule of the A. A. U. which took effect April 1st that members of clubs (cycle or athletic) which are outside the district in which the original club membership is held, cannot hold membership in A. A. U. clubs of other districts will do much towards correcting the indiscriminate grabbing of fast men. This rule not only applies to club membership, but also to residence. For instance if A resides in or is a member of a club in the Eastern District, he must join some A. A. U. club in the Eastern District, and cannot compete as a member of any A. A. U. Club in the Metropolitan or any other District. This is a sort of Home Protective scheme, and will do much towards adjusting the abuse of having men from all over the country belonging to one or two of the more prominent clubs.

MR. PRIAL goes for the men who criticise him for re-printing in the *Wheel* the alleged likeness and very flattering notice of him which appeared in English *Cycling*. It would have been at least a graceful acknowledgement to have mentioned the "cycling press men" who in fairly good taste refrained from "jumping on Prial." Don't you think so F. P.?

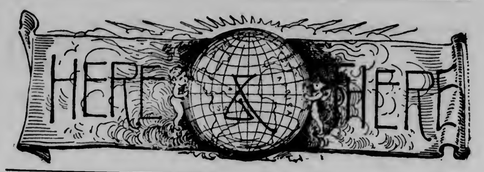
SOME two weeks ago we made some radical changes in the make-up of the WORLD. Among these changes was the use of nonpareil in place of brevier. It is pleasant to have received very many letters and words of commendation at the change. The two isolated cases of complaint come from those who do not like the nonpareil type. Our respected New York contemporary, in alluding to the change, has this to say in regard to this use of this type: "* * * Nonpareil is not good for the eyes, but the next larger type is so large that no cycling publisher can afford the requisite number of pages needed to properly record the news." * * * We wonder whether the great objectors ever read the daily press! If so, why do not they "write to the Editor" and protest against nonpareil and agate in the columns thereof? In the cases of the *Wheel* and the WORLD, the type is of the best quality and the printing the most careful, while in the daily press, the absence of every other letter in part or in whole is not an uncommon thing. Yet the objectors read the dailies assiduously, and never a kick, kick they!

AT the meeting of the clubs of New York and vicinity last week in the matter of forming a Road Racing Association the New York *Sun* reports that a ruling was made barring men from the proposed races who had ever entered or competed in races from an athletic club. This seems a pretty stringent ruling, and we doubt the authenticity of the report. The Association is to have another meeting on the 20th, and with a fuller representation from the cycle clubs of the metropolitan district, we doubt very much whether such a rule will be permanently adopted by the Association, and unless there is some good reason which is not now visible to our clouded vision we hope the *Sun*'s report will prove to be groundless.

THE alliance between the A. A. U. and the L. A. W. has been effected. The good news reaches us as we go to press. The terms of agreement will be published in full shortly. The terms are slightly changed from those proposed by the A. A. U. and printed in our issue of March 20th, and are based on the agreement made at the meeting of the joint A. A. U. and L. A. W. Committee in New York, March 30th.

ALL ABOARD FOR MAMMOTH CAVE.

AN excursion to Mammoth Cave, in connection with the Meet of Kentucky Division L. A. W., June 26, 27, is now assured. The Louisville and Nashville Railroad has taken the matter in hand, and will push it to a successful end. A very low rate will be offered. The plan now is to run a special train, leaving Louisville about midnight Saturday; spend Sunday in nature's greatest wonder, and return Sunday night to Louisville. It is next to impossible to wheel to the Cave, roads in that portion of the State being almost unknown. Visitors who may want a tour in Kentucky will have a hundred interesting things to see in the Blue-grass country. The immense stock farms, the Shaker settlement, High Bridge, historic Perryville, Ashland (Henry Clay's home), Daniel Boone's tomb, Zachary Taylor's grave, the richest and most picturesque country under the sky—these and other attractions await the tourist in Kentucky.



MR. CLARENCE H. SMITH, who so successfully managed the last year's tour from Detroit to Niagara, will take charge of the tour to start from Niagara Falls July 9 at 10 A.M. to Detroit. The total distance is 261, and the time taken to cover same about 7 days. Distance per day averages about 40 miles. Total cost $16. Ladies are expressly invited to join the party which will be limited to 150. For particulars apply to Clarence H. Smith, 211 Putnam avenue, Detroit, Michigan.

MR. EUGENE MINOR, formerly of Indianapolis, Ind., has left that city for Detroit, in which place he will permanently reside hereafter. Mr. Minor has the reputation of being a good fellow, and a fast one withal—on the road and path.

THE Romans (of New York State) are making big preparations for their third annual meet on Decoration Day. The official programme will be out shortly. Address the chairman of Reception Committee, Rome (N. Y.) Bicycle Club, for further information.

THE Meet of the Massachusetts State Division at Worcester, May 30, promises to be a big event. The programme embraces a morning reception, refreshments. Every L. A. W. member will receive a badge and ticket to the grand stand free. For the parade the Bay State Club offer first, a silver tilting water pitcher and cup to the club having the largest number of L. A. W. members in line; second, a fine steel engraving to the club having the second largest number in line; third, a valuable prize to the club presenting the best appearance. A fine programme of races will be given in the afternoon. In the evening a grand ball will be given by the Massachusetts Division to which all L. A. W. members will be admitted free.

TUESDAY evening all the members of the Columbus (Ohio) Safety Club were the guests of Dr. and Mrs. C. L. Smith. It was a surprise party to the doctor. It was a strictly stag affair, and the fun continued fast and furious until 12 o'clock, when the company separated, vowing that it was the most agreeable entertainment that the club had ever received.

Do not imagine that bicycles and their appurtenances are the only things that can be successfully advertised in this paper; cyclists are human beings and know a good thing when they see it; with our weekly circulation of over 20,000 what better medium can you ask for men's goods?

"MAMMA, Mr. Wheeler asked me to marry him last night." "Did you accept him?" "Yes, mamma." "Has he any money?" "Ten dollars a week, mamma." "Well, that's no money. You must break off the engagement at once." "But he is going into the bicycle business." "That's a different thing. Why didn't you say so at first? He'll be rich in a few years. Insist on the ceremony taking place at once, before he changes his mind."

MESSRS. Yarrington, Roberts, Pettit, Quartrup, and Magee, of the Queens Co. Wheelmen are in training for the Millbury Road Race. Yarrington, Roberts, Kimber, and Magee will represent the club on the path this season.

WE understand there will be a team (4 men) race between the Queens Co. Wheelmen and the Orange Cyclers during the season.

THIRTY men in Chicago have formed a co-operative club, and will purchase pneumatic tired safeties, one each week for cash. Each member pays five dollars per week. The week that he secures his wheel he pays twenty-five dollars.

THE members of the Columbus (Ohio) Safety Bicycle Club have passed the winter pleasantly in giving smokers, and they are now busy making arrangements for the State Meet to be held in their city in July. On Tuesday evening, March 24th, the Ladies' Cycling Club received its friends at the house of Miss Margaret Hillhouse. Sixty persons were present, and dancing was the chief amusement furnished.

A QUESTION for our "Chesterfields and Professors in Deportment" to answer is that put by a Rochester, N. Y., correspondent. Is it proper for a gentleman to precede a lady when they are each riding a bicycle? If he does precede her he is able to pick the best path; but on the other hand, being naturally a faster rider he may make the pace too hot; also if any accident happens he cannot reach her so quickly as if he were behind. If however the lady takes the lead she can cut out the pace but she must also pick the road. Now then! which shall it be, ladies or gentlemen first?

THE Illinois Legislature has had a bill presented to it for action by Representative Paddock. It provides for a non-partisan State Board of Highway Commissioners to be composed of three members. The board is to prepare plans for improved highways upon existing roadbeds selected by the Boards of Supervisors of the several counties. The bill provides for public letting of contracts to build roads, requiring bonds to secure faithful execution. It gives the authority to county boards to employ competent civil engineers, and provides for a tax not to exceed 5-100 of the assessed value of the county and for the issue of bonds to the amount of the tax levied.

SAYS a valued correspondent: "The repairing branch of the bicycle business has kept pace with the marvelous growth of the sport, and is as different from what it used to be, as the machines of to-day are from their prototypes of a dozen years ago. I can well remember when to be a bicycle repairer was thought to demand on the part of the man filling the position no more experience than a coal heaver is expected to possess, when all the tools deemed necessary for him to work with was a hammer or two, a cold chisel, a spoke wrench, a spanner and a file. When one goes into even an ordinary repairer's department now, on every hand his eye is greeted with the evidences of the high grade of skill and equipment employed. Dealers have seen that the perfect mechanism of the modern wheel demands the employment of the highest grade of machinists to keep it in order and repair, and they have in most cases supplied themselves with workmen of skill and experience. Tools and methods, unknown a few years since, have been invented and put in use, so that a man no longer consigns his wheel to the repairer with a dread and trembling that it may be returned to him in a worse condition than when it left him. Repairing, like the construction of bicycles, has become a fine art. I know a dealer who declares he employes a lynx-eyed man to keep his gaze riveted on the chains of his safeties to prevent any of the links from getting out of order. Surely nothing could exceed this for business enterprise."

"ANOTHER Detroit wheelman," says Judge, "has been advanced half dozen rounds up the ladder of life. Mr. Wm. K. Bradish has been appointed secretary to Mr. Griffith, director of the Art Museum. This will put him in close contact with his friend and adviser, which, if Mr. Bradish improves, will be of great benefit to him. Will Bradish has been known to the wheeling world, in this vicinity especially, for the past six years, and known as one of the most daring and expert wheelmen in the State. I remember, 3 or 4 years ago, on a run to Mt. Clemens, some one sneered about the machine he was on, and he bet he could ride off a stage *three feet* high—not down a flight of steps but clean off—and he did, much to the surprise of the Mt. Clemens cyclers.

INVITATIONS have been issued to the New York, Manhattan, Harlem, Riverside and Long Island Wheelmen, and to the Bedford Cycling Club, to attend a meeting at the club house of the Brooklyn Bicycle Club, No. 62 Hanson place, on the 20th instant, to make arrangements for the formation of a team road racing association. It is proposed to hold races in June and September.

MESSRS. A. and G. Ducros, the Irish flyers, are coming to this country to live. They will go to Chicago to live, having made arrangements to enter the employ of Mr. A. Featherstone. Chicago gains two of the fastest safety riders that Great Britain can boast of.

Now that Zimmerman and the New Jersey Athletic Club "are out" every club in that vicinity is claiming him as a prospective member. Our and other reports that he had joined such and such a club seem a bit previous. Mr. Zimmerman will settle down after a bit.

THE Columbus (Ohio) Safety Club at its annual meeting and election decided to look up better and larger quarters. A project is on foot to build a special bicycle track at the base ball park for the races at the State meet in July. The grounds are beautifully situated and are easy of access.

"TIME IS MONEY," take time by the forelock, and advertise your wares in the BICYCLING WORLD; a bona-fide weekly circulation of over 20,000.

A MAN who is posted reports that Harry Hall, Jr., of Brooklyn, is getting in splendid form for the season's races.

THE Y. M. C. A., of Syracuse, has formed a cycling club, which bears the name of the parent organization.

SEVERAL of New Haven's best road racing men are getting in shape preparatory to entering the Milburn-Irvington road race, should the clouds which hover over this event disappear.

THE Louisville Cycle Club gave a supper and dance Wednesday evening, April 8. Club members and a few fortunate friends, with their ladies, were the participants. These dances have become an enjoyable feature of the Louisville Club, and efforts are being made to have one, at least, every month.

WE are glad to hear that the reports of Mr. F. A. Clark's illness have been somewhat exaggerated. Mr. Clark has been very ill with pneumonia, but has not suffered hermorrhage of the lungs. Mr. Clark is rapidly convalescing.

MR. W. W. WATTS, the lawyer member of the Louisville Cycle Club, has proposed a novel plan for the betterment of the club and the members individually. His scheme is to incorporate the club under the laws of Kentucky and then establish a savings association, to be run on strictly business principles. The shares of stock are to be placed at $100 each, payable at the rate of $1 weekly. The capital is to be invested in real estate only. The plan is most favorably received, and it is probable the association will begin with a charter membership of nearly 50.

YE inventor bobbeth up serenely and makes his little claim in the following startling manner: "A tricycle with a petroleum motor has recently been invented that will go forty-nine miles an hour."

FRIDAY evening, April 10, the Oak Park Cycling Club of Chicago gave their annual dramatic entertainment to a crowded house. The hall proved inadequate for the accommodation of the crowd. "Box and Cox," a laughable farce-comedy and "Our Boys," a drama, were presented by club talent with good success; $600 was cleared by this and the entertainment of April 4.

A PETITION is being circulated by a prominent citizen of Glens Falls, N. Y., asking that the cyclers be prohibited from riding on the sidewalks, and the paper is being generally signed.

A NOVEL fault with the pneumatic wheel is found by a rider as follows: "Continual riding of a pneumatic-tired bicycle will become monotonous, owing to the entire absorption of vibration. Persons need to have their 'livers and sich' jarred a little, particularly after staying in an office or store all day."

THOMAS BUSST, the Melbourne, Australia, Bicycle Club's crack rider, is considered the fastest man in the Southern Hemisphere. He is an athlete of grand physique, standing six feet high, possessing Herculean strength and the heart of a Trojan, which has carried him to victory in many hard-fought contests.

THREE enterprising, but not over-honest, young men tried to get away with a single and tandem safety from Gormully & Jeffery Mfg. Co.'s Boston store. Quick action resulted in capturing the thieves. F. H. Dyer, B. E. Dunphy and F. Howard are the names of these lively burglars.

A LADIES' cycling club, called the National Club, has been organized by the lady cyclers of Rochester, N. Y.

THE Camden (N. J.) Wheelmen will give a minstrel entertainment on April 28.

THE Outing Club of Philadelphia (Pa.), will hold a full dress reception on April 22.

CAPT. J. B. RICH of the Tioga Cycling Club has ridden over 1000 miles so far this season, and if he continues at this rate should hold the long-distance championship of the country.

THE East Orange (N. J.) cyclers will hold a century run on April 25.

THE Peoria (Ill.) Cycling Club have appointed a committee to take charge of arrangements for their annual road race, which takes place next month. The race is open to all cyclers in that vicinity.

RALPH TEMPLE will start in the Chicago-Pullman road race ten seconds after the last man, and he will ride for record.

THE fifty mile road race at Buffalo, to be held in June, is creating much attention. The best road riders of Buffalo, including Crookes, Klipfel and Penseyres, will undoubtedly enter.

BELGIUM will have a national meet of cyclers on May 16, 17, 18. The programme will be made up of events similar to those of our own national meets.

THE Elizabeth, N. J., Wheelmen will give an entertainment on the evening of April 28, at their club house. They will also receive their lady friends on the evening of April 21.

AN athletic and musical entertainment was given by the Lincoln Cycling Club of Chicago Saturday evening. Danzel's Imperial Banjo Quartette provided the music, and Prof. Siler, the Schrosburys', and other athletic talent helped to pass away a pleasant evening.

THE Dorchester (Mass.) Bicycle Clubs are showing some signs of their former activity. They are talking of a new club house and also of taking part in all the leading cycling events of the season.

THE matter of penalizing pneumatics in the Chicago-Pullman race is engaging the attention of the managers. They *will* be penalized, and rightly so.

THE Rockland County Wheelmen of New York are making every effort to have their annual spring tournament on May 23 a grand success. Entries will close with V. A. Johnson, Spring Valley, N. Y., on May 20.

THE Hagerstown Meet on July 4 promises to be a huge success, and wheelmen from all directions are going to be present.

THE Cortland (N.Y.) Wheel Club has accepted the invitation of, and will be present at the tournament of the Rome Cyclers on May 30.

PHILADELPHIA, Pa., supports 35 bicycle clubs, all of which are in a prosperous condition. Boston cannot or does not support one.

THE Allen Academy Athletic Association has been formed in Chicago. Ford Allen is President and Ira W. Allen, Secretary. In the early part of May they will give a Pullman road race for a gold medal, and later on a one mile road race for a gold medal.

THE York, Pa., Wheelmen, with friends to the number of 80, attended a lecture on the "Passion Play" delivered by Mr. Jas. E. Wilkinson, at the Opera House on the evening of April 9.

A ROAD race between the Aurora and Elgin, Ill., Cycling Clubs is among the possibilities in the near future.

ROUTE WANTED.—Will some one please give us the best route from Philadelphia to Washington. Also which is the better way via Baltimore or via Hagerstown. Our correspondent cannot find the road from Hagerstown to Washington in the road book.

A BICYCLE club has just been organized at Rutland, Vt., under favorable circumstances.

THE Clover Wheelmen of Philadelphia, Pa., have been enabled to place a fine upright piano in their reception room through the kindness of Mr. H. B. Hart, who takes a great interest in the organization.

THE Louisiana Cycling Club celebrated its fourth anniversary on the evening of April 6 with a sumptuous banquet.

THE Bridgeport (Conn.) Wheel Club gave a banquet on the evening of April 7th, and presented their President, C. Latham, with an elegant gold-headed cane.

OCTOBER 1st, 1891, will see the Chicago Cycling Club located in a $20,000 club house, built on land to cost $10,000, and in one of the finest residential districts in Chicago. Of the $6000 necessary for the club to raise, $3000 has already been subscribed. One-third of this amount is already paid in.

YEARS AGO Brady Wendell was one of the most prominent wheelmen in Detroit, but his interest waned and turned to yachting, but this year sees him back to his old love, and his mileage probably runs ahead of many wheelmen in Detroit.

A ROAD race from Detroit to Grosse Pointe is being agitated. Good! make it a go. But permission to run the race should be obtained from the directors of the company who control the road.

The second annual meeting of the New York State Roads Improvement Association took place in Albany at the Y. M. C. A. building last Wednesday. The results of the meeting can not reach us in time for this issue.

The presidents of the Æolus, Lincoln, Illinois, Chicago, Douglas, Oak Park and Englewood Cycling Clubs of Chicago have been elected to honorary membership by the Cook County (Ill.) wheelmen.

Outing for April is one of the best numbers ever issued of that sterling magazine. Not only is it rich in the quality and variety of same, but we noticed a decided improvement in the sporting record department. Cycling has received more space and care in the preparation of the notes and editorials, and a very full table of records and fixtures are given. Among the general articles are "Herring Fishing at Scarborough,"

"Whaling Among the Eskimo," the "Evolution of Yacht Building," an excellent cycle story, etc. Taking all in all the April number of *Outing* is, as we have said before, one of the best numbers we have ever seen.

WHAT better medium can you find for advertising men's goods than the BICYCLING WORLD? a bona-fide circulation of over 20,000 weekly.

THE Englewood Cycling Club of Chicago gave an amateur minstrel show Tuesday evening last. Ralph Temple gave an exhibition of trick riding. Other features beside the minstrel show were Reed and Walbridge in the skirt dance, the E. C. Quartette, Charles Bloomhuff, stump speech; Gilmore and Thomas in a musical farce, and King Richard III., a piece written expressly for the club.

TEXAS wants a racing board of its own. The State meet will take place at Houston on May 17. They have a breezy, pushing way about them, those citizens of the great Lone Star State. This is the way a writer in the *Post* gets at the lazy-bones: "Some of our wheelmen are very lethargic. Stir yourselves up, gentlemen, grease your wheels and come out with us on a run. Remember the State meet in May at Houston."

HELLO, HERE! What does this mean. The New York *Recorder* states that "Frank Egan, a veteran cyclist of this city, has started training for this season's races."—[? ? ? ED.]

THE Lincoln Cycling Club of Chicago has rented quarters for the next two years at No. 1 Park place, directly opposite Lincoln Park. The house is three stories and basement, and well fitted for club rooms.

The Pennsylvania Bicycle Club of Philadelphia has arranged for a two days' outing on May 30th and 31st, going to Washington and spending the time in excursions around the National Capital.

THE Buffalo Ramblers have finally decided to drop out of the L. A. W., and the League still lives! Yes, and thrives also.

THE Æolus Cycling Club, Chicago, will give a May party on May 1st at Central Turner Hall, that city.

A MUSICALE will be given by the Pennsylvania Bicycle Club of Philadelphia on Wednesday April 29th, which will be the final one of the season.

THE Columbia Cyclers have had two handsome gold medals donated by members as prizes for the best twelve and twenty-four hour records made this season. They are rapidly increasing their membership.

THE Zigzag (Buffalo, N. Y.) Club's complimentary ball occurred on the evening of the 16th, at the Orpheus parlors, this being their birthday.

THE Fairmount Lady Cyclers of Philadelphia held their annual meeting in the parlor of the Century club house last week. This club, which came into existence a year ago, has increased steadily, despite the fact that its demise was prophesied within six months. Captain Mrs. C. W. Dalsen has offered a medal to the member attending the greatest number of club runs during the season, and it is noteworthy that many of these ladies are more regular riders than the men. The club will hold their last sociable on the evening of the 20th inst.

THE Mount Vernon Wheelmen have leased the house at Twelfth and Mount Vernon streets, which after alterations will give them quarters admirably adapted for their purpose, the house being a four story one with plenty of room.

THE South Ends of Philadelphia talk of a race meet on June 6th; Century, ditto on the 20th, while the Bank Clerks' Athletic Association have also selected the latter date. It is hoped that the matter may be arranged, so that any conflict in dates may be avoided.

OUR circulation a year ago was 13,000, now it is over 20,000 and increasing each week; a word to the wise is sufficient.

THE Superior Cycle Club of West Superior, Wis., has been incorporated with capital stock of $5000. On the sale of the stock a club house and track will be built.

AT the annual meeting of the Roxbury, Mass., Bicycle Club, which was held Friday, April 3d, 1891, the following officers were elected for the ensuing year: President, J. J. Fecitt; Secretary, A. M. Lloyd; Captain, J. Keltie. It was voted to have a set of resolutions of thanks drawn up, engrossed and sent to the retiring President for his hard and untiring labors on behalf of the club and for cycling in general. A vote of thanks was also given to the outgoing Treasurer.

A COMPOSER of a march has dedicated same to the Syracuse, N. Y., Cycle Club.

ANOTHER new club in Quakerdom; this time they call themselves the Belmont Cyclers. And still they come.

IF Syracuse does not get the National championships it will have the circuit races or a tournament of its own.

THE Ashland Cycling Club was formed in Chicago in 1889, solely to force the Ashland Cycling Club from trading in the name Ashland. They incorporated at that time. Their members are all members of the Ashland Social Club. With sixty members they will push cycling matters this season.

AT a meeting of the clubs of the Metropolitan district last Monday, in Brooklyn, to discuss the question of a road racing association, it was decided to make the distance 15 miles, and the course which will be selected will no doubt be Jericho Pike on Long Island. An important ruling was that which bars any man from entering these races who has entered from or competed for an athletic club.

ONE of the liveliest clubs in Buffalo is the Roamers. This club was organized about a year ago, but they are the "real live club" of Buffalo to-day.

THE initiation fee of the Oak Park Cycling Club of Chicago has been raised to $10.

AT the Grand Canton meet of the I. O. O. F., to be held in Syracuse July 7 to 13, there will be one day devoted to cycle races.

NEW clubs are being formed in Syracuse, N. Y., constantly. The latest additions are the Y. M. C. A. Wheelmen and the Century Bicycle Club.

THE Syracuse (N. Y.) Bicycle Club will apply for the National championship races. The "Champs" evidently wont go a begging because Detroit cannot have them. Philadelphia! Peoria! Syracuse! Next!!

MR. J. R. HAZLETON left Philadelphia on Saturday for Chicago, where he has accepted a position with the John Wilkinson Company.

HAWKSHAW'S COLUMN.

A FRIEND of mine had life made a burden to him by the borrowing proclivities of some of his club mates. He did not object to lending them an oil can, or a wrench, or any other little necessity, but he did object to the borrowers taking it for granted that he would so oblige them, and upon this surmise helping themselves to the contents of his tool-bag in his absence, and then too often forgetting to return what they had thus borrowed. Finally, forbearance ceased to be a virtue, and this fact was brought to his notice by the need of a wrench to fasten up a loose bolt with, when ten miles from the club-house; and when he found his own gone from the saddle-bag, he determined to put a stop to the practice. After he got back to the club, he wrote out a notice and posted it on the bulletin board, saying that the individual who had borrowed his wrench was known to him; and if same was not returned before the date of the club meeting, that he would lay the borrower's name before the club, and ask for his punishment. The following Sunday, when he came into the club to prepare for a ride, he was astonished to see in front of his locker no less than a dozen packages, each of which, when opened, contained a wrench; and with several of them were notes, asking him to overlook the forgetfulness of the borrowers. As he only lost one wrench, he is now in a quandary to know what to do with the remainder of the lot presented to him by his terrified club mates.

Wheelmen are all in danger of being mastered by appearances. We are continually confounding what seems with what is; we lose sight of substance in show. It is the superficial qualities of a wheel that imposes upon the multitude. Reputation is more than character. Style and nickel conquer where sturdy worth fails. Good looks carry more weight with the ordinary purchaser than good material and construction. It is hard to steer one's way through trade influences and impressions that stand between the purchaser and the securing of the best wheel for the least money.

If, under the sun, there is any subject upon which there exists unqualified unanimity, it seems to be that of the desirability of travelling, its delights as pure enjoyment, and its inestimable advantages for mental and physical improvement. If not in the primary stage of mewling and puking in our nurse's arms, surely in the immediately succeeding one of school-boy whining our minds are imbued with the idea that to go abroad is altogether excellent. While fully recognizing the advantage of European travel, both from the purely Eudæmonistic and the educational point of view—appreciating, too, the superior facilities afforded in many instances for scientific or artistic study—one may yet reasonably be brought to the conclusion that, under the circumstances under which ninety-five out of every hundred go abroad, neither is the effect so intellectually stimulating, nor, to the candid and analytical traveller, the pleasure so unadulterated, as popular laudation would lead one to expect. Far too multitudinous and complex for even mention are the motives which urge what is grandiloquently called "our annual hegira;" but we cannot fail to notice as chief among these, obedience to fashion, the innate relief that the unknown and unfamiliar is the magnificent, and the self-deception that going abroad is something positive. The average steamboat and railroad tourist is the laughing stock of his own, and every other country he may visit; he goes abroad as he would to a circus, attempting in one grand rush by steam to see the entire continent in six weeks. To accomplish this, he rushes from one attraction, city, or country, to another, until he becomes so satiated with ever recurring change and beauty that he can no longer assimilate in his memory or understanding the wonders he sees, and he becomes like what Lowell says of reading new books:—

"One can stand it at first, but by gradual steps he
Is brought to death's door of a mental dyspepsy."

These facts, more than anything else, have served to make wheel tours of Europe so popular within the past few years. Such travellers are brought close to the customs and habits of the countries and people they journey among. They become, as it were, a part and parcel of them; they are behind the scenes, and from that coigne of vantage view things as they are, not as they seem to be to the ordinary railway-rusher. They must learn, and must study what they are brought in daily contact with; they wander in paths that are unbeaten by the romance destroying foot of the globe-trotter. Exercise gives to them the health necessary to enjoy and appreciate all that they witness, and the average wheelman in his trip through Europe sees more, learns more, and enjoys more than the before mentioned ninety-five out of a hundred ordinary tourists, and at the same time pays less for the privilege than does his unfortunate friend, the railroad rusher. I would rather, a thousand times, that my first impressions of the beauties, the wonders, and the grandeurs of the old world should come to me from a seat in the saddle than from the window of a railway carriage. To those who can from their daily lives snatch the few weeks and the few dollars such a trip will cost them, let them by all means not fail to do so, and they will find the return from the investment will surpass any other that it is possible for them to make, whether it is considered from an educational, health-giving, or pleasure-producing point of view.

Your position upon the desirability of the elimination of the term "boys," as applied to wheelmen, is too well taken for any one who stops and studies the question a moment to attempt to controvert. I have not seen a cycling paper in this country or in Europe, that has not applauded your stand in the matter. Cycling has too long labored upon the disadvantage of being considered child's play. It must in every way possible have eliminated from it all childish and boyish reputation. As I understand it, you in no wise cast any slur upon boys; why should you; most all the members of the L. A. W. and of cycling have been boys once, and many of us wish we were so again, but that is not the point, it can do a boy no harm to be called manly, while it may do a man much harm to be dubbed boyish. If any one thinks "boys" are the mainstay of cycling let them study the photograph of the National Assembly taken at Washington and count the "boys" in it. By all means let us have a cessation of the term. We do not merit it, and I for one, do not want to see it applied indiscriminately to wheelmen.

HAWKSHAW.

A FEW POINTS
. . . ON THE . . .
ADVANTAGES OF THE EAGLE.

1. No Headers (nor "Backers" either.)
2. No Chains to rattle and collect dirt.
3. No Clutches to get out of order.
4. No lost power from extra friction.
5. No mud guards to rattle.
6. No long back bone to break.
7. Dogs cannot reach the rider's legs.
8. The whole weight of the rider is applied directly downward at each push on the pedal.
9. All the weight is on one large wheel and is consequently more easily carried.
10. Can be ridden up a steep hill without pulling on the handles.
11. The wheels do not slip in hill climbing.
12. The steering wheel is run on the true castor principle, and is not sensitive.
13. Can be driven at great speed hands off.
14. Can turn the shortest corner and in the shortest circle.
15. Can be ridden on one wheel.
16. Can be ridden entirely on the pedals.
17. Fastest in coasting.
18. Fastest in hill climbing
19. Fastest on a level.
20. Simple in construction.
21. True diamond frame, giving greatest strength.
22. The position is vertical, the same as in walking, giving the greatest power with the least fatigue.
23. The vibration is all taken up by the rider's legs, and there is no need for extra springs.

CATALOGUE FREE.

THE EAGLE BICYCLE MFG. CO., - Stamford, Conn.

$10,000 TO A YELLOW DOG.

That J. K. Starley & Co., (Starley & Sutton), Coventry, England, made the first Rover type safety.

That all American safeties are imitations.

That the Rover heads the list of high grade safeties in America to-day.

That Cycle dealers of the best judgment are selling Rovers.

That riders of the best judgment are riding Rovers.

That the Rovers are fitted with Pneumatic and Cushion tyres, which originated in England and Ireland.

That THE JOHN WILKINSON CO., 269-271 State St., Chicago, are the sole U. S. Importers.

GET OUR CATALOGUE.

Sixteenth Year in America.

1876 — The First Cycles in the United States



1891 — The Largest Cycle Manufactory in the World

SPECIFICATION.—30 inch wheels, speeded to 57 inch [or 54 inch] patent 1 inch wired tires, Singer ball steering, Singer ball bearings to all running parts, including pedals, Singer patent steering lock, Singer patent detachable crank bracket, weldless steel tube frame, handle-bar and forks, guard to both wheels and to chain, brake, foot-rests, lamp holder, best combined saddle and spring, spanner, etc, etc. Enamelled, and with parts plated.

Price, $140 00. Cushion or Pneumatic tires to order, extra.

New York City Agency, F. W. AYMAR, 2 Astor House, Broadway.

SINGER & CO., 6 and 8 BERKELEY STREET and 2 WARREN AVENUE, BOSTON, MASS.

A WHEEL INTO THE INDIAN COUNTRY, NO. 3.

BY C. W. NORTHROP.

THE BEEF ISSUE.

THE inspector also suggests the wisdom of getting permission from the Agent to ride westward to Pine Ridge, as the law does not allow a white man, unconnected with the agency, to come on to the reservation. Accordingly, accompanied by our informant, we ride towards the agent's headquarters, and while on the way, are given a few facts regarding the "Beef Issue." We learn that during the fall and early winter, Uncle Sam issues to the Sioux at Rosebud some 6000 beef cattle in lots of 250 to 500. The "Issues" occur at intervals of thirteen days, and are regarded as general holidays by the Indians, who assemble to enjoy the best substitute they can now have for the grand buffalo hunts of an earlier time. Arriving at the office we are introduced to Col. Sherwin, the agent, who greets us cordially, and, after signing our name in a register, kept for visitors, we are given permission to ride to the Pine Ridge Agency. In return, we are asked to give an exhibition of our skill in riding, for the benefit of "his boys," as the colonel calls a fine looking body of Sioux dressed in a neat blue uniform, who form the police of the Agency. We find it a real pleasure to perform before so appreciative an audience as the Indians prove to be. The feats in themselves are simple enough, consisting of mounting from a stand-still, riding with "hands off," pedalling with one foot, and coasting with "legs over handles," yet the red men seem never to tire watching the evolutions of the glittering wheel which we had polished especially for the occasion. Several times, when ready to dismount, we are urged to ride a little longer or to repeat some act that has especially interested our audience. So we keep on until the agent himself, good-naturedly, puts a stop to the performance. From one of the police who speaks fairly good English, we get a bit of information curious enough to be worth relating here. He tells us many of his tribe regard our bicycle much as they do their own ponies; that is, they believe the motive power to be a part of the machine itself, and not furnished by the rider. This being the case, their admiration of a horse, which, as one of them coarsely expressed it, "No eat—no drink—no sleep—never get tired," is easily understood.

Leaving our guide at the agency, we ride away alone toward the plain where the issue is to come off. The road we take is filled with a moving caravan. There are Sioux on foot and on horseback; Indian boys mounted on their diminutive ponies; open and canvas-topped wagons filled with squaws and their papooses; and now and then an Indian girl, seated man-fashion on her horse, riding with a poise and grace not often seen in her civilized sister. As we wend our way slowly among the crowd, we are greeted everywhere by grunts and exclamations of mingled surprise and satisfaction. Curious faces smile on us from under canvas tops, and we often exchange the salutation "How," with braves riding by our side. several times we dismount to satisfy the curiosity of young bucks on foot, who generally proceed to pinch the rubber tires, twang the tightly drawn steel spokes, and in other ways examine into the mysteries of our bicycle. Possibly they are looking for the "motive power" of the new horse; if so, their puzzled faces show it is with small success. Remembering Stevens' amusing adventure with a Piute Indian further west, we try the same little game with some of these young fellows; but, although one of them goes so far as to put his foot on the step, we cannot induce him to mount to the saddle, and so have to postpone the spectacle of a Sioux taking a "header" until another time. But we have reached the scene of the day's sport, and have eyes for nothing now but the novel and interesting panorama spread out before us. The day is a perfect one for the issue—clear and cold, with hardly a breath of wind to stir the loose canvas on the wagon tops. To the north and east stretches the prairie, smooth as an inland lake, without a mound or depression to break the perfect level until it joins the azure vault on the far distant horizon. To the west a grim rocky mountain range breaks the monotony, and gives character to the landscape, while away towards the south, a few thin lines of smoke, rising almost perpendicularly into the crisp air, mark the broken country in which Rosebud lies. To the right of the road, and extending along it for half a mile, often three or four deep, are the teams and wagons belonging to Indians who are to take part in the issue. By noon many of these will be loaded with the slaughtered beeves and on their way to distant parts of the reservation.

To the left, and a few hundred feet from the wagon, stands the corral that holds the cattle. This seems the centre of interest, and hundreds of Indians are galloping backward and forward near the barred opening, as they wait impatiently for the issue to begin. Riding close to the enclosure we lean our machine against the stokade, and clambering up with feet on the saddle, look within upon a scene we shall never forget. Imagine 250 long horned cattle, wild as the buffaloes over whose grounds they have roamed, confined probably for the first time in an enclosure of an acre or two. They are fairly frantic now from the efforts of three or four cowboys to separate a few from the herd and drive them into a pen close by the gate. What success these dairing "cow punchers" have, we fail to learn, for hearing a commotion in the rear we slip down into the saddle to find we are fairly surrounded by a swarm of mounted Sioux. Evidently the "beef issue" is an old story to them, but here is something new and strange that is worth investigating. How many there are around us would be hard to state, but at the time it seemed as though all the neighborhood had come to stare at wheel and rider, and as we are naturally of a retiring disposition, it is unnecessary to say that we long for the proverbial hole in the ground in which to disappear. Finally, one of their number, a tall, fine looking fellow, dismounts, and coming forward offers his hand, at the same time speaking a few words in the Sioux dialect. It is by signs, however, we learn the wish of those assembled, to have an exhibition of riding before the real sport of the day begins. To ride here with less than a rod of open ground on any side seems nearly as difficult as to wheel down that canyon path the evening before, but with preparation for a flying dismount we start towards the centre of the group. For the second time to-day we notice with admiration the perfect training of the Indian horses. With apparently but a touch of the bridle-rein the two nearest us swerve a little to either side, crowding their companions more closely together, and almost in an instant a narrow lane is open before us. In riding through we are fairly under the noses of the obedient animals, and twice our handle bar grazes a pony's flank, yet not one of them shies or shows the least fear of the bicycle. At this point the prairie is worn smooth and hard by constant tramping of horses and cattle, and for a quarter mile we take a three minute gait to show the paces of our steed, and then turn and ride slowly back again.

(TO BE CONTINUED.)

AN IMPORTANT EVENT IN CYCLEDOM.

BY STERLING ELLIOTT.

ONE of the most interesting things in cycling circles (not circling cycles) is the recently discovered fact that Abbot Bassett has got a pair of gloves, and what is still more remarkable he is *wearing* them. This might seem to be a small matter, but that is because you don't know Bassett. When the Pope Manufacturing Co. made a picture of the Secretary mounted on a tandem and wearing gloves it was considered among wheelmen as a very good joke, until they observed that *cuffs* were also pictured, when it at once took on the appearance of something more than a joke. On seeing that his shoes were represented as being blacked his friends knew at once that the lithograph must have been made without Bassett's consent, for there is nothing hypocritical about the man who takes our dollar and puts his autograph on our ticket (with a rubber stamp). "And that reminds me." One day last summer, or the summer before, or possibly three years ago, we started out to take a train on which we were to meet "the Bassetts" and proceed with them to a "feed" which was being given to a number of hungry families by a philanthropic member of the wheeling contingent.

Mrs. E. discovered while we were walking to the depot that my shoes were decidedly *un*blacked, of course it was the fault of my valet, but not wishing to mar the harmony of the occasion I said "well, that's too bad; but never mind. I'll bet Bassett's shoes will be in the same condition," whereupon I was taken at my word and the "bet" was put in the tangible form of one dollar. At the investigation I claimed a foul on the ground that by appearances it was more than an even chance that the shoes had *not* been blacked.

W. W. Stall (of Odd Fellows' Hall) was chosen referee and he decided, after a careful examination that the toes *had* been blacked, but inasmuch as the heels *hadn't* he ruled that I should pay one-half to the complainant and the other half to the referee. The case is still undecided, and now that David has resigned it may remain so. I don't know just what Bassett's amateur status is in the League, but he certainly is *not* a professional bootblack.

While I was acting as recording angel for the League Meet at Niagara, I neglected to say that when we visited the rapids and were standing awed and as near silent as such a crowd can be, looking up at the massive height of rocks on either side, and feeling as small as such a sight could make us, Brother Bassett, who has read everything from the Koran to "hickelty, pickelty, my black hen," raised his eyes and also his hand. (He didn't bend his elbow, thus making such a raise still more noticeable). He straightened up, and trying hard to look like his photograph, said: "Gentlemen, thirty-five years ago the falls were *right here*." We smiled. We had smiled before at his expense, both literally and figuratively, but not *so loud* as this time. He assumed a painfully thoughtful expression for a minute, and then said: "It might have been thirty-five *million* years ago, for I am sure that it was thirty-five something.

The League has many things to be proud of, not the least of which is its Secretary. Moral—Now is the time to join the League.

P. S.—I nearly forgot to say that Bassett's new gloves were made to order by Mr. Updegraff of Hagerstown. I trust that he may see his way clear to make a shalar pair for me in exchange for this notice, even if I have to give one of them to the editor to get it printed.

THE NATIONAL MEET FOR "91"

WILL be on July 16, 17, 18, at Detroit.

The Rink, a building that will hold 5000 people, has been engaged for the week, in which there will be a Bicycle exhibit. Admission free.

This is in the heart of the city, and will be the headquarters of the wheelmen.

Bring your L. A. W. ticket, or prepare to get one here.

The races will be a prominent feature of the meeting. Jefferson avenue (asphalt) and the famous Grosse Point Road, leads to the gate of the driving park, where you will find a mile track and the finest grand stand in the Northwest.

The track can also be reached by car and steamer.

You can ride on asphalt to our Island Park, embracing 690 acres, with miles of good roads that reach every point of interest on the lake and river. Bring your wheel.

Elegant hotel and private accommodations. Write the hotel committee.

All railroad and steamboat lines lead to Detroit; and for those who have the time a delightful tour through Canada has been arranged from Niagara Falls to Detroit over magnificent roads.

Lay your plans to come to the greatest meet ever held in the United States.

We will keep you posted.

Look for our invitation in the cycling papers.

Yours for a good time, July 16, 17, 18, 1891.

DETROIT WHEELMEN.

A CLERGYMAN'S VIEWS ON THE USE OF THE CYCLE.

EDITOR BICYCLING WORLD: I must write in commendation of your article on clerical bicyclists last week. The safety is made for clergymen. They can double their efficiency by saving time, to say nothing of health and spirits. When I was at Watertown, Conn., I rode every possible Sunday afternoon, three miles and back to take a Mission Sunday School and service. I claim that I was more efficient for the fact of having ridden. Once I was joined by twelve young men on wheels. About eight of them came

in to the service. The church must recognize and welcome the bicycle. I have serious thoughts of trying the experiment of a bicycle shed at the church, where those who ride can stow their wheels safely during the time of service. At the same time I deprecate the noisy starting of club runs just at church time, and wish wheelmen would so far ally themselves with the church as either (a) to go at least once in the day themselves, or if they will not all do this, (b) to respect the feelings of church goers.

H. N. CUNNINGHAM,
Rector of Christ Church, Waltham, Mass.

DON'T LEAN OVER YOUR HANDLE BAR.

EDITOR BICYCLING WORLD: We, who are ardent devotees to the "silent steed," cannot but feel interested in anything which affects the growth of cycling, and particularly in decrying any practice which gives the uninitiated an argument against it.

The habit of extreme leaning forward over the handle bars is anything but graceful, and gives an observer the impression that the wheelman is having to exert his utmost strength to propel his machine. As a rule, in ordinary city riding, this is entirely unnecessary, as the rider who sits erect in his saddle has, if anything, better control of his wheel, and is able to apply all the power that is needful.

To see a rider in such a position always reminds me of a fretwork design which I have seen, of an old woman who is holding the olfactory of her long-nosed spouse to a grindstone, hoping to improve his personal appearance.

This uncouth position is also the chief ground on which many physicians base their objections to cycling, as it tends to cramp the lungs and produce an abnormal shape of the spine. Should all physicians advocate cycling as a healthful exercise, many would ride who now appreciate the utility of the bicycle, but are deterred from its use by the fear that it will produce evil physical results.

No one likes to appear ridiculous, but, as I heard a gentleman say recently, to see a wheelman doubled up over the handles of his machine makes one think of a caterpillar which has been picked up on the end of a stick.

A little watchfulness and self-control on the part of the rider would soon produce a wonderful change for the better in this respect, and would dispose of *that* objection to bicycle riding. Why can it not be done?

H. L. P.

THE CENTURY WHEELMEN'S DRAMATIC ENTERTAINMENT.

WHEN Century gave her last minstrel show to a delighted audience, it was the universal request that the talented performers favor the local cycling world with another of the same sort; and accordingly, on last Wednesday evening, the wheelroom of the Century clubhouse was filled with ladies and gentlemen representing the leading organizations of the city, who were gathered to enjoy the following programme, which is given in its entirety, in order that the versatility of the amateurs may be realized:

A farce in one act, translated and adapted from the German, entitled "A Woman's Wont." Mr. Harwood, Harford's father-in-law, Mr. W. J.

L. A. W. SPECIAL.

All Shoes Stamped with this Trade Mark are of the Celebrated Norman & Bennett make. They are the best Fitting and Most Comfortable Shoe ever produced for Wheelmen.

FOR SALE BY

THE LEADING DEALERS

From Maine to California.





Round End Telescopic

TOOL BAGS

Of Best Quality.

By the Dozen, Hundred or Thousand.

Makers, Importers and Agents

Write for Samples AND Prices.

We Buy and Sell Low.

W. W. STALL,

Odd Fellows' Hall,
509 Tremont Street, 4 Warren Avenue.
BRANCH HOUSE:
166 and 168 Columbus Ave.,
Boston, Mass.

Safety Bicycles.

High, Medium and Low Priced. Wholesale and Retail Agents send for lists and prices.

BEST IN THE WORLD!

CHICAGO SPOKE GRIP

Price, 75 Cents.

We Are  Sole Agents

For New England, Eastern New York and Northern New Jersey.

Liberal Discount to Agents.

PARAGON.

BEST SPRING FRAME WHEEL on the MARKET.

TOURIST.

LIGHTEST and STRONGEST DIAMOND FRAME CUSHION-TIRED SAFETY.
FULLY GUARANTEED.

SIDWELL & SABEN, New England Agents,

243 COLUMBUS AVENUE, BOSTON, MASS.

SAVE YOUR PANTS!



IN USE. NOT IN USE.

OSTERGREN'S TROUSER GUARD.

(Patented Feb. 17, 1891.)

Three styles of finish. 15 cts. per pair, blued steel, 25 cts., enamelled; 35 cts., nickeled.

To be had of all dealers, or

A. K. & C. E. SCHAAP, - Richmond, Va

Bicycles and Sundries.

CYCLE EXHIBIT

NATIONAL L. A. W. MEET

AT DETROIT RINK,

July 16, 17 and 18,

By Detroit Wheelmen.

Manufacturers wishing space or information, address

A. F. PECK, Chairman,
139 Jefferson Avenue, Detroit, Mich.

A MODERN PRINTING OFFICE AND BINDERY.

The Collins Press

Gives Satisfaction Every Time.

WE PRINT

The "Technology Architectural Review,"
"Bicycling World and L. A. W. Bulletin,"
"Wade's Fibre and Fabric,"
"The Musical Herald."

PRINTERS TO THE BOSTON UNIVERSITY.



FRONT VIEW

Indispensable to Bicyclists, Athletes and the Gymnasium

Call's No. 5 Supporters (jock strap) with elastic back, lace front and adjustable back straps. A sure fit. No. 5 (same as cut), 75c. No 6, with pockets on each side of lacing, $1.00. No. 7, with hose supporter attached to sides, $1.00. Number 8, pockets and hose supporter, $1.25. Order by number and give tight measure top of hips. Postpaid on receipt of price. S. B. CALL, 358 Main Street, Springfield, Mass.

M. R. WARREN,

Fine Stationery,

336 Washington Street, - Boston.

I call special attention to my engraving department, in which you will find the best of workmanship, correctly and quickly executed at the lowest prices.

SATISFACTION GUARANTEED.

Wedding Invitations,
Wedding Announcements,
Reception Cards,
Visiting Cards,
Party Invitations, etc.

Sketches Furnished. Odd Novelties in Box Papers. New Style Envelopes.

Mention this paper.

WANTED!

Correspondence in view of

PERMANENT EMPLOYMENT

With a man used to

Rubber Work to Make Pneumatic Tires.

Address,

Pneumatic, office of this Paper.

SEND CATALOGUES TO THE NEW CYCLE DEALERS.

LEBANON CYCLE EXCHANGE

Lebanon, Penn.

Bicycles Bought, Sold and Exchanged.

TYPE-WRITERS.

F. LEINBACH. H. LEINBACH.

$3.00  $3.00

Per Pair Per Pair.

Toulmin's Buffalo Bicycle Shoes are the only genuine Australian Kangaroo Bicycle Shoes sold for $3.00 per pair. They are made on self-conforming lasts and are the easiest shoes ever worn, never tiring the feet either on the wheel or as a street shoe. Send for Catalogue and rules for self measurement. Liberal terms to Agents. Address W. B. TOULMIN, 285 Main street, Buffalo, N. Y.

FREE. SAMPLES of the new LEAGUE UNIFORM CLOTH

Can be obtained by members, together with measure blanks, and all particulars required for taking measures.

Garments will be cut, trimmed and made in the best manner at the following prices:

Coats,	- -	$4.00
Pants,	- -	2.50
Caps,	- -	.80

BAY STATE TAILORING CO.,

32 Hawley Street, Boston.

Mention this paper.

ATHLETIC GOODS!

KINGSTON KNITTING CO.,



Manufacturers for the

Trade and Clubs.

The most beautiful line of

Bicycle, Gymnasium, Tennis Costume and Sporting Goods

Made, in worsted, wool and best lisle thread stock. Unsurpassed for style, completeness, elasticity and durability, and at very low prices.

Send for catalogue and club price list, or order with entire confidence that our styles, material and prices will be entirely satisfactory.

No. 27 Kingston Street,

BOSTON, MASS

WANTED.

By a man over 30, position as manager of bicycle department, or office and general business. Has had seven years' experience in the bicycle business, and is, in addition, a first-class office manager, accountant and correspondent. Unexceptionable references.

Address,

J. P. Z., Office Bicycling World,

12 Pearl Street, Boston, Mass.

L. H. SCOTT,

Attorney and Solicitor in Patent Cases.

Especial Attention to Bicycles.

NEWARK, - - N. J.

New Jersey Headquarters: R. P. SCOTT'S Book, Cycling Art, Energy and Locomotion.

BEST OUT.

75c. for this Nickeled Toe Clip.



Every wire braces the others. Best Spring Steel. Foot never slips. No headers. Great for hill climbing. No pinching of corns or catching of foot. Solid comfort Rubber coated, only 90 cents. The Pat. balance E, always brings Pedal and Clip right side up as per cut, only 75 cents extra.

If your Agent is dead and don't keep it, don't let him bluff you, but send price by P. O. Note. No stamps. Size 1 for boots up to No. 8. Size 2 for boots from 8 to 11.

J. A. HUNT & CO., Sole Mfgs., Westboro, Mass.

MUST BE SOLD.

TYPEWRITERS & BICYCLES.

Send for List to EDMANS & SON, Troy, N. Y.

PREMIER CYCLE COMPANY.

NEW CATALOG READY.

DEALERS Will Find GOODS IN IT THAT THEY CANNOT DO WITHOUT.

RIDERS Will be Interested and POSTED.

SEND FOR IT.

PREMIER CYCLE COMPANY.

Walker; Mrs. Harwood, Harford's mother-in-law, Miss A. H. Mole; Henry Harford, Mr. J. F. Hartmann; Jessy Harford, his wife, Miss M. P. Hammitt; James, Harford's butler, Mr. E. H. Collins; Lucy, a servant, Mrs. E. H. Collins.

Soprano solo, "Among the Lilies," encore, "Florcau's song," Miss Halchen; H. Mohr; bass solo, "Yeoman's Wedding Song," Mr. Chas. Schell; piano solo, "Alice," Mr. G. H. Luebert; contralto solo, "Beauty's Eyes," encore, "Supposing," Miss S. May Peddrick, with violin obligato by Mr. S. H. Carey; medley, "Good Old Times."

"The Pupil in Magic," Professor Skinner, a dealer in "Mysteries," Mr. E. H. Collins; John Brutus Steptie, a Thespian out of a job, Mr. J. F. Shellenberger, Jr.; Sammy Swipes, another similarly employed, Mr. Jas. M. Oellers; Reuben Oats, an aspirant for magical lore, Mr. G. M. Schell; Jocko, the Monk, Mr. George Pavord.

Messrs. Oellers and Shellenberger, in this, as in the last, were again the stars; but the entire troupe filled their parts in the most entertaining manner and above the level of the everyday amateur. The musical part of the programme was a treat, all of the vocal numbers being encored and responded to delightfully. Immediately upon the conclusion of the entertainment the floor was cleared for dancing, and the party did not disperse until Thursday had been ushered into existence. "ARIEL."

THE MARYLAND MEET.

ARRANGEMENTS for the Meet of the Third Racing District, consisting of Maryland, Pennsylvania, Delaware, Virginia, West Virginia, and District of Columbia, at Hagerstown, Md., July 2, 3, and 4, 1891, are rapidly progressing. Committees have been appointed and will soon be announced. The most important for the reading world is the Press Committee, and Mr. G. P. Wilson of Baltimore, Md., will care for the ambitious editors from the "rockbound coast of the Atlantic to the golden sands of the Pacific." Thirteen men in all are doing the "pen pushing," and it will not be their fault if any wheelman is not fully posted. The Third Racing District will be on hand almost as a unit, and already several clubs from New York and Brooklyn have signified their intention to be there in a body, and have made arrangements for special trains. A good attendance from Massachusetts and the New England States is promised, and accounts from as far west as Ohio and as far south as Louisiana that those people are also aroused. Maryland's entertainments of the League have always been in the true spirit of hospitality—no make-penny affair. Give Marylanders an opportunity to entertain you, and you confer a favor. The races will extend over the whole three days, and will include the Third Racing District championships to qualify for the National events. The entertainment will consist of unique features—novelties that will be enjoyed and remembered as something out of the common. The riding district in and about Hagerstown in the Shenandoah Valley is famous as beyond any other in the United States.

Hagerstown itself is a city of Telford roller-made roads instead of pavements, and from it radiate eight limestone pikes, like the spokes of a wheel, all as smooth as asphalt. To quote from the road-book: "From Reading westward, the delightful Lebanon Valley offers fair grades to Harrisburg, beyond which point the Cumberland Valley leads to Hagerstown, Md., and thence to the Shenandoah Valley—that wheelman's paradise—to Staunton, Va. No finer straightaway exists than that from Reading to the last named city, a distance of 264 miles." Think of 264 miles, straightaway, of asphalt, for that is what these limestone pikes in this valley really amount to. This pike is through an enormous valley, rich in nature's adornments and agriculture, with towering and majestic mountains on each side. The different pikes pass through some of the most famous battle-fields of the latest strife, including Gettysburg, Antietam, South Mountain, and Cedar Creek, and the entranced wheelman on his modern steed tracks the iron shod hoofs of Sheridan's horse on the hero's historical ride, with "Winchester twenty miles away." "Up from the meadows sweet with corn, in the cool September morn," sang Whittier of this country in his enraptured poem, and the wheelman can readily comprehend the inspiration of his muse as he wends his way through this enormous natural park. There, beside the road, is nature's table, formed of a smooth-topped stump, where General Lee held a council of war with his field-marshals when the swollen waters of the Potomac, three miles away, barred his retreat from Gettysburg. There is "Bloody Lane," which in imagination you may see piled high with the dead of those in hand-to-hand conflict, as it was; and just beyond, "Burnsides Bridge," where charge after charge and repulse after repulse tells its bloody tale to the peaceful and wondering wheelman who passes over it. It is an historical and educational tour all through this vicinity; and the wheelman has, added to the exhilaration of his ride, the awe inspiring scenes and memories of the greatest patriotic events of his own lifetime.

Hagerstown is a city of hotels and suburban summer resorts, with accommodations ample for all who may come and at reasonable rates; the League rate at the best hotel, equal to any in Baltimore, being two dollars per day. There is no rate higher than that in the city, but many less. The city is famous for its liberal treatment of wheelmen: indeed, the keys are metaphorically delivered over to cyclers, and their freedom is untrammelled. The mayor and many of the city officials are members of the Hagerstown Bicycle Club, and sympathize with their aims and innocent sports. This very freedom has always appealed to the honor of assemblages of wheelmen; and while there has been the utmost liberty in innocent enjoyments and sports, there has never, in any one instance, been criminal excesses except perhaps of noise. The wheelmen do exercise their lungs in that happy old burg, but the pure mountain air pumps in so much ozone that one can hardly help it. The pure mountain air is a semi-intoxicant, so, while there is no dearth of the awful liquid, it is less a requisite than at some other gatherings. Although this is the Meet of the Third Racing District, every wheelman in the world (including Italy) will be as welcome as the lily that blooms in the valley, the hardy mountain blossom or the rose of Sharon. The wheel will be the only necessary badge, and the countersign is good-fellowship. God bless you, every one; come and see us. It is suggested that wheelmen arrange for their summer vacation to take place in July. Arrive in Hagerstown not later than the morning of the 2d; stay until the night of the 4th, and then or thereafter, start on a tour up the Shenandoah Valley, stopping at Winchester and taking in the cross pikes before passing through; and by all means visiting Berryville, Charlestown, and Harper's Ferry; then proceed on up the valley to Staunton, Va., and back to Baltimore, Md. After exhausting Baltimore, if you wish to visit our pretty suburb—Washington—train over and give George Atwater a crack at you. After he gets through with you, you will be in proper trim to take the train for the Detroit Meet, where you will tumble into the arms of "Griff."

ALBERT MOTT.

PIKE COUNTY, MO., TOUR.

FROM all along the line "boom" is the word used in referring to the Pike County tour. The feature of the tour this year will be the heavy attendance from Illinois towns, and Roodhouse, Jerseyville, Jacksonville and Carrollton will send large delegations in addition to Quincy's 40 men who are expected to participate. At Louisiana everything is in readiness to properly receive and care for the tourists. The mayor will head the reception committee, and will be ably seconded by the genial Dr. Birkhead. The tour takes place on May 3, and the following programme has been provisionally adopted: 8 A. M., photograph on the "Pinnacles;" 8:30 A. M., ride around the city; 9 A. M., start for Clarksville. At the Dover toll gate the party will be met by the wheelmen of Clarksville, who will act as pace-makers around the famous Belt road and will not permit any scorching. At Hutts, as well as Dover, bountiful refreshments will be served, and on the tourists' arrival at Clarksville a light lunch will be served, and those who wish can remain here for dinner, which will be served at the Carroll House. The larger portion of the tourists will ride back to Louisiana for dinner, and the afternoon will be spent in touring to Bowling Green, where the wheelmen will be received by a reception committee consisting of local cyclists, and will be shown through the famous McCormick fancy stock farm. After supper has been dispatched a smoking concert will be inaugurated, and right here it might be well to remind all intending participants to bring their instruments with them. The St. Louis delegation will probably return to their homes on the 8 P. M. Sunday excursion train, as it will probably be running by that time. Should this not be the case the 4 A. M. Denver express will be taken and will land the cyclists in St. Louis at 7 A. M. Monday morning. A rate of one fare, $2.50, has been secured for the round trip, and the hotel offers accommodations for the entire time for $1.75, thus making the entire cost of the tour but $4.25. All cyclists who wish to participate are requested to leave their names on the lists hung in the agencies so that proper accomodations can be arranged in advance. "LINNEUS."

THE NEW HAVEN, CT., TOURNAMENT AND MEET, JUNE 8.

"COMING events cast their shadows before," and such was the case at last year's New Haven (Ct.) tournament, and many of the surprises shown in the "form" of the different cracks then were but the preliminary outlines of more and greater surprises which followed at later tournaments. A much more extensive list of prizes will be offered at the coming tournament June 8th next, than what were shown last year, to the value of fully $1000. These prizes are already being purchased, and a list will soon be ready. Many prominent racing men have already signified their intention of appearing for the first time in '91 at New Haven, and others will flock here direct from the Worcester tournament of May 30. The track will be in splendid condition, and a $250 silver cup is already in waiting for the rider who leaves a record. Separate scratch races will be held for solids and pneumatics, also handicaps where both may compete. The annual spring meet, Connecticut Division, L. A. W. will undoubtedly cause wheelmen to flock to New Haven from all parts of the State, and a grand good time is promised all.

See Supplement for Trade Notes, Fixtures, Etc.

PHILADELPHIA, March 23, 1891.

Gentlemen:

It affords me great pleasure to give you my experience as owner and rider of the most perfect wheel I have ever ridden.

In the spring of 1890 I decided to purchase a bicycle. Being a man of 39 years of age, and weighing 192 lbs, the embarrassing question to decide was,

WHAT WHEEL TO BUY.

I wanted the best, regardless of cost. I was advised by old riders to try several makes of high-grade machines, which I did, and after fair trials of them all, I decided the American Light Rambler to be my choice, for many reasons. I therefore purchased one of your firm, and am much pleased to say that I have not regretted my choice. I have used it almost daily and loaned it to three friends for the purpose of learning to ride, and it has been well tried and not found wanting. I have not expended one cent for repairs, nor had occasion to adjust a nut,—nothing except the adjustment of chain. I consider the spring-frame a model of perfection. It will compare with any wheel as a hill climber and cannot be equalled as a coaster.

The longer I use the Rambler the more I become attached to it, and the greater I become convinced of its perfect construction and workmanship, and therefore its durability.

Very respectfully,

JESSE GILBERT.

GORMULLY & JEFFERY MFG. CO.,

MAKERS OF THE "AMERICAN CYCLES,"

222-228 N. FRANKLIN STREET, CHICAGO, ILL.

1325 14th STREET, N. W., WASHINGTON, D. C.

174 and 178 COLUMBUS AVENUE, BOSTON, MASS.

Chicago Retail Store, 85 Madison Street.

NEW KODAK CAMERAS---FOR WHEELMEN.



"YOU PRESS THE BUTTON, WE DO THE REST."

(OR YOU CAN DO IT YOURSELF.)

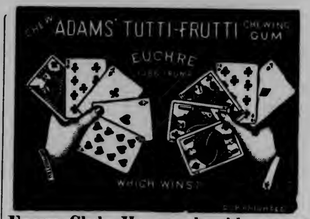
SEVEN NEW STYLES and SIZES

ALL LOADED WITH

TRANSPARENT FILM.

For sale by all Photo. Stock Dealers. *Send for Catalogue.*

THE EASTMAN COMPANY, Rochester, N. Y.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street, BROOKLYN, N. Y.

PRICE, - - - - $100 00.

THE HARTFORD SAFETY.



—MANUFACTURED BY—

THE HARTFORD CYCLE CO.,

HARTFORD, - CONN.

Ball Bearings, Interchangeable, Strong, Durable and Well Finished.

THE HARTFORD LADIES' SAFETY.



Send for 1891 Catalogue.

THE ACTOR SAYS:

There is a Time When a man wants to be alone with his surging thoughts. Just so a man wants to be alone with one of our bicycles and notions. That's about the most solace and comfort a mortal can aspire to here below. A fine line of new safeties for exchange for old mounts. Get the latest spring frame.

KNIGHT CYCLE CO.,

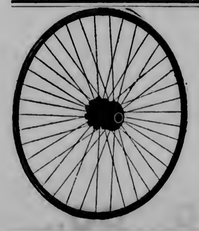
207 N. 10th Street, - - St. Louis, Mo

PIERCE, SMALL & CO.,



Pat. August, 1882.
Pat. June, 1886.
Pat. October, 1886.
Pat. May, 1889.

RANDOLPH, MASS.



I. A. WESTON & CO.,

JAMESVILLE, N. Y.,

MANUFACTURERS OF

SAFETY BICYCLE WHEELS,

MADE WITH

Parallel Coned or BALL BEARINGS, Solid or Cushion Tire.

THE BEST MATERIAL and THE FINEST FINISH.

CHOICE OF THE EXPERTS.

"U. S." Gallery Ammunition.

Manufactured by the

United States Cartridge Co., - Lowell, Mass.

NOW IS THE TIME TO

ADVERTISE IN THE "BICYCLING WORLD."



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 20

ABBOT BASSETT, Secretary,

OFFICERS FOR 1890—91.

PRESIDENT,
JAMES R. DUNN,
40 Wall st., Room 63, New York.

FIRST VICE PRESIDENT,
MAJOR CHAS. L. BURDETT,
Hartford, Conn.

SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN,
116 Broad Street, Elizabeth, N. J.

TREASURER,
W. M. BREWSTER,
117 No. 4th Street, Quincy, Ill.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committees.

Membership Committee.

Sanford Lawton.....Springfield, Mass.
George C. Pennell.....Elizabeth, N. J.
Howard L. Perkins.....Box 103, Providence, R. I.

Committee on Improvement of Highways.

Isaac B. Potter.....Potter Bldg., New York

Committee on Rights and Privileges.

Geo. A. Perkins.....5 Pemberton Sq., Boston
J. S. Dean.....28 State St., Boston

Committee on Rules and Regulations.

T. J. Kirkpatrick.....Springfield, O.
A. B. Richmond.....Grand Rapids, Mich.

Transportation Committee.

Albert Mott.....203 Lenox St., Baltimore, Md.
Joseph T. Chism....120 Mosher St., Baltimore, Md.
Burley B. Ayres, Rookery Building,..Chicago, Ill.
Thomas Savage Clay.....Savannah, Ga.
Amzi T. Dodd.....70 Park Place, Newark, N. J.
John B. Seward.....35 Milk Street, Boston

Racing Board.

Charles E. Randall....3709 Ellis Ave., Chicago, Ill
George S. Atwater.....
.....1424 Penn. Ave., Washington, D. C.
George Collister....147 Ontario St., Cleveland, O.
Abbot Bassett.....12 Pearl St., Boston

12th Annual Meet of the L. A. W.

DETROIT, MICH., JULY 16, 17, 18, 1891.

Address Chairmen as below at Detroit for information relating to the work of the committees:

Chairmen of Committees:

Reception—C. H. Smith, 211 Putnam avenue;
B. J. Holcombe, 222 Woodward ave.
Transportation and Races—
Jos. Bresler, 125 W. Fort street.
Exhibit—A. F. Peck, 143 Jefferson avenue.
Hotels—J. Hoffner, 243 Woodward avenue.
Parade—F. L. Abel, 187 Charlotte ave.

The Renewal Season.

The renewal season is now open, and we are ready to receive the annual dues of members.

We have opened the books for 1891-2, and applicants for membership may now send $2 and they will be put upon the roll for the year ending April 30, 1892.

All memberships expire April 30, and must be renewed before July 1st.

We publish a renewal blank which we hope will be universally used. A blank of this kind is more satisfactory for filing than a notice of renewal written in letter form. If a member has no blank and does not care to mutilate his paper, he will oblige us by sending renewal on paper the size of the blank and made out after the same form. The same applies when two or more names are sent.

Every League club has been supplied with sheets to send renewals on, and also a renewal of the club. Since many non-League clubs send in lists of names, a list of names is no indication that a League club renews its membership, and we must have the regular certificate of renewal as per blank furnished every club before we can issue our certificate of membership.

Club Secretaries will be supplied with renewal sheets for club lists on application.

Consuls, Agents, Club Officers, etc., who desire renewal or application blanks should procure them of the secretary-Treasurers of their respective Divisions. See addresses in BULLETIN.

L. A. W. Uniform Cloth.

A contract has been made with the Burlington Mills for a cloth, steel gray in color, which will be used for the regulation League uniform. This cloth will be kept in stock by the Secretary, and will be supplied to League members only at $2.10 per yard, cash with order. The Regulation League button will be supplied by the Secretary at 5 cents for the large and 3 cents for the small size. The cloth is 54 inches wide.

ABBOT BASSETT, Secretary.

Appointments.

Mr. Lewis A. Miller, of Meriden Conn., is appointed a member of the Racing Board for the current year.

Charles F. Cossum, Esq., of Poughkeepsie, N.Y., is appointed a member of the Committee on Rights and Privileges for the current year.

JAMES R. DUNN,
PRESIDENT.

League Uniform.

The following form of agreement is submitted by the Uniform Committee for the use of those Divisions that may desire to enter into a contract with a Division Tailor for the making of the League Uniform. It is recommended that this form be employed in all cases:

AGREEMENT.

This agreement, made this.....day of....., A. D. 1891, by and between the.....Division of The League of American Wheelmen, an association of which.....is Chief Consul in said Division, having an office at....., in the county of....., and State of....., party of the first part, and.....of....., in the county of....., and State of....., party of the second part.

WITNESSETH, That Whereas, party of the first part, is desirous of having certain articles of uniform made for the members of the said Division, and the party of the second part has made certain bids and proposals for the privilege of making and selling such uniforms, the parties thereto have agreed as follows, in consideration of the mutual undertakings between the several parties hereto.

First—The party of the first part gives and grants to the party of the second part, the right and privilege to make and sell the uniform of The League of American Wheelmen to the members of said League, and of the said Division, upon the terms and conditions and under the specifications hereinafter stated.

Second—The party of the second part hereby agrees to make and sell said uniforms to the party of the first part, and to any member of said Division of said League of American Wheelmen upon the terms and conditions and under the specifications as follows:

1. The fabric of which the coat, knee breeches, vest and cap are to be made, as per specifications below, is a cloth made by the Burlington Woollen mills, and known as "L. A. W. Cloth, No. ...," width 54 inches, weight 14 to 15 ounces, and must be purchased through their agents, Messrs. Sawyer, Manning & Co., 86 Franklin street, New York, N. Y., and which will cost $2 per yard less 9 per cent. off for cash, the party of the first part hereby agreeing that said cloth shall be furnished at said price.

2. Coat—The coat shall consist of a single-breasted sacque, square front, to button up close to the chin, with six L. A. W. buttons; falling collar, fitting closely around the neck; no inside lining; a facing of the same goods back to the arms and over the shoulders, double-stitched edges, and welted seams; four outside patch pockets; two small buttons on each sleeve at the underseam.

3. Breeches—The knee breeches shall button at the bottom on the outside, with three small L. A. W. buttons; reinforced seat; two hip pockets and one watch pocket; French fly; five loops for belt of same cloth on the waistband; the Y notch at the back to adjust with lace eyelets.

4. Vest—The vest shall be single-breasted, six L. A. W. buttons, no collar, four outside pockets.

5. Cap—L. A. W. cloth, flat top, soft crown, silk lined, falling visor, L. A. W. buttons, black silk veleurs band, and silk cord, four ventilators in top.

6. Hose—Ribbed woolen, of color to match suit.

7. Shirt—Gray flannel, to button in front, one breast pocket.

8. Trimmings, sewings, &c.—All seams must be sewed with best quality, letter B pure dye sewing silk. The pockets of the breeches and the lining at the waistband, and for the inner lining and facing of the coat, must be of all-wool ladies' cloth of about eight ounces weight per yard, and of a quality as fine as that in the sample suit that is now deposited in the office of the Secretary of the League of American Wheelmen, No. 12 Pearl street, Boston, Massachusetts.

9. In the sample garment above referred to, any features not noted in this specification are to be considered as specified and as a part thereof.

Third—The party of the second part agrees to forward the entire uniform, or any part thereof, at the contract price, at his expense, to any member of the said Division of the L. A. W. that shall have ordered said uniform, within two weeks after the receipt of any order therefor, and to any place within the said Division accessible by mail or express.

Fourth—The party of the second part agrees to furnish to each member of the said Division of the League of American Wheelmen an illustrated price list of the uniforms and parts thereof.

Fifth—The party of the second part hereby agrees that they will not sell or supply said cloth, or said uniform, or any part thereof, to any person except members of the League of American Wheelmen, and certified to be such, and whose name shall appear on the list thereof to be furnished them by the party of the first part, and to be by them revised from time to time.

It is hereby mutually agreed that if said party of the second part shall fail to comply with the conditions of this article by selling said League Cloth, or any imitation thereof, or any uniform, or part of a uniform made from said cloth to any person not a member of the League of American Wheelmen, that that act shall of itself constitute a revocation of this agreement.

Sixth—Each member of the Uniform Committee of the League of American Wheelmen, or any other person designated for that purpose by the Executive Committee of the League of American Wheelmen, or the Chief Consul of the State of ..... shall have access at any time to the factory of the contractor for the purpose of inspecting the work, and if it shall be found that the specifications of this contract are not being carried out, then said contract may, at the option of the party of the first part, be cancelled, thirty days' written notice of the fact having been given.

It is also understood and mutually agreed that any work not done in accordance with the specifications herein may be rejected.

Seventh—The party of the second part agrees to manufacture said uniforms in a good and workmanlike manner, and in strict conformity to the specifications herein, and to supply the uniforms or any part thereof to all members of the Division of the League of American Wheelmen applying therefor at prices as follows:

For the Coat,
For the Breeches,
For the Shirt,
For the Cap,
For the Stockings,
For the Coat and Breeches,
For the Uniform entire,

Eighth—In the event of the failure of the party of the second part to comply with any of the conditions hereinbefore set forth, unless said failure shall be caused by the failure of the said makers of the cloth, or their agents, to furnish the said cloth as required, this contract may, at the option of the party of the first part, be terminated, on thirty days' notice thereof in writing having first been given.

Ninth—It is hereby agreed by the party of the second part that branch offices where members of the ..... Division of the League of American Wheelmen can be measured for a uniform and can receive and examine the uniform shall be established in the following towns in the said State of .....

Tenth—The terms of this contract and the privilege hereby granted shall be from the date hereof to the first day of.....189 , unless sooner terminated, as hereinbefore provided.

In witness whereof the parties hereto have set their hands and seals the day and year first above written.

500—Missouri—500.

To Consuls and Members:

Cast your eye on the list of applications published in this issue of the paper, and see what a little hustling can do. Four of the applications were secured through the untiring efforts of Representative W. P. Laing, and I would very much like to see all other officers emulate his example. We must reach the 500 mark this month, if possible. We now have 480 members, and need but 20 more to get there. This can easily be done, provided each member will do his duty in aiding in the work of recruiting.

Fraternally yours,
ROBT. HOLM, C. C.

P. S. Have you renewed to date? If not, do so quickly before the matter slips from your mind.

Ohio Division.

To the Members:

Brethren, I appeal to you again and beseech you to earnestly endeavor to gather all the wheelmen of your acquaintance into the League.

We did well in increasing our membership last year forty per cent., but we can and should do much better this year. Our membership can and should exceed two thousand. Are you convinced of this? Are you skeptical? Have you tried and failed and are therefore indifferent? If so, get down your Bibles, turn to the thirteenth chapter of Matthew and read the parable of the Sower. You will see that whilst some of the seed fell by the wayside, in stony places, and amongst thorns, and consequently brought forth nothing, that the rest fell in good ground and brought forth "an hundred fold." Read this and be encouraged; continue your efforts and you will certainly come across a fertile spot that will abundantly reward your labor. Fraternally,

M. O. HIGH,
Chief Consul.

Cincinnati, April 10, 1891.

Ohio Consul.

National Military Home, Dayton, Jno. G. Keyes.

Fraternally,
WM. D. KEMPTON, Sec.-Treas.

Cincinnati, April 8, 1891.

Tennessee.

To the Officers and Members of the Tennessee Division, L. A. W., Greeting:

Through the resignation of Joseph R. Wilson, Jr., of Clarksville, Tenn., who has so ably filled the office of Chief Consul for nearly 3 years, that duty now for a short time devolves upon me. It may hardly be necessary to draw your attention to the fact it is now time to renew your membership which expires on May 1st. I would more especially urge the Local Consuls to see each individual member, and impress upon them the necessity of attending to that. As new riders appear in your District, acquaint them with the manifold advantages of a League membership. My own experience has always been, it did not require anything above a simple explanation of those advantages to get the application of every wheelman.

Our Division has shown a steady, though not as rapid a growth as the increase of wheeling in Tennessee would suggest. Organized some five years ago with a membership of less than thirty, twenty of whom resided in Memphis (that membership then embraced every wheelman in this

city). This very promptly created an interest in other cities of the State, notably Nashville, Knoxville, Murfreesboro, Clarksville, and Chattanooga, until we close the League year in 1891, with about 140 members, the highest membership so far attained. This would be a grand satisfaction but for a fact well known to your humble servant, that a membership of more than double this number will still leave much desirable material on the outside.

In some few cities there was a rapid increase the past year, while a few others show a smaller membership the past year than the preceding year. But I have the very best reason to believe that such will not be the case this coming year; with energetic officers in those cities I look for grand results. It will always not alone be a duty but a pleasure to answer any communication from the members, giving me information, advice, and assistance, as they can. A little later on, I shall try to get all the data possible, both through Wheelmen and County Officials of all the improved Roads and Highways in the State. Our legislature, at the session just closed, passed a good Road Law, and it now behooves us as Wheelmen to see it put into practical use.

CHARLES J. SCHERER,
Chief Consul.

Rhode Island.

THE STATE ELECTIONS AND HIGHWAY REFORM.

The following is the result of the late State elections, in which this Division took an active part:

All four of the Committee of the Legislature who reported in favor of the Highway Bills and were renominated, were re-elected. Of the sixteen nominated members who voted in favor of the Bills, twelve were re-elected and four defeated. Of the eighteen re-nominated members who voted against the Bills, eight were defeated and ten re-elected. Of the five renominated members who *spoke* against the bills, Cook, Lonsdale and Walker were defeated, and Von Gottschalk and Wilson were re-elected. The net results as to those voting or reporting upon the Bills is, fourteen in favor and ten against them; as compared with eighteen against and fourteen in favor of them in the previous Legislature—a gain of eight for highway improvement. There is reason to believe that both branches of the new Legislature are in favor of the reform.

GEO. L. COOKE, Chief Consul.

Providence, R. I., April 13, 1891.

Transportation of Bicycles.

SAVANNAH, Ga., April 10th, 1891.

Albert Mott, Esq., Chairman Committee on Transportation, No. 203 Lenox street, Baltimore, Md:

Dear Sir—

Free Transportation of Wheels by the Merchants and Miners Transportation Co. of Baltimore, Md.

I inclose you circular letter issued by the "Merchants and Miners Transportation Company," which states: "On and after April 15th, 1891, bicycles, when accompanying passengers, will be checked over our lines free. One bicycle to each passenger will be carried free."

(Signed) J. C. WHITNEY, Traffic Manager.

This circular will be of benefit to any of the members who wish to go by steamer, from Baltimore, to the following named places: Boston, Mass.; Providence, R. I.; Norfolk, Va.; Newport News, Va., and Savannah, Ga. The Merchants and Miners Transportation Co. have first-class steamers plying between the cities named, and this letter will be of value to those interested.

Fraternally, T. S. CLAY, No. 19,865,
Member Com. on Transportation.

BALTIMORE, April 7th, 1891.

Mr. T. S. Clay, P. O. B. "B," Savannah, Ga.:

Dear Sir—Yours of the 30th ult. in regard to the free transportation of bicycles when accompanying passengers.

This has always been our custom, but to meet your request, I enclose you copy of circular issued to our agents. Yours truly,

J. C. WHITNEY, T. M.

BALTIMORE, Md., April 1, 1891.

To Agents of the M. & M. T. Co.:

On and after April 15th, 1891, bicycles, when accompanying passengers, will be checked over our lines free.

One bicycle only to each passenger will be carried free. J. C. WHITNEY, Traffic Manager.

Illinois.

H. Stanton Burpee is this day appointed Local Consul of Rockford.

W. A. DAVIS,
Chief Consul.

Chicago, April 10, 1891.

Maine Division---Last Call.

A few weeks ago we sent an item to this department full of "ginger" and requests for information. Not one response received to date, which shows how much Maine members read the Official Department of the BULLETIN. At the same time the good work goes on. Will try again.

Will members kindly write on a postal card, recommending L. A. W. hotel or hotels in their immediate vicinity, or where there should be one, naming League rate if proprietor will make such; otherwise regular rate. Printer is waiting for copy, so please hustle.

BATES TORREY,
Secretary-Treasurer.

Nebraska.

Mr. N. T. Fisk, having removed his residence from the State, his resignation has been accepted and C. B. Nicodemus, of Fremont, has been appointed Sec.-Treas. for the unexpired term.

The following members have been appointed Local Consuls for their several districts:

A. R. Edmiston,—Lincoln.
H. H. Rhodes,—Omaha.
A. L. Mojonier,—Dannebrag.
Sam J. Bell,—David City.

Fraternally,
A. H. PERRIGO,
Chief Consul.

Omaha, Neb., April 9th, 1891.

New York.

To the members of the New York State Division:

I have appointed Mr. A. B. Barkman, 241 Broadway New York City, Chairman of the New York State Division Racing Board, *vice* Mr. W. H. DeGraff resigned.

W. S. BULL, Chief Consul.

Wisconsin Division, L. A. W.

Members of this Division are well aware of the growth which we have experienced during the year just closed.

From a membership of only 69 in 1889, we have advanced to a total of 231 up to the present date. The causes for this increase in membership are easily found in the perfected organization of our Division, as well as in the zeal of the individual members. We are now about to start on a new record. Let us one and all try to beat our old pace and set the wheel going with such speed that we will reach the 500 mark before the season closes.

Remember that if each member succeeds in enlisting only *one* more recruit our number will be doubled. This is easy, and with a little effort can be done.

Renewal blanks and applications can be had at any time from the Secretary. Fraternally,

FRANK J. MORAWETZ, Sec.-Treas.

Milwaukee, April 5, 1891.

New League Clubs.

The following clubs have qualified as League clubs and filed the certificate required in the office of the Secretary:

316—Mystic Wheel Club, Malden and Everett, Mass. Miss Mabel E. Beers, Sec.

317—Algona Cyclers, Algona, Ia. A. B. Edmonds, Secretary.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an intiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Total 270.

BOSTON, April 17, '91.

CONNECTICUT DIVISION—26.

Athletic Wheel Club (unattached).

22257 Clarke, J. D., Portland

Rovers Wheel Club (unattached).

22254 Burgess, A. D., 226 Whalley ave., New Haven

Columbia Bi. Club (unattached).

22198 Orgelman, H. F., Box 6, Sandy Hook
22199 Tugnot, Geo. G., Box 64 "

Unattached.

22101 Belknap, Edwin S., 128 Norman, Bridgeport
22249 Comstock, Chauncey M., Deep River
22171 York, Bert C., Box 365, "
22200 Lyon, G. I., P. O. Port Chester, N. Y., Greenwich
22250 Johnson, Fred H., Box 36, Groton
22102 Stone, Frank E., Drawer 16, Hartford
22248 Gunn, Chas. A., 54 Retreat ave., "
22251 Dudley, F. B., 1 Goodman pl., "
22126 Hadley, F. W., Long Hill
22172 Horsfall, W. H., 48 Pleasant, New Britain
22076 Manson, Willard L., North Haven
22201 Hotchkiss, E. E., Box 261 Naugatuck
22202 Beers, R. H., Newtown
22244 Culver, Walter, Centre Brook
22245 Parker, William F., Box 43, "
22246 Pratt, Clarence, "
22247 Spencer, James B., "
22252 Rose, Frank M., Ivoryton
22253 Chapman, E. B., Box 56 "
22255 Whittlesey, Geo., Sav. Bank, New London
23256 Freeman, W. D., Portland
22258 Hannon, Fred B., Watertown

DELAWARE DIVISION—1.

Unattached.

22203 Donnahue, Thomas H., 1134 East 12th, Wilmington

DISTRICT OF COLUMBIA DIVISION—1.

H. F. C. (unattached).

22103 Bauer, Louis A., Coast Survey, Washington

ILLINOIS DIVISION—17.

Englewood C. C. (unattached).

22173 Abbott, H. R., 6329 Stewart ave., Englewood

Litchfield, A. W. (unattached).

22229 McPheron, R. A., Box 612, Litchfield

Belvidere Wheelmen (unattached).

2298 Coxe, Winfred M., Belvidere

Chicago C. C. (unattached).

22339 Hoyne, Maclay, 3369 Calumet ave., Chicago

Roodhouse C. C. (unattached).

22259 Barrow, A. H., Box 354, Roodhouse
22260 Bovard, Geo. L., "
22261 Heaton, Geo. D., "
22262 Patterson, L. B., "
22263 Morrow, Harry C., "
22264 Strang, F. B., "
22265 Strang, L. H., Box 83, "
22266 Thompson, Frank L., "
22267 Wooley, F. E., "
22268 Young, Elmer F., "

Unattached.

22077 Eichenberger, Samuel J., Du Quoin
22174 Hill, John A., Evanston
22299 Reeder, D. W., Box 20, De Kalb

INDIANA DIVISION—2.

Unattached.

22104 Spangler, D. Jay, care Gas Co., Elkhart
22300 Spritz, Chas. S., Rushville

IOWA DIVISION—1.

Unattached.

22302 Wight, J. H., Hawarden

KANSAS DIVISION—2.

Unattached.

22175 Rodecker, Reuben M., Fort Scott
22301 Wilson, Lieut. R. H., U. S. A., Fort Leavenworth

MAINE DIVISION—2.

Unattached.

22170 Towne, J. S., Main st., Brunswick
22269 Henry, Geo., Jr., 62 Brackett, Portland

MARYLAND DIVISION—5.

Chesapeake Wheelmen (unattached).

22127 Tolle, Henry C., Box 632, Baltimore

Centaur C. C. (unattached).

22204 Hobbs, Jno. A., 1103 E. Preston, "

Unattached.

22128 Cook, W. C., 1007 Mulberry, "
22176 Graham, Jno. A., 1400 Central ave., "
22105 Metcalfe, G. W., 35 Weyler st., "

MASSACHUSETTS DIVISION—49.

Columbia Bi. Club.

22206 Hewings, Joseph, No. Attleboro
22207 Neuschuez, Joseph, "
22209 Rounseville, Herbert L., "

Fall River C. C., (unattached).

22130 Baker, Sidney E., 33 Grove st., Fall River
22131 Elsbree, Merton A., 53 Elsbree, "
22132 Harris, M. E., Box 316, "

Plymouth C. C. (unattached).

25184 Sherman, Chas. H., Box 533, Plymouth

Whitinsville Bi. Club.

22108 Preston, J. W., Box 347, Uxbridge
22110 Wood, John A., Whitinsville

Unattached.

22340 Geldert, Howard, 30 Hanover, Boston
22177 Carr, Samuel L., 31 Gainesboro st., "
22178 Ellis, John, 7 Upton st., "
22129 McKim, Ernest B., 186 Wash. st., "
22179 Rice, Albert D., 65 Blackstone, "
22133 Seymour, W. G., 96 Lincoln, "
22134 Spencer, H. Warren, 96 Lincoln, "
22078 Storey, F. G., 75 Milk, "
22106 Snow, Clinton M., 131 Main st., Brockton
22180 Chapman, L. Dana, Centre st., Brookline
22345 Garrett, Fred Carleton, Kent st., "
22079 Gillmore, Rufus H., 36 Green st., Charlestown
22136 Pratt, Arthur O., Stoughton st., Dorchester
22135 Hewins, Chas. H., 353 Wash. st., "
22181 Burnham, Geo. A., Box 8, Essex
22080 Claflin, Louis D., Box 338, Holliston
22081 Jackson, C. S., M.D., Main st., Hudson
22082 Putnam, Waldo D., 48 R. R. ave., Hyde Park
22182 Taylor, F. Winthrop, Box 128, Lowell
22083 Gray, Arthur L., 78 Liberty, "
22084 Homer, Porter J., 40 Lowell, Lynn
22085 Darling, Geo. W., 17 Union st., Melrose Highlands
22183 Fogg, Herbert W., Newburyport
22205 Farming, Fred B., Box 23, "
22304 Goodwin, Chas. W., Box 353 "
22303 Oakman, Nathan O., No. Hanover
22305 *Andrews, L. Anna*, No. Attleboro
22208 *Rhodes, Ada L.*, Attleboro Falls
22210 White, Preston D., No. Attleboro
22086 Gilmore, E. A. No. Easton
22087 Thompson, C. M., McLean Asylum, Somerville
22107 *Weld, Abbie E.*, 7 State st., Taunton
22109 Sidebottom, Wm., 26 Jay st., W. Somerville
22185 Thayer, Edw. F., 205 Holland st., "
22111 Ellis, Eben B., Box 1, Winchendon
22232 Turner, J. F., Box 306, Lexington
22233 Potter, Edward E. F., 183 Pleasant st., New Bedford
22234 Price, Chas. R., 248 Pleasant st., "
22230 Field, Fred E., Box 64, Wellesley
22231 Morse, Edward F., Box 27 "

MICHIGAN DIVISION—14.

Adrian Wheel Club (unattached).

22235 Wing, Henry A., 81 E. Maumee st., Adrian

Wolverine Cyclers (unattached).

22306 Greve, Edward C., 67 W. Liberty st., Ann Arbor
22307 Staebler, E. W., 11 W. Wash. st., "
22308 Stiegelmaier, W. F., 33 So. Main, "
22309 Wright, Geo., 25 Spring st., "

Unattached.

22211 Barrell, J. E., "
22212 Colby, C. DeW., "
22213 Palmer, Wallace G., 34 S. State, "
22214 Leckner, Wm. B., Engine House No. 2, Detroit
22112 Brown, Myron A., Memphis
22113 Clegg, Thomas J., "
22114 Hubbell, Bert L., "
22310 Garnsey, Elmer E., 267 Woodward ave., Detroit
22312 Sarmiento, F. J., 267 Woodward av., "

MISSOURI DIVISION—6.

Unattached.

22186 Truitt, Chas. B., 26 Vine st., Macon City
22315 Jackson, S. L., 1207 Garrison ave., St. Louis
22316 Gregory, T. W., care M. & O., "
22317 Whitehurch, L. A., 2020 Penrose st., "
22318 Stovall, E. F., 1006 Choteau ave., "
22322 Green, Louis H., 2927 Clark ave., "

NEBRASKA DIVISION—1.

Unattached.

22215 Clark, Curt A., Ex. Nat'l Bank, Hastings

NEW HAMPSHIRE DIVISION—8.

Exeter Bi. C.

22236 Fearns, A. F., Box U, Exeter
22237 Graves, Frank N., Box 181, "

Rollaway Bi. Club (unattached).

22089 Bradford, Fred W. R., Box 20, Claremont
22088 Ball, Frank A., Box 588, "
22090 Putnam, Arthur O., Box 779, "

Unattached.

22312 Donovan, Dan P., Box 105, Plymouth
22313 Hall, W. M., Eagle Hotel, Concord
22314 Lewis, Sam D., Newport

NEW JERSEY DIVISION—19.

Paterson Wheelmen (unattached).

22324 England, Isaac W., 297 Ellison st., Paterson
22321 Chiswell, Richard R., "Press" office, "

Unattached.

22320 Newham, H. S., 72 W. 46th st., Bayonne
22137 Edwards, F. W., 735 ave. C, "
22319 Johnson, Geo., Jr., 452 Bergen ave., Jersey City
22115 Bache, L. S., West Main, Bound Brook
22116 Bartholomew, Jas. H., 163 Glenwood ave., E. Orange
22238 Courter, Edward L., Irvington
22239 Kimber, W. E., Jr., "
22091 Avery, Geo. Wm., "
22240 Kimber, Wm. F., "
22241 Obner, Gus, "
22242 Rose, Rohbert N., "
22117 *Wolford, Mrs. S. E.*, Box 102, Orange Valley
22116 Wolford, John H., Box 102, "
22217 *DeWitt, Miss Julia D.*, Box 111, Summit
22218 *Rose, Miss Charlotte E.*, Box 111, "
22325 Ower, James W., 25 Fair st., Paterson
22323 Ecklin, Harry A., 94 Fair st., "

NEW YORK DIVISION—35.

Brooklyn Bi. Club (unattached).

22285 Goddard, F. D., 262 Dean st., Brooklyn

Centaur C. C. (unattached).

22286 Knox, John, 136 Manhattan ave., Green Point, Brooklyn

Oneida C. C. (unattached).

22139 Conniff, Paul R., 122 Main. Oneida
22140 Hill, W. G., "
22141 Stone, W. H., "

Lowville C. C. (unattached).

22138 Gibbie, Alex E., Lowville

Utica C. C.

22142 Atkins, Frank E., Box 142, Washington Mills

Unattached.

22326 *Ponce De Leon, Julia C.*, 40 Broadway, New York
22092 Lane, Theodore E., 1 Wall st., "
22143 Doty, Dr. Wheeler K., 76 West 35th st., New York
22118 Clark, Edwin J., 157 Manhattan ave., Brooklyn
22119 Schwarz, Gus, 112 Berkeley pl., "
22120 Taft, John B., 644 Atlantic ave., "
22144 Penfield, A. H., 128 Jefferson ave. "
22280 Griswold, C. S., 205 E. Church, Elmira
22281 Jones, Geo. C., Advertiser office, "
22282 McClatchey, A. J., Robinson Bldg. "
22283 Patterson, Geo. W., 717 Walnut, "
22284 Young, C. W., "
22145 Davisson, I. W., 2250 Cambreling ave., Fordham
22146 Miller, Albert A., Box 908, Fort Plain
22187 Drake, F. C., 64 Main st., Oneida
22188 Noble, E. B., 4 Bates ave., "
22091 Thrall, Geo. R., 38 E. Oneida, Oswego
22219 Haight, Joseph, Jr., Port Chester
22270 Delaporte, Camille, Princes Bay
22271 Grant, Samuel, "
22272 Peto, Fredk B., Jr., "
22273 Shea, Wilbur E., "
22274 Sprague, H. G., "
22275 Bedell, J. F., Tottenville, S. I.
22276 Boyd, Edward, "
22277 Donaldson, A. M., Box 143, "
22278 La Forge, Harry E., "
22279 Wilkins, John D., "

OHIO DIVISION—31.

Chillicothe Wheelmen.

22329 Mosher, Chas. P., Box 1224 Chillicothe

Columbus Safety C. C.

22094 Bowman, Wm. W., 337 Parsons ave., Columbus
22095 Davis, Dr. Jno. E., 49 1-2 No. High, "
22096 Garrett, W. F., Jeffry Mfg. Co., "
22097 Linen, Eugene F., 65 So. Fourth, "

Oberlin College Bi. Club (unattached).

22223 Grosvenor, Wallace F., Box 1293 Oberlin

Porkopolis Wheelmen.

22287 Bicknell, Wm. E., 130 Walnut, Cincinnati
22288 Conklyn, W. E., Pass. Dp't. C.C.C. and St. L. R.R., Cincinnati
22289 Dickinson, F. L., 146 W. 5th st., "
22290 Legge, Edward, 5 Eliza st., "
22291 Males, H. W., Ætna Bldg., "
22292 Miller, E. H., 58 Franklin, "
22293 Monfort, J. G., 17 Foraker ave., Walnut Hills, Cincinnati
22294 Oliver, D. S., Wiggins Block, "
22295 Thompson, James A., 465 W. 9, "

Unattached.

22220 Muller, Wm. V., Mer. Nat'l Bank, "
22221 Sweny, C. P., Mch'ts Nat'l Bank, "
22222 Yoerger, Percy F., 18 E. Broad, Columbus
22296 Reed, Jno. P., 70 River st., Cleveland
22189 McDonald, W. N., Box 280, New Lexington
22147 Davis, D. C., Pomeroy
22148 Davis, Hugh H., "
22149 Long, Eugene, "
22150 Turnbull, Rev. Thomas, "
22190 Collins, I. L., Box 473, Ravenna
22191 Hull, Geo. W., "
22098 Collar, A. Burton, care Keifer & Keifer, Springfield
22341 Embrey, Rob't., Mechanicsburg
22342 Burnham, Clint D., "
22328 Dodd, O. L., New Philadelphia
22327 AXX, Chas. E., "

PENNSYLVANIA DIVISION—30.

Butler Wheel Club (unattached).

22152 Byers, Jno. E., M. D., Box A, Butler
22153 Gumpper, Ed. E., 236 Fulton "
22154 Helneman, Will J., Box F., "
22155 Hervey, Hugh B., Franklin st., "
22156 Mitchell, C. W., 113 West Jeff. st., "
22157 Zuver, L. W., 412 N. Franklyn, "
22158 Wright, Geo. W., McKean st., "

Clover Wheelmen (unattached).

22151 Hemperley, Francis H., 1206 Arch, Philadelphia

Vesper Road Club (unattached).

22122 Haffa, J. W., 1023 Fairmount ave., "

Unattached.

22330 Hooman, Ferd W., 3657 Salmon st., "
22344 Welhenmayer, Fred. Chas., 835 N. Broad, "
22159 Freshell, George, 3526 Haverford ave. W., "
22192 McBeath, Francis J., Jr., 1527 Swain st., "
22193 Neuhauser, Edward B. D., 2121 Fitzwater st., "
22099 Morrison, Rodney, 2332 N. Broad, "
22123 O'Neill, O. F., 2454 Kensington ave., "
22224 Hammer, A. G., 3571 Freeland ave., "
22160 Hamman, F. E., 31 W. Broad, Bethlehem
22194 Green, J. Harris, Box 115, Bellefonte
22195 Breth, Adam, New Washington.
22123 Alter Willard E., Logan, Gregg & Co., Pittsburg
22161 Bennett, James D., 56 Colwell, "
22162 Thuma, Frank T., 64 4th ave. "
22163 McIntosh, Edgar, cor. Diamond and Martin, Titusville
22225 Ely, J. B., Washington
22196 Brimner, W. F., Box 319, "
22164 Kulp, Harry E., 53 Union Wilkes Barre
22165 Kulp, J. S., M. D., "
22166 Lorah, Rev. Geo. H., 53 Union,
22343 Nolt, John M., 567 N. Lime st., Lancaster

RHODE ISLAND DIVISION—8.

R. I. W.

22333 Lewis, F. H., 63 Beacon ave., Providence

Unattached.

22334 Cooke, D. I., 14 Penn st., "
22331 Franklin, B., Jr., 266 Broad st., "
22332 Mabey, Chas. W., 41 Charles Field st., "
22100 Ashton, Willard C., 32 Weybosset "
22124 Fuller, Geo., Jr., 71 Charles Field "
22125 Ross, Elmer W., City Hall, "
22243 Gardiner, John H., Jamestown

TENNESSEE DIVISION—1.

Unattached.

22197 Chidester, M. B., Goodrich

TEXAS DIVISION—1.

Austin Bi. Club (unattached).

22297 Bengever, Geo. C., 510 Congress av., Austin

VERMONT DIVISION—2.

Unattached.

22168 Slade, B. G., Safford st., Bennington
22167 Fillmore, Henry D., 330 Pleasant, "

VIRGINIA DIVISION—2.

Unattached.

22169 Ganss, Morris, 113 E. Broad st., Richmond
22335 Warner, Harry L., N. and W. R. R., Roanoke

WISCONSIN DIVISION—6.

Milwaukee Wheelmen (unattached).

22226 Kasten, Fred, 94 Wisconsin st., Milwaukee
22227 Kasten, Henry L., 94 Wisconsin st., "

Unattached.

22228 Fixen, Lewis H., 1103 College ave., Racine
22336 Burroughs, W. W., 463 Van Buren st., Milwaukee
22337 Fisher, Wm. C., Kenosha
22338 Leach, Jno. D., "

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasuceer, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S Atwater, 1424 Pennsylvania avenue, Washington Secretary-Treasurer, W. H. Stearns, 1421 G street, N W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 North Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 607 No. Alabama street, Indianapolis.

IOWA—Chief Consul, H. L. Chase, Cedar Falls. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City Secretary-Treasurer, W. S Lydecker, Junction City

KENTUCKY—Chief Consul, Andrew J. Lamb, 800 65, Louisville. Secretary-Treasurer, G. E. Johnson 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 21 Louisiana avenue, New Orleans. Secretary-Treasurer C. P. Chapman, 847 Carondelet street, New Orleans.

MAINE—Chief Consul, Howard M. Breen, 199 Franklin street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, A. W. Robinson, 20 Equitable Building, Boston. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So Lafayette street, Grand Rapids. Secretary-Treasurer C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 380 Minneapolis. Secretary-Treasurer, E. S. Gregory Winona.

MISSOURI—Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H Kelley, Smith Hardware Co., Sedalia.

NEBRASKA—Chief Consul, A. H. Perrigo, 1315 Dodge street, Omaha. Sec.-Treas. N. T. Fisk, Lexington.

NEW HAMPSHIRE—Chief Consul, Frank A. Master, 101 Ash street, Nashua. Secretary-Treasurer R. H. Scott, People's Ins. Co., Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown 116 Broad street, Elizabeth. Secretary-Treasurer Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK—Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Chas. J. Sherer, 211 Main st., Memphis. Secretary-Treasurer, B. A. Patch, Clarksville.

TEXAS—Chief Consul, E W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box 281, Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro'. Secretary-Treasurer, F. A. Roberts, Brattleboro

VIRGINIA—Chief Consul, Ira B. White, 16 Nolls court Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S Morgan & Co., 22 Old Broad street, London, E. C. England.

L. A. W. Renewal Blank, 1891.

Fill out this blank, enclose $1 to pay your dues to April 30, 1892, and send to ABBOT BASSETT, Box 5267, Boston, Mass.

Don't send soiled bills. New bills are safer in the mails.

Don't Forget to send your Number.

Don't send checks for $1.

Write very plainly—PRINTING PREFERRED.

Stamps of a denomination above two cents will not be received.

If you live in one State and have your mail sent to another, state the fact that you may be located with the Division in which your home is.

If you desire your address changed, you must make the request on another sheet than this

Ticket holders, 25 cts.; with name stamped, 50 cts.

Write nothing above this line.

*Number*_____

Name,_____

Street and Number or P. O. Box,_____

City,_____

State,_____

Club._____

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30. 1892 I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... ..... *Name*,..... ....

Club,..... *St. and Number, or Box*,..... .....

References:..... *City*,..... .....

State,..... .....

Enclosed..... *for Holder*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE—The Initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. April 30. Enclose $1.50 with this blank on any date between date of paper and April 1, 1891. Write plainly—Printing preferred.

☞ If you want a waterproof ticket holder, made of the best calf skin with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards send 25 cents extra. If you want your name in gold, stamped on the holder send 10 cents extra. *Leave the margin in using this blank.*

WARWICK PERFECTION CYCLES.

ARE FITTED WITH

CUSHION TIRES ON HOLLOW RIMS.

And Fully Guaranteed.

WARWICK CYCLE MANUFACTURING CO., - - Springfield, Mass.

☞ Send for Catalogue.



A Dog, used to eating eggs, saw an Oyster, and opening his mouth to its widest extent, swallowed it, shell and all, supposing it to be an egg. Soon afterwards suffering great pain in his stomach, he said, "I deserve all this torment, for my folly in thinking everything round must be an egg."—*Æsop.*

The application will be obvious to cyclists.

Buy a PARAGON, everyone of which is guaranteed by a reputable company.

SEND FOR CATALOG.

STOVER BICYCLE MFG. CO., - - - Freeport, Ill.

"Finest Quality Produced in the World."

TRADE "CREDENDA." MARK.

THE ✱ CREDENDA ✱ SEAMLESS STEEL ✱ TUBE ✱ Co., ✱ Ltd., BIRMINGHAM, ENGLAND.

W. C. STIFF, Managing Director.

TELEGRAMS:—"CREDENDA" BIRMINGHAM.

Only the First of the Season, and again the

FAMOUS REFEREE SAFETY

Is to the front. What do you think of this Testimonial from the well-known crack rider of Harvard College?

CAMBRIDGE, April 13, 1891.

MR. W. J. NEWMAN:

Dear Sir—I never expected to desert my ordinary, but your *Referee Safety* has converted me. I have owned nearly a dozen wheels, but never one on which riding was half so pleasant as on my present one, the Referee Safety.

Yours,

KENNETH BROWN.

Now, I say as one of the oldest safety riders in the country, and one of the hardest long-distance riders, that the REFEREE is a wonderful machine. The Ladies' is simply a beauty.

Call and See Them. Agents Wanted.

N. E. Depots, 46 COLUMBUS AVE., Boston. And Harvard Square, Cambridge, Mass.

GENDRON.

The Gendron
No. 1—$40.00
No. 2—$50.00
No. 3—$75.00
No. 4—$90.00
No. 5—$110.00



HIGHEST GRADE AT MEDIUM PRICES.

SEND FOR CATALOGUE.

The Gendron NO. 6 $100.00.

The Gendron NO. 7 $115.00.



Eastern Office and Wareroom: 107 Chambers St., New York.

GENDRON IRON WHEEL COMPANY,

Factory and Home Office: Toledo, Ohio.



Dealers and Riders,

Have you examined the fine points in our 40-pound, Cushion Tyred

"METEOR" SAFETY.

BANKER & CAMPBELL CO.,

(LIMITED.)

12 Murray St., N Y. 1786 Broadway, N. Y. 1311 Bedford Ave., Brooklyn.

SEND FOR CATALOGUE.

STANDARD CYCLE CO.,

588 Main Street, - Buffalo, N. Y.

JOBBERS AND DEALERS IN

CYCLES and SUNDRIES. ALL GRADES. BEST MAKES.

LOWEST PRICES.

Sole Agents in Buffalo for FEATHERSTONE'S PNEUMATICS and WARWICK "PERFECTION." Liberal Discounts to Dealers. Agents wanted in every locality. Send for our Catalogue.

THE TOURIST.



Simplicity in Construction. Ease in Running. Cushion Tyres. Bown's Ball Bearings. No Cast Metal. Manufactured for us by Wm. Bown, Birmingham, England.

Also General Agents for the

Warwick, Kenwood, Psycho, Referee AND THE St. Nicholas

Line of Medium Grade Wheels.

MANUFACTURERS OF THE

Perfection Bicycle Alarm,

Tire Heaters and

Bidwell Cyclometer.

Good Agents Desired. Send for Catalogue and Terms.

George R. Bidwell Cycle Co.,

Chicago: 270 and 272 Wabash Avenue. 308 and 310 W. 59th St., New York City

PNEUMATICS

Guaranteed Highest Grade Throughout

FEATHERSTONE'S PNEUMATIC DIAMOND, $135.00.
" " DROP, 135.00.



Featherstone's Diamond Frame, Dunlop's Cushion Tire,	$125.00
Featherstone's Drop Frame, Dunlop's Cushion Tire,	125.00
The Cyclone, Balls all over, Hollow Rims, Tangent Spokes,	110.00
The Cyclone, balls all over,	90.00
The W. & D. "Special," Diamond Frame,	85.00
The W. & D. "Special," Drop Frame,	85.00

SOLE NEW ENGLAND AGENTS FOR

A. Featherstone,

—— AND ——

Humber & Co.

WRIGHT & DITSON, 578 & 580 Washington St, Boston, Mass., U. S. A.

WESTERN * WHEEL * WORKS.

1891 · CATALOGUE · NOW · READY.

——SEND FOR IT.——

BEST LINE OF WHEELS FOR THE MONEY EVER MADE.

STEEL TUBING AND DROP FORGINGS.

LIGHT, STRONG, GRACEFUL, NEATLY FINISHED AND PERFECTLY FITTED.

R. L. COLEMAN & CO., 35 Barclay St., 40 Park Place, New York.

Agents,—Eastern, Middle and Southern States.

$85. The POPULAR Diamond Safety. $85.



HIGH GRADE. STUDY the SPECIFICATIONS.

All Ball Bearings, including Steering, Drop Steel Forgings, Best Weldless Steel Tubing, Diamond Frame of true design; 30-inch wheels, 7-8-inch tires of Best Grey Rubber.

High Finish. Best Value in the Market for the Money.

We want Agents East and West. Write for terms.

PERCIVAL TATTERSFIELD,

SOLE IMPORTER,
12th and Oxford Streets, - - Philadelphia, Pa.



Bicycle Riders, Base Ball Players, Athletes, Gymnasts, tell us that it is the best and most satisfactory supporter made.

Let Every Sportsman Try Them. Price, $1.00.

Will send by mail on receipt of price. Send size of waist and hip.



KNEE PANTS.
(Patented.)
810. Heavy Rib.
Improved double seat and pocket.

FULL PANTS.
(Patented.)
828.
Heavy Rib.
Improved Double Seat, Strap and Pocket.



No.		Each.
970.	Heavy Sweater,	$5 00
967.	" "	4 00
767.	" "	3 50



3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50.
3—1. Black, navy, grey mixed, stocking, $1.25.
1—1. Black, navy, grey mixed, stocking, $1.00.

ATHLETIC and GYMNASIUM GARMENTS Manufactured by **HOLMES & CO., 109 Kingston Street, Boston.**

SEND STAMP FOR CATALOGUE.

"The Cycle for Women."

Write for a Copy.

WE SELL AN EXCELLENT

Ladies' Safety for $45.00.

Other Bicycles in Proportion.

D. SNITJER,
St. Louis, Mo.

ELWELL EUROPEAN CYCLE TOURS

Personally conducted.—England, France, Switzerland, Germany and Holland. First class. Tour No. 1 leaves New York June 6th. No. 2 July 8. For particulars address F. A. ELWELL, 152 Pearl St., *PORTLAND, ME.*

W. C. BOAK & CO.,

301 Main Street, Buffalo, N. Y.,
Manufacturers, Importers and Jobbers in

CYCLE + SUNDRIES.

Catalogue now ready. Dealers send us your address. We are the only dealers in this country that handle Sundries exclusively. We sell at manufacturers' prices.

BE WISE

Do you want a new HIGH GRADE Mount and cannot see your way clear to buy one? Or have you a friend who cannot afford to own one? If so, address and enclose a 2-cent stamp to THE BICYCLE & SUPPLY CO., No. 306 E. Lexington St., (HOEN BUILDING), Baltimore, Md., for a descriptive Pamphlet, showing how any make of "HIGH GRADE WHEEL" can be had for $4.00 per month and at reduced cost.

IT PAYS

Reliable AGENTS Wanted everywhere.

ANNUAL EUROPEAN CYCLE TOURS,
CONDUCTED BY WM. HEYNY, JR.
Through the HARZ MOUNTAINS, Germany.
60 Days. Total Cost $200.
First Cabin Passage. Sail June 30.
Address Wm. Heyny, Jr., 301 Sixth St., N. Y. City.

SMITH'S "'91" TOUR

THROUGH EUROPE.
80 days. - - - Total Cost $300.
Sail July 29th, 1891.
Address C. H. SMITH,
211 Putnam Avenue, - - Detroit.

QUADRANTS!!

If you are wise, you will place your orders for "Quadrants" at once, as the demand is sure to be far beyond the supply.

Our line for this season includes all kinds of wheels, from $100 to $145. You all know the quality.

The *Quadrant* Cushion Tyres, which were in use all last season, have proved themselves to be what they were represented.

Dealers please communicate with our wholesale agents and you will receive every information and attention.

The Quadrant Tricycle Co., Birmingham, Eng.

WHOLESALE AGENTS:

For New England, New York, Pennsylvania, New Jersey, Delaware, Maryland, West Virginia and District of Columbia, THE STRONG & GREEN CYCLE MFG. CO., 707 Arch St., Philadelphia.

For all other States east of the Mississippi, ALFRED FIELD & CO., 93 Chambers St., New York.

Sole U. S. Agents for the King Bicycle Support and Brake Lock. SEND FOR CATALOGUE.



HOWARD A. SMITH & CO, Newark, N. J.,

Manufacturers and Wholesale Dealers in

Bicycle Sundries.

Princess No. 1, 30-inch, balls all over, -	$85 00	Climax No. 2, 28-inch, ball bearing, - -	$60 00
Princess No. 2, 28-inch, " " -	$75 00	Prince No. 1, 26-inch, " " - -	$45 00
Princess No. 3, 26-inch, " " -	$60 00	Prince No. 2, 24-inch, " " - -	$35 00
Climax No. 1, 30-inch, ball bearing, - -	$65 00		

These Wheels Are Built for Our Trade.

Agents Wanted all Over the World.

J. E. POORMAN, Agt., Cincinnati, O.

PNEUMATIC

FEATHERSTONE'S PNEUMATIC.

SOLE AGENTS IN NEW YORK.

HUMBER CYCLES FOR NEW YORK STATE.

Will be on the market on or before March 1st. We are booking orders. Will be filled in rotation, as ordered.

RETAIL PRICE, $135. Guaranteed Highest Grade in Every Respect.

SCHOVERLING, DALY & GALES, 302 Broadway, New York.

"A New 56-inch NEW MAIL LIGHT ROADSTER, $70."

IMITATION or FLATTERY, WHICH?

We cannot refrain from expressing our satisfaction that the reform we started, two years since, to inaugurate, by building bicycles of honest material and drop forgings, instead of iron castings, has proved a success, and all American builders are now following our example.

PNEUMATICS.

Delivery same day as order.

We have ready for instant delivery, in lots of one to one hundred, the celebrated

"Irwell Pneumatic Safety,"

PRICE, $150.

We shall not import any more owing to our arrangements with Mr. Featherstone. If you want any of these SPEAK QUICK.

By-the-way, did you know that away up in the northwest part of Illinois, in a city most favorably located for manufacturing, called Freeport, an enterprising firm has located there, The Stover Bicycle Mfg. Co., and they are building a bicycle that we are proud to represent. They call their wheel

"THE PARAGON,"

And it is rightly named. We visited the factory before we decided to represent the wheel, and we found that from first to last the PARAGON is an honest wheel.

In Material,
In Workmanship,
In Excellence of Design,
In Originality,
In Ease of Running

We believe that

"THE PARAGON"

Represents more true American manhood than any wheel yet put on the market. An essential point to be remembered is

"We Guarantee Every One."

The Trade in our section of the country is requested to write for Agencies.

The balance of our line includes many desirable wheels, in fact it is admittedly the most complete line in the United States. Please note,

Price $25 to $300.

QUALITY, Highest Grade in Each Class.
QUANTITY, Almost Unlimited.
DELIVERY, Immediate.
TERRITORY, Guaranteed.
AGENTS, Fully Protected.

☞Send for Catalogues.

THE SWEETING CYCLE CO., Wholesale Bicycles, Philadelphia, Pa., U. S. A.

"PERFECT" POCKET OILER.



One-half size.

For Bicycles, Guns, etc. No Leakage. Throws only small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50c. each. CUSHMAN & DENISON, 172 Ninth ave., N. Y.

The Champion Vest Pocket Manual for 1891.

OFFICIAL RECORDS in ALL Athletic Sports.

Bicycling.—Ordinary, Safety, Pneumatic, Tandem and Road Records. Amateur Rule, etc. All endorsed by the Editor of the BICYCLING WORLD.

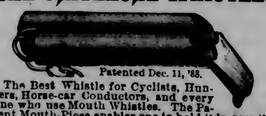
Sparring, Wrestling and Bowling Rules.

Synopsis of Base Ball, with schedule of both League and Association.

Sent to any address on receipt of **10 Cents.**

F. K. Lanpher, 48 & 50 Summer St., Boston.

THE UNIVERSAL WHISTLE.



Patented Dec. 11, '88.

The Best Whistle for Cyclists, Hunters, Horse-car Conductors, and every one who use Mouth Whistles. The Patent Mouth-Piece enables one to hold it in mouth without use of hands. Price, by mail, 25c. or $2 00 a dozen. A chance for any smart boy to make money. WHITTEN, GODDING & CO., Providence, R. I.

Official Outfitters to the League of American Wheelmen.

Authorized by the Executive Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.

406, 408, 410 & 412 Broome Street, NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.00, BREECHES, $5.25.
Cloth, $2.25 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk.....40
Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic.4.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price.
Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,

241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia. 103 Chestnut St.

THE NEW COLOR **LEAGUE CLOTH** IS NOW READY.

Samples of same can be obtained on application to

BROWNING, KING & CO., - New York.

"THE · GIANTESS." · · ·

Spring Fork, Spring Frame, Balls all Over, 28-inch rear, and 26-inch Front Wheels. Price only $75.00. Is now ready for delivery. Universally conceded to be the novelty of the season.

H. A. LOZIER & CO., Cleveland, Ohio. | Catalogue on Application.



If you will take the trouble to examine and inquire into the merits of the

ECLIPSE SAFETY BICYCLE

you will conclude it is the one you want.

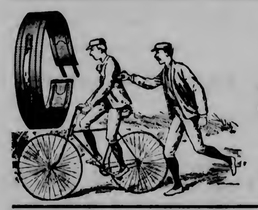
The frame is made of material that is guaranteed to stand a tensile strain of 80,000 pounds to the SQUARE INCH.

Workmanship is first class in every particular. The SPRING FORK AND ECLIPSE SADDLE remove all jar. The machine is elegantly nickel plated, ball bearing throughout, tangent spokes, and a wheel that will last you for years. Do not fail to see the ECLIPSE BEFORE PURCHASING. Price $100.

STEEL PULLEY & MACHINE WORKS,

Patentees and Sole Makers,

INDIANAPOLIS, IND.



THE INSTRUCTION BELT.

By aid of this device a skilled instructor is not needed. as a beginner can be taught by one who does not himself even ride.

Sent by Mail on receipt of $1.25, with full instructions for use.

ST. LOUIS WHEEL CO., 311 N. 14th St., St. Louis, Mo.

The New "39" and "24" Star



NO MACHINE ON THE MARKET ITS EQUAL.

Easiest Running Wheel

—AND—

Best Hill Climbing Machine Ever Produced.

We Challenge Honest Criticism.

In this Machine we have combined ALL the advantages of a low wheel and the speed of a high one.

Send for Catalogue of STAR BICYCLES.

H. B. SMITH MACHINE CO.,

Smithville, N. J.



AS CARRIED WHILE RIDING

No more foul, greasy and collapsed tool bags.
No soiled hands or clothes
No loss of oil or one's temper.
No dirty tool bags or oily tools.
No weight, no delays to oil up.
No loose tops, no rattle
No neglected or damaged bearings.
No squeaking or pounding.
Made in sizes suited to different machines.
Pronounced by old wheelmen, the press and the trade as the BEST novelty before the cycling public for '91.
In ordering state make of wheel and give diameter of seat rod or handle bar shaft.

Price mailed, 50c.
With C. & D. Oiler $1.

The Spiral Flexible Toe CLIP is flexible, easy, adjustable, effective, indestructable, faultless. One of the best, simplest and most easily attached. Price per pair, mailed, 50c Agents wanted everywhere.

Descriptive circular free.

L. H. BANNISTER & CO., Youngstown, Ohio.

To Athletes, Cyclists, Baseball & Footballists, Horse-back riders, Boxers and Oarsmen; when you want to ride, run, walk, row, skate or swim a long distance, USE

ANTI-STIFF

To Strengthen the Muscles.



To Strengthen the Muscles.

It is a marvellous preparation for Strengthening the Muscular System. With Anti-Stiff there is no faith required; it goes straight for the muscles, and you can feel it at work. It has a peculiarly warming, comforting and stimulating effect on all weak or stiff muscles and sinews. Quick in action, cleanly and pleasant in use. Rub it into the muscles every night for a fortnight, and you will be pleased at its supporting and strengthening properties. There is not, nor has been, anything like it till now. It differs from all Oils, Embrocations, and Liniments, both in substance and effect. Some athletes are so fond of it that they rub it all over them. Has a large and increasing sale throughout Great Britain

E. FOUGERRA & CO., Agents for U. S.,

30 N. Williams St., N. Y.



GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the Order.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*

FOR SALE—Warwick Safety; will sell for $115; never been ridden 10 miles. F. H. CANN, P. O. Box 152, Newport, R. I.

FOR SALE—Columbia Light Roadster Safety, '90 pattern; in first-class condition; price $100. Address A. A. MARBLE, Box 71, Somerset, Mass.

FOR SALE—52-inch half-nickel Eagle; good as new; used but little; too small for owner; make your offers. A. R. EDMISTON, 45 Burr building, Lincoln, Neb

FOR SALE—Ivel Tandem Bicycle; good as new; also 54-inch New Rapid; in first class condition except front tire; will sell to highest bidder. CHARLES E. BURR, Bordentown, N. J.

FOR SALE—Ladies' and Gent's Columbia Safety, price, $55; original price $135; in splendid condition. W. S. WATERBURY, Greenwich, Conn.

BRONCHO, CHAINLESS, SAFETY CYCLES; new machines, 1890 pattern, price $60 f. o. b. at Westboro. Address P. O. Box 588, Westboro, Mass.

$40 EXPERT COLUMBIA, 52-inch; in excellent condition; will exchange for Safety or Eagle. H. W. ELLISON, New Bedford, Mass.

COLUMBIA Light Roadster, 55-inch; M. finish; pattern 1890; A 1 condition; for sale or trade. A. E. MAXWELL, Pittsburg, Kan.

FOR SALE—30x24 Pony Star Bicycle; in fine order; cost $156.50; have used less than a month, and will sell for $ 0 cash. Address W. MONTROSS, 53 Lake street, Chicago, Ill.

FOR SALE—Columbia Tandem bike; 2 years old; looks *tough*, but is *O. K.* inside; $150. JIM S. DODSON, 115 S. Main st., Bethlehem, Pa.

FOR SALE—A 52-inch Eagle Light Roadster in A1 condition; will sell for $110 cash. H. K. GARDINER, 70 Piedmont street, Worcester, Mass.

STOLEN—A Victor Safety Bicycle, No. 80821; suitable reward for any information of theft. OWNER, 75 Nicoll street, New Haven, Conn.

FOR SALE—50-inch Eagle, 1890; fine condition. Also Warwick, 1890. For particulars address O. E. JACKSON, 47 2d street, Fall River, Mass.

FOR SALE—One Col. L. R. Safety; A1 condition; ridden less than 40 miles; best offer over $100 takes it; must have the cash. Address H. C. WHITE, Brattleboro, Vt.

TO EXCHANGE—A 50-inch Victor L. R., A1 condition; new tires, for a 48-inch Eagle. F. C. SNYDER, Lowville, N. Y.

FOR SALE—Two Ladies' Rovers, 26x28; solid tires; perfect condition; ridden about 50 miles; $110. WM. C. THORNE, care of Montgomery, Ward & Co Chicago.

A FEW "Victor" and "Columbia" Safeties in most excellent condition. Prices below all competition so long as they last. G. F. F., Akron, O.

NEW MAIL Safety, '90; never used; for best cash offer. Good 54 Eagle for $65. 39x24 Star; used 50 miles. Box 27, Lititz, Pa.

CYCLOMETERS $2 TO $12. Will exchange for other goods. Write me. J. W. BADGER, 2 Warren ave, Boston, Mass.

LADY'S AND GENT'S Columbia Safety Bicycle. Cost $135.00; will sell for $100.00; as good as new. WILSON BROS., 6 Hanover street, Boston.

WANTED—A 42-inch American Light Safety in exchange for a 46-inch ball bearing Springfield Roadster; used but little; fine condition. W. A. HOYT, Ancram, N. Y.

2 COLUMBIA SAFETIES, 1890 Pattern; Lady's $110; Gent's, $100. Both bargains; as good as new, less nickel and enamel. We guarantee to give within $10 of price of either six days after purchase if not satisfactory. Sent C. O. D., to allow examination, on receipt of $5. WILSON BROS., Jewelers, 15 Tremont row, Boston.

FOR SALE—Ten 1890 Bronchos; never ridden; perfect condition. I bought them for speculation. $75 each. Correspondence solicited. GEO. A. BIRCH, 113 Michigan ave., Chicago.

SPECIAL.

All Advertisements in this Department 20 cents a line

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*



L. A. W. BADGES

The official design in **SOLID GOLD.**

Prices, $2.50, $3.50, $5.00 and upwards.

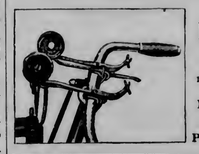
CAUTION.

Members are cautioned against buying the inferior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better for $1.50, $2.00, and $2.50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.

WANTED—1890 Pattern Columbia Light Roadster Safeties; will buy for spot cash. Address, describing and giving lowest price. Ladies' Columbias also wanted. HART CYCLE CO., 811 Arch st., Phila.

WANTED—Bicycle Dealers and Agents to handle our *Official League* and other Bicyclists' emblems. Send for price list and discounts. DURYEA JEWELRY CO., wholesale jewelers, 180 B'way, N.Y.



LAMSON'S

Luggage Carrier

NO. 1.

Convenient, durable, noiseless, cheap. **$1.** Sold everywhere.

Made by

C. H. LAMSON,

Portland, - Maine.

JOHN HARRIOTT.

Prize Medals

Cups, Pins, Etc.

3 WINTER ST. BOSTON, MASS.





Sole Agent in New Jersey .....FOR.....

FEATHERSTONE PNEUMATICS.

Howard A. Smith & Co., 518 Broad St., NEWARK, N. J.



"Z & S" Supporters.

We are the sole manufacturers of the "Z & S" Supporters, and are the only firm that can use the Warren Safety catch. They have been on the market for a number of years, and are perfectly reliable. *Beware of imitations.* Every pair stamped "Z & S" on the back.

Price 50 cents.

"Z & S" Bundle Carriers.

Are indispensible to riders, and are readily applied to the handle bar or mud guard of the safeties; are nicely nickeled, strong and durable.



Price $1,25.



Touring Caps.

This Woollen Touring Cap is the handiest cap in use to-day. It can be rolled up, stuck in the pocket, and then placed on the head and look perfectly neat as ever. They absorb the perspiration, and are cool and refreshing.

Price 75c. Silk $1.00.

Newark Enamel.

This enamel is known all over the U. S., and its good qualities speak for itself. It is a splendid enamel and the best substitute for the baked enamel.



STANDARD RUBBER CEMENT

For cuts in the tire there is nothing like this cement to mend with. It is neat and quickly applied, and always gives satisfaction.



STANDARD GRAPHITE

Is a perfect lubricator for cycle chains for safeties.

Newark Horns.

Are obtaining a larger sale than has been expected and is fast becoming the alarm signal.



Price $1.25, $1.60 and $2.25

Our Second-Hand Wheels Are being sold rapidly and purchasers looking for bargains should send for corrected list.

Dont fail to send for our new **"Encyclopædia of Cyclers' Wants,"** which is ready for mailing. Plenty of new material in it to interest you.

REPAIRS. We are doing repairs in our "Electric Power" machine shop that others refuse or fail to make satisfactory jobs. Our prices are moderate and only skilled mechanics employed. One trial will convince you

Our New Riding School is now open, and is fast becoming the popular resort for learners. Ladies given private lessons.

Howard A. Smith & Co., 518 Broad St., NEWARK, N. J.

THEATRES.

BOSTON THEATRE.
Eugene Tompkins, Proprietor and Manager.
Week commencing April 20th,
"THE SOUDAN."
Evenings, 7.45. Wed. and Sat. Matinee, 2.

GLOBE THEATRE.
John Stetson, Manager.
Week commencing April 20, "BEAU BRUMMEL."
Evenings, 7.45. Wed. and Sat. Matinee, 2.

$2.75.

I will cut a single line, steel street die, monogram or cipher, with 5 quires fine writing paper and envelopes, paper stamped in colors for $2.75; all duplicate orders filled at $1.00 less, the die to remain in my possession; will mail samples on app ication.

M. R. WARREN,
Stationer and Engraver,
336 WASHINHTON ST., BOSTON.
Mention this paper.



FOR TANGENT AND DIRECT SPOKES.
Nickeled, Price 75c., Postpaid.
Dealers send for Sample and Electrotype.
AVERY & JENNESS,
5756 Madison Ave., Chicago.



SAMPLE CAN, BY MAIL, 25 CENTS
Liberal Trade Discount.
GRAPHITE,
P. O. Box 1202,
NEW YORK, N. Y.

Erie Knitting Mills,
Erie, Pa.

Are still making the very best goods for cyclers. We know this, and others are finding it out.

This is a copy of a letter just received from the champion road rider of the United States:

ERIE KNITTING MILLS -
I cheerfully recommend your knit goods for the use of bicyclers, especially hard road-riders, as from my experience with them I have found them well-fitting, elastic and durable as iron.
Yours very truly,
WM. VAN WAGONER.

FRANK FAIRBAIRN, 513 WEST 11TH ST., ERIE, PA.



FINE TAPS AND DIES
For Bicycle Work.
Send for Price List.
WILEY & RUSSELL MFG. CO.,
Greenfield, - - Mass.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.
For sale by all Cycle manufacturers and dealers.

FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. For sale by all Cycle Agents. Liberal discount to the trade.
JOHN W. WILSON, Cottage City, Mass.

FITCHBURG RAILROAD.

Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

HOOSAC TUNNEL ROUTE

THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

BICYCLES CARRIED FREE
FAST EXPRESS TRAINS

With elegant PALACE PARLOR and SLEEPING CARS to and from
BOSTON and CHICAGO and BOSTON and ST. LOUIS, via NIAGARA FALLS,
without change.

THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.
THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.
THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.
ELEGANT PALACE SLEEPING CARS
to and from
BOSTON and MONTREAL,
without change.

For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at
250 Washington Street, or
Fitchburg Railroad Passenger Station, Boston.
J. R. WATSON, General Pass. Agent.

Price List of Specialties
—MANUFACTURED BY—
ELASTIC TIP CO.

Mailed Postpaid on Receipt of Price.

Dropped Forged Steel Spade Handles, all nickeled and threaded to fit any machine, $2.50 per pair.
Soft Rubber Handles, pear shaped, $1.50 per pair.
Vulcanized Handles, pear shaped, $1.50 per pair.
Boys' Soft Rubber Handles, pear shaped, $1.00 per pair.
Double Grip Pedal Rubbers, No. A, 1 inch x 3 3-4 inches, $2.00 per set of four.
Double Grip Pedal Rubbers, No. B, 1 inch x 4 inches, $1.50 per set of four.
Double Grip Pedal rubbers, No. C, 1 1-4 inch x 4 inches, $2.00 per set of four.
Pedal Rubber, round or square; made from white rubber, $1.00 per set of four. When ordering state size required.
Spade Grips, vulcanite, 50 cts. per pair.
Safety Handles, vulcanite, to fit any machine, $1.00 per pair.
Safety Handles, for Boys' Wheel, 50 cts. per pair.
Soft Rubber Grips for Safety, $1.00 per pair
Soft Rubber Grips for Boys' Safety, 50 cts. per pair.
Soft Rubber Sleeves, to fit over vulcanite grip, 75 cts. per pair.
Steel Balls, 3-16 inch, $2.00 per C.; 1-4 inch, $2.40 C.; 5-16 inch, $3.00 per C.
Imported Tire Cement, 25 cts. per box.
Tire tape for holding on tire, 25 cts. per roll
Rubber Cement, for repairing cuts in tires, 25 cts. per can.
Bicycle Spokes. Price according to quantity.
BICYCLE TIRES, SOLID or CUSHION, either red or grey; price according to size. Send for Catalogue.

ELASTIC TIP CO.,
Cor. Cornhill and Washington Street,
BOSTON, MASS., U. S. A.

Send for Complete Bicycle Catalogue



MEACHAM
HIGH-GRADE
DIAMOND SAFETY
1891 PATTERN. TANGENT SPOKES.

Ball Bearings to Both Wheels.
Both Pedals and Crank Shaft.
Ball Bearings to Head.
Hollow Steel Tubing.

List Price. $115
Selling Price, $76

COMBINATION WHEEL FOR EITHER GENTLEMAN OR LADY.
WILL SUSTAIN A PERSON WEIGHING 225 LBS.
BY REMOVING TOP CROSS-BAR, CAN BE RIDDEN BY A LADY.

E. C. MEACHAM ARMS CO. ST. LOUIS, MO.

REAL BICYCLE UNIFORMS.



Be sure to send for free samples and measure blanks. Club Uniforms a specialty. L. A.W. Coats, $8. Knee Breeches, $4. Punnett's celebrated Jersey Cloth Knee Breeches, only $4 a pair. Bicycle Caps, Hose, Pins, Tights, gold or silver Letters, Punnett's Invisible Pants Holders, 25c. a pair. Be sure to write now.
R. A. PUNNETT, Tailor and Athletic Outfitter,
98 & 100 West Ave., ROCHESTER, N. Y.
All strictly first-class work at moderate prices.

$85.00 LOVELL DIAMOND CYCLES. $85.00

High Grade Only.
All Ball Bearing,
Steel Tubing
—AND—
DROP FORGINGS.
NO BETTER MACHINE AT ANY PRICE.



Lovell Diamond, $85.
With Cushion Tires, 95.
For Ladies, 85.
Convertible, 85.

AGENTS WANTED.

BICYCLE CATALOGUE FREE.

MANUFACTURED BY
John P. Lovell Arms Co., Boston, Mass.

HUMBER & CO.,
(LIMITED.)

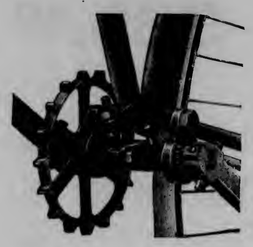
The following Agents have been appointed in the United States to represent the celebrated

HUMBER WHEELS:

PHIL. BROWN, 17th and K Sts., Washington, for District of Columbia.
SWEETING CYCLE CO., Philadelphia, for Pennsylvania, Delaware, New Jersey and Maryland.
SCHOVERLING, DALY & GALES, 302 Broadway, for New York City and New York State.
AMOS SHIRLEY, 987 Eighth Avenue, for New York City.
WRIGHT & DITSON, 578 and 580 Washington Street, Boston, for New England.
STANDARD CYCLE CO., 588 Main Street, Buffalo, for Counties Jefferson, Harrison, Tuscarwas, Coshocton, Licking, Franklin, Union, Champaign, Miami, Darke, and all Counties North of these in Ohio.
CHARLES STARCK CO., Ltd., Toronto, for Canada.

Applications for unoccupied territory should be addressed to STEPHEN GOLDER, P. O. Box 2225, New York City.

Agents also Wanted for the Signal Cyclometer.



DRIVING-GEAR.

The driving-gear is so important a part of the bicycle, that it demands the serious attention of every maker and rider alike.

Your critical examination of the Columbia gear is invited. The arrangement for regulating the slack of the chain is remarkably simple and reliable. The chain itself is our "Elliott Self-Oiling," and solves the problem of how to keep a chain well lubricated and clean at the same time. Each link contains an absorbent carrying sufficient oil for at least 500 miles running. No matter whether you use your wheel much or little, the chain is *always* in perfect running order.



The cranks are of the famous Knous pattern, which have been used on thousands of "Columbias," and given universal satisfaction.

Regular Columbia ball pedals are used, fitted with "double-grip" rubbers. No other pattern holds the feet so securely. The appearance of the pedal is improved by the cap covering the outer bearing, and whose use is to prevent the entrance of dust and grit, especially when the pedal comes in contact with the ground.

Ride a Columbia and you will appreciate its driving-gear. You can depend upon it every time for ease and evenness in running.

CATALOGUE FREE.

POPE MFG. CO.,

BRANCH HOUSES:

12 Warren Street, NEW YORK.
291 Wabash Avenue, CHICAGO.
Factory, HARTFORD, CONN.

77 Franklin Street., BOSTON.

Copyrighted, 1891

A SUMMER VACATION AWHEEL IN THE HARZ MOUNTAINS.

BY WM. HEYNY, JR.

(CONTINUED.)

AND NOW we start out to explore the Bode Valley the gem of the Harz! Turning up the valley, the hills on each side grow taller, the green slopes give room to barren rocks and palisades, higher and higher they rise. Before we can realize it, the scenery has changed entirely. Grotesquely shapen rocks, a fitting subject for the artist's canvas, abound, sometimes hanging over the path, frightful to behold; we pass by, eyeing a huge clump suspiciously, which seems balancing upon its edge and ready to tumble-down on, us any minute. Above the Hubertusbad an enormous block, resembling a chopper, standing on its hilt, commands our admiration. Further up is the Bulowshohe with an observation point. On the other side the Homburg rocks rise like a wall to a tremendous height, cut out on the summit like toppling chimneys of quaint old houses, representing the shapes of all sorts of arms, as spears, daggers, hari-karis and Turkish swords, or arched, similar to ruined old church windows.

The further we advance the more of the wild beauty of the valley presents itself. Rocks of every imaginable shape and color all around us, now partly covered with foliage, now bare, rising abrubtly, like ancient battlements, or resembling ruined walls of gigantic castles, and human or rather superhuman heads and figures standing up there like giants awaiting the signal to fall upon and crush the intruding stranger! Ah, poor language! Poor pencil! Neither words nor sketches can depict the beauty of the grand Bode Valley!

From the bridge to the "Waldkater" inn I can name you some of the picturesque rocks. There are the "Moench" (monk), with its hood, "Bodethor" (gate), "Briefbote" (letter carrier), "Bergkanzel" (pulpit), "Baer" (bear), "Wolf," and further on the "Alte Christoph" (old C.) "Napoleon" and others.

Perhaps you would try your lungs, or practice for a climb in the Alps; there is the "Hexentreppe" (witches' stairs), a rough, natural stairway of 1100 steps, leading from the valley up the steep wall through a wild forest to the "Hexentanzplatz" (witches' dancing place). We bicyclists of course go up there by the road. From the "Tanzplatz" plateau, some 700 feet above the Bode, where witches were believed to perform their nightly fire dances, we have a grand view of the opposite "Rosstrappe" (horsestep), which, rising perpendicular, protrudes into the valley, a great bastion. Seated in front of the "Tranzplatz Hotel," we enjoy a bountiful supper. The panorama of the plain from Thale, at our feet, to the distant line of horizon, the houses of towns and villages, are dotted about like little herds of sheep—a beautiful spectacle. The sun is setting, and as the shades grow deeper and deeper, the curious groups and figures of rock on the opposite wall begin to take life. Look yonder! As though he had just emerged from some hidden ravine, Giant Bodo, standing there, with folded arms, strongly relieved by the black-green background of the foliage. The enormous granite rocks were there before, but we did not notice them particularly; it is the light falling on them at a certain angle, and producing the shadows, which make this mystification perfect.

The "Tranzplatz Hotel" is a good place to stop. If the weather is fine, we shall witness a queer performance in the morning. Getting up at dawn, and out on to the plateau, we beheld an entirely new scene. White fog, filling the valleys below, envelopes everything but the highest peaks, and hides it from view. A moving, ever changing mass of vapor, getting more and more transparent as it lightens, and assuming all sorts of shape; spirits, with white sheets flying loose about them, a real ghost-dance. Now we may well understand how they came to give this place such a strange name. Through the mist one after the other, the mountains show their bald heads. Quicker the spirits hustle and dip, and, joining hands, try a last merry go-round; but there the sun sends the first golden rays over the scene, and the witches hush down, through the valley, to seek their silent nooks and hiding-places in the crevices of the mountains. And now look around. Everything has a bright, fresh aspect; the melancholy appearance is gone. The moist mountain-tops are glowing in reddish and golden tints; the air is so clear, that one might fancy to be able to see a person walking up the distant Brocken, with its hotel and tower sharply outlined against the cloudless sky. Thanks, father Brocken, it is not very often we are permitted to see thee, without thy nightcap of clouds!

TO BE CONTINUED.

WHEEL RACE AT DES MOINES.

A TEN-MILE road race will be run at Des Moines, Iowa, Saturday, May 16th, under the management of the Hodgson Cycle Exchange of that place. The course will be from East Third and Grand avenue, west to the corporation limits on Grand avenue, a distance of two and a half miles, to be run four times. Wheels of all kinds, solid, cushion, and pneumatic tires admitted—a free for all; and the race is open to all amateur wheelmen in the State of Iowa. Entry fee $1.00. All contemplating entering this race should forward entry fee to the Hodgson Cycle Exchange, 821 Walnut street, Des Moines, Iowa.

Valuable prizes, which will be announced later, will be offered by a number of manufacturers and by the Hodgson Cycle Exchange. All entry fees to be turned over to the Des Moines Cycling Club.

A PROTEST AGAINST THE PRESENT USE OF DECORATION DAY.

EDITOR BICYCLING WORLD: I desire to enter my protest against the practice, which seems to be growing, of making Memorial day a time for road races by wheelmen. It seems to me that Memorial Day, of all days, is not the time for anything of this kind. It was set apart as its name signifies, in memory of those who died in the civil war, and wheelmen, as patriotic young Americans, should not be guilty of holding such meetings as the Irvington-Milburn and Pullman road races or any other public affairs on this day, but rather should unite with the G. A. R. and other patriotic societies in paying reverence to the memory of the dead heroes who sacrificed their lives that our country might live.

Let us do away with it, and find some other occasion for our races and good times.

THOS. F. COOKE.

L. A. W. No. 7271.

THE 48-HOUR RECORD---A CHALLENGE.

EDITOR BICYCLING WORLD: I wish you to correct the mistake made in announcing and advertising C. Ashinger's Detroit scene *as record* for 48-hour race. I hold the world's record 740 miles, 240 yards, Nov. 8 to 13th, Minneapolis, which was made when I defeated the field of seven starters. The *Clipper Annual* of '86-87 published the record, and I should have thought that private record book of yours had it. [It was an oversight.—ED.] Prince of all men knows it, and offered $100 extra in Omaha to the one who could beat it. Wilbur F. Knapp, who is now running the bicycle school in Frisco, and myself, are ready to compete against any two men in America in any race from 3 to 8 hours a day. Knapp also from 1-4 mile to 100. I'm out of the business, but don't like the "young ones" taking honors to themselves unearned and unwarranted. I remain yours,

W. J. ("Senator") MORGAN.

LEGAL.

AN injunction was granted April 8, by Judge John M. Hall, against the Pope Mfg. Co., on complaint of the Overman Wheel Co. and A. H. Overman, restraining the said Pope Mfg. Co. from selling to the Hartford Cycle Co. or other parties during the term of United States Hughes' patent No. 227,632 and adjustable ball bearings separate from machines, other than ball bearings contained in pedals, to said Hartford Cycle Co. and to any other persons except such as hold the licenses of both parties to contract of June 10, 1886. A bond of $2000 was required and furnished, and an attachment of $10,000 was placed on the Hartford real estate of the Pope Mfg. Co.

The contract referred to is that one made between the Overman Wheel Co. and Pope Mfg. Co. at Springfield in 1886, and known among the old timers as the "Treaty of Springfield." It will be noticed that this is not an injunction in a patent suit, but based on claimed violation of the aforesaid "Treaty." In reply to inquiry made to the Pope Mfg. Co. we learned that the injunction was a surprise to them as they had not received notice of the proposed action. A card from the Hartford Cycle Co. appears also in this issue on this same question. Both the Pope Mfg. Co. and Hartford Cycle Co. announce that they will not stop manufacturing or sale of wheels on account of this injunction, and the Pope Mfg. Co. express confidence in being able to show when the hearing comes that the "Treaty" of 1886, has in no wise been violated.

A CARD.

TO THE TRADE—The Overman Wheel Co., upon a one-sided statement presented by it to a Judge of the Superior Court of the State of Connecticut, recently obtained an injunction against the Pope Mfg. Co., restraining it from selling to us adjustable ball bearings separate from machines. This, is, however, merely a temporary injunction granted by the Court without receiving any affidavits or evidence on behalf of the Pope Mfg. Co., and without hearing any one on behalf of the Pope Mfg. Co., or having any knowledge of the facts which can be stated in opposition to the injunction. As it may be some time before a motion can be heard for the dissolution of this injunction, we think it proper to inform you that this injunction will in no manner inconvenience us, or prevent our manufacturing, selling, and delivering any of our well known styles of bicycles, because we are in no way dependent upon the Pope Mfg. Co. for the adjustable ball bearings, or any other parts of the machines. We have a well equipped factory for the manufacturing of our machines, and can make the adjustable ball bearings as perfectly as they can be made by either the Overman Wheel Co. or the Pope Mfg. Co. We are manufacturing them and will continue to do so without the slightest delay or inconvenience, and are prepared to furnish our customers and agents with our machines, notwithstanding the temporary injunction above mentioned.

THE HARTFORD CYCLE CO.,
Hartford, Conn., April 14, 1891. Geo. Pope, President.

A FEW TERSE SUGGESTIONS ON RACING MATTERS.

MR. W. J. CORCORAN is and has been well in touch with racing men; and, wishing to gather from him his ideas as to modifications of the present rules and formation of new ones, he, in answer to our queries, made the following suggestions:—

"First, that the races known as District and National Championships be reduced to three one-mile events, namely: One-mile, ordinary; one-mile, safety, and one-mile tandem, safety.

"Second, that the prizes for the National Championships be sterling silver cups valued at one hundred dollars ($100) each for ordinary and safety, and $50.00 each for tandem race.

"Third, that special gold medals be offered the men leading at the quarter, half, and three-quarter pole.

"Fourth, that races be established separately for ordinary and safety solid tires, and for ordinary and safety pneumatics.

"Fifth, the giving of bicycles as prizes at race meets be abolished.

"Sixth, that lap races of all kinds be abolished."

PROPOSED INTER-CLUB ROAD RACING ASSOCIATION.

THE clubs in the vicinity of Boston have about decided to form an Inter-club Road Racing Association, open to club members within a radius of about twenty miles from the State Capitol. The matter is in embryo as yet, but will no doubt take form within a few weeks.

TRADE NOTES.

ROUSE, HAZARD & CO., Peoria, Ill. have moved into larger and more commodious quarters. They gave a grand opening on April 11th, which proved a great success. Their immense sales-floors, which are the finest in the West, were elegantly decorated with flowers, plants, lanterns, electric lights, flags, etc., while a fine orchestra rendered choice selections of music throughout the day and evening. It is remarkable how the business of this firm has grown in the past few years, which has been brought about by strict attention to business and by giving their customers full value for their money.

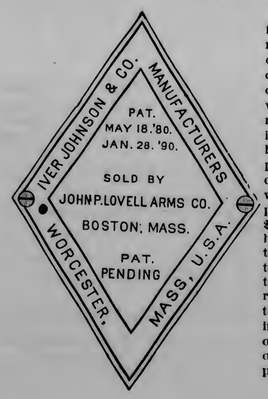


THE CUSHION KOH-I-NOOR.

Manufactured by the Premier Cycle Company.

WE show above one of the most popular of this Company's line of high grade safeties. It supplants the Premier Full Roadster of last season; has had a private test by the Company on American roads for over a year, and has been found superior to that machine in every particular. It has 30x28 inch wheels, open head Diamond frame of cold drawn seamless tubing, 1 1-4 cushion tires, guaranteed for one year's service, ball bearing socket steering head, and is supplied with either Lamplugh and Brown, Fish or Garford Saddles. It is fitted with mud guards to both wheels and guard over chain, and with saddle and pedals complete ready for the road, weighs but 46 pounds. The Premier Cycle Company claim that it is the lightest Full Roadster Safety on the market, and its handsome lines and exquisite finish certainly entitle it to the earnest consideration of those of our heavy weight or hard road riders who desire a first class mount. The price is $145.00.

NOTICE.



EDITOR BICYCLING WORLD: Please find enclosed a description of the name plate which we are placing on all our Diamond Safety Bicycles. We mail you the electrotype of same to-day, and wish you would please run it in your trade notes or some place in the reading notices in your paper. We have so many complaints from parties in different parts of the country, saying that our wheels were sold at more than $85. Some parties have paid even as high as $100, $115, and $125. This is done by the different dealers putting on their own name plate and selling the machines at whatever price they choose. Of course this is not right, and we take this means so that the public will not be deceived in future. We think this will be of great importance to the readers of your paper and to the general public. Yours very truly,

JOHN P. LOVELL ARMS CO.

STALL is nothing unless progressive. His latest is the opening of a cycle school in combination with Baron Nils Posse at the latter's ladies' gymnasium in the Harcourt building on Irvington street, opposite the South Army M. V. M. The riding school will be *devoted exclusively to the use of ladies.* The floor of the school contains 5200 square feet of space, and a competent corps of teachers is employed. The machines to be used in this school are the celebrated Elliott Hickory. Speaking of Hickory we are told that the new company that has taken charge of the factory at Newton with friend Elliott at the head, was formed for the pursose of giving a fresh man each day in the week to the tender mercies of the indefatigable Stall, who makes a pilgrimage to the factory each morning after breakfast for the purpose of accelerating the action of the remainder by immolating one unfortunate per day for the sins of the rest in keeping behind on Stall's orders for Hickories. The "Veteran" is making the wood wheel fly in a way that proves to the dear public that "Hickory is the best of wood." Stall reports his new branch house on Columbus avenue as a great success. It will be seen by our advertising pages that Stall has gotten a corner on Spoke Grips with the celebrated Chicago, and we note also that he has gotten a big "grip" on the Tool Bag market, and is selling some of our largest dealers and manufacturers.

MERWIN, HULBERT & Co. of New York have issued their catalogue for 1891. It is a book of 51 pages, and is covered in parchment paper and letters of scarlet. This firm handle the Swift Safeties, a full line of which they always keep on hand. The other machines they handle are the Ramblers. In the medium grade and price wheels they show the "Outing No. 1," $60 and $65, "Outing No. 2," $75 and $87.50; "Outing No. 3," $85 and $100; "Lightning," $35; "Rapid," $45; "Manhattan," $50; "Grayhound," $60; "Lone Star," $45. All the foregoing are ball bearing machines; the "Dandy," $25; "King of the Road," $35, and Pathfinder, $45, cone bearing wheels. The rest of the catalogue is devoted to sundries of whatever kind the cyclist may desire or imagine. They keep everything a cyclist can possibly want in the way of tools, parts, lamps, clothing, caps, etc., etc.

Aluminum Age is the name of a new monthly periodical of eight pages started at Newport, Ky. The first number, issued for February this year, and subsequent numbers, contain much interesting matter concerning the strange coming metal, which has all the desirable qualities of the now costly metals while it is destined to be cheaper than even iron. The publication will interest any one in any of the mechanical and allied callings. Price only 50 cents a year.

THE Standard Cycle Co. of Buffalo, N. Y., have now an agency on William street, and also on Broadway, New York.

THE New Mail Factory is now running a night force to keep up with orders. Wm. Read & Sons report a larger demand for these favorite wheels than ever before, which speaks for itself as to the worth of these Safeties. They are deluged with orders for the new $100 grade, while the $135 quality also is in great demanded

FIXTURES.

MAY.

3—Pike County (Mo.) Tour at Louisiana.
23—Road Race at Forest Park, St. Louis, Mo.
23—Harvard University Cycling Association meeting, Cambridge, Mass.
25—C. W. A. annual meet at Woodstock, Ont.
29, 30—Annual meet of the New Jersey Division L. A. W. at Elizabeth N. J.,
30—Third annual Cycling Tournament of the Bay State Bicycle Club at Aricultural Park, Worcester Mass.
30—Annual Tournament of the Rome (N.Y.) Cyclers at Riverside Park.
30—Chicago-Pullman Road Race at Chicago, Ill.
30—Irvington-Milburn road race. Address A. B. Barkman, 241 Broadway, New York.
30—Maine L. A. W. Division Meet at Bangor, Me.

JUNE.

6—Hill climbing contest, Son-of-a-Gun Hill, near St. Louis.
8—Annual Spring Meet Connecticut Division L. A. W. and New Haven Bicycle Club Tournament at New Haven, Conn.
8—The New Haven (Ct.) Bicycle Club Tournament. Address E. J. Perkins, 173 Olive street, New Haven, Ct.
13—Fourth annual century run Newark, N. J., to Philadelphia, Pa. W. E. Fuller, 50 Wall street, New York.
16, 17—Annual Meet of the Iowa Division L. A. W. at Newton, Ia.
18—New Hampshire Division Meet, Concord, N. H.
19 and 20—Annual meet of the New Hampshire Division of the L. A. W. at Concord, N. H.
26 and 27—Kentucky Division Meet at Louisville, Ky.

JULY.

2, 3 and 4—Race Meet of the Hagerstown Bicycle Club and 3d Racing District, Hagerstown, Md.
3, 4—Annual Meet of the Illinois Division L. A W. at Rockford, Ill.
3 and 4—Missouri Division Meet at Carthage, Mo.
4—Tournament at Charter Oak Park, Hartford, Conn., under the auspices of the Columbia Cycle Club.
4—California Division Meet at Stockton.
13, 14, 15—Annual Meet of the Ohio Division L. A. W. at Columbus, Ohio.
16, 17 and 18—Annual League Meet, Detroit, Mich.
July 24 and 25—Annual Bicycle Meet of Chicago Cricket Club at Parkside. J. G. Davis, Parkside, Chicago, Ill.
22 and 23—Wisconsin Division Annual Meet and Green Bay Cycle Tournament at Green Bay.

SEPTEMBER.

18 and 19—Third annual tournament of the Peoria Bicycle Club.

8000.5

FOUNDED THE 1878

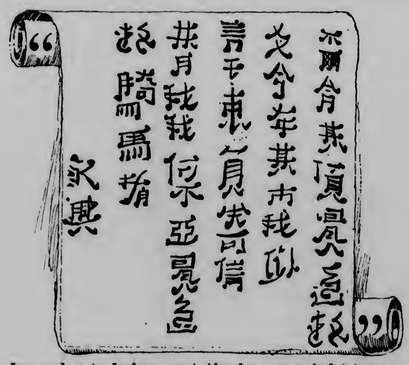
BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXII. Number 26. BOSTON, 24 APRIL, 1891 $1.00 a Year. 5 cents a copy



Victor Safety—Model C.



In order to bring out the heavyweight translators we will increase the offer to *$500.*
OVERMAN WHEEL CO.

"DON'TS."

Don't buy a Bicycle simply because the anxious dealer tells you it is the highest grade, etc.
Don't accept as gospel truth the statement of certain makers that their "hose pipe" tires are equal to the Victor Cushion Tire.
Don't buy a Bicycle of makers who told you last year that spring forks "are too springy," and now offer an apology for the Victor Spring Fork.
Don't for one minute believe that makers of bad bicycles in 1890 have attained perfection with a suddenness that takes your breath away.
Don't fool your money away on second-grade bicycles, and repent afterwards.
Don't buy a Victor Bicycle with Spring Forks, Cushion Tires, etc, unless you want the BEST.
Don't send for an art catalog unless you want it.

Overman Wheel Co., - Chicopee Falls, Mass.

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

AN UNSOLICITED TESTIMONIAL.

This is only our third week in business, but we are learning, and hope in time to acquire instinct enough to "come in when it rains," and as soon as it "clears off" to get out again and sell wheels.

The following letter has just been received:

ELLIOTT HICKORY CYCLE CO.,

Newton, Mass.:

Dear Sirs—I have used almost constantly for over three years one of the Hickory Safeties made by your predecessor. During that time, and previously, I have ridden nearly, if not all of the different styles of safety machines, and I am most decidedly of the opinion that the Hickory has points ahead of them all. First it is easiest to learn to ride, this being true, and no one who knows has ever doubted it; then it follows without argument that it must be easiest to ride after one has learned. It has an elastic feeling which comes from the nature of the material and the absence of working joints. I will not attempt to go into all its details, but only say that for freedom from repairs, steady steering, easy going, absence of vibration, and general all round comfort, the Hickory is good enough for me. Yours, STERLING ELLIOTT.

P. S. You are at liberty to make any use of this letter that you may see fit.

It may be because we are new, but lately we have had a regular "grist" of letters from people who take something more than a passing interest in us. The tourist (with a small t.) who is about to ride somewhere, and who expects the farmers along his route to stop their cattle long enough to lean over the fence and ask him what kind of a "buysickle" he uses; then he pictures to us with varying degrees of ability the great boon it would be to us to have him announce that it was a "Hickory." The embryotic tourist, the fresh man, as it were, will sometimes offer to *buy* a machine, the special discount, which he hopes to receive, being considered sufficient as our tribute to his genius. When he begins to get ready for his second year's touring he wants us to *present* him with a machine; and when he gets to be a sunburned veteran he wants us to pay him something besides furnishing the machine.

Some of the more hardened ones fix up a stock letter, make "Hectograph" copies, and fill in at the top the name of each maker to whom they send it. We can stand this fairly well until they get to writing our name with a different shade of ink from that used in the balance of the letter.

One man tells us that another maker has offered to give him a machine if he will ride it, but he "prefers a *Hickory*," this was well calculated to soften our hearts until we looked at it with a glass and found that the word "Hickory" was written in, and the bal. was "Hectograph."

Another wanted (at least he said so), to ride down a certain dangerous place, and then advertise that it was done on a Hickory. We investigated this case seriously, thinking that at last we had found a scheme to which we would willingly contribute a machine for the general good, but while the place was dangerous, it wasn't dangerous enough. We *knew* that the machine would come out all right and *feared* the man might, so we refused.

The professional Tourist seems to have marked us for "his'n." He evidently don't know that we got "onto" him while we worked where we did before we came to the

ELLIOTT HICKORY CYCLE CO.,
Of Newton, Mass.

P. S. Catalogues next week.

IF YOU WANT TO EXCHANGE YOUR OLD WHEEL OR BUY A NEW ONE, WE CAN DO YOU GOOD.

We handle *all* makes, both new and second-hand, and sell on easy payments with no extra charge, at prices *guaranteed* as low as the *lowest*. We take second-hand wheels in exchange, and as our Cycle business—established 12 years—has for the last several years extended to every State and Territory in the United States and Canada, and we regularly sell in all the large cities, it is evident our inducements must be satisfactory. Large illustrated catalogue, with full particulars, list of freight and express rates, etc., etc, and our job lot and second-hand lists, describing and pricing 1200 bargains, sent free on application.

ROUSE, HAZARD & CO., - - 9 G Street, Peoria, Illinois.

Also Jobbers of Cycles and Sundries.

NEW ENGLAND BICYCLE DEALERS.

If the UNION or WARWICK CYCLES are not represented in your territory, write us for terms. You will find them more than liberal.

A. O. VERY CYCLE CO., - - 173 TREMONT ST., BOSTON.



WE ALSO CONTROL

GIANTS

—AND—

BRONCHOS

For Eastern New York.

"LACTART"

ACID OF MILK.

A REFRESHING DRINK WITH WATER and SUGAR.

Call for Orange or Raspberry Lactart at the Soda Fountains.

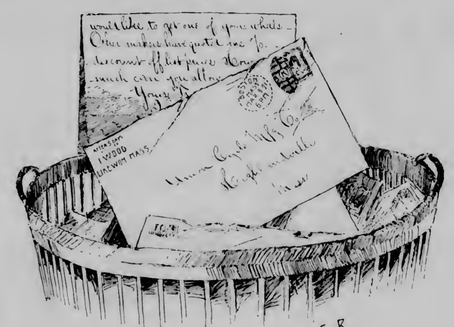
Benson, of Corey Hill fame, says:

AVERY LACTART CO., Boston.

Gentlemen—"For several seasons I have used your Lactart and found it very satisfactory, as a quencher of thirst." Respectfully,

A. P. BENSON, Newton Club.

'NUFF SAID.



The UNION CYCLE MANUFACTURING CO., Highlandville, Mass.,

—OR—

The CHAS. F. STOKES MFG CO., 293 and 295 Wabash Ave., Chicago,

Will be Pleased to Supply Catalogue.

JANUARY last we notified the entire Cycle trade that we had secured the control for the United States of the Dunlop patents on Pneumatic Tires. Anticipating a great demand for this tire, as it is the only practicable and successful Pneumatic Tire made, we warned the trade against infringement, and, at the same time, freely offered to the trade this tire at a reasonable and uniform price.

We are informed that some persons are still offering in the market, cycles provided with Pneumatic Tires, identically, or substantially the same as the Dunlop Tire, but without any authority from us. We respectfully refer manufacturers, importers, dealers and users to United States letters patent, reissue No. 11,153, granted to John B. Dunlop, March 24, 1891, "Wheel Tire for Cycles."

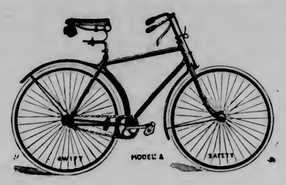
This patent is owned by us, and we shall immediately begin the active and vigorous prosecution of every person making, selling, or using tires containing the improvements claimed in the said letters patent without authority from us.

A. FEATHERSTONE,

Clark and 16th Sts., and Armour Ave., - - - Chicago.

WRIGHT & DITSON, New England Depot, - - Boston, Mass.
SCHOVERLING, DALY & GALES, Eastern New York State and City Depot, - - - - - - - New York City.
SWEETING CYCLE CO., Eastern Pennsylvania and Maryland Depot, - - - - - - - - Philadelphia.
H. A. SMITH & CO., New Jersey Depot, - - - Newark, N. J.

To which all Correspondence for these Territories should be addressed.



SWIFT SAFETIES.



COVENTRY MACHINISTS' CO., Ltd.,

239 Columbus Avenue, Boston, Mass.

11 and 13 Madison Street, Chicago, Ill.

NO WHEEL MADE



Is of Higher Grade and Quality

THAN THE **NEW MAIL**

PRICE, $135.

Solid or Cushion Tires.

ONLY Wheel with Trigwell's Ball Head, giving the steadiest steering.

ONLY Wheel with Straight Front Fork.

ONLY Wheel with Rear Axle Band Brake.

NO OTHER WHEEL HAS IT! RUBBER TIRES ARE NOT INJURED!

Being on the Axle it cannot tear or injure the Rubber Tire. Does not spatter mud on the Driving Chain, which is always a care to keep clean, nor collect mud, as when the Brake Spoon is near the Rubber Tire. It is a brake of GRADUAL PRESSURE and is VERY POWERFUL. Specially advantageous when Cushion or Pneumatic Tires are used.

The editor of the *C. T. C. Gazette* sums up a lengthy article with the following details of an ideal mount: "Safety, with a Diamond Frame Ball-steering; Straight Front Forks; Band Brake on rear wheel, and Tangent Spokes."

From the *Scottish Cyclist*: "We still hold out for the Band Brake, applied to the Driving Wheel. A Band Brake fitted to Driving Wheel is theoretically correct, places the strain where the power emanates, and, so far as the present mechanics of cycle building stand, must be accepted as the ideal brake."

From *Cyclist*: "The introduction of Pneumatic and Cushion Tires will call for a modification of Brakes on Safeties. For all purposes we give preference to a REAR WHEEL BAND BRAKE. The rear wheel is unquestionably the place for the Brake, and we think no one will take issue with us that a Band Brake properly fitted is better than Brake acting directly upon the Tire. Such a Brake is more powerful, cleanly and less tiresome."

THE NEW MAIL ALONE HAS THESE FEATURES.

Brake cannot collect or spatter mud on chain as does a spoon brake on rear wheel. Our Cushion Tires are warranted, and the most practical and best cushion tires made. Handsomest and best High Grade Safety

Oh! How that $100 NEW MAIL is Selling also.

WILLIAM READ & SONS, - - 107 WASHINGTON STREET, BOSTON, MASS.

BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN CO.

Postage stamps will not be accepted hereafter in payment for Advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 24 APRIL, 1891.

WE congratulate "the Happy Sixteen." Action on the suspensions was a long while "suspended," but "all's well that ends well."

NOTWITHSTANDING we issue a supplement this week the official news so crowds us with its 5 1-4 pages that we have been compelled to leave out several interesting articles this issue.

WE print in the Official Department the full text of the alliance with the A. A. U., and one of the chief beauties is its simplicity and directness. As to its terms we think it will be hard to find any fault with it. It gives the League absolute control of all the cycle racing, the participants of which must be governed by the L. A. W. rules whether or not the races are held directly under League management. In cases of charges against an A. A. U. member, the member shall be tried by a committee of three, one L. A. W. and one A. A. U., who shall be named by the two bodies, and the third member to be chosen by these two appointees. The alliance also gives the L. A. W. the right to one representative on the Board of Governors of the A. A. U.

THE suspensions have been raised by the L. A. W., as will be seen by referring to the Official Department, and all but one of the men will be happy. That one has new charges brought against him for selling his prizes, and his name also appears in the Official Column. So at last we draw to the end of a very interesting bit of history in the racing annals of this country, and let us hope that the new era entered upon will prove one of peace and prosperity.

IN last week's issue we printed an article from a clergyman, which is worthy of special notice inasmuch as it touches on the question of Sunday riding, and treats of it in such a quiet, reasonable and Christian-like spirit that its very moderation should appeal to wheelmen and influence them for the better in being at least considerate for the feelings of those who believe in keeping the Sabbath in a way consistant with their conscientious belief.

IT will be observed that the reverend gentleman does not enter into a wordy tirade against wheelmen for using the day for out-door recreation, but he mildly "deprecates the noisy starting of club runs just at church time," and suggests in the same courteous manner that in case the wheelman does not care to go to church himself that he will, at least, "respect the feelings" of those who do.

THE cyclist who does not take to heart the suggestions of the Rev. Mr. Cunningham, and act more in consonance therewith, is a man who, by his selfish thoughtlessness, deserves to be reminded of his shortcomings in a manner more brusque and to the point. Consideration and respect for other people's feelings is one of the most decided "Hall marks" of the true man, and the persistent violation and outraging of another's feelings is a sure sign of the coarseness of the grain in the make-up of the offender.

IT is purely a matter of conscience with a man as to whether he sees any wrong in taking Sunday as a day for innocent recreation, but he must bear in mind that if his conscience acquits him of evil intent, that the acquittal will not be honored at "headquarters" if he fails to respect the rights of others, and by his boisterous or obnoxious conduct outrages the feelings of those whose duty, according to their judgment, is in attending services in the house of God.

TO the average New Englander the idea of holding races on Sunday is peculiarly distasteful, as is also the holding open of places of amusement, as is the custom in some of the Western and Southern cities, and yet how narrow it is for those who oppose Sunday racing to condemn those who really can see no harm in the indulgence thereof. Distasteful as this may be to us, we could not for a moment speak harshly of those who think differently. There can, however, be no possible harm in suggesting to wheelmen the thought as to whether it would not be a matter of good judgment and taste to discourage Sunday cycling contests of all kinds?

SOMEWHAT in line with the question of Sunday racing comes the custom of using Decoration Day as a date on which some of the most important road races of the year take place. The younger generation can scarcely be expected to appreciate the feelings of veterans who openly and secretly protest against the misuse of the day. To those who participated in or witnessed the trying horrors of those bloody years, the manner in which those who were not then born now "celebrate" the day is no doubt particularly distasteful.

IT is very difficult to make the man of twenty-five appreciate the sacrifices and horrors of those years of war. It needs personal experience to stamp these kind of matters on a man's mind, and no amount of reading or hearing experiences second hand can ever have the same effect as though they had seen and had the experience themselves. The veterans cannot be blamed for feeling hurt that Decoration Day should be used as a gala day. It grates on them, and seems a poor return to the memory of those who have died, and a lack of respect to those men who fought but who still live to tell the tale.

THE Easter manœuvres of the British Volunteer force were made particularly interesting this year by a still more satisfactory trial of the safety for scouting purposes and duty requiring quick and silent movements. The Cyclists' Corps is now a recognized feature in the English Volunteer army, and while the first experiments made some three years ago did not come quite up to the expectations of the projectors, subsequent trials and past experience have placed these lightly clad and armed, and swiftly moving cyclists in a position as to be considered indispensable for certain military duty. The work done by these men during the late Easter manœuvres would have used up any horse; and considering the fact that the work was done in spite of cold, snowy, and rainy weather, the results attained were more than satisfactory.

THE Cyclists' Corps did not always stick to the highways, but made short cuts across country, and in these cases the wheels had to be pushed over fields and lifted over hedges and fences. Notwithstanding the almost appalling difficulties encountered by these stout-limbed soldier cyclists, the service rendered was most efficient.

THE great advantage the cyclists had over a like number of horsemen was the silent manner in which they could make rapid movements. Not a sound announces their advance or retreat. It would be impossible for a cavalryman to ride at full speed without the beat of his horse's hoofs disclosing the fact of his approach, while a hundred cyclists could be moved nearly as rapidly, and with an almost absolute absence of noise. What the result in actual warfare would be is, of course, a problem; but in sham battles the Cycling Corps is a success.

SOME time ago we had occasion to call attention to certain dishonest practices of defacing the numbers of bicycles, so that identification of same was impossible. We now have our attention called to the dishonesty of certain dealers who have taken the name plate off a certain make of wheel and put in place thereof another name, and then selling them at prices different from the proper listed price of the machine itself. We call attention to the notice of the John P. Lovell Arms Company, which appears in another column, in regard to this matter.

SOMEBODY has started a scare story about a certain terrible insect "imported from Africa," which plays havoc with pneumatic tires, chews them up and otherwise demolishes the tire. "Compressed air" seems to be the favorite food of this wonderful little creature, and now that it is becoming generally known among these insects in Africa that the pneumatic tire is in use in this country and England, we fear that unless steps are taken by the Government to put a "prohibitive tariff" on the "importations" of the insect, or a restriction like unto which controls the immigration of the Chinese to this country, we shall be overrun by these compressed air devouring oviparous animals. In the mean time we hear that the demand for mosquito netting is universal among the owners of pneumatic wheels.

THE *Bicycling News* of England gloats over the fact that our combination of the cycling and social elements in clubs on this side of the water, so far as Boston is concerned, has proven a failure. Nothing gratifies our good-natured, sweet-tempered English contemporary more than to record the failure of anything American. It delights to say "I told you so," and when disaster overtakes any "Yankee project" the fact is heralded forth with ill-disguised satisfaction.

"BOYS?"

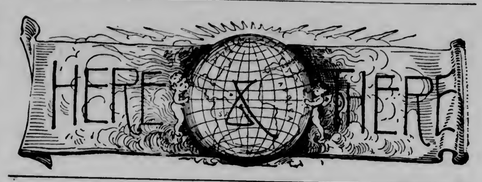
EDITOR BICYCLING WORLD: It is in the morning of life when the future is bright with the effulgence of hope that humanity appears to the best advantage. Then all are on an equality. Then generosity, frankness, sympathy, enthusiasm and chivalry have not yet been blunted and dimmed by the distrust and selfishness due to the subsequent bitter struggle for existence. The affections are warm, the friendships genuine and the spirits vivacious. It is to this artless period that the poet referred when he penned the lines of that once popular song: "I would I were a boy again." It is to that feeling of equality to which the soldier appeals on leading his command into the fray when he calls out: "Come on, boys!" It is to that period of trusting faith in our associates that is looked back to with regret by those whose experience has taught them to doubt their fellow men. No, Mr. Editor, do not call us men just yet, for though the youth who has just discovered the down on his upper lip, has just tried his first cigar, or has just begun to worship at the shrine of Bacchus, may delight in the appellation man; there are others who, having lived to see the hollowness, artificiality and insincerity of mankind, rather like to be called "boys."

"STAR."

THE PROPER "THROW" FOR LADIES CYCLES.

EDITOR BICYCLING WORLD: I quite agree with most of the remarks of the Philadelphia lady in your issue of the tenth except as to machines and cranks. Since it requires a given amount of force to propel a bicycle up a given hill or on a level, it makes no difference whether a man or a woman does the work. Her recommendation of the very shortest cranks is a tremendous mechanical mistake, for their use makes hard work and would surely result in the rider being disgusted because she would either have to walk the hills or else unduly fatigue herself to climb them. The crank should have a throw of six to six and a half inches, and the reach should be such that when the pedal is at the lowest point the foot should be parallel to the ground, while the knee was straight. This gives the rider power to claw the pedal over the dead centre by extending the toe and drawing it backwards. While the pedal is rising the heel should be falling, so that when the pedal is at its highest point the toe should be higher than the heel. This reduces to a minimum the rising of the knee with the pedal. This ankle motion is the secret of hill climbing (in my opinion), but it is fatiguing at first, for the work is thrown largely on the muscles of the calves, and they always are the last to develop in riding unless by special practice in the manner idicated above. With strong calf muscles the rider is able to alternate their use with those of the thigh, and thus obtain a rest while continuously ascending. Very truly yours. HAROLD R. LEWIS.

PRACTICALLY the first run of the season for St. Louis wheelmen was taken on April 5, when both clubs as well as the unattached riders turned out to participate in the St. Louis county tour. With a single exception the crowd that assembled at Ballwin on that occasion was the largest on record.



THE long talked of bicycle track at Eastern Park, Brooklyn, is at last decided upon. It will be built of the best material to be obtained, and endeavors will be made to have it the finest in the country. The Kings County Wheelmen, who have been instrumental in pushing this project through, will hold their annual meeting on the new track on June 27.

THE Haverhill (Mass.) Cycling Club, on account of increasing membership, are agitating the subject of new quarters for the organization.

THE tournament of the Burlington (N. J.) Wheelmen on April 15, was a great success, all the events being hotly contested.

ASPHALT paving in Detroit has received a hard blow. Last fall the Warren-Scharf Co. and a local firm, Robinson & Co., each had one-half of Jefferson avenue to pave. It goes without saying that the Warren-Scharf Co. did an excellent piece of work, but Robinson made an awful botch of his job. It is now full of holes and the greater part will have to be entirely relaid. Despite the fact that the first-named company did good work, enemies of asphalt pavement are using Robinson's job as an argument against this class of work, and with some effect. The Detroit *Free Press*, which formerly was in favor of this pavement, is now condemning it.

NEW YORK'S monster athletic clubs, the N. Y. A. C. and the M. A. C., will vie with each other this season, and the old-time rivalry which has existed between them will be more vigorously renewed than ever. At a recent meeting of the Board of Officers of the N. Y. A. C. it was voted to spend $25,000 on its athletes, and the advancement of the sport. Their team consists of Murphy Brothers, Cornell, L. L. Clarke, Van Wagoner and Zimmerman. (?) The M. A. C. have just added W. S. Campbell to their talent, and their team is composed of Anthony, Berlo (?) and Campbell.

THE Norumbega Wheel Club of Waltham, Mass., wheeled to Lexington via Arlington, April 19th, to see the old revolutionary relics that still remain, and enjoy one of the "Russell" dinners. The town was decorated with flags and bunting in commemoration of the Battle of Lexington, April 19, 1775.

THE Narragansett (R. I.) Wheelmen gave a dance at the Hotel Narragansett last Thursday evening.

SAYS Judge: "The Race Committee of the Detroit Wheelmen are working earnestly and intelligently, and the outcome may surprise some people. I have been admitted to several sessions; and while I cannot make known all their plans, I can say that the "race question" is being solved, and it is now a settled fact that the races in Detroit next July will be equal to any ever run in this country. We have some good men on the committee, and they should be let alone and given a chance to show what they can do."

Two members of the Bergen County (N. J.) Wheelmen recently took a short trip to Yonkers, and while en route were suddenly passed by four members of the New York Athletic Club in racing costume. The Bergen County men were not to be left so easily and started to overtake them, which was done after a brisk race. If the Palisade Wheelmen are to have a team race with Bergen County Wheelmen, they will have to put forward a very good team, or they will be beaten.

AND we call ourselves civilized! Hear this from a Cleveland paper: "A frame and iron oil still house on Kinsman street caught fire through a leaking pipe Sunday afternoon. Engine companies 9 and 16 responded to the alarm, turned in by the watchman, but neither company got their engines as far as the still house, both being stuck in a mud hole on Herald street."

THE "Veteran" Pitman is "doing" the West. He will visit Cincinnati, Louisville, Indianapolis, St. Louis, Chicago, Milwaukee, Detroit, Toledo, and Cleveland. While in Columbus, Ohio, he met ex-President Miller of the L. A. W., and he had a "fine time."

BOSTON is no longer without one live club at least. A new club called the Boston Rovers has blossomed into existence, and a very vigorous existence it seems to be, too. Mr. W. B. Handy is the Secretary, but the above gentleman in sending us the item fails to send in his address.

OUR St. Louis correspondent writes: "On the q. t. I am advised that a large number of Chicago wheelmen are much incensed over the action of a publication issued in that city, which is trying to kill the Detroit meet. For brazen audacity it stands unrivalled, and every wheelman in Detroit can rest assured that it will in no way affect the attendance from either this city or Chicago.

ROUTE wanted: "Will some one kindly let me know the best route from Portland, Me., to Boston, Mass., with the mileage, and oblige John H. Andrew, 490 Broadway, New York City."

THE *Sporting Life* has usually a well informed corps of cycling correspondents, therefore the reference made to Mr. Kennedy-Child in the last issue of our Philadelphia contemporary is the more noticeable, and suggests that "Aranza" is either poorly informed, and whose ignorance of trade matters exposes him to the jibes of others, or he is not particularly truthful.

"COME now, Capt. Abel," protests our Detroit correspondent, "commence talking up that road race to Grasse Pointe. All our fresh young fellows are itching to get at each other."

WILL some one who knows, inform Mr. H. A. Wright of Springfield, Mass., the kind of roads that are between Hartford and Newport via New Haven?

THE Englewood Cycling Club of Chicago, Ill., gave a highly successful minstrel entertainment on the evening of April 14.

A "TEMPEST in a Teapot" has been raised in Poughkeepsie, N. Y. President Browne of the Poughkeepsie Club wore evening dress at the ladies' reception given by that club. A hullabaloo was raised by those who thought that was wrong. Pres. Browne sends in his resignation. It was not accepted. Mr. Browne sends in the ultimatum, "accept my resignation, or post on the bulletin board the statement that I was right in wearing a dress suit."

THE New Jersey Division has made a proper move in the right direction, and by so doing probably scores to the Division nearly a dozen of its best League Clubs. They decided at a special meeting of the Board of Officers held at Elizabeth the 15th inst. to refund to all League Clubs one third of all renewal fees paid. The full amount to be paid to National body, and after being reported to Secretary-Treasurer of Division one-third of the amount will be returned. Previously they had decided to make a reduction of fifty per cent. of the initiation fee to all clubs of twenty or more members that would become League clubs, or to any League club that gains twenty new members the same reduction will apply.

THE prospect of a big meet at Louisville June 26 and 27 has given an impetus to wheeling in Kentucky. During the past three weeks clubs have been formed at Owensboro, Ludlow, Frankfort, Ashland, and Georgetown, and steps are on foot to form one at Danville, where nearly all of the riders are mutes, connected with the Deaf and Dumb Institute at that place. A club has also been formed at Jeffersonville, Ind., just across from Louisville, Herman Rave, one of the oldest riders in the West, a friend of Karl Kron, being the organizer.

C. C. BENDER and W. B. Craver of Spencer, Ia., passed through St. Louis last Wednesday on their to Houston, Tex. They will go to New Orleans by boat, and will tour home from Houston on their wheels. We shall hope to hear from the gentlemen details of their trip.

WHEN they go riding in Texas and become tired, they catch hold of cows' tails and are dragged along at the rate of about 15 miles an hour. Game is so plentiful and confiding in the Lone Star State that riders can easily kill same with a monkey wrench! If this all be true we wish we lived in Texas, where cows and game are so accommodating.

THE Press Club of Buffalo are in a hurry for a club house. A committee has been appointed to find a suitable one by May 1.

A LADY and escort were riding near Norristown, Pa., when they were attacked by a dog. The lady drew a revolver and made the farmer call the dog off. Then the farmer came out and threatened to lick the escort. Again the revolver appeared, and the farmer thought better of his determination.

IT is probable that the wheelmen's racing circuit will open this season with the State meet of the New York Division of the League of American Wheelmen, which will be held at Rochester on August 20 and 21. From there it is proposed to hold tournaments at Syracuse, Philadelphia, New York, Providence, Hartford and Peoria. The dates of the different meets will be arranged so as to make a circuit of continuous racing, with only two or three days' interval between each meeting.

THE wheelmen of Waltham, Mass., and vicinity are endeavoring to make arrangements for a tournament to be held on Decoration Day.

NOTWITHSTANDING the fact that the State meet of the Maine wheelmen is reported to be held at Bangor, the Belfast wheelmen are using every honorable means to have the meet held there instead.

THE Brooklyn, N. Y., Ramblers held their first moonlight run of the season on the 17th inst., about 20 members participating.

ST. LOUIS wheelmen certainly cannot complain of a rarity of fixtures for the coming season, and the latest thing added is an illuminated parade to take place on the evening of Saturday, May 23, and it will be a fitting finale to the great Forest Park road race, which will also be held on that day. Local dealers have magnanimously decided to bear the entire expenses of lanterns, fixtures and music for the parade.

W. F. AND C. M. MURPHY, who now hold the 4 and 5 mile tandem record, will start in the 1 mile tandem race and continue riding 3 miles, to break the record for that distance now held by Iven and Gassler, at the meet of the K. C. W. at Eastern Park, Brooklyn, June 27.

THE outlook for the meet of the Columbia Cycle Club at Charter Oak Park, Hartford, Conn., on July 4 is very promising, and although the details of the affair will not be complete before May 11, enough is known to assure success both as to racing and financial results.

THE Grand Rapids, Mich., Bicycle Club entertained the members of the Valley City Wheelmen on the evening of April 23.

DR. SMITH of Peoria, Ill., a gentlemen seventy years of age, and his wife, who is over sixty years, are both enthusiastic devotees of the wheel.

THE new Century Cycling Club, organized at Syracuse, N. Y., on April 15, start off with forty-three charter members.

MR. HARRY REYNOLDS of the Lincoln Cycling Club of Chicago was united in matrimony to Miss Ada Watt, also an enthusiastic cyclist, on the evening of April 23.

THE Toledo, Ohio, Cycling Club expect to have their much improved quarters ready for occupancy by May 10. They intend to open the same with a grand house warming.

THE success of the Ladies' Division of the San Francisco Bicycle Club is already assured. The ladies intend to accompany the male members on their club runs.

ABOUT a dozen members of the defunct Irvington, N. J., Wheelmen met early this month and organized the Irvington Cycle Club. They meet the 25th inst. to decide whether or not to become a League Club.

TUESDAY EVENING, April 14th, the Englewood Cycling Club of Chicago gave an amateur minstrel show. Over one thousand people were in attendance. The parts were all taken by members of the club, and so well taken were they that people were led to believe that a party of professionals had been rung in on them. An offer has been made to the club to appear in Bloomington, which they will probably accept.

THE Rutherford (N. J.) Wheelmen will hold a 100 mile road race on the Washington avenue course between Newark and Passaic, May 30th. Lieut. Miers offers a $25 gold medal as first prize.

THE Secretary of the New Bedford (Mass.) Cycle Club has written to the Fall River, Mass., and Taunton Bicycle Clubs saying the cup won by them from Taunton was open for challenges. A race may be arranged for Memorial Day.

WILLIAM CLARK of Canada won the 72-hour bicycle race at Rochester, N. Y., last week. The purse was $500, and the distance he covered was 551 miles, 9 1-2 laps. About $1 a mile.

"CYCLING develops and strengthens those great back muscles so important in woman owing to her physical conformation. Cycling is therefore a very helpful exercise for women."—*Exchange*.

IN a 10-mile road race at New Orleans, April 12, C. Alciatore with a 3 1-2 minute handicap beat B. W. Cason, Jr., from scratch. Cason's time was 35 m. 50 4-5 sec., the best on record for the course.

WANTED—route, Shenendoah Valley, Staunton, to Hagerstown thence by Harrisburg to Philadelphia, or from Hagerstown to Washington, would like distances and stopping places.

THE President and Captain of the Rhode Island Wheelmen of Providence, have been appointed a committee to confer with those having charge of the erection of the new railroad depot. Their mission is to get included in the plans of construction a 8x8 nail room for the storage of wheels in transit. At present the bicycles are placed in the baggage room, and their usefulness and appearance are not enhanced thereby.

THE Chicago Cycling Club cleared $257 on their raffle for a pneumatic tired safety bicycle. The Oak Park Cycling Club cleared $600 on their amateur dramatic entertainment, and the Englewood Cycling Club had one thousand people at their amateur minstrel show. From the above we judge the cycling clubs in Chicago are well supported by the members and the public at large.

THE Fall River (Mass.) Ramblers have moved into new quarters in the E. L. Brown block on Main street, nearly opposite, the old quarters. The suite consists of eight rooms, and will contain the usual parlor, reading room, billiard room, as well as shower baths and wheel room.

THE Zig Zag's (of Buffalo, N. Y.) social will long be remembered, and not the least among its attractions was the fancy riding by Frank Parsons.

CAPT. ERWIN of the Lincoln Cycling Club of Chicago pens the following ten Don'ts for the season's run card: Don't leave your coat at home. Don't wear a long tailed coat. Don't wear blue tights. Don't wear any ribbons. Don't yell at people on the road. Don't ride on the sidewalk. Don't go all the way if you get tired. Don't be boisterous at the country hotel. Don't ride slower than a walk. Don't ride too fast for the captain.

AT the last meeting of the Rhode Island Wheelmen of Providence the prizes won during the winter game tournaments were distributed. Billiard cues were given to Rogers and A. Hutchins, who were first in billiards and pool respectively; and silver chalk holders to Whitten and Hopkins, who took second places. Hickey received a minature cue for a booby prize in billiards, and a red beet was awarded "the unfortunate" in pool. For first place in whist, Kingborn received a whist set, and Titus, who was second, obtained a case of cards. W. D. Barton, who made the lowest score, was made happy with a bottle of mucilage bearing the advice, "Stick to it and you will get there."

MR. JOSEPH GOODMAN of the *American Cyclist* was in Boston last week and made us a call. We always enjoy a call from the worthy editor of the *American Cyclist*.

RESOLUTIONS of sympathy for the family of the late Roswell P. Hayes were passed by the Lincoln Cycling Club of Chicago at their last meeting. Mr. Hayes was the first member of the Lincoln Cycling Club to die in the three and one half years of its existence.

CYCLISTS in Allegheny or Pittsburg, Pa., who are interested in the existence of a good cycle track in Pittsburg are advised to address H. W. McDonald, 66 Third street, Pittsburg, BOX 97.

ABRELIUS MCN. RHODES, an honored member of the Oak Leaf Wheelmen, Stockton, (Cal.), died Wednesday, April 8. The funeral took place on Friday, under the auspices of the Independent Order of Foresters, (of which order he was the presiding officer, chief ranger), Native Sons of the Golden West and Oak Leaf Wheelmen. Each of the three organizations named were represented by committees. Deceased was a young man of many noble traits of character, and was universally beloved by all who knew him. About three week ago he went to Los Angeles. While there he contracted inflammatory rheumatism, which finally reached his heart, causing his untimely end.

HANNIBAL A. WILLIAMS, the great Shakesperian reader, is an enthusiastic devotee of the wheel. He weighs just 260 pounds, and rides a safety, taking but twenty minutes to learn.

LAST Monday evening the Illinois Cycling Club gave the last of this season's ladies' nights. Sixty-five couples were in attendance. Dancing, cards, billiards, pool, and bowling, were much enjoyed by the ladies present.

PROVIDENCE falls into line and will give a tournament September 5th, the Saturday before the races at Hartford, September 7th and 8th. Particulars will be given later.

THE Columbia Wheelmen of Chicago will give their first May party at Central Turner Hall Friday evening, May 15th. Forrest's orchestra will supply the music.

F. WEINBERGER starts early in June for a two weeks' trip through Virginia, ending at Washington. Mr. Weinberger is secretary of the Columbia Wheelmen of Chicago, and a nice fellow withal.

FEELING that the chief of the fire department should be able to reach the scene of fires in the speediest possible manner, the members of the Fresno (Cal.) volunteer fire department raised $150 by subscriptions from the leading citizens of the town, and on April 11 bought an 1891 pattern safety, which they presented to Chief Higgins April 13. Senator Gaucher made the presentation address.

THE Buffalo Bicycle Club will probably run a tournament July 10th or 11th, just a week before the Detroit meet.

MR. ARTHUR ALLEN DEAN, Chief Consul of Connecticut, has prepared a directory of the Connecticut Division. It contains lists of the Division officers, committees, League hotels, and much other valuable information to interest members of the League.

THE Business Men's Cycle League of Newark, N. J., will make a run to Philadelphia on May 9, returning by train next day.

PEORIA, Ill., is to make a strong bid for the National championship races, and with one of the fastest tracks in America, she thinks she has reasonable grounds in asking for them.

IT is not unlikely that the Gotham Wheelmen of New York will soon occupy new quarters, as their fast increasing membership makes them cramped for room. They hold a reception on the evening of April 24.

"SETAGEC" says that "the Buffalo Bicycle Club is fast becoming more of a social club and less of a hard riding cycle club." He further says: "I had a talk with Henry Ducker the other day, and he still rides and believes in the ordinary."

REV. GEO. H. LORAH of Doplestown, Pa., and two Philadelphia friends, will tour through Europe awheel this summer, their itinerary calling for an average of 40 miles per day.

THE third annual reception of the Manhattan B. C. took place on the evening of April 17, and was a grand success.

IT is "estimated" by an exchange that there are 50,000 lady cyclers in the United States at the present time. We doubt if there are 5000.

THE Linden (Mass.) Bicycle Club gave a ball at the Fair Building, Maplewood, on the evening of April 17. A large party was present and the affair was much enjoyed by all who participated.

THE Zig Zags of Buffalo are picking out timber for a base ball club, a cross country team, foot ball eleven, sprinters, racers, and so on for the June meet.

THE first annual dinner of the Business Men's Cycle League of Newark, N. J., will take place on the evening of April 24.

THE Chesapeake Wheelmen of Baltimore, Md., gave their last dance of the season at their club house on the evening of April 16.

LINNEUS of St. Louis asks: "What has become of District 4 Racing Board? All this great ado made about the championships last year seems to have died out in this district for some reason. Where is Chicago, Cleveland Peoria, Columbus and Cincinnati? And why are none of the cities named bidding for the events? St. Louis isn't in it this year, gentlemen, as our track is gone, but we would like to see these important events decided somewhere."

THE Alameda Bicycle Club members, Los Angeles, Cal., are making great preparations for their 25-mile handicap road race on May 30.

MEMBERS of the Bay City Wheelmen have stenciled the distances to San Francisco on telephone poles in all directions out of the Bay City. This will be a great benefit to touring wheelmen. The credit of placing these signs around San Francisco belongs to Messrs. George P. Whitmore and R. M. Thompson of the Bay City Wheelmen.

THE annual meet at Stockton, Cal. on the Fourth of July, promises to be a great success. Extensive arrangements are being made for the event.

THERE is no grander place in the world for scenery than in the Yosemite valley, and the roads are first-class. Governor Markham vetoed an appropriation bill to expend $50,000 in constructing a macadam road from Merced to the valley. His Excellency is not adverse to good roads, but he didn't think the State should construct the road.

THE *Recorder* of New York is evidently not a good and reliable authority on cycling matters. It is now in a snarl because it printed some false reports as to the condition of the Manhattan Bicycle Club. The same paper printed some startling news relative to the affairs of this paper. All of which was cut out of whole cloth.

THE fifty mile (Buffalo-Corfu, N. Y.) road race in connection with the June tournament will be a handicap race, and will be made an annual feature. The course is a grand one and convenient for the purpose. There is one sand hill on the road, and it is very similar in length, grade and landscape to that on the Pullman course.

"IN (WENDE)HOC(K) SIGNO VINCIT."

UNDER date of April 13th, Mr. Charles Wendehack, Secretary of the Harlem Wheelmen, called a meeting of that club in accordance with the by-laws of that organization, to consider the question of the Harlem Wheelmen withdrawing from the L. A. W. as a club, and, after due consideration of the subject, and the logic of such arguments as follows, on Monday, April 21st., he succeeded in securing a majority of six and carried his motion. I append a few extracts from Mr. Wendehack's fervent appeal to his club mates:

COPY OF MOTION.

"There is a matter which I have been revolving in my mind for several weeks past, and the more I have thought of it, the more I have been determined to bring the question before you for your careful consideration. As you well know, this club holds a membership in the L. A. W. What benefit do we derive from this membership? None. Do they ever give us an official notice? Never, except such items as are sent to them from one of us, and even then the chances are nine out of ten that the matter finds a resting place in the scrap basket. The managers hire a man here in New York City to write for the bulletin weekly. What does he write? Does he ever mingle with other wheelmen, among other clubs, and thus post himself as to what is really going on? I have never known him to do so, nor have I heard of any one else who has known him to do so. What we want is news—there is plenty of it if this gentleman would only stir himself a bit—but no, he prefers to remain obscure, out of sight and reach, writing from sheer imagination, for I have it on very good authority that he often writes up trips, incidents, etc., in which he never participated or ever heard of, drawing purely on his imagination. It may seem to you that I am going pretty far in my statement on this point, but as I said before, I have this from a personal and intimate acquaintance of Hawkshaw." * * *

"Taking all these things and many others into consideration, I claim that as a club we derive no benefit from the L. A. W. in any way, shape or form, simply giving the Treasurer an unnecessary amount of work.

Therefore, I move that the Harlem Wheelmen resign from the League as a club to take effect at once, but at the same time I would urge you to keep up your membership individually, for as individuals the benefits of the League are many, and the good cause in which the League is to-day engaged in (that of road improvements) is one of which too much cannot be said. Aside from this you of course understand the protection the League gives you on the road, park privileges and many other kindred matters.

I have known quite a number of instances where the compulsion to join the League has been the means of our losing a possible member, probably not because of the $2 expense, but mainly because they see no advantage in it, but, open the door, let the fly walk into our parlor and we can then take care of him. A bird in the hand is worth a dozen in the bush. Once a member of the club you can pretty safely gamble on his joining the League.

I notice that most of the clubs in this vicinity have withdrawn from the League as a body, for they fail to see any sense in it, for just such reasons as I have previously mentioned. In conclusion I would say, do not mistake my meaning and my object in view."

I submit the reading of the foregoing to the intelligent League members upon its many merits so far as it attacks the L. A. W. and the BICYCLING WORLD AND L. A. W. BULLETIN, not as to the twenty-five per cent. of the communication devoted to an attack upon the writer of this column. I ask the League members who read this to allow me to raise my feeble voice in my own defence against the onslaught Mr. Wendehack has felt called upon to make upon the writer.

Understand, the gentleman with the poetic name has not rushed into this affair without due deliberation, as he informs us that it was only after "revolving it in his mind for several weeks past" that he concluded to burst upon his suffering club-mates as a meteoric logician, and consequently his statements must be considered as the digested products of "weeks" of mental "revolving," and as such are open to discussion by those attacked. To take the letter then in sections, and so admit or deny the products of Mr. Wendehack's intense mental struggles will be the fairest way for all concerned.

"What benefit do we (the H. W.) derive from membership?" asks Mr. Wendehack In reply, I beg to refer him to the following passage in his own letter: "The benefits of the League are many, and the good cause in which the League is to-day engaged in (that of road improvements) is one of which too much cannot be said. Aside from this you, of course, understand the protection the League gives you on the road, park privileges and many other kindred matters."

"Do they (the League) ever give us an official notice?"

Ah! there you have me, Mr. Wendehack. I plead guilty to being the one reader of this paper who does not, upon opening, turn first to the official notices to see if there are any there about your club. But tell me, will you, please, what "official notice" has the Harlem Wheelmen been entitled to and had denied them? Had you, my learned sage of Harlem, first read this paper before blaming the writer of this column for the failure of your "official notice," you would have seen by the heading of this column that it is not devoted to the compilation of New York news items in general, and "official notices" of your sheet in particular. It might also, Mr. Wendehack, have dawned upon you that the writer is not employed by the officials of the L. A. W., and that association is not responsible for his failure to please the critical tastes of Mr. Wendehack, the burden of that responsibility belonging properly to the Wheelman Company, and not to the L. A. W. Really, a few more weeks of "revolving" might have put you right in this matter.

"What does he write?"—English, my dear Mr. Wendehack; surely, you did not think it was German, did you?

"Does he mingle with other wheelmen?" Oh, yes, indeed I do, Mr. Wendehack, I do really; and my greatest regret now is, that in my many minglings I have never had the exquisite pleasure of meeting you, a mental treat I should have much appreciated, I assure you. I regret that I do not mingle "among other clubs," as you so beautifully put it. As a mingler in this respect I am afraid I am a failure; as a club I mingle always by my lonesome, as it were. It is true I am not as brave as you are, my dear Mr. Wendehack. I do not court the baneful glare of publicity; I do prefer to "remain obscure, out of sight, and reach," but how do you know this? Did you ever hunt for me, or try to see or reach me, or did your "good authority" inform you of this modesty on my part? Do not allow any one to accuse you, my dear Mr. Wendehack, of "going pretty far" in any "statements" you may ever see fit to make. Nature has provided against you ever doing any such thing, as your letter above clearly demonstrates, and I am sure that your dearest friend would never bring such a charge against you, since he, or no one else, could ever prove it.

"The BULLETIN is an official organ, and we are entitled to a place in it."

So you are, my most learned and astute revolver—at the courtesy of the Wheelman Company, though not otherwise, except in such a way as the L. A. W. Secretary is forced to give you in the columns set apart for his use, and which, I am sure, has never been denied you. Had you "revolved" these facts in your thinkbox for a couple of weeks longer you might have seen this fact; but really, I am afraid "several weeks" of revolving is not quite sufficient for you to get your brain in thorough working order, and I would advise you to make it years next time instead of "weeks."

Now my dear Mr. Wendehack we come to the real "milk in the cocoanut," not in yours understand me, my dear sir, but simply as a figure of speech to show what all these weeks of "revolving" on your part really means. "Let the fly walk into our parlor and we can take care of him." Perhaps he will not "walk" now you have shown him the web you have ready for his unwary feet, but then if he does, my dear Mr. Wendehack, I am sure that he will at once seek you to learn how he can "pretty safely gamble," as that is really an accomplishment very few possess, and as a rule those who do are not fond of boasting of it or of teaching it to other.

In conclusion, my dear Mr. Wendehack, accept my heartiest congratulations upon the wonderful product of your "several weeks" of mental "revolving," and allow me to assure you of my most profound consideration and admiration. "As one star differeth from another star in glory, so one person differs from another person in imbecility. There is the common fool, the natural born fool, and several other kinds of fools but at the

A FEW POINTS
. . . ON THE . . .
ADVANTAGES OF THE EAGLE.

1. No Headers (nor "Backers" either.)
2. No Chains to rattle and collect dirt.
3. No Clutches to get out of order.
4. No lost power from extra friction.
5. No mud guards to rattle.
6. No long back bone to break.
7. Dogs cannot reach the rider's legs.
8. The whole weight of the rider is applied directly downward at each push on the pedal.
9. All the weight is on one large wheel and is consequently more easily carried.
10. Can be ridden up a steep hill without pulling on the handles.
11. The wheels do not slip in hill climbing.
12. The steering wheel is run on the true castor principle, and is not sensitive.
13. Can be driven at great speed hands off.
14. Can turn the shortest corner and in the shortest circle.
15. Can be ridden on one wheel.
16. Can be ridden entirely on the pedals.
17. Fastest in coasting.
18. Fastest in hill climbing
19. Fastest on a level.
20. Simple in construction.
21. True diamond frame, giving greatest strength.
22. The position is vertical, the same as in walking, giving the greatest power with the least fatigue.
23. The vibration is all taken up by the rider's legs, and there is no need for extra springs.

CATALOGUE FREE.

THE EAGLE BICYCLE MFG. CO., - Stamford, Conn.

$10,000 TO A YELLOW DOG.

That J. K. Starley & Co., (Starley & Sutton), Coventry, England, made the first Rover type safety.

That all American safeties are imitations.

That the Rover heads the list of high grade safeties in America to-day.

That Cycle dealers of the best judgment are selling Rovers.

That riders of the best judgment are riding Rovers.

That the Rovers are fitted with Pneumatic and Cushion tyres, which originated in England and Ireland.

That THE JOHN WILKINSON CO., 269-271 State St., Chicago, are the sole U. S. Importers.

GET OUR CATALOGUE.

Sixteenth Year in America.

The First Cycles in the United States 1876



1891 The Largest Cycle Manufactory in the World

SPECIFICATION.—30 inch wheels, speeded to 57 inch [or 54 inch] patent 1 inch wired tires, Singer ball steering, Singer ball bearings to all running parts, including pedals, Singer patent steering lock, Singer patent detachable crank bracket, weldless steel tube frame, handle-bar and forks, guard to both wheels and to chain, brake, foot-rests, lamp holder, best combined saddle and spri g, spanner, etc, etc. Enamelled, and with parts plated.

Price, $140.00. Cushion or Pneumatic tires to order, extra.

New York City Agency. F. W. AYMAR, 2 Astor House, Broadway.

SINGER & CO., 6 and 8 BERKELEY STREET and 2 WARREN AVENUE, BOSTON, MASS.

end of the list stands the imbecile, who never was anything but a fool, and parades his folly because it is in his nature not to know any better." This little extract is taken from a Texas treatise on foolology lately published, and you will find the entire book very interesting reading my dear Mr. Wendehack, but do not think that there is anything personal in my calling your attention to it, for I assure you there is not. When in days to come you shall be gathered to your fathers, rest content that an appreciative public will not class you with any of the common kind of famous individuals as named above, but upon a column of thine own in the Temple of Fame shall the name of Wendehack be graven, and this legend carved: "Greater than all these was he."

"HAWKSHAW."

A WHEEL INTO THE INDIAN COUNTRY, NO. 4.

THE "ISSUE"—INDIAN GIRLS—THE AGENCY.

BY C. W NORTHROP.

But it is time for the "Issue" to begin. So on the lookout for all possible information we climb to a seat in a wagon, beside a bright looking half-breed boy, and await the coming event. How still it seems after the shouting and galloping of a minute before. Close by the gate are gathered nearly all the red men. They have thrown aside their cloth coverings now, and stand revealed perfect specimnes of manhood. Of slender build, but well developed, they resemble bronze statues, as leaning a little forward they sit motionless in the saddle, one hand holding lightly the bridle rein, the other grasping a Winchester rifle. Suddenly, with a crash, the double gates swing open, and out rush five terror-stricken cattle. For a moment they pause, as if appreciating the fact that here at least is one chance for life and liberty, and then with an ungainly but rapid stride, gallop madly away toward the mountains. As they start, several names are rapidly called by a chief standing near the opening, and away go five mounted Sioux in rapid chase. The scene changes, but slowly: the calm of a moment before is a murmur now, while the Indians close by move uneasily in their saddles. Again the gates open, more beeves are driven out, and others of the red men join in the hunt. The cowboys are evidently getting the cattle under subjection, for each lot is issued more rapidly than the one before. As they are driven out, group after group, at intervals of but a few minutes, the excitement rapidly gains on actors and spectators. No longer are the red men content to sit motionless at the gate awaiting their turn, but instead, are charging hither and thither, adding their shouts to the shrill yells of their brethren scattered over the prairie. Hark! how clear and sharp the crack of that rifle sounds—like the snap of a whip—beginning and ending in the same instant. How plain, too, the thud of the stricken cattle as a well directed shot brings them down. Some topple forward on their knees, roll over and struggle; others go down with a crash that seems to jar the very earth, and shows the bullet has reached a heart. How quickly the scene widens now with the increased excitement. In every direction over the plain are scattered the wild, long-horned cattle, fleeing before their hardly less wild pursuers. Now and then a wagon rolls away from the group across the road to the scene of a recent struggle, and soon the occupants are busy skinning and cutting up a still warm carcass.

Suddenly, there is a yell from the vicinity of the gate, then the keen report of a rifle close at hand, followed by a hoarse shout from many throats as the mounted Indians scatter to right and left, and then wheel away around the enclosure. What has happened, is the morning's sport to end with a tragedy? Little need to ask the question, for quicker almost than thought it is answered: A number of cattle just issued, made frantic by the tumult at the gate, have turned and circled half way round the corral, and now, with the red men in hot chase, are charging straight toward the wagons that hold the women and children. How recklessly the bullets fly, as the beeves are shot down one after the other. Twice we dodge, thinking we hear the "whirr" of a passing bullet, and then smile rather faintly, it must be confessed, at our own folly, for it is the unheard bullet that kills a man. "Do accidents ever happen?" we ask our companion. "Sometimes," is the laconic reply; and the shrinking look that accompanies the word seems to tell a story of other issues he has witnessed, where misdirected bullets have stricken down victims they were not intended for, and feasting has given place to mourning. "Do any of the cattle ever get away?" is our next question; but receiving no answer, we naturally follow the direction toward which our companion is intently looking. Ah! that was a splendid shot—a mile to the north a tiny puff of smoke is followed in a few seconds by the sharp crack of a rifle; but before the report reaches us a massive steer, who has made a gallant fight for liberty, gives one lurch forward and drops dead as suddenly as though stricken by lightning. "My father—good shot," exclaims the boy at our side, and the pride in his face brightens it more than we would have thought possible after its grave, almost stern expression during the morning. So we say "good-bye," and jump down from the wagon, while our companion drives away to help in the work of butchery, for butchery it really seems, now that the "Issue" is over and the excitement is dying away. Many of the cattle have been shot down close by the corral, and the sight of so much quivering flesh, together with the odor of blood that ladens the still air, fairly sickens us, as we start to return to the Agency. All the way back we race with a score or more of Indian boys, who ride their ponies so recklessly that we are forced to keep ahead for fear of a collision.

Within sight of Rosebud we pass two pretty looking Indian girls, who furnish the only exception in our experience to the rule, that all Indian women are homely. These girls are as handsome, however, as a clear skin, carmine tinted cheeks, bright eyes and smooth braided hair can make them. They are becomingly clad in handsome blankets with brightly shaded borders. No head coverings are worn, but their feet are encased in neat moccasins worked with many colored beads. The Sioux are not at all expert in weaving or embroidery, but obtain most of their blankets and bead work in the way of trade from tribes who live further South. Many of the blankets are both beautiful and costly—one we saw being valued at more than one hundred dollars.

At the top of the incline leading to the agency we throw "legs over handles," and with a rush spin down the hill and part way up the opposite grade before our bicycle loses its momentum. We are first back at the agency and spend the half hour before dinner chatting with a good-natured half-breed. A few facts gathered here convince us that the reservation is the long sought for lazy man's paradise. Every thing required of him would be the taking of an Indian woman to wife, after which he would be regarded as a ward of the government and entitled to all the benefits the red men receive. In plain words these would be enough to eat and to wear, and if possessing a taste for agriculture, 320 acres of land, a few head of stock, a wagon, kept in repair free of cost, and some necessary farming implements. Whether Uncle Sam would also provide a house and barn we are not certain, but are led to believe if the lazy man was a good sort of fellow he might even be offered these as an extra inducement to settle and help in the civilization of the red men. Last but by no means least the fortunate fellow would have a wife accustomed to doing all the work, while her husband amused himself hunting, fishing or lilling away his time with a pipe for a companion.

TO BE CONTINUED.

"THE METAL OF THE FUTURE."

So much has been said in regard to aluminum and its possible uses in cycles that an idea of what aluminum comes from and the process of manufacture will be of interest to our readers. We take the following written by Mr. S. G. Dewsnap for the *Post Intelligence* of Seattle, Wash. The process described is that used by the Hartsfeld Smelting Co. of Newport, Ky. "They take common clay, such as they use for making bricks, an ore of copper and corrosive fluxes, and charge them with coke in a steel water-jacket blast furnace, with the result that a part of the aluminum in the clay is reduced and unites with the reduced copper, forming an aluminum bronze. The aluminum is extracted from the bronze by heating it to a certain temperature, at which aluminum is rendered semi-fluid, and by suddenly cooling the mass the aluminum is squeezed out by the contraction of the copper, which cools more readily than aluminum. This process is repeated until the amount of aluminum extracted is too small to pay. The metal is then refined and cast into bars.

From the fact of its affinity to iron and copper a great stride has been made in the iron industry. Indeed the residue from the reduction process is much more valuable than the aluminum from the fact that a combination between the combined aluminum and ordinary cast and wrought iron has been found, which can be cast in an ordinary cupola furnace, and then the resulting casting can be worked under the blacksmith's hammer, welded, tempered hard enough to cut glass or annealed soft enough to double on itself without breaking, and having nearly double the tensile strength of wrought steel.

Cast iron containing not more than 1-8 or 1-10 of 1 per cent. each of aluminum and copper will produce malleable castings direct from the blast furnace.

I saw a bar of iron cast of 'Schmiedbarenguss,' 3-4 inch by 3-8 and 8 inches long, drawn out under the hammer to a length of 30 inches and then bent point to heel and it sprung back almost straight. A piece of cast bar an inch square was drawn out into a button hook. A piece of the same metal shows for tensile strength 285,000 pounds to the square inch, and the bar was not broken. I also saw a number of bars with every possible article forged out of one end or welded on and yet they were not broken. A bar with one end burned off in a blacksmith's fire was cut into pieces, and to one of these a common nail was welded, to another a screw, another was tied in a knot, and so on.

The gain from the discovery of this new process of reduction is only secondary of the discovery of the combination of aluminum with iron, which is even greater than Bessemer's discovery of the process of smelting steel, and is destined ultimately to revolutionize the iron industry. The uses of this metal will increase as the people learn to know the metal, and how to use it, which is necessarily a matter of time." [The present price of aluminum is $1.75 per pound, but the *Aluminum Age* prophesies that it will sell for 50 cents per pound before December next.—ED.]

SOME POINTERS FOR "TRACK-BUILDING" CLUBS.

WHEELMEN at various places in the country are organizing Track Associations for the purpose of holding cycle race meetings; and before good money is thrown away it would be well to make arrangements to have the track a permanency on the fair grounds or some other public place, so that it will not be taken from them by an unreasonable landlord. The local association (St. Louis, Mo.,) have had such an experience; and as a consequence our track has gone "where the woodbine twineth." In organizing your association, don't for a minute think that you are going to pay all the expenses from a single "one-horse" meeting. The dear public is not so easily gulled now-a-days. Have regular monthly dues if you want a maintenance fund to keep your track in shape, and allow only members to train thereon. Don't build a dirt track, as it is the costliest of any, and in continued wet weather will give you more trouble than you bargained for. Under no conditions make any cuts to level your track, rather raise all the low portions. It will be money in your pocket.

"LINNEUS."

A SPLENDID TRACK FOR LOUISVILLE.

THE new track of the Louisville (Ky.) wheelmen will be finished this week, and thrown open for inspection of the public and use of riders April 26. Mr. Green of Philadelphia, who was in Louisville last week, inspected the work, and he says the track will certainly be the finest track, less than a half mile in circumference, in the United States, if not in the world. It has cost every cent of $2000 for the track alone, and $500 more will be spent in beautifying the grounds with flower-beds, etc. This does not include grand stand, that being up already, with a seating capacity of 10,000. The track has a foundation of broken slate, a foot in depth. This is packed with sand and then rolled. Next a few inches of broken rock was put on, and this was also rolled. Then the top dressing of limestone screenings six inches deep was put on, and this was tamped and rolled down. Finally, the entire mass was thoroughly soaked with water, and a six-ton steam roller was run over it until it was packed as solid as asphalt and as smooth. The surface is perfectly white, and it

resembles asphalt except that there is some spring to it, and it will not drag. Mr. Daniel Quilp, who has so generously spent his money on the track, is not a wheelman, but he is a sagacious business man, and he knows a good investment when he sees it. He is confident that his track will be the finest in the country, and he knows the best riders, men of world-wide reputation, will come to it. Then crowds will come to see these men. That's good business logic.

THE PIKE COUNTY, MO., TOUR.

REMEMBER the date of this tour May 3, and think of the good time you will miss if you don't go. Particulars have appeared in these columns as to the programme. Pike County hospitality is proverbial, and its reputation will receive another boost on completion of this tour. St. Louis Wheelmen will leave that city May 2d at 8 P. M. for Louisiana. Every wheelman of Missouri and within easy distance of Louisiana is urged to be present.

LATEST BY TELEGRAPH—A nine mile handicap road race is added to the programme. Prizes, costly gold medals. Entries close April 29th, with George Wilder, 1724 Olive street, St. Louis, Mo. Fee twenty-five cents.

THE OBSERVANCE OF DECORATION DAY.

EDITOR BICYCLING WORLD: I would heartily indorse the protest of Thos. S. Cooke in regard to making Decoration Day a day for races.

Had the young men of to-day seen the smallest part of the misery and suffering witnessed by me after our great battles, they would look on the day as one to be observed with reverence rather than one for sport.

A. H. STEVENS, L. A. W. 4657.

(Who has been there.)
Clinton, Conn., April 20, 1891.

NOTICE TO SOUTHERN DIVISIONS.

THE race meets at Louisville, Ky., the latter part of June, and Hagerstown, Md., early in July, should command the attention of every League member in the South, as they are both to take place on "our side of the fence."

The hospitality of Kentucky and Maryland is proverbial, so that there is no necessity to even hint that a good time is in store for those who will attend these meets, and the mere fact that Louisville and Hagerstown will do the entertaining, means everything that appertains to welcome, good cheer and hospitality.

The southern wheelmen can go to Louisville, visit Mammoth Cave, then on to the garden spot, Hagerstown, after which a tour of the beautiful Shenandoah Valley, Washington and Baltimore, and then be in time to attend the National meet at Detroit, Mich.

I am now securing special rates from New Orleans to Hagerstown via Louisville, and in order to secure low rates must know as soon as possible the probable number that will avail themselves of this opportunity to visit both places, and ask all those who will probably attend to communicate with me as soon as possible, when I will give them all the information as to dates, rates, etc.

HARRY H. HODGSON,
13 Carondelet street, New Orleans, La.

THE HARTFORD TOURNAMENT.

SEPTEMBER 7th and 8th are the dates set for this annual event. In every respect the successes of former years will be repeated and augmented, as the motto of the Hartford Wheel Club is "Progression." The particulars will be published from time to time, and as fast as agreed upon.

BUFFALO THREE-DAY MEET.

AT the last meeting of the City League of A. A. U. clubs June 15-17 was settled on as the date for the three-day meet. The bicycle tournament being on the third day, so put June 17 on your fixtures for big tournaments. It was decided to make the fifty mile road race a handicap, and a committee of Messrs. Jenkins, Kelsey, Batchelder, Wilson and Israel were appointed to have full charge of the road race. It is their intention to give large prizes in this race, and probably a challenge cup to the first man, besides several time medals. The rental of the track for the day and getting it in shape will cost about three hundred dollars, and no pains will be spared to make the races as fast as possible. The races will last all day, and there will be twenty-three events on the programme.

THE PULLMAN-CHICAGO RACE.

AT a meeting of the Associated Cycling Clubs of Chicago, held last Tuesday evening, the Pullman Road Race was thoroughly discussed, and the great wheels fairly started which are to make this the greatest road race ever known.

The report of the Rules Committee occupied almost the entire evening. S. A. Miles, editor of the *Referee*, was again chosen to act as handicapper, a position which he filled to the entire satisfaction of all last season. Pneumatic tires were penalized four minutes. The course was changed materially. The riders will now cross by way of Midway Plaisance to Stony Island avenue, thence south, by this means avoiding the car tracks and poor roads of South Chicago avenue.

The limit was again placed at 12 minutes, and the limit men will start at 10.12 from the Leland Hotel. A committee was appointed to recommend a corps of officers for the race. Three time medals are provided for, one to go to the rider making the fastest time on a solid or cushion tire machine. The others open to any machine will naturally go to the riders of pneumatics.

The application of Peoria for the National championships was formally indorsed.

"WAYNE SCOTT."

ROAD RACE AT ST. LOUIS.

PARK COMMISSIONER KLEMM of St. Louis has officially consented to allow the road race to be run in Forest Park on May 23 at three P. M., and the course will be as follows: Start at Blair monument, thence west on Lindell boulevard to Union avenue; south on Union avenue to the Centra Drive, which will be followed up Nigger Hill to the Clayton road; thence east to Kings Highway, and north on the latter to the point of starting. The distance as measured by cyclometer is 3.56 miles, and the circuit will have to be made five times to complete the 17 1-2 miles. The various committees having the race in charge will be appointed at Tuesday's meeting at the Cycling Club.

"LINNEUS."

THE IRVINGTON-MILBURN RACE.

EDITOR BICYCLING WORLD: Again I beg to bring to your notice the approaching Irvington-Milburn road race, an annual event of National importance, in fact, the cycling event of the year, which will occur on Decoration Day, May 30th, 1891.

This race is run in the interests of the legitimate sport of cycling and pure amateurism and not in the interests of any wheel manufacturer, trade concern, club or clique, and it has the hearty support of our local clubs, representatives of which constitute a Committee of Arrangements to perfect and carry out its details.

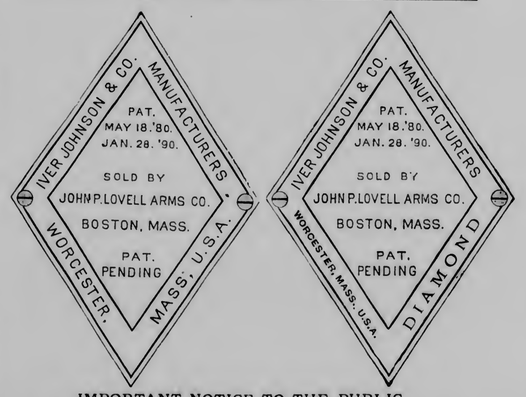
Indications are that the entry list this year will be larger than ever, and I look to my friends in the trade to give me their hearty support and cooperation in making this affair an event worthy of its national reputation.

May I ask, therefore, that you kindly inform me what I may expect from you as your contribution to the prize list, which it is hoped will this year, be larger and more valuable than ever.

Soliciting the favor of an early and favorable reply, which will be much appreciated, I remain, Very truly yours,

A. B. BARKMAN,
April 15, 1891.

TRADE NOTES.



IMPORTANT NOTICE TO THE PUBLIC.

Since we placed our Lovell Diamond Safety on the market it has become so popular and so well liked by every one, it being the only strictly high grade wheel at $85.00 having Bown Æolus ball bearings and made from steel tubing and drop forgings, with all parts interchangeable, we have, therefore, in order to protect ourselves and the public, adopted a name plate of the accompanying design, to be used on all genuine Lovell Diamond Safeties.

To insure its being a genuine Lovell Diamond Safety see that every wheel bears one or both of the above designs.

Yours respectfully, JOHN P. LOVELL ARMS CO.,
Boston, Mass.

A BIG BICYCLE BUILDING.

SATRUDAY, April 11th, was the occasion of Rouse, Hazard & Co.'s formal opening of their new quarters, corner Adams and Harrison streets, Peoria, when upwards of 10,000 people visited them, proving conclusively that they are as well known at home as they are among cyclists generally. This firm has long since outgrown their former somewhat extensive quar-



AMERICAN LIGHT CHAMPION

The "Goodest Old Ordinary" of them all.

Although the demand is now principally for RAMBLER SAFETIES, it is apparent that the "good old" Champion still occupies a warm niche in the affections of many.

It has always been kept abreast of the times, and can this year be

FITTED WITH CUSHIONED TIRES when Desired.

GORMULLY & JEFFERY MFG. CO.,

222-228 N. FRANKLIN STREET, CHICAGO, ILL.

Branch Houses:

174 and 178 COLUMBUS AVENUE, Boston.
1325 14th STREET, N. W., Washington, D. C.

Chicago Retail Store,
85 Madison Street.

WHOLESALE

LUCAS'S CYCLEALITIES
THE BEST OF EVERYTHING

RETAIL

THE PREMIER CYCLE COMPANY,
846 EIGHTH AVENUE, Cor. 51st Street, New York City.

SEND CATALOGUES TO THE NEW CYCLE DEALERS.
LEBANON CYCLE EXCHANGE
Lebanon, Penn.
Bicycles Bought, Sold and Exchanged.
TYPE-WRITERS.
F. LEINBACH. H. LEINBACH.

CHOICE OF THE EXPERTS.
"U. S." Gallery Ammunition.
Manufactured by the
United States Cartridge Co., - Lowell, Mass.

ters, and are to be congratulated on the elegant quarters they now occupy. Their new building has four floors, 52x165, all of which, with storage room outside, they occupy exclusively. Their offices on the first floor, 80x26, are models of convenience, light, and elegance. Besides the large general office are three private offices, a dictating room, stenographers' room, shipping clerk's office, fire proof vault, toilet rooms, etc. The offices are of oak, with plate glass, antique copper, marble and brass trimmings, with handsome rugs, carpets, or hard wood waxed floors. Every convenience for the quick and accurate transaction of a large business will here be found, and, large as they are, they are none too large for the 19 people regularly employed in the office department at this season of the year. The second floor, used as the cycle show room, is the wheelmen's paradise, however. Here are long rows of sample wheels—more than 300 cycles being shown at all times—including all the latest novelties and many curiosities. Pictures of interest to cyclers line the walls, and the great room is full of articles of interest to all wheelmen. Here, too, are the sundry and part department offices, connected by dummy elevator, speaking tubes, and freight and passenger elevator with all parts of the building. This room is lighted on all four sides, is elegantly fitted up and handsomely decorated, and is stated to be by those who have "travelled" to be by all odds the most elegant cycle show room in the United states, while Mr. Jeffery, who has visited all the leading cycleries of Europe, says it has no equal there. During the opening a pneumatic safety in motion, ridden by a full sized human skeleton, the Lallemont velocipede, the Stevens' around-the-world Expert, Bert Myers' racer, and other interesting wheels constantly had crowds around them. The third floor has a large, light, and airy riding school, and a large and well appointed repair shop, with enamelling room, etc., besides room for storage of about 1000 cycles, which room is fully occupied and more besides. Rouse, Hazard & Co. are certainly to be congratulated on not only their new place of business and the prosperity which has evidently not only made same necessary but possible, but also on the trade now extending all over the United States and Canada, which they have built up by fair and honorable treatment of customers.

THERE is no necessity to call attention to the advertisement of the Elliott Hickory Cycle Company (late Sterling Elliott.) Mr. Elliott always has something to say that is worth reading. When he indulges in fun it is of the good rollicking kind, and when he points his pen for a sarcastic dig the bullet is bound to reach the centre every time. There seems to be no end to his versatility, and while his sarcasms are cutting there is no trace of ill-nature in his effusions. It is very pleasant to be able to record that the period of probation for the Hickory cycles is past and gone, and they are day by day strengthening their reputation as being wheels of undoubted merit and excellence. How every one did scoff (alas *we* were one of the scoffers) at the idea of a bicycle wheel made out of wood!! But Elliott knew what he was about and he (or the Company) are now in a way to supply the fast growing demand for "Hickory Wheels." Mr. Elliott not only wields a facile and fascinating pen, but as a cycle constructor none more careful or thorough exist. Every thing must "be right" with Elliott, and an examination of his wheels and the details thereof will prove this to be a fact. We congratulate Mr. Elliott on his success and victory over the almost appalling opposition and ridicule. The Hickory enters upon a new era of success, and this success is certainly most deserved.

HOWARD A. SMITH & CO.'s new "Encyclopædia of Cyclers' Wants" comes to us as a model of ingenuity and completeness, that goes far to help the cycler in determining and selecting the necessary sundries needed. Any of our readers not having received a copy should secure one by simply sending a postal to Howard A. Smith & Co., Newark, N. J.

WARWICK'S WIN.—At the 12th Regiment games held in Brooklyn April 15th, the 2-mile safety race was won on a regular stock "Warwick," by a member of the Bedford Cycling Club; the third prize also going to a rider of this popular wheel. If spring indications go for anything the "Warwick Perfection" will be very much "in it" this season.

THE catalogue of the St. Louis Wheel Co. is out, and our readers who wish to secure a good thing in its way should send to them at 311 North Fourth street for a copy. They carry a full line of the Stover wheels. They also sell the "Rover" and the "Hickory." They also carry an excellent line of medium grade and priced wheels, ranging in price from $115 down to $35. In the sundry line there is nothing that can be called for that they cannot furnish. In fact, we notice many things in this catalogue that we never saw before, and we do not find anything missing from the list that we have seen. In repairs they are "way up." They show a picture of a wheel that had been danced on and kicked to pieces by a spurted equine; then they show a cut of the same wheel repaired. It is a first-class object lesson, and shows what the St. Louis Wheel Co. can do in the matter of repairs.

J. R. HAZELTON of Philadelphia has entered the employ of the Jno. Wilkinson Company, and will have charge of their riding school.

AMES & FROST purchased of the Chas. F. Stokes Mfg. Co. the rights to the name Imperial as applied to bicycles. The sum paid was $150.

H. A. MCGINNIS, for the last three years in the employ of Rouse, Hazard & Co., Peoria, Ill., has recently moved to Dayton and is now with A. W. Gump & Co. He rides a 54-inch Light Champion, being one of the noble few who scorn the lowly safety. May his headers be few.

TOE CLIPS have proven to be almost a necessary part of the cyclist's outfit, and those made by Rankin & Bruce of Providence have bravely stood the test of a year's trial. See their advertisement on page 721.

WE have before us a sample of the Cycle "Verticle" Oil Can Carrier, that we pronounce an ingenious and most convenient little device, and one that promises and deserves to become popular with wheelmen. It is made from light sheet metal, nickel plate highly polished, and proves an ornament to any wheel. Since cycling first began, the matter of carrying the oiler in a manner to prevent leakage, has always been a problem. This carrier holds the can in an upright position, always handy and ready for immediate use, and in a number of other ways possesses points of advantage and merit. Too much can scarcely be said in its favor, and we heartily recommend it to all wheelmen. On page 724 of this issue will be found an advertisement of the firm making them, from which full information may be had.

JOHN HARRIOTT of 3 Winter street, Boston, occupies the front rank in the manufacture of prize medals and club pins for cycling, as prominent clubs all over the country are constantly testifying.

MR. A. M. SCHEFFEY, travelling for R. L. Coleman & Co., representing the Western Wheel Works, was in Atlanta, Ga., last week, en route to Vicksburg.

WE are pleased to call attention to the advertisement of Mr. F. H Parker on page 717, showing his "Handy Safety Support." Every wheelman is annoyed at not having something handy to lean his safety against. Here we have the very thing. It is not only efficient, but it is neat, quickly attached both in use and out of use, and best of all it is "dog cheap."

A. W. GUMP & Co. of Dayton, Ohio, report trade good, notwithstanding the unfavorable weather. Their crop of "scalps" is increasing.

To say that business is booming with Wright & Ditson is to put it very mild. The first instalment on the stock order of Humbers arrived last Saturday, and the wheels were so satisfactory that Mr. Coswell cabled to London duplicating the entire order. One glance at these wheels is enough to show the most casual observer that the reputation of the Humber is deserved. The wheels strip to 35 pounds, yet are warranted to carry any weight man who can ride them. The Humber wheels hold 4-5 of all the English championship for 1890. Minton Worden is daily sending in large orders for Featherstones, Pneumatics, and Humbers. He has already sold ninety thousand dollars worth of wheels. The Pneumatics will be delivered in quantities within the next week. Their trade on cheap wheels has far exceeded expectations.

NEW KODAK CAMERAS---FOR WHEELMEN.



"YOU PRESS THE BUTTON, WE DO THE REST."
(OR YOU CAN DO IT YOURSELF.)
SEVEN NEW STYLES and SIZES
ALL LOADED WITH
TRANSPARENT FILM.
For sale by all Photo. Stock Dealers. *Send for Catalogue.*
THE EASTMAN COMPANY, Rochester, N. Y.



Every Club House should have an Automatic Box.
Address ADAMS & SONS, 150 Sand Street, BROOKLYN, N. Y.

PRICE, - - - - $100.00.

THE HARTFORD SAFETY.



—MANUFACTURED BY—
THE HARTFORD CYCLE CO.,
HARTFORD, - CONN.
Ball Bearings, Interchangeable, Strong, Durable and Well Finished.

THE HARTFORD LADIES' SAFETY.



Send for 1891 Catalogue.

ENAMEL.
50-cent Bottles, with Wood Cap, Brush, Wire Stand and Elegant Advertising Cards printed in gold.
Way Down Prices to Trade.
Write for our Splendid Discount

W. W. STALL,
Odd Fellows' Hall,
509 Tremont Street, 4 Warren Avenue.
BRANCH HOUSE:
166 and 168 Columbus Ave.,
Boston, Mass.

CHICAGO SPOKE GRIP



Price, 75 Cents
Best in the World
We are Sole Agents for New England, Eastern New York and Northern New Jersey.
Liberal Discount to Agents.

SAFETY BICYCLES. High, Medium and Low Priced. Wholesale and Retail. Agents, send for Lists and Prices.



LEAGUE HEADQUARTERS:
12 Pearl Street, - - - - Room 20
ABBOT BASSETT, Secretary,

OFFICERS FOR 1890—91.

PRESIDENT,
JAMES R. DUNN,
40 Wall st., Room 63, New York.

FIRST VICE PRESIDENT,
MAJOR CHAS. L. BURDETT,
Hartford, Conn.

SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN,
116 Broad Street, Elizabeth, N. J.

TREASURER,
W. M. BREWSTER,
117 No. 4th Street, Quincy, Ill.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committees.

Membership Committee.
Sanford Lawton.....Springfield, Mass.
George C. Pennell.....Elizabeth, N. J.
Howard L. Perkins.....Box 103, Providence, R. I.

Committee on Improvement of Highways.
Isaac B. Potter.....Potter Bldg., New York

Committee on Rights and Privileges.
Geo. A. Perkins.....5 Pemberton Sq., Boston
J. S. Dean.....28 State St., Boston
Chas. F. Cossum.....Poughkeepsie, N. Y.

Committee on Rules and Regulations.
T. J. Kirkpatrick.....Springfield, O.
A. B. Richmond.....Grand Rapids, Mich.

Transportation Committee.
Albert Mott.....203 Lenox St., Baltimore, Md.
Joseph T. Chism.....120 Mosher St., Baltimore, Md.
Burley B. Ayres, Rookery Building...Chicago, Ill.
Thomas Savage Clay.....Savannah, Ga.
Amzi T. Dodd.....70 Park Place, Newark, N. J.
John B. Seward.....35 Milk Street, Boston

Racing Board.
Charles E. Randall....3709 Ellis Ave., Chicago, Ill
George S. Atwater.....
.....1424 Penn. Ave., Washington, D. C.
George Collister....147 Ontario St., Cleveland, O.
Abbot Bassett.....12 Pearl St., Boston
Lewis A. Miller.....Meriden, Conn.

12th Annual Meet of the L. A. W.

DETROIT, MICH., JULY 16, 17, 18, 1891.

Address Chairmen as below at Detroit for information relating to the work of the committees:

Chairmen of Committees:
Reception—C. H. Smith, 211 Putnam avenue;
B. J. Holcombe, 222 Woodward ave.
Transportation and Races—
Jos. Bresler, 125 W. Fort street.
Exhibit—A. F. Peck, 143 Jefferson avenue.
Hotels—J. Hoffner, 243 Woodward avenue.
Parade—F. L. Abel, 187 Charlotte ave.

The Renewal Season.

The renewal season is now open, and we are ready to receive the annual dues of members.

We have opened the books for 1891-2, and applicants for membership may now send $2 and they will be put upon the roll for the year ending April 30, 1892.

All memberships expire April 30, and must be renewed before July 1st.

We publish a renewal blank which we hope will be universally used. A blank of this kind is more satisfactory for filing than a notice of renewal written in letter form. If a member has no blank and does not care to mutilate his paper, he will oblige us by sending renewal on paper the size of the blank and made out after the same form. The same applies when two or more names are sent.

Every League club has been supplied with sheets to send renewals on, and also a renewal of the club. Since many non-League clubs send in lists of names, a list of names is no indication that a League club renews its membership, and we must have the regular certificate of renewal as per blank furnished every club before we can issue our certificate of membership.

Club Secretaries will be supplied with renewal sheets for club lists on application.

Consuls, Agents, Club Officers, etc., who desire renewal or application blanks should procure them of the Secretary-Treasurers of their respective Divisions. See addresses in BULLETIN.

L. A. W. Uniform Cloth.

A contract has been made with the Burlington Mills for a cloth, steel gray in color, which will be used for the regulation League uniform. This cloth will be kept in stock by the Secretary, and will be supplied to League members only at $2.10 per yard, cash with order. The Regulation League button will be supplied by the Secretary at 5 cents for the large and 3 cents for the small size. The cloth is 54 inches wide.

ABBOT BASSETT, Secretary.

A Warning.

The Bay State Tailoring Company advertises to send samples of the League Uniform Cloth. This is to notify members that the company cannot obtain the cloth for such a purpose in a legitimate way, and we doubt if they can get it at all. The regularly appointed League tailors will furnish samples of the cloth, and members will save time, trouble and expense if they go to these alone.

ABBOT BASSETT, Sec.

Massachusetts Division, L. A. W.

Messrs. John F. Morrill & Co., of 12 Bromfield street, Boston, have been appointed Division Tailors for the State of Massachusetts.

League uniforms as per specifications published in the BULLETIN of April will be made to order for League members at the following prices:

Coat, $5.75.
Breeches, $3.75.
Cap, $ .85.
Shirt, flannel, $2.50.
Shirt, Cheviot, $1.00 and upwards.
Stockings, $.50 to $1.25.
Shoes (best quality), $3.25 to $3.75.

An illustrated catalogue with rules for self measurement will be sent to every league member; and in ordering suits members must show their league ticket or give their league number.

Fraternally, ARTHUR W. ROBINSON.

Massachusetts.

A meeting of the Board of Officers of this Division will be held at the Clarendon Hotel on April 25th at 8 P. M. for the purpose of taking special action upon the draft of By-laws presented at the last meeting, and for the transaction of such other business as may properly be considered.

Fraternally yours, ARTHUR W. ROBINSON, Chief Consul.

Chas. S. Howard, Sec.-Treas.
Boston, April 18, 1890.

Alliance with A. A. U.

At a conference of the Executive Committee and the Racing Board of the L. A. W., held on March 30th, 1891, the following resolutions were unanimously adopted.

Resolved, That it is desirable to effect an alliance between the L. A. W. and the A. A. U. for the purpose of maintaining the purity of amateur sports.

The plan of alliance as proposed by the A. A. U. was amended and adopted as follows:

1. All cycling events in the championship or other meeting of the A. A. U., or of its associations or clubs, shall be given under the rules of the L. A. W.

2. Every cyclist shall be subject to test as to his amateur standing exclusively by the provisions of the Constitution of the L. A. W., defining an amateur.

3. Charges against any cyclist shall be tried by the L. A. W. except that a member of an A. A. U. club shall be tried by a committee of three, one of whom shall be named by the A. A. U., one by the L. A. W., and the third member by the two so chosen, pooviding the accused shall within twenty days after the receipt of a copy of such charges submit to the Racing Board proof of his A. A. U. membership, and claim trial by such committee.

4. The League of American Wheelmen shall annually, or at such time and for such periods as it may deem advisable, elect a delegate, who shall act with and constitute one of the board of governors of the A. A. U., and shall have a vote upon all questions coming before said board, and a right to sit upon committees and take part in all the actions thereof, as fully as members of said board elected from the several associations of the A. A. U., and to the same extent and in like manner as the delegates from the North American Turnerbund.

5. These articles of alliance shall be terminable by either party upon thirty days' written notice to the other.

In case of disagreement between the L. A. W. and the A. A. U. upon any point covered by these articles, the same shall be submitted to the board of governors of the A. A. U., including the member of the board appointed by the L. A. W., Turnerbund and any other associations in alliance with the A. A. U., and having a delegate upon the said board.

G. CARLETON BROWN,
Secretary Executive Committee.

Suspensions Removed.

The Racing Board has decided that the acceptance of expenses while in training from athletic and cycling clubs is not a violation of any part of Section 9, Art. II. of the Constitution. The suspensions of the following men are therefore removed: P. J. Berlo, E. C. Anthony, F. F. Ives, W. Van Wagoner, A. B. Rich, W. S. Campbell, W. D. Banker, W. F. Gassler, J. W. F. Murphy, C. M. Murphy, F. N. Tuttle, W. Class, C. E. Kluge, Hoyland Smith, L. D. Clark, W. W. Windle, A. A. Zimmerman.

CHAS. E. RANDALL,
Chairman of Racing Board.

Suspension of Berlo.

P. J. Berlo of South Boston is hereby suspended from the race track pending an investigation of charges of violating Clause c of the Amateur rule, which forbids a man to sell a prize won in a race.

CHAS. E. RANDALL,
Chairman Racing Board.

Ohio Membership.

Thirty-one members in two weeks is doing well, but if we wish to reach two thousand this year we must do much better. We must not only get as many new members as possible, but we must see that all the old ones renew. Some localities have done nobly, and now have many times the membership they had last year. Other localities, however, have either stood still or decreased in membership. If they will only wake up and get to work we will have no trouble to get the membership we desire. What is needed is "a long pull, a strong pull and a pull together." Fraternally,

M. A. HIGH, Chief Consul.

Cincinnati, April 15, 1891.

Ohio Consuls.

Barnesville—G. S. Bradfield, Jr.
Circleville—Rev. Henry Mitchell.
Utica—H. E. Harris.

HOTELS.

Barnesville—Albert House, day $1.50; meal or lodging 40 cents.
Lancaster—Hotel Martin, day $1.50; meal or lodging 40 cents.

WILLIAM D. KEMPTON, Sec.-Treas.
Cincinnati, April 18, 1891.

California Division.

In Treasurer's report published in Bulletin of March 27, the item of expenditure under date May 2, "Special train Hollister to S. F.," should read $146.58 instead of $46.58 as it was printed.

OSWALD GRANICHER, Sec.-Treas.

Important.

To L. A. W. Clubs, New York State Division:

As the season for holding Race Meetings approaches, it is probable that the clubs anticipating holding tournaments this season may be more interested in the scheme for a Division Racing Circuit, proposed last fall. This scheme was thoroughly discussed at the semi-annual meeting of the Board of Officers, and it was decided to go on with it, notwithstanding the Division Racing Board reported that, "through the apathy of those most directly interested (the L. A. W. Clubs throughout the State) it seems liable to fall through." "By means of circular letters the assistance of every individual member of the Division has been asked and the co-operation of League Clubs has been invited."

Mr. W. H. DeGraaf, who has in the past proven such an efficient Chairman of the Division Racing Board, having found it necessary to resign, I desire to congratulate the Division that Mr. A. B. Barkman has consented to accept the office.

Unless the L. A. W. Clubs of the Division interest themselves immediately in this Racing Circuit, it is useless for the Division to spend time and money in the development of the scheme.

All communications in regard to the Racing Circuit, Division Championships, or the District Championships, should be addressed to the Chairman of the Division Racing Board, Mr. A. B. Barkman, No. 241 Broadway, New York City.

Respectfully,

W. S. BULL,
Buffalo, April 14th, 1891. Chief Consul.

D. H. Lewis Reinstated.

By unanimous vote of the Racing Board, Mr. D. H. Lewis, of Buffalo, N. Y., has been reinstated as an amateur.

CHARLES E. RANDALL,
Chicago, April 15, '91. Chairman.

Minnesota Consul.

Mr. J. H. Crawford is hereby appointed Local Consul at Duluth.

T. M. SLOSSON,
Minneapolis, April 17, 1891. Chief Consul.

Kentucky Consuls.

The following members of Kentucky Division have just been appointed Local Consuls for the cities named:

Ashland—L. B. Ferguson.
Covington—Charles M. Croninger.
Carlisle—H. S. Kellar.
Cynthiana—H. Redman.
Danville—Frank Christman.
Frankfort—Howard Gaines.
Ghent—Vernon Driskell.
Greenup—Elwood Kinner.
Harrodsburg—Benj. F. Spillman.
Lexington—T. H. Parr.
Little Hickman—John H. Overstreet.
Louisville—G. E. Johnson, Secretary-Treasurer.
Ludlow—R. C. Good.
Maysville—H. C. McDougle.
Newport—B. W. Garrison.
Nicholasville—Fred. L. Sears.
Paris—A. J. Winters.
Richmond—R. E. Turley.
Tonieville—J. W. Goodin.
Somerset—Ellis L. Ogden.
Walton—H. G. Blanton.

These Local Consuls are respectfully requested to see that all members in their territory send in their renewals promptly. If blanks are needed write the Division Secretary, Room 19, Courier-Journal Building, Louisville, and they will be mailed without delay.

The indications are that this will be a grand year in the League. Kentucky wants every name now on her books to go back, and she also wants to add at least 150 new ones. A good start has been made—let us keep it up. With co-operation there is no reason why we should not have 500 members. We have the riders; let us pull together and get them into the League.

Fraternally,

G. E. JOHNSON,
Sec.-Treas.

New Jersey.

In compliance with Article VII., Section 1, the Chief Consul has called the Annual Meeting of the Division for Saturday, May 30th (Decoration Day), at 9 A. M., in the club house of the Elizabeth Wheelmen, 1203 East Broad Street, Elizabeth, N. J. He also urges the attendance of every member.

A Special Meeting of the Board of Officers will be held Friday, May 29th, at 5 P. M. Also a meeting of the Local Consuls of State will be held at the same hour, in the club house of the Elizabeth Wheelmen.

GEO. C. PENNELL,
Sec.-Treas.

G. CARLETON BROWN,
April 20, 1891. Chief Consul.

New League Clubs.

The following clubs have qualified as League clubs and filed the certificate required in the office of the Secretary:

318—Somerville Cycle Club, Somerville, Mass. J. Sheldon Cartwright, Sec.
319—Westerly League Wheelmen, Westerly, R. I. Lewis S. Coon, Secretary.

Missouri's got 500.

To Local Consuls and Members:

Local Consul C. F. Johnson of Aurora carries off the honors this week in the local consul's competition for the gold League pin with seven members. The race is a pretty one, and as the figures are comparatively small to date every local consul in the State stands a chance of winning the prize, provided prompt work is done. This week we enter the charmed circle of 500, which we have so long been striving for. Now let us make it 600

by the time of the Carthage meet. It can be done easily, provided every member assists in the work of recruiting. "Perseverance and pluck, better than riches and luck." Remember the above proverb.

Fraternally yours, ROBT. HOLM, C. C.

A Missouri Soliloquy.

"Here is an organization that especially commends itself to me. Its character is high, it is fully abreast of the times, and being the national representative of that widespread out-door sport, bicycling, it must embrace in its membership a most active, progressive people. It has numerous good qualities which impress themselves on me. My membership with them expires on April 30. I must renew it at once, as no other investment has ever yielded such a large return." All members of this Division are urged to give this matter immediate attention. Renewals can be left with D. Snitjer, 1118 Olive st., Wilder & Laing, 1724 Olive st., and with Representative M. J. Gilbert, 209 W. 4 st., who will receipt for same. Remember "He who renews early will avoid the rush in getting his '91 ticket."

Fraternally yours,

ROB'T HOLM,
St. Louis, April 17, '91. Chief Consul.

New Jersey Division.

Eighth Annual Meet, Elizabeth, Friday and Saturday, May 29 and 30, 1891.

The management of the Eighth Annual Meet of the New Jersey Division has been awarded to the Elizabeth Wheelmen of Elizabeth, N. J., a staunch League Club, and one of the oldest in the State and League.

With their well-known reputation for hospitality, I have no fear but that the two days' festivities will be most enjoyable.

Their programme is about as follows: Friday, May 29th, commencing 9 A.M., runs will be started hourly until 2 P.M.; 5 P.M., Board of Officers' and Local Consuls' meeting; 8 P.M., Theatre Party. Saturday, May 30th, Decoration Day: 9 A.M., Division meeting; 10 A. M., parade; 11.30, photograph; 12 noon, lunch; 1 P.M., runs over the Union County roads; 5 P.M., banquet.

The meeting of the Local Consuls is a feature which was introduced last year, and is of great benefit to them and the Division, as the Consuls meet each other and the Chief Consul, and can consult as to their work. The meeting was well attended last year, and will undoubtedly be better so, this year. The Elizabeth Wheelmen have secured a fine attraction for the Theatre Party, and the prices will be low. The Business Meeting will be at 9 A. M. Saturday, May 30th, in the Elizabeth Wheelmen's pretty club house on East Broad street, and should be well attended.

The annual Parade will be started immediately after the business meeting, and will go over a short route with good streets. It is expected that the Parade will be the largest in years. Before disbanding a photograph will be taken, and a lunch tendered by the club to the visitors will be served. After a short siesta runs will be started out under the officers of the Elizabeth Wheelmen to various points of interest. These runs will go over the famous new Macadam roads of Union County, just completed under the New Jersey Highway Improvement Act.

Of the pretty country and elegant riding I will say nothing. "Only just come and see." A fine banquet at 5 P. M. Saturday will wind up the festivities, and every one will have ample time to reach home before Sunday morning.

"NEW JERSEY."

Stop Thief!!!

To the Members of the New York State Division:

Your attention is again called to the recommendation of the special committee appointed at the semi-annual meeting of the Division Board of Officers as follows:

"First—That after due consideration your committee would recommend that a suitable sum, to be determined in each case by the Executive Committee, be offered as a reward for evidence leading to the conviction of the thief and for the recovery of each wheel stolen from any member of the New York State Division; that the announcement of such reward should be promptly published in the official League paper as soon as necessary information is placed in the hands of the Executive Committee, and that all prosecutions of persons charged with the theft of wheels be carried on under direction of the Attorney for the Division without expense to the member from whom the property shall have been stolen."

It being a fact that "an ounce of prevention is worth a pound of cure," members are urged to spread abroad by every means in their power the statement that this Division will prosecute all persons stealing wheels, the property of members of this Division.

As a further preventive measure agents and dealers in bicycles are requested to post in their respective places of business a conspicuous notice to the effect that the New York State Division, L. A. W., composed of over 3000 members residing in all sections of the state, will prosecute all persons charged with the theft of cycles, the property of members of the Division. Agents and dealers are also requested to post conspicuously all announcements of stolen wheels that may appear in the BULLETIN.

Members losing wheels by theft should immediately report the fact to the Chief Consul, giving particulars in full. An announcement of the theft, together with the reward offered for the conviction of the thief and the recovery of the stolen wheel, will be published in the BULLETIN. All members are requested to scan the official columns each week for such announcements, to make a note of same, and to keep a careful lookout for the missing machines. Upon discovery of machines answering the description of these lost communicate at once with the Chief Consul and the Attorney for the Division, Mr. Walter S. Jenkins, No. 14 East Eagle street, Buffalo, N. Y.

When it becomes generally known (and it is for the interest of every wheelman to assist by every means in his power to make it known) that we have in this State a mutual protective association composed of over 3000 members, well organized with ample funds, and with every member ever on the alert to discover and aid in the prosecution of the thief, cycle stealing will cease to be as prevalent as heretofore.

W. S. BULL, Chief Consul.

Buffalo, April 18, 1891.

New York.

Minutes of the semi-annual meeting of the Board of Officers of the New York State Division of the L. A. W., held at the Hotel Kennimore, Albany, N. Y., Feb. 9th, 1891.

Meeting called to order at 3.45 P. M. by Chief Consul W. S. Bull. In the absence of Secretary Nisbett, Dr. E. M. Santee was appointed Secretary *pro tem.*

On motion of Mr. Jenkins the reading of the minutes was postponed till later in the session.

Roll call—members present:

W. S. Bull, Chief Consul; Chas. W. Wood, Vice Consul; W. H. DeGraaf, W. S. Jenkins, Robert Thomson, F. H. Bettys, Thomas A. Raisbeck, A. I. Fuller, Henry Gallien, H. S. Simmons, Albany Bicycle Club; Dr. E. M. Santee, Cortland Wheel Club. By proxy—Geo. M. Nisbett, E. S. Terry, W. E. Findley.

Vice-Consul Chas. W. Wood was called to the chair and Chief Consul Bull read his report which, on motion of Mr. Jenkins, was received and placed on file.

To the Board of Officers of the New York State Division, L. A. W.:

In compliance with the By-Laws of this Division, I have to report to you at this meeting, in brief, the work done since the September meeting of the Board. It is with great pleasure that I call your attention to the phenomenal growth of the Division during the past year. Believing that more interest would be taken in the League if more attention was given to racing, in the early part of October I proposed a plan for the formation of a racing circuit in this Division. Mr. W. H. DeGraaf, chairman of the Racing Board of this Division, will report more fully regarding the present status of this plan.

The compilation of the Road Book, for which an appropriation was made at the September meeting, has been in the hands of Mr. A. B. Barkman, chairman of the Road Book Committee. Over 8000 circular letters, covering route slips, were sent out to League and non-League members in this State, requesting their co-operation in making this the most perfect Road Book ever issued. It has been the intention to issue this book in time to be used during the present riding season, but so important a work cannot be hurried if it is done well, and it may be that the date of issue may be delayed. However, the Division may rest assured that the book will be issued at the earliest possible moment.

Owing to the revision of the League Constitution at Niagara Falls, it becomes necessary for us to make certain changes in our By-Laws. These changes will be found embodied in the report of Mr. E. J. Shriver, chairman of the Rules and Regulations Committee. Mr. I. B. Potter, chairman of the Division Committee on improvement in the highways, has, during the past year, devoted an immense amount of time and labor to the work of his committee. In connection with the Connecticut Division, he has offered in the name of this Division, a series of prizes for bad-road photograhs. It is hoped that the officers and the members of this Division will aid this committee as much as possible in this branch of their work. Since my last report the recruiting work of the Division has been earnestly pushed. Circular letters and application blanks are being constantly sent out from the Chief Consul's office.

In view of the amount of work accomplished by the application hanger, which I issued early last season, I have gotten out a calendar and application card designed to accomplish the same purposes. Calendars are always in demand, especially so in the early months of the year. They form a more practical means of advertising than an ordinary card. As I desired not only to increase the membership, but also to call attention to the road improvement work of the League by the use of these calendars, I asked and received the generous assistance of Mr. R. W. Rummell, who made and donated the beautiful drawings to the Division. The thanks of the Division are due to Mr. Rummell for his artistic and generous contribution to the cause.

In my February report of last year, I stated that our membership as reported in the "BULLETIN" of January 1, 1890, was 2143. It is with great pleasure that I am able to report that our present membership, as reported in the "BULLETIN," January 30, 1891, is 3080, an increase of 937 members. Our total membership for the League year ending April 30, 1890, was 2169. We are now 911 members ahead of that mark, with three months yet in which to recruit members. I earnestly bespeak the aid of all officers and members in this work of recruiting. If it is deemed advisable by this body to adopt the racing circuit plan, proposed, I would recommend that a suitable appropriation be made the racing board of the Division to defray the expenses for clerk hire, printing, stationery, etc.

In accordance with Section 3, Article 5, of the Division by-laws, it becomes necessary at this meeting for the Board to appoint a nominating committee of three, and also to elect from the Division membership a third member of the Executive and Finance Committee. By-laws Section 7, Article 6, also provide that at this meeting a retainer may be voted to the Division attorney of not less than $50, nor more than $200 per annum.

I desire to call your attention to the report of the Secretary-Treasurer, which shows just how the financial part of the Division business has been conducted, and the available resources at our command.

I have to report that on February 5th, 1891, Messrs. George R. Bidwell and I. B. Potter, delegates to the National Assembly, elected by this Board in September last, tendered to me their resignations, and by virtue of the authority vested in me under the constitution and by-laws, I duly appointed Mr. Howard E. Raymond, of Brooklyn, and Mr. T. A. Raisbeck, of New York, to the vacancies so caused. I desire to tender my thanks to the officers and Consuls of the Division, and also to the many members who have so cheerfully aided in the work of the Division. Believing as I do, that an infusion of fresh blood is beneficial to the life of every organization I desire to say now, that at the expiration of this term of office I shall retire, to be placed on the shelf with the other back numbers. I have endeavored to serve this Division to the best of my ability, as a member of the State and National Board since the spring of 1885, as Vice Consul from June, 1886, to March, 1889, and as Chief Consul since the latter date, and I now feel that I have devoted as great a share of my time and energy to the welfare of the Division as I can afford to spare. All of which is respectfully submitted.

W. S. BULL, Chief Consul.

Chief Consul Bull read the report of the Secretary-Treasurer, which on motion of Mr. Potter was received and placed on file.

George M. Nisbett, Secretary-Treasurer, in account with the New York State Division, L. A. W., from August 20, 1890, to February 5, 1891.

Cash on hand, as per last report		$1259.81
Oct. 2, 1890, recd from A. Bassett, on account applications		594.50
Dec. 21, '90, recd from A. Bassett, on account applications		173.25
		$2027.56
Chief Consul's office—		
Allowance	$250.00	
Postage	135.20	
Expressage	.25	
Travelling expense	44.75	
Telegrams	.50	
Stationery and printing	63.50	
		$494.20
Vice Consul's office—		
Postage	$4.50	
Telegrams	.50	
Expressage	.80	
		$5.80
Secretary-Treasurer's office—		
Travelling and hotel expenses		24.08
Executive Committee—		
Travelling expenses		10.03
Com. on Improvement in Highways—		
Amt. voted at Sept., '90 meeting		250.00
Balance cash on hand		1243.45
		$2027.56

GEO. M. NISBETT, Sec.-Treas.

E. & O. E., New York, Feb. 5, 1891.

Chief Consul Bull read the report of the Executive and Finance Committee, which on motion of Mr. Bettys was received and placed on file.

Chairman Jenkins, of the Committee of the Rights and Privileges, made a very satisfactory verbal report, and requested that he be permitted to file his report with the Secretary. Later, "Granted."

Chief Consul Bull read the report of the Committee of the Rules and Regulations which, on motion of Mr. Potter, was received and placed on on file.

Chairman Potter, of the Committee of Improvements of the Highways, read his report which, on motion of Mr. Jenkins, was received and placed on file.

Chief Consul Bull, for the Committee on Road Book, reported progress.

Chairman De Graaf read the report of the racing board which, on motion of Mr. Fuller, was received and placed on file.

To the Board of Officers, New York State Division, L. A. W.:

Your Racing Board have to report that no business of importance has required our attention, since the annual meeting, beyond the consideration and development of the scheme of a circuit of race meets to be held in this Division as proposed by Chief Consul Bull.

The subject has been discussed at some length in the columns of the Cycling Press, and is doubtless, in a general way, at least, familiar to you all. By means of circular letters the assistance of every individual member of the Division has been asked, and the co-operation of League Clubs has been invited. We are firmly convinced that the plan is a feasable one and, if properly supported, would serve to greatly increase the interest in bicycle races and in wheeling generally; but seems liable, through the apathy of those most directly interested, the L. A. W. clubs throughout the State, to fall through. The only clubs that have evinced an interest in the plan are the Albany Wheelmen; the Cortland Wheel Club; the Onondaga Cycling Club, of Syracuse; the Rome Cyclers; the Syracuse Cycling Club; the Utica Cycling Club, and the Harlem Wheelmen.

Of course, unless the clubs of the State will interest themselves in this matter, it is useless, for the Division to spend time and money in the development of the scheme.

The Pennsylvania Division have under consideration a similar scheme for their State, and through the chairman of their Racing Board, Mr. H. Crowther has suggested the plan of uniting with our Division and arranging a joint circuit that would attract the racing men of both Divisions. Such a plan might be advantageous, but unless our clubs will take more interest in it than they have as yet manifested, it will of course be out of the question.

Under all the circumstances we have concluded, before proceeding further in the matter, to lay it before this Board for their consideration and ask for an expression of their views upon the subject.

Respectfully submitted,
New York State Division Racing Board.
W. H. DeGraaf, Chairman.

NEW BUSINESS.

Chief Consul Bull read the changes in the Division By-laws recommended by the Committee of Rules and Regulations to make it to conform with that of the amended League Constitution, and moved their adoption. Carried. On motion of Mr. Potter the minutes of the last meeting were taken up and amended to read that the appropriation for the officers of the Chief Consul and the Secretary-Treasurer was only to cover the time to September 1st, 1891.

On motion of Mr. Bettys the allowance of the Chief Consul and Secretary-Treasurer was continued from September 1, '91, to December 1st, 1891, at the same rate.

On motion of Mr. H. S. Simons a vote of thanks was extended to Mr. R. W. Rummell for his generous donation of the design for the Division calendars.

The subject of a State racing circuit was then taken up and discussed by Messrs. Bull, Potter, Sauter, Fuller and Jenkins. On motion of Mr. Jenkins, Chief Consul Bull's scheme was adopted, and the details left to him and the Racing Board with power to act. On motion of Chief Consul Bull an appropriation of $300 was made for the use of the Racing Board.

On motion of Mr. Bettys, the present Nominating Committee, consisting of W. H. DeGraaf, Howard E. Raymond and George Dakin was elected to serve during the ensuing year.

On motion of Mr. Potter $100 was appropriated for a retainer fee for the Division Attorney.

On motion of Mr. Potter, Dr. Geo. E. Blackham was elected third member of the Executive Committee.

Mr. Bettys presented the question of stolen wheels, and urged that the Division take action toward insuring its members against thieving; discussed by Messrs. Bull, Potter, Jenkins and Gillin. On motion of Chief Consul Bull, a committee composed of Messrs. Bettys, Potter and Jenkins was appointed to investigate the insurance scheme, also the matter of the Division becoming incorporated and to report at the next meeting of the Board of Officers.

The Secretary read a communication from Messrs. Jas. H. Brown and Robert Thompson, delegates of the Rochester Wheelmen's League, inviting the Division to hold its next annual meet at Rochester.

On motion of Mr. Potter the invitation was accepted and dates referred to the Executive Committee.

On motion of Mr. Potter, an appropriation was made to cover travelling expenses to and from, and one days' hotel bill, as Delegates to, the National Convention.

Adjourned.

DR. E. M. SANTEE, Sec'y. pro tem.

Tennessee.

Members of the Tennessee Division will take notice that the Plymouth Rock Pants Co. (11 Eliot street, Boston, but having branch houses in all larger cities, and agencies in every town in the State) are authorized League tailors for this Division, they agreeing to furnish regulation League cloth coat, knee pants, re-inforced, at 12.25 per suit. Those desiring League suits can forward their order through nearest agency. Respectfully,

CHARLES J. SCHERER, C. C.

Memphis, April 16, 1891.

Pennsylvania Division.

I have to-day appointed the Plymouth Rock Pants Company, 11-25 Eliot street, Boston, Mass., the official tailor for this division at these rates:

Coat, $7.50.
Breeches, $4.75.
Total for the suit, $12.25.

Mr. Henry Crowther, 2136 Uber place, Philadelphia, has been appointed by the above company as the sole agent for the State.

SAMUEL A. BOYLE,
Philadelphia, April 18, 1891. Chief Consul.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an intiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Total 291.

BOSTON, April 24, '91.

CALIFORNIA DIVISION—2.

Unattached.

22506 Hulme, E. P., 1435 Golden Gate ave., San Francisco
22507 Mattoon, J. M., 508 Battery st., "

CONNECTICUT DIVISION—41.

Hartford Wheel Club.

22508 Fifield, E. R., 111 Oak st., Hartford
22509 Kingsbury, F. P., 46 Chestnut st., "
22510 Kummel, Gus F., 5 Hudson st., "
22511 Oakey, P. Davis, 30 Union place, "
22512 Marion, W. C., Jr., Box 747, "

Park City Wheel Club (unattached).

22503 Stegeman, H. J., Box 2039. Bridgeport
22504 Westlake, W. A., 91 Lewis st., "

Rambling Wheelmen (unattached).

22505 Bishop, H. E., 65 State st., "
22506 Owen, W. H., "
22507 Stillman, Franklin B., 35 Courtland "
22508 White, Chas. C., 99 State, "

Dean C. C. (unattached).

22509 Holt, W. A. Jr., 42 Main, New London

Rover Wheel Club.

22586 Wolcott, Harvey D., 735 Dixwell ave., New Haven

Unattached.

22525 Hall, Thos. F., 295 Broad, Bridgeport
22526 *Hall, Mrs. T. F.*, 295 Broad, "
22527 Jaquith, G. P., Box 1845, "
22528 *Jaquith, Mrs. G. P.*, Box 1845 "
22529 Lyon, Leo. C., 383 Main, "
22530 Rindgo. Milo P., Box 1845, "
22531 Sherman, Chas. F., "
22532 Viner, Frederick W., Parallel st., "
22380 Elston, Albert A., Box 33, Collinsville
22533 Morgan, H. S., Box 111, Essex
22453 Bates, G. W., 248 Lawrence, Hartford
22520 Bedworth, W. G., 42 Jefferson st., "
22521 Davis, Arthur, 30 Woodland st., "
22522 Finney, Chas. H., 40 Russell st., "
22523 Saunders, T. W., (P. O. 49 West 28 N.Y.C.) Hartford
22524 Wardwell, N. C., 572 Main, "
22419 Bull, Thomas M., M.D., Naugatuck
22316 Judd, Frank A., "
22347 Squires, Frank A., Box 693, "
22534 Crane, Lewis N., 14 Kelsey st., New Britain
22535 Harris, H. Ernest, 71 Blackhall, New London
22536 Saxton, Albert E., Box 755, "
22537 Saxton, Wm. H., Jr., Box 755 "
22538 Stacy, A. M., 57 State st., "
22539 Taylor, Augustine C., New Milford
22540 Sterzing, Geo. H., 55 Kilby st, Parkville
22587 Scranton, O. H., 274 Exchange st., New Haven
22588 Damery, T. E., Wethersfield

DELAWARE DIVISION—1.

Unattached.

22348 *Robb, Nellie R.*, 905 Gilpin ave., Wilmington

DISTRICT OF COLUMBIA DIVISION—2.

Unattached.

22420 Bromwell, Wm., 1707 N. Y. ave., Washington
22454 Spielman, Emory N., Box 452, "

ILLINOIS DIVISION—18.

Alpha C. C.

22541 Holmes, Durant E., 6602 Perry ave., Englewood

Douglas B. C.

22542 Langbein, Joseph, 760 A, Halsted, Chicago

Jacksonville Wheelmen.

22349 Capps, Harry M., Jacksonville
22350 Ironmonger, Frank J., 876 Routt st., "
22351 Moore, Frank, "
22352 Sieber, Albert, "

Lincoln C. C.

22488 Canfield, E. L., 68 Newport ave., Chicago

Unattached.

22543 Hale, Clarence B., 209 Ashland Bd., "
22544 Harrison, Tim, 4212 Berkeley ave., "
22381 Reichardt, Chas., 128 23d place, "
22489 Condit, Miss Marguerite, Centralia
22421 Clark, Willard D., 123 St. James, Peoria
22422 Shepler, W. H., 400 Illinois ave., "
22423 Athay, A. T., Sparland
22353 Head, F. A., Rock Island
22354 Farnsworth, Jacob, Wenona
22355 Hill, A. H., "
22589 Elshoff, Henry, Jr., 11th and Cook sts., Springfield

INDIANA DIVISION—5.

Natural Gas B. C. (unattached).

22382 Allen, Chas. W., Dunkirk
22383 Cole, Clinton P., Box 407, "
22384 Manning, Mont R., Box 342, "
22385 Teague, Orville C., Box 416, "

Unattached.

22600 Bailey, Louis C., Box 204, Hartford City

IOWA DIVISION—4.

Unattached.

22455 Roberts, C. B., Box 374, Adel
22456 Mitchell, W. L., "
22357 Spielman, Fred A., Box 428, Fairfield
22457 Santmyer, C. J., Box 12, Vinton

KANSAS DIVISION—7.

Zinc City C. C. (unattached).

22461 Baker, Gould, Pittsburg

Unattached.

22458 Hartman, J. R., Box 37, Enterprise
22459 Clements, Thomas, 611 Osborne, Ft. Scott
22460 Myers, Daniel E., "
22424 Andrews, M. L., Arkansas City
22425 Behrend, Julius F., "
22601 Baltzell, Chas. H., Box 177, Parsons

KENTUCKY DIVISION—7.

Blue Grass Wheelmen (unattached).

22386 Green, Frank K., Box 45, Perryville
22387 Parks, Stuart R., Box 40, "

Ænean Cyclers (unattached).

22545 Ireland, Samuel Robb., Box 149, Ashland

Unattached.

22356 Hennen, H. S., P. O. address, 834 No. 7th, Terre Haute, Ind
22388 Henderson, J. W., Box H, Ashland
22389 *Eads, Miss Anna G.*, "
22426 *Johnston, Miss Laura M.*, Louisville

CONTINUED IN SUPPLEMENT.

WARWICK PERFECTION CYCLES.

ARE FITTED WITH

CUSHION TIRES ON HOLLOW RIMS.

And Fully Guaranteed.

WARWICK CYCLE MANUFACTURING CO., - - Springfield, Mass.

Send for Catalogue.



NO?

(We Guarantee Every One.)

WE MAKE

The IROQUOIS
The PARAGON
The LADIES' PARAGON

} Three of a kind that are Hard to Beat.

We want to send you the most Artistic Catalog issued this year.

Stover Bicycle Mfg. Co.,

FREEPORT, ILL.

SIDWELL & SABEN

Are our New England Agents. Their address is Boston, Mass.

"Finest Quality Produced in the World."

TRADE "CREDENDA." MARK.

THE * CREDENDA * SEAMLESS

STEEL * TUBE * Co., * Ltd.,

BIRMINGHAM,

W. C. STIFF, Managing Director.

TELEGRAMS:—"CREDENDA" BIRMINGHAM. ENGLAND.

L. A. W. SPECIAL.

All Shoes Stamped with this Trade Mark are of the Celebrated Norman & Bennett make. They are the best Fitting and Most Comfortable Shoe ever produced for Wheelmen.



FOR SALE BY

THE LEADING DEALERS

From Maine to California.



PARAGON.

BEST SPRING FRAME WHEEL on the MARKET.

TOURIST.

LIGHTEST and STRONGEST DIAMOND FRAME CUSHION-TIRED SAFETY. FULLY GUARANTEED.

SIDWELL & SABEN, New England Agents,

243 COLUMBUS AVENUE, BOSTON, MASS.

PIERCE, SMALL & CO.



Adjustable Tennis.

Manufacturers "S & P" and "Boston" Shoes. Bicycle, $5 and $3 50. Base Ball, $7 and $5. Send for Samples. Liberal Discounts.

Randolph, Mass.

WHEELMEN.

You know the value of wool for a Bicycle Hose. Do you also know that if made to fit the season (and fit your feet) a worsted half-hose is the most comfortable and lasting for all the year round. Those who have tried my LIGHT WEIGHT worsted hose say that for spring, summer and fall wear there is nothing better. Let me send YOU a pair. By buying direct the price is no more than the usual cost of cotton.

PRICE POST-PAID.

Natural Gray, 30c per pair, 4 pair for $1.10
Fast Black, 35c " " 3 " " 1.00

C. H. BIRD, Bethlehem, Conn.

☞ BUY DIRECT. ☜

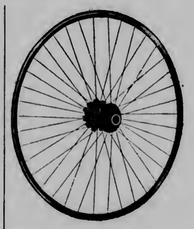
Mention this paper.

PENSIONS

THE DISABILITY BILL IS A LAW.

Soldiers Disabled Since the War are Entitled

Dependent widows and parents now dependent whose sons died from effects of army service are included. If you wish your claim speedily and successfully prosecuted, address **JAMES TANNER**, Late Commissioner of Pensions. Washington, D. C.



I. A. WESTON & CO.,

JAMESVILLE, N. Y.,

MANUFACTURERS OF

SAFETY BICYCLE WHEELS,

MADE WITH

Parallel Coned or BALL BEARINGS, Solid or Cushion Tire.

THE BEST MATERIAL and THE FINEST FINISH.

Our Cycles Lead the Chase,

Make the Pace,
Win the Race,
Please the "Race"
With First Place.

If these lines lack in poetic grace, our cycles make it up in the poetry of motion. New Mail, Union, Hartford, Sylph, Broncho. Installments. Old mounts in exchange.

KNIGHT CYCLE CO., - St. Louis, Mo.

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. **W. E. AUGHINBAUGH,** Baltic Building Washington, D. C.

Exchange Your High Wheel

FOR A SAFETY.

Try us as a last resort. Send stamps.

CLINTON CYCLE CO.,

Clinton, Mass.

"PERFECT" POCKET OILER.



One-half size.

For Bicycles, Guns, etc. No Leakage. Throws only small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50c. each. CUSHMAN & DENISON, 172 Ninth ave., N. Y.

THE UNIVERSAL WHISTLE.



Patented Dec. 11, '88.

The Best Whistle for Cyclists, Hunters, Horse-car Conductors, and every one who use Mouth Whistles. The Patent Mouth-Piece enables one to hold it in mouth without use of hands. Price, by mail, 25c. or $2 00 a dozen. A chance for any smart boy to make money. **WHITTEN, GODDING & CO., Providence, R. I.**

SAVE YOUR PANTS!



IN USE. NOT IN USE.

OSTERGREN'S TROUSER GUARD.

(Patented Feb. 17, 1891.)

Three styles of finish. 15 cts. per pair, blued steel; 25 cts., enameled; 35 cts., nickeled.

To be had of all dealers, or

A. K. & C. E. SCHAAP, - Richmond. Va

Bicycles and Sundries.

M. R. WARREN,

Fine Stationery,

336 Washington Street, - Boston.

I call special attention to my engraving department, in which you will find the best of workmanship, correctly and quickly executed at the lowest prices.

SATISFACTION GUARANTEED.

Wedding Invitations,
Wedding Announcements.
Reception Cards,
Visiting Cards,
Party Invitations, etc.

Sketches Furnished. Odd Novelties in Box Papers. New Style Envelopes.

Mention this paper.

CYCLE EXHIBIT

NATIONAL

L. A. W. MEET

AT DETROIT RINK,

July 16, 17 and 18,

By Detroit Wheelmen.

Manufacturers wishing space or information, address

A. F. PECK, Chairman,
139 Jefferson Avenue, Detroit, Mich.

A MODERN PRINTING OFFICE AND BINDERY.

The Collins Press

Gives Satisfaction Every Time.

WE PRINT

The "Technology Architectural Review,"
"Bicycling World and L. A. W. Bulletin,"
"Wade's Fibre and Fabric,"
"The Musical Herald."

PRINTERS TO THE BOSTON UNIVERSITY.

$3.00 Per Pair



$3.00 Per Pair.

Toulmin's Buffalo Bicycle Shoes are the only genuine Australian Kangaroo Bicycle Shoes sold for $3.00 per pair. They are made on self-conforming lasts and are the easiest shoes ever worn, never tiring the feet either on the wheel or as a street shoe. Send for Catalogue and rules for self measurement. Liberal terms to Agents. Address W. B. TOULMIN, 285 Main street, Buffalo, N. Y.

FREE.

SAMPLES of the new

LEAGUE UNIFORM CLOTH

Can be obtained by members, together with measure blanks, and all particulars required for taking measures.

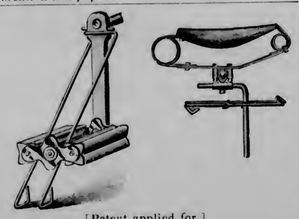
Garments will be cut, trimmed and made in the best manner at the following prices:

Coats,	- -	**$4.00**
Pants,	- -	**2.50**
Caps,	- -	**.80**

BAY STATE TAILORING CO.,

32 Hawley Street, Boston.

Mention this paper.



[Patent applied for.]

The Handy Safety Support

Will enable you to stand your wheel anywhere.
Cut No. 1 shows support in use.
Cut No. 2 in position for carrying.

The simplest and best on the market. Instantly applied and fits any wheel having a solid saddle post. (size for hollow post furnished later.) Furnished with clip for attaching to saddle post in such a manner that it is entirely out of the way and cannot rattle or become loose. Handsomely finished in nickel and enamel; weight 4 oz.

85 cents by mail.

Liberal discount to trade.

Fred H. Parker, South Manchester, Conn.

Mention this paper.



BACK VIEW

Indispensable to Bicyclists, Athletes and the Gymnasium

Call's No. 5 Supporters (jock strap) with elastic back, lace front and adjustable back straps. A sure fit. No. 5 (same as cut), 75c. No. 6, with pockets on each side of lacing, $1.00. No. 7, with hose supporter attached to sides, $1.00. Number 8, pockets and hose supporter, $1.25. Order by number and give tight measure top of hips. Postpaid on receipt of price. S. B. CALL, 358 Main Street, Springfield, Mass.

ATHLETIC GOODS!

KINGSTON KNITTING CO.,



Manufacturers for the

Trade and Clubs.

The most beautiful line of

Bicycle, Gymnasium, Tennis Costume and Sporting Goods

Made, in worsted, wool and best lisle thread stock. Unsurpassed for style, completeness, elasticity and durability, and at very low prices.

Send for catalogue and club price list, or order with entire confidence that our styles, material and prices will be entirely satisfactory.

No. 27 Kingston Street,

BOSTON, MASS

WANTED.

By a man over 30, position as manager of bicycle department, or office and general business. Has had seven years' experience in the bicycle business, and is, in addition, a first-class office manager, accountant and correspondent. Unexceptionable references.

Address,

J. P. Z, Office Bicycling World,

12 Pearl Street, Boston, Mass.

BEST OUT.

75c. for this Nickeled Toe Clip.



Every wire braces the others. Best Spring Steel. Foot never slips. No loaders. Great for hill climbing. No pinching of corns or catching of foot. Solid comfort. Rubber coated, only 90 cents. The Pat. balance E, always brings Pedal and Clip right side up as per cut, only 75 cents extra.

If your Agent is dead and don't keep it, don't let him bluff you, but send price by P. O. Note. No stamps. Size 1 for boots up to No. 8. Size 2 for boots from 8 to 11.

J. A. HUNT & CO., Sole Mfgs., Westboro, Mass.

WANTED!

Correspondence in view of

PERMANENT EMPLOYMENT

With a man used to

Rubber Work to Make Pneumatic Tires.

Address,

Pneumatic, office of this Paper,

Only the First of the Season, and again the

FAMOUS REFEREE SAFETY

Is to the front. What do you think of this Testimonial from the well-known crack rider of Harvard College?

Cambridge, April 13, 1891.

Mr. W. J. Newman:

Dear Sir—I never expected to desert my ordinary, but your *Referee Safety* has converted me. I have owned nearly a dozen wheels, but never one on which riding was half so pleasant as on my present one.

Yours,

Kenneth Brown.

Now, I say as one of the oldest safety riders in the country, and one of the hardest long-distance riders, that the REFEREE is a wonderful machine. The Ladies' is simply a beauty.

Call and See Them. **Agents Wanted.**

N.E. Depots, 46 COLUMBUS AVE., Boston. And Harvard Square, Cambridge, Mass.

GENDRON.

The Gendron
No. 1—$40.00
No. 2—$50.00
No. 3—$75.00
No. 4—$90.00
No. 5—$110.00



HIGHEST GRADE AT MEDIUM PRICES.

SEND FOR CATALOGUE.

The Gendron NO. 6 $100.00.

The Gendron NO. 7 $115.00.



GENDRON IRON WHEEL COMPANY,

Eastern Office and Wareroom: 107 Chambers St., New York.

Factory and Home Office: Toledo, Ohio.



Dealers and Riders,

Have you examined the fine points in our 40-pound, Cushion-Tyred

"METEOR" SAFETY.

BANKER & CAMPBELL CO.,

(LIMITED.)

12 Murray St., N Y. 1786 Broadway, N. Y. 1311 Bedford Ave., Brooklyn.

SEND FOR CATALOGUE.

STANDARD CYCLE CO.,

588 Main Street, - Buffalo, N. Y.

JOBBERS AND DEALERS IN

CYCLES and SUNDRIES. ALL GRADES. BEST MAKES.

LOWEST PRICES.

Sole Agents in Buffalo for FEATHERSTONE'S PNEUMATICS and WARWICK "PERFECTION." Liberal Discounts to Dealers. Agents wanted in every locality. Send for our Catalogue.

THE TOURIST.



Simplicity in Construction. Ease in Running. Cushion Tyres. Bown's Ball Bearings. No Cast Metal. Manufactured for us by Wm. Bown, Birmingham, England.

Also General Agents for the

Warwick, Kenwood, Psycho, Referee AND THE St. Nicholas

Line of Medium Grade Wheels.

MANUFACTURERS OF THE

Perfection Bicycle Alarm,

Tire Heaters and

Bidwell Cyclometer.

Good Agents Desired. Send for Catalogue and Terms.

George R. Bidwell Cycle Co.,

Chicago: 270 and 272 Wabash Avenue. 308 and 310 W. 59th St., New York City

PNEUMATICS

Guaranteed Highest Grade Throughout

FEATHERSTONE'S PNEUMATIC DIAMOND, $135.00.
" " DROP, 135.00.



Featherstone's Diamond Frame, Dunlop's Cushion Tire, - -	$125.00
Featherstone's Drop Frame, Dunlop's Cushion Tire, - - -	125.00
The Cyclone, Balls all over, Hollow Rims, Tangent Spokes, -	110.00
The Cyclone, balls all over, - -	90.00
The W. & D. "Special," Diamond Frame, - - - -	85.00
The W. & D. "Special," Drop Frame,	85.00

SOLE NEW ENGLAND AGENTS FOR

A. Featherstone,

AND

Humber & Co.

WRIGHT & DITSON, 578 & 580 Washington St, Boston, Mass., U. S. A.

WESTERN * WHEEL * WORKS.

1891 · CATALOGUE · NOW · READY.

—SEND FOR IT.—

BEST LINE OF WHEELS FOR THE MONEY EVER MADE.

STEEL TUBING AND DROP FORGINGS.

LIGHT, STRONG, GRACEFUL, NEATLY FINISHED AND PERFECTLY FITTED.

R. L. COLEMAN & CO., 35 Barclay St., 40 Park Place, New York.

Agents,—Eastern, Middle and Southern States.

The "POPULAR" DIAMOND SAFETY $85 HIGH GRADE.

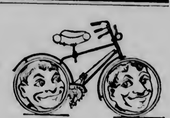


AGENTS for New York State and Northern part of New Jersey,
BANKER & CAMPBELL CO., Limited, 12 Murray Street, New York City.
For other territory apply to
PERCIVAL TATTERSFIELD, 12th and Oxford sts., Philadelphia, Penn.
See Machine at our Local Agents' before purchasing. Send for Catalogue.



WE WANT MORE SCALPS.

Our assortment of Agents' scalp locks is good—we still have room for more—but this time we want to "raise the ha'ar" on the retail customer. Now is the time to buy—we are the people to buy from. Printed matter, telling how to "Save Money on Bicycles" furnished free. Don't purchase till you have read it.
N. B. Installments if desired.



A. W. GUMP & CO., - - Dayton, Ohio.



Bicycle Riders, Base Ball Players, Athletes, Gymnasts, tell us that it is the best and most satisfactory supporter made.

Let Every Sportsman Try Them. Price, $1 00.

Will send by mail on receipt of price. Send size of waist and hip.



KNEE PANTS.
(Patented.)
S10. Heavy Rib.
Improved double seat and pocket.



FULL PANTS.
(Patented.)
82S.
HEAVY RIB.
Improved Double Seat, Strap and Pocket.



No.		Each.
970.	Heavy Sweater.	$5 00
967.	" "	4 00
767	" "	3 50

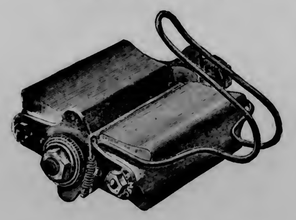


3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50.
3—1. Black, navy, grey mixed, stocking, $1.25.
1—1. Black, navy, grey mixed, stocking, $1.00.

ATHLETIC and GYMNASIUM GARMENTS Manufactured by HOLMES & CO., 109 Kingston Street, Boston.
SEND STAMP FOR CATALOGUE.

GOOD OLD TOE CLIP.

Rankin's Patent.



OTHERS TRY TO IMPROVE.

We do quite a little Sundry Business. Send for Cat. and List.

RANKIN & BRUCE, P. O. BOX 103, 23 Custom House Street, *Providence, R. I.*

Factory and Repair Shop, 36 Potter Street.

W. C. BOAK & CO.,

301 Main Street, Buffalo, N. Y.,

Manufacturers, Importers and Jobbers in

CYCLE + SUNDRIES.

Catalogue now ready. Dealers send us your address. We are the only dealers in this country that handle Sundries exclusively. We sell at manufacturers' prices.

BE WISE

Do you want a new HIGH GRADE Mount and cannot see your way clear to buy one? Or have you a friend who cannot afford to own one? If so, address and enclose a 2-cent stamp to THE BICYCLE & SUPPLY CO., No. 306 E. Lexington St., (HOEN BUILDING), Baltimore, Md., for a descriptive Pamphlet, showing how any make of "HIGH GRADE WHEEL" can be had for $4.00 per month and at reduced cost.

IT PAYS

Reliable AGENTS Wanted everywhere.

ANNUAL EUROPEAN CYCLE TOURS,
CONDUCTED BY WM. HEYNY, JR.
Through the HARZ MOUNTAINS, Germany.
60 Days. Total Cost $200.
First Cabin Passage. Sail June 30.
Address Wm. Heyny, Jr., 301 Sixth St., N. Y. City.

SMITH'S "'91" TOUR
THROUCH EUROPE.
80 days. - - - Total Cost $300.
Sail July 29th, 1891.
Address C. H. SMITH,
211 Putnam Avenue, - - Detroit.

QUADRANTS!!

If you are wise, you will place your orders for "Quadrants" at once, as the demand is sure to be far beyond the supply.

Our line for this season includes all kinds of wheels, from $100 to $145. You all know the quality.

The *Quadrant* Cushion Tyres, which were in use all last season, have proved themselves to be what they were represented.

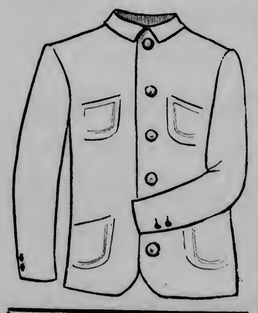
Dealers please communicate with our wholesale agents and you will receive every information and attention.

The Quadrant Tricycle Co., Birmingham, Eng.

WHOLESALE AGENTS:

For New England, New York, Pennsylvania, New Jersey, Delaware, Maryland, West Virginia and District of Columbia, THE STRONG & GREEN CYCLE MFG. CO., 707 Arch St., Philadelphia.

For all other States east of the Mississippi, ALFRED FIELD & CO., 93 Chambers St., New York.



Plymouth Rock Pants Company.

HEADQUARTERS: 11 TO 25 ELIOT STREET, BOSTON, MASS.

Official State Tailors OF THE L. A. W.

Washington, D.C., Maryland, Pennsylvania, Connecticut, New Hampshire.

Authorized makers from the LEAGUE CLOTH.

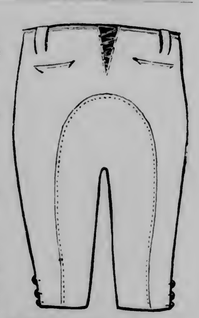
Coat, - - - $7.50
Breeches, - 4.75 } Ordered Together, $12.25.

As per *specifications required by the Uniform Committee.*

We have Branch Stores in the following Cities where your orders will be taken.

BRANCHES: 279 Broadway, New York; 943 Penn. Ave., Washington, D. C.; 72 Adams St., Chicago, Ill.; 914 Main St., Richmond, Va.; 217 19th St., Birmingham, Ala.; 201 Main St, Worcester, Mass.; 275 Meridian St., East Boston; 5 S Mulberry St., Macon, Ga.; Room 4, Y.M.C.A. Bldg., Burlington, Vt.; 282 Second St., Memphis, Tenn.; 430 Church St., Nashville, Tenn.; 320 Main St., Dallas, Tex.; 610 Broad St., Augusta, Ga.; 108 W. 3d St., Davenport, Ia.; 1109 Broad St., Columbus, Ga.; 307 Tremont St, Galveston, Tex; 143 So. 12th St., Lincoln, Neb.; 700 Austin St, Waco, Tex.; 110 Canal St., New Orleans, La.; 6 E. Government St., Pensacola, Fla; 39 Whitehall St, Atlanta, Ga., 68 So Main St, Waterbury, Conn; 970 Elm St., Manchester, N. H; 106 N. Main St., Concord, N. H; 104 Montgomery St., Montgomery, Ala.; 796 Chapel St., New Haven, Conn.; Main St, opp. P.O., Springfield, Mass.; 16 W 9th St., Chattanooga, Tenn.; 134 Thames St, Newport, R. I.; 626 Main St, Kansas City, Mo.; 244 Fourth Ave, Louisville, Ky.; Exchange St., corner entrance, 2 State St., Hartford, Conn.; 910 Congress Ave, Austin, Tex.; 406 Houston St, San Antonio, Tex.; 318 So. 15th St., Omaha, Neb.; 310 E. 5th St., Dayton, Ohio.

Also Agents at most all points in every State. We will call whenever and wherever needed by your notifying Headquarters, BOSTON, MASS.



Makers of ALL STYLES OF UNIFORMS.

Address POSTAL CARD For Samples.

Princess No. 1, 30-inch, balls all over,	**$85 00**	**Climax No. 2, 28-inch, ball bearing,**	**$60 00**
Princess No. 2, 28-inch, " "	**$75 00**	**Prince No. 1, 26-inch, " "**	**$45 00**
Princess No. 3, 26-inch, " "	**$60 00**	**Prince No. 2, 24-inch, " "**	**$35 00**
Climax No. 1, 30-inch, ball bearing,	**$65 00**		

These Wheels Are Built for Our Trade.
Agents Wanted all Over the World.

J. E. POORMAN, Agt., Cincinnati, O.

PNEUMATIC

FEATHERSTONE'S PNEUMATIC.

SOLE AGENTS IN NEW YORK.

HUMBER CYCLES FOR NEW YORK STATE.

Will be on the market on or before March 1st. We are booking orders. Will be filled in rotation, as ordered.

RETAIL PRICE, $135. **Guaranteed Highest Grade in Every Respect.**

SCHOVERLING, DALY & GALES, 302 Broadway, New York.

"A New 56-inch NEW MAIL LIGHT ROADSTER, $70."

IMITATION or FLATTERY, WHICH?

We cannot refrain from expressing our satisfaction that the reform we started, two years since, to inaugurate, by building bicycles of honest material and drop forgings, instead of iron castings, has proved a success, and all American builders are now following our example.

PNEUMATICS.

Delivery same day as order.

We have ready for instant delivery, in lots of one to one hundred, the celebrated

"Irwell Pneumatic Safety,"

PRICE, $150.

We shall not import any more owing to our arrangements with Mr. Featherstone. If you want any of these **SPEAK QUICK.**

By-the-way, did you know that away up in the northwest part of Illinois, in a city most favorably located for manufacturing, called Freeport, an enterprising firm has located there, The Stover Bicycle Mfg. Co., and they are building a bicycle that we are proud to represent. They call their wheel

"THE PARAGON,"

And it is rightly named. We visited the factory before we decided to represent the wheel, and we found that from first to last the PARAGON is an honest wheel.

In Material,
In Workmanship,
In Excellence of Design,
In Originality,
In Ease of Running

We believe that

"THE PARAGON"

Represents more true American manhood than any wheel yet put on the market. An essential point to be remembered is

"We Guarantee Every One."

The Trade in our section of the country is requested to write for Agencies.

The balance of our line includes many desirable wheels, in fact it is admittedly the most complete line in the United States. Please note,

Price $25 to $300.

QUALITY, Highest Grade in Each Class.
QUANTITY, Almost Unlimited.
DELIVERY, Immediate.
TERRITORY, Guaranteed.
AGENTS, Fully Protected.

Send for Catalogues.

THE SWEETING CYCLE CO., Wholesale Bicycles, Philadelphia, Pa., U. S. A.

H. H. BROWN,

Wappingers Falls, N. Y.

Patentee and Manufacturer of

Hard Rubber Bicycle Handles and Grips

"The Cycle for Women."

Write for a Copy.

D. SNITJER,

St. Louis, Mo.

WE SELL AN EXCELLENT

Ladies' Safety for $45.00.

Other Bicycles in Proportion.

ELWELL EUROPEAN CYCLE TOURS

Personally conducted.—England, France, Switzerland, Germany and Holland. First class. Tour No. 1 leaves New York June 6th. No. 2 July 8. For particulars address F. A. ELWELL, 152 Pearl St., *PORTLAND, ME.*

NOW IS THE TIME To Advertise in the BICYCLING WORLD AND L. A. W. BULLETIN.

Official Outfitters to the League of American Wheelmen.

Authorized by the Executive Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.

466, 408, 410 & 412 Broome Street, NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.00, BREECHES, $5.25.
Cloth, $2.10 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk.....40
Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic.4.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price.
Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS,

241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia, 1036 Chestnut St.

THE NEW COLOR LEAGUE CLOTH IS NOW READY.

Samples of same can be obtained on application to

BROWNING, KING & CO., - New York.

"THE · GIANTESS." · · ·

Spring Fork, Spring Frame, Balls all Over, 28-inch rear, and 26-inch Front Wheels. Price only $75.00. Is now ready for delivery. Universally conceded to be the novelty of the season.

H. A. LOZIER & CO., Cleveland, Ohio. | Catalogue on Application.



Every rider of the

Eclipse Safety Bicycle

will tell you it is the finest machine he ever sat on.

You can make more miles over rough or smooth roads, in a day, with less effort, than on any wheel made.

The construction of the wheel is such as to remove all jar, and give the rider a machine that is as easy as a buggy.

The frame is made of material that cannot be broken.

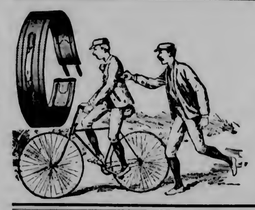
The workmanship is first-class, ball bearing throughout, tangent spokes, and elegantly nickel plated.

Do not fail to see the ECLIPSE before buying. Price $100

STEEL PULLEY & MACHINE WORKS,

Patentees and Sole Makers,

INDIANAPOLIS, IND.



THE INSTRUCTION BELT.

By aid of this device a skilled instructor is not needed, as a beginner can be taught by one who does not himself even ride.

Sent by Mail on receipt of $1.25, with full instructions for use.

Send for copy of '91 Catalog.

ST. LOUIS WHEEL CO., 311 N. 14th St., St. Louis, Mo.

To Athletes, Cyclists, Baseball & Footballists, Horse-back riders, Boxers and Oarsmen; when you want to ride, run, walk, row, skate or swim a long distance, USE

ANTI-STIFF

To Strengthen the Muscles.



To Strengthen the Muscles.

It is a marvellous preparation for Strengthening the Muscular System. With Anti-Stiff there is no faith required; it goes straight to the muscles, and you can feel it at work. It has a peculiarly warming, comforting and stimulating effect on all weak or stiff muscles and sinews. Quick in action, cleanly and pleasant in use. Rub it in to the muscles every night for a fortnight, and you will be pleased at its supporting and strengthening properties. There is not, nor has been, anything like it till now. It differs from all Oils, Embrocations, and Liniments, both in substance and effect. Some athletes are so fond of it that they rub it all over them. Has a large and increasing sale throughout Great Britain

E. FOUGERA & CO., Agents for U. S.,

30 N. Williams St., N. Y.

Mention this paper.

The New "39" and "24" Star



NO MACHINE ON THE MARKET ITS EQUAL

Easiest Running Wheel

—AND—

Best Hill Climbing Machine Ever Produced.

We Challenge Honest Criticism.

In this Machine we have combined ALL the advantages of a low wheel and the speed of a high one.

Send for Catalogue of STAR BICYCLES.

H. B. SMITH MACHINE CO., Smithville, N. J.



AS CARRIED WHILE RIDING

Descriptive circular free.

L. H. BANNISTER & CO

No more foul, greasy and collapsed tool bags.
No soiled hands or clothes
No loss of oil or one's temper
No dirty tool bags or oily tools.
No weight, no delays to oil up
No loose tops, no rattle
No neglected or damaged bearings.
No squeaking or pounding.

Made in sizes suited to different machines.

Pronounced by old wheelmen, the press and the trade as the BEST novelty before the cycling public for '91.

In ordering state make of wheel and give diameter of seat rod or handle bar shaft.

Price mailed, 50c. With C. & D. Oiler $1.

The Spiral Flexible Toe

CLIP is flexible, easy, adjustable, effective, indestructable, faultless. One of the best, simplest and most easily attached. Price per pair, mailed, 50c Agents wanted everywhere.

[Mention this paper.

Youngstown, Ohio.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the Order.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*

I WILL PAY CASH for collection of Postage Stamps. H. CORBETT, 1413 Wash. Street, Boston.

I WILL TRADE a "Rambler" or a "Rush" Safety for a "Star" or "Eagle." Write. FRED. E. McEWEN, Elgin, Ill.

$100 BUYS "New Mail Safety" (1890) in perfect condition. Not ridden more than 200 miles. C. P. RICE, Marlboro, Mass.

WANTED—A Victoria Ladies' Safety, in good condition. Send full particulars to Lock Box 50, Wappinger's Falls, N. Y.

FOR SALE—'91 Columbia Safety, nearly new; best reasons for selling. Write quick. Box 271, Seneca Falls, N. Y.

WANTED—A good second-hand Columbia tricycle in exchange for a new safety bicycle, or will pay cash if price is low. Address No. 2752, Bicycling World office.

FOR SALE—Singer Safety, but little used; in first-class condition; practically as good as new; price low. L. BAXTER, 209 Washington Street, Boston.

WANTED—Good second-hand 30x24 Star. Give description and cash price to Box 63, Tonlon, Ill.

FOR SALE—Ladies' Singer Safety, 1890 pattern, ridden only five miles, $100.00 cash Reasons for selling, account of sickness. Apply to Mrs. J. P. MANN, 306 Washington Street, Boston.

FOR SALE—One Premier Tandem Safety (CHEAP); excellent condition, at the ridiculous price of $135. Those meaning biz. address RANKIN & BRUCE, P. O. Box 103, Providence, R. I.

THEATRICAL—Amateurs wanted. 3 Ladies, 3 Gentlemen. Must possess talent and be able to introduce *plain* riding on safety bicycle. Long season, good salary; all expenses, wardrobe and machine furnished; fare to join company advanced. Address, with stamp, H. JACOBS, 220 W. 14th Street, N. Y.

WANTED—Cheap second-hand safety, also second-hand Pony Star. Box 1251, Norwich, Conn.

STOLEN—Reward for information concerning Columbia safety Bicycle No. 6161, stolen in Rochester, N. Y. Address "R. W.," this office.

"SWIFT" TANDEM SAFETY, in good running order; will sell cheap or exchange for single safety. Address G. M. MILLSPAUGH, Middletown, N. Y.

WANTED—'90 Col. Safeties. Victors, second-hand Ramblers and Rivals for sale and exchange. LEINBACH BROS., Lebanon, Pa.

FOR SALE—One 1891 Rambler, not run 50 miles; one Record, '90 pattern, in good shape. Box 147, Greenville, O.

BRONCHO, CHAINLESS, SAFETY CYCLES; new machines, 1890 pattern, price $60 f. o. b. at Westboro. Address P. O. Box 588, Westboro, Mass.

FOR SALE—Two Ladies' Rovers, 20x28; solid tires; perfect condition; ridden about 50 miles; $110. WM. C. THORNE, care of Montgomery, Ward & Co Chicago.

A FEW "Victor" and "Columbia" Safeties in most excellent condition. Prices below all competition so long as they last. G. F. P., Akron, O.

NEW MAIL Safety, '90; never used; for best cash offer. Good 54 Eagle for $65. 30x24 Star; used 50 miles. Box 27, Lititz, Pa.

CYCLOMETERS $2 TO $12. Will exchange for other goods. Write me. J. W. BADGER, 2 Warren ave, Boston, Mass.

LADY'S AND GENT'S Columbia Safety Bicycle. Cost $135.00; will sell for $100.00; as good as new. WILSON BROS., 6 Hanover street, Boston.

2 COLUMBIA SAFETIES, 1890 Pattern; Lady's $110; Gent's, $100. Both bargains; as good as new, less nickel and enamel. We guarantee to give within $10 of price of either six days after purchase if not satisfactory. Sent C. O. D., to allow examination, on receipt of $5. WILSON BROS., Jewelers, 15 Tremont row, Boston.

FOR SALE—Ten 1890 Bronchos; never ridden; perfect condition. I bought them for speculation. $75 each. Correspondence solicited. GEO. A. BIRCH, 113 Michigan ave., Chicago.

$100 Irwell Safety; never uncrated, for $75. 42 Special Star, $40. Shopworn Ideal Rambler, $50. Broncho; nearly new, $75. BOOKSTORE, Lititz, Pa.

SPECIAL.

All Advertisements in this Department 20 cents a line

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*



L. A. W. BADGES

The official design in **SOLID GOLD.**

Prices, $2.50, $3.50, $5.00 and upwards.

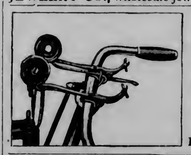
CAUTION.

Members are cautioned against buying the inferior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better for $1.50, $2.00, and $2.50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.

WANTED—A good bicycle repairer at once; good position for an industrious man. Apply quick. BANKER BROS., Highland Ave., Pittsburg, Pa.

WANTED—Bicycle Dealers and Agents to handle our *Official League* and other Bicyclists' emblems. Send for price list and discounts. DURYEA JEWELRY CO., wholesale jewelers, 180 B'way, N.Y.



LAMSON'S Luggage Carrier NO. 1.

Convenient, durable, noiseless, cheap. $1. Sold everywhere.

Made by

C. H. LAMSON,

Portland, - Maine.

JOHN HARRIOTT,

Prize Medals Cups, Pins, Etc.

3 WINTER ST. BOSTON, MASS.

NOTICE

To Manufacturers and Agents.

LOUIS GLASEL & CO., - Coventry, Eng.

THE CONTINENTAL CYCLES

Are the Cheapest and Best in the Trade.

CUSHION SAFETIES Ready for immediate delivery. Balls throughout. Best material. Workmanship guaranteed.

LOUIS GLASEL & CO.,

Supplies also all rough and finished parts; also chains, tubes, stampings, hubs, cushion tyres, lamps, forks, rims, etc, etc.

Rock Bottom Prices.

All very cheap and only for cash. Best and prompt attention given to the smallest orders.

Mention this paper.



FEATHERSTONE PNEUMATICS.

Howard A. Smith & Co., 518 Broad St., NEWARK, N. J.

THE Headquarters for Bicycle Sundries. Below will be found a partial list of our goods with prices:

Adhesive Tire Tape	$0.20
Balls any size	.05
Badges, L. A. W., any style	
Bells, Perfection Alarm	2.50
" No. 1	.50
" No. 2	.75
" No. 3	1.00
" Harrison	2.00
Belts, Instruction	1.25
Bicycle Stands, Safety	1.00
" " Buffalo	1.00
Bicycle Supports, King's Patent	2.50
" Brake Lock, " "	1.00
Bicycle Hoists	1.50
Caps, Boston Club	1.50
" Newark	1.25
" Woolen Touring	.75
" Silk, Touring	1.00
Cement, 2 oz. sticks	.20
" in bulk	1.00
" liquid, for Cuts	.25
Coats, cloth to order, see Catalogue	
Cycle Brush Tool	.50
Carriers, Z. & S., all machines	1.25
Enamel, "Newark"	.50
" "Diamond"	.50
" "Silico"	.50
Gloves, open or perforated backs	1.00
" corded back	1.25
Graphite, in bottles	.25
" in screw-top cans	.25
Handy Hooks	.10
Handles, Pear Shape	per pair, 1.50
" Large Grip for Safety "	1.00
" Spade Grips "	.50
" Pear Shape, Ebonized Wood "	.50
" " Polished " "	.40
Hose, Linen Sole	1.00
" Woolen	.75, 1.00, 1.25, 1.50
" Supporters Z. & S	.50
" " Belt	.50
" " Hip	.35
Horns	1.25, 1.60, 2.25
Lamps, K. of R., Japanned	6.00
" Diamond, "	6.00
" Mikado, "	3.00
" Referee, "	2.50
" Pilot, "	1.50
Locks, Standard, Bronze	.50
" " Nickeled	.75
" Eureka, Iron	.25
" " Bronze	.50
" Eureka, small	.65
" " large	.75
" Yale, Nickeled	1.40
" " Bronze	1.15
" Lynch Buck & Pic, Nickeled	1.00
" Perfection, Brass	.75
" " Nickeled	1.00
" Safety Securers	1.00
Oilers, Flat Ordinary	.15
" Spring Top	.25
" Paradox	.25
" C & D Pocket	.50
" Eureka	.25
Pants Holders, Tucker's Elastic	.25
" " Ostergren's, Rivet	.15
Rims, Necks, Forks and Backbones	
Screw Drivers, Novelty	.50
" " Duplex	.35
Saddles, Safety, Fish	7.00
" " Garford	6.00
Sweaters, any style, see Catalogue	
Spoke Grips, Newark	.50
" " Nipple	.75
" " Tangent	.35
Toe Clips	.50
Whistles, Duplex	.25
" Boston	.50
" Single Tube Springfield	.25
" Double " "	.30
Whistle Chains	.10
Wrenches, B. & S	.75 and 1.00
" Acme	.50 and 75
" A. & B	.50

Send Postal for Complete "Encyclopedia of Cyclers' Wants."

Howard A. Smith & Co., 518 Broad St., NEWARK, N. J.

Sole Agent in New Jersey ..... FOR .....

NEW TOWER 40 ONE PIECE WIRE CLUB PINS.

BADGES, MEDALS, &c. C. O. REICHERT.

L. A. W. 11425 828 CHAPEL ST. NEW HAVEN, CT.

THEATRES.

BOSTON THEATRE.
Eugene Tompkins, Proprietor and Manager.
Week commencing April 27th,
"THE SOUDAN."
Evenings, 7.45. Wed and Sat. Matinee, 2

GLOBE THEATRE.
John Stetson, Manager.
Week commencing April 20, "A FOUR-LEGGED FORTUNE."
Evenings, 7.45. Wed. and Sat. Matinee, 2.

$2.75.

I will cut a single line, steel street die, monogram or cipher, with 5 quires fine writing paper and envelopes, paper stamped in colors for $2.75; all duplicate orders filled at $1.00 less, the die to remain in my possession; will mail samples on app ication.

M. R. WARREN,
Stationer and Engraver,
336 WASHINHTON ST., BOSTON.
Mention this paper.



FOR TANGENT AND DIRECT SPOKES.
Nickeled, Price 75c., Postpaid.
Dealers send for Sample and Electrotype.
AVERY & JENNESS,
5756 Madison Ave., Chicago.



SAMPLE CAN, BY MAIL, 25 CENTS
Liberal Trade Discount.
GRAPHITE,
P. O. Box 1202,
NEW YORK, N. Y.

Erie Knitting Mills,
Erie, Pa.

Are still making the very best goods for cyclers. We know this, and others are finding it out.

This is a copy of a letter just received from the champion road rider of the United States:

ERIE KNITTING MILLS -
I cheerfully recommend your knit goods for the use of bicyclers, especially hard road-riders, as from my experience with them I have found them well-fitting, elastic and durable as iron.
Yours very truly,
WM. VAN WAGONER.

FRANK FAIRBAIRN, 513 WEST 11TH ST., ERIE, PA.

FINE TAPS AND DIES. For Bicycle Work.



LIGHTNING AND GREEN RIVER SCREW PLATES.
Bolt Cutters, Hand and Power Drilling Machines, Punching Presses and Other Labor Saving Tools.
Send for Price List.
WILEY & RUSSELL MFG. CO., Greenfield, Mass,

The Billings & Spencer Co., Hartford, Conn.,
U. S. A.
Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.
For sale by all Cycle manufacturers and dealers.

FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. For sale by all Cycle Agents. Liberal discount to the trade.
JOHN W. WILSON, Cottage City, Mass.

FITCHBURG RAILROAD.

Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

HOOSAC TUNNEL ROUTE

THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all poin's West, Southwest and Northwest.

BICYCLES CARRIED FREE
FAST EXPRESS TRAINS
With elegant PALACE PARLOR and SLEEPING CARS to and from
BOSTON and CHICAGO and BOSTON and ST. LOUIS, via NIAGARA FALLS,
without change.

THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.
THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.
THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.
ELEGANT PALACE SLEEPING CARS
to and from
BOSTON and MONTREAL,
without change.

For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at
250 Washington Street, or
Fitchburg Railroad Passenger Station, Boston.
J. R. WATSON, General Pass. Agent.

Price List of Specialties
—MANUFACTURED BY—
ELASTIC TIP CO.

Mailed Postpaid on Receipt of Price.
Dropped Forged Steel Spade Handles, all nickeled and threaded to fit any machine, $2.50 per pair.
Soft Rubber Handles, pear shaped, $1.50 per pair.
Vulcanized Handles, pear shaped, $1.50 per pair.
Boys' Soft Rubber Handles, pear shaped, $1.00 per pair.
Double Grip Pedal Rubbers, No. A, 1 inch x 3 3-4 inches, $2.co per set of four.
Double Grip Pedal Rubbers, No. B, 1 inch x 4 inches, $1.50 per set of four.
Double Grip Pedal rubbers, No. C, 1 1-4 inch x 4 inches, $2.00 per set of four.
Pedal Rubber, round or square; made from white rubber, $1.00 per set of four. When ordering state size required.
Spade Grips, vulcanite, 50 cts. per pair.
Safety Handles, vulcanite, to fit any machine, $1.00 per pair.
Safety Handles, for Boys' Wheel, 50 cts. per pair.
Soft Rubber Grips for Safety, $1.00 per pair
Soft Rubber Grips for Boys' Safety, 50 cts. per pair.
Soft Rubber Sleeves, to fit over vulcanite grip, 75 cts. per pair.
Steel Balls, 3-16 inch, $2.co per C.; 1-4 inch, $2.40 C.; 5-16 inch, $3.00 per C.
Imported Tire Cement, 25 cts. per box.
Tire tape for holding on tire, 25 cts. per roll
Rubber Cement, for repairing cuts in tires, 25 cts. per can.
Bicycle Spokes. Price according to quantity.
BICYCLE TIRES, SOLID or CUSHION, either red or grey; price according to size. Send for Catalogue.

ELASTIC TIP CO.,
Cor. Cornhill and Washington Street,
BOSTON, MASS., U. S. A.

REAL BICYCLE UNIFORMS.



Be sure to send for free samples and measure blanks. Club Uniforms a specialty. L. A. W. Coats, $8. Knee Breeches, $4. Punnett's celebrated Jersey Cloth Knee Breeches, only $4 a pair. Bicycle Caps, Hose, Pins, Tights, gold or silver Letters, Punnett's Invisible Pants Holders, 25c. a pair. Be sure to write now.
R. A. PUNNETT, Tailor and Athletic Outfitter,
98 & 100 West Ave., ROCHESTER, N. Y.
All strictly first-class work at moderate prices.

Send for Complete Bicycle Catalogue



MEACHAM
HIGH-GRADE
DIAMOND SAFETY
1891 PATTERN. TANGENT SPOKES.

Ball Bearings to Both Wheels.
Both Pedals and Crank Shaft.
Ball Bearings to Head.
Hollow Steel Tubing.

List Price. $115
Selling Price, $76

COMBINATION WHEEL FOR EITHER GENTLEMAN OR LADY.
WILL SUSTAIN A PERSON WEIGHING 225 LBS.
BY REMOVING TOP CROSS-BAR, CAN BE RIDDEN BY A LADY.

E. C. MEACHAM ARMS CO. ST. LOUIS, MO.

$85.00 LOVELL DIAMOND CYCLES. $85.00

High Grade Only.
All Ball Bearing,
Steel Tubing
—AND—
DROP FORGINGS.
NO BETTER MACHINE AT ANY PRICE.



Lovell Diamond, $85.
With Cushion Tires, 95.
For Ladies, 85.
Convertible, 85.

AGENTS WANTED.

BICYCLE CATALOGUE FREE.

MANUFACTURED BY
John P. Lovell Arms Co., Boston, Mass.

TO THE TRADE:

Messrs. Keefe & Becannon, 157 Broadway, New York,

ARE NOW IMPORTING

THE ORMONDE CYCLES

And will Supply the Trade and Appoint Agents for the ORMONDE in the following States:

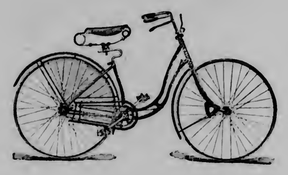
"New England, New Jersey, Delaware, Pennsylvania, Maryland, Virginia, West Virginia, District of Columbia, Ohio or Michigan."

SEND FOR CATALOGUE AND TERMS.

THE
ORMONDE CYCLE CO.

STEEL

DROP FORGINGS.



STEEL

WELDLESS TUBING.



STEEL

DRAWN WIRE.

DROP FORGINGS

Have not always been used EXCLUSIVELY, though our LIGHT ROADSTER (high wheel) was always made with forgings only. The same was true of the Volunteer and of the Expert after 1887.

FORGINGS

Have ALWAYS been used for the more essential parts in the make up of Columbias for a DOZEN YEARS, though some parts where no particular wear or strain came were not forged.

(Instance—The Dust Cap over the Adjusting Bolt on the Steering Head of the Expert was a casting.)

IN COLUMBIA SAFETIES

Castings have been used to a limited extent up to 1891, though the most important parts were of drop forged steel.

We advertise in our Catalogue that no Castings whatever are used in our 1891 Safeties. The proof can be seen at our Stores and our principal Agencies.

POPE MFG. CO.,

BRANCH HOUSES:

12 Warren Street, NEW YORK.

291 Wabash Avenue, CHICAGO.

Factory, HARTFORD, CONN.

77 Franklin Street., BOSTON.

CONTINUED FROM PAGE 714.

LOUISIANA DIVISION—10.

L. C. C. (unattached).
22590 Consadine, Dennis, 147 6th, New Orleans
22591 Howard, Harry T., 523 St. Chas. ave., "
22592 Labatt, L. L., Napolean ave., "
22593 Mitchell, W. H., 22 Carondelet, "
22594 Pilcher, Chas. H., 318 St. Mary, "
22595 Rodder, A., 2d and Prytania, "
22596 Renaud, Wm. H., 388 Prytania st., "
22597 Scott, J. T., Jr., 381 Prytania st., "
22598 Stoddard, E. C., Madison and 4th, "
22599 Wettermark, A., 543 Carondelet, "

MAINE DIVISION—2.

Unattached.
22462 Locke, Sam'l, M. R., Box 1037, Belfast
22358 Gregory, Alora W., 4 Warren st, Rockland

MARYLAND DIVISION—3.

Unattached.
22427 Cockey, W. H., Box 292, Baltimore
22463 Crooks, Chas. C., Light and Montgomery, Baltimore
22490 Schmidt, Louis, 424 E. Balto. st., "

MASSACHUSETTS DIVISION—37.

Linden Bi. Club.
22602 Atwood, Arthur B., 27 Sea View ave., Malden

Norwood Bi. Club.
22579 Gould, Dr. C. S., Norwood

Berkshire Co. Wheelmen.
22546 Francis, Fred Tower, Box 1234, Pittsfield
22547 Gregory, Henry L., "
22548 King, Henry B., Box 1145, "

Bay State Bi. Club.
22605 Rice, George, 32 Orange st., Worcester

Columbia C. C. (unattached).
22549 Edgerton, Chas. H., 10 Madison st., "

E. Bridgewater Wheelmen (unattached).
22359 Knapp, Austin R., Elmwood

Haverhill C. C. (unattached).
22495 Harriman, E. M., 61 Kenoza ave., Haverhill

Springfield Bi. Club (unattached).
22360 Bliss, Chas. W., Box 1608, Springfield

Fall River Ramblers (unattached).
22390 Reaches, H. Elmer, 32 Pine st., Fall River
22391 Westgate, Chas. L., Box 85, "

Unattached.
22464 Camoron, C. E. Alonzo, 19 Whittier, Amesbury
22492 Dunbar, Albert, 69 Appleton, Boston
22636 Burdett, W. H., 12 Bromfield st., "
22491 Pierce, Walter E., 9 Park sq., "
22392 *Adams, Miss E. L.*, 115 School, Egleston sq., "
22393 Kieckebusch, B. C., 75 Newland st., "
22550 Leavitt, Thos. A., 9 Burroughs pl. "
22429 Sweetser, Frank E., 505 Beacon, "
22604 McIndoe, James W., 40 Oliver st., "
22361 Fickett, Geo. E., 54 Heard st., Chelsea
22432 Fuller Arthur F., 5 Melville av., Dorchester
22603 Emery, Benjamin B., 26 Mich av., "
22394 Parkhurst, F. L., 228 Broadway, Everett
22493 Hall, B. E., 138 Milk st., Fitchburg
22494 Hidden, Wm. T., 16 Cross st., "
22395 Welch, Ernest P., Hudson
22431 *Palmer, Mrs. L. C.*, Box 173, Natick
22430 Ambler, Fred B., "
22428 Perry, Adrian D., Box 309, "
22362 *Godfrey, Miss Eva B.*, 17 Bethel, New Bedford
22496 Bayliss, Frederick W., Box 191, Taunton
22553 Blakeslee, David, N. Attleboro
22551 Bradbury, James A., 27 Vine st., Lynn
22552 Holdsworth, Jowett, 23 Vine st., "
22635 Fernald, Edmond E., 52 W. Emerson st., Melrose

MICHIGAN DIVISION—13.

Adrian Wheelmen (unattached).
22465 Curtis, Oscar, Adrian
22398 Allan, Eric B., Box 414, "
22400 Colrin, Will B., "
22401 *Goodsell, Miss Letha H.*, "
22402 Huntoon, Guy, "
22403 Jewett, Will E., 23 E. Maumee st., "
22404 Knapp, Fred H., "
22405 Osgood, Frank, "
22406 Rogers, Roy M., 10 W. Maumee st., "

Unattached.
22399 Clement, Elmer H., 54 Washtenaw ave., Ann Arbor
22407 Bassett, Jas. C., 501 N. Van Buren st., Bay City
22466 Hall, F. C., Box 30, Holland
22467 Johnson, Clayton, Ovid

MINNESOTA DIVISION—5.

Unattached.
22551 Hanna, James L., Mankato
22555 Hubb, J. C., "
22556 Linder, Andrew, "
22557 Wilson, Wm. J., 310 So. Front, "
22558 Johnson, J. E., Box 295, Moorhead

MISSOURI DIVISION—15.

Unattached.
22608 Dustman, Jas. W., Box 56, Aurora
22609 Dustman, Wm. J., Box 56, "
22610 Gardner, Bert, "
22611 Liles, T. J., "
22612 Tolbart, R. C., Box 536, "
22613 Woodhill, Jared R., "
22614 Simpson, A. J., Box 240, Chillicothe
22615 Flournoy, W. T., Marionville
22468 Armstrong, Geo. R., Pierce City
22469 Duncan, M. L., "
22470 Newman, Milton J., "
22471 Parr, Chas., "
22472 Rhea, W. A., "
22606 Darnell, J. A., 2329 Clark ave., St. Louis
22607 Merrell, Geo. Robert, 3880 Wash. ave., "

NEBRASKA DIVISION—2.

Unattached.
22497 Larsen, Niels, Box 16, Dannebrog
22498 Salter, F. H., Box 3, "

NEW HAMPSHIRE DIVISION—8.

State Capital Wheelmen (unattached).
22616 Plumer, C. C., 15 Essex, Concord

Rockingham B. C.
22433 Drew, J. Fred, 134 State st., Portsmouth

Unattached.
22559 Dole, Arthur E., Box 1111, Concord
22560 Hamlin, S. R., 85 No. Main, "
22561 Jackman, Chas. L., Box 1103, "
21434 Magoon, Leon E., Littleton
22363 Morse, H. A., Box 38, Tilton
22617 Howe, Geo. F., 1101 Elm st., Manchester

NEW JERSEY DIVISION—9.

Atlanta Wheelmen (unattached).
22499 Du Bois, Johannes A., 12 Academy st., Newark

Orange Wheelmen (unattached).
32435 Racey, Jos. D., Park st., Orange

Flemington Bi. Club (unattached).
22396 Kuhl, Paul, Copper Hill

Unattached.
22435 Bache, R. P., Bound Brook
22364 Bessonett, James L., "
22474 Davis, Archie D., Box 228, Lakewood
22473 Dashiell, Lefferts, M., Box 59, "
22397 Wikoff, Fred A., Box 221, Red Bank
22562 Littell, Frank Bonnell, Box 272, Summit

NEW YORK DIVISION—35.

K. C. W., (unattached).
22618 Lovejoy, Frederick W., 348 Hancock, Brooklyn

Binghamton Bi. Club (unattached).
22366 Earle, W. B., Drawer 705, Binghamton

Centaur C. C. (unattached).
22475 Waters, Geo. B., 212 Calyer st., Brooklyn

Croton Valley Wheelmen.
22443 Juengst, Alfred E., Croton Falls

Riverside Wheelmen.
22365 Christiansen, Peter, 75 West 100 st., New York

So. Brooklyn Wheelmen (unattached).
22565 Crain, Alfonso A., 455 12 st., Brooklyn

Unattached.
22566 Mills, A. Randall, 48 Sixth ave., "
22476 Brower, S. B. 132 East 24th st., New York
22477 Garrison, Geo. W., Grand Union Hotel, New York
22367 Hoyer, Geo. A., 26 Broadway, "
22437 Ireland, Albert, V. J., 255 W. 29th st., "
22500 Laudy, Edward D., 228 East 32nd st., "
22564 Cleary, Wm. F., 526 W. 47th st., "
22563 Barchfield, J. B., Jr., 151 Forsythe "
22501 Mygatt, L. C., 242 West 74th st., "
22438 Webb, W. D., 306 E. 11th st., "
22439 Williams, Hannibal A., 98 Lexington ave., New York
22478 Brandow, A. S., 15 No. Pearl, Albany
22440 Fais, J. C., 540 Broadway, "
22368 Ludington, Chas. H., 352 Hudson ave., "
22479 Denning, Chas. F., 363a 5th st., Brooklyn
22441 Beilby, Wm. M., 115 Ft. Green Pl., "
22369 Tucker, Edwin H., 317 McDonough, "
22408 Haff, Alvah C., 122 So. Elliott Pl., "
22409 Longbotham, Edward, 231 Adam st., "
22410 Post, W. P., 66 Livingston, "
22411 Prankard, C. M., 310 1-2 Madison st., "
22412 Wells, J. C., 213 Herkimer st., "
22442 Harper, G. A., 67 Johnston ave., Cohoes
22444 Grenzebach, F. A., 236 Liberty, Newburgh
22445 Sheridan, M. H., 165 Chamber st., "
22446 Vail, Walter S., Grand ave., "
22370 Pultz, F. A., Box 32, Stanfordville
22567 Bogardus, Wm. B., 877 Bailey ave., Buffalo
22568 Scypes, Geo. W., Hudson

OHIO DIVISION—16.

Chillicothe Wheelmen.
22619 Brandle, John, Chillicothe
22620 Duncan, C. D., Box 176, "
22621 Fuchs, Oscar J., "
22622 Galbraith, Wm. S., Box 396, "
22623 Mathias, Frank W., "
22624 McHorter, Frank, 76 N. Bridge, "
22625 Tomlinson, Robt G., 37 Bridge, "
22626 Wissler, Reinhard, "
22627 Wooster, Geo. A., 172 N. High, "
Porkopolis Wheelmen.
22628 Windisch, Will A., Lion Brewery, Cincinnati

Unattached.
22413 Humphrey, C. M., M. D., 1027 So. Main st., Akron
22480 Kirn, Walter F., 706 E. Exchange, "
22481 McConn, Fred M., Ironton
22414 Parmelee, Herbert A., New Philadelphia
22502 Weixelbaum, Moses, 71 N. Yellow Springs st., Springfield
22629 Harris, H. E., Utica

PENNSYLVANIA DIVISION—12.

Duquesne Cyclers (unattached).
22448 Brown, Frank P., care Westinghouse E. Co., Pittsburg

League Cyclers.
22482 Etter, Luther A., Chambersburg
22483 Mowery, Albert, "

Vesper Road Club (unattached).
22447 Holmes, Arthur L., 1527 Chestnut, Philadelphia

Columbia Cyclers.
22417 Eisele, Gustave, 2238 N. 4th st., "

Unattached.
22415 Allen, David W., 819 Reed st., Philadelphia
22416 Batten, Zebulon, 16th and Brandywine, Philadelphia
22371 Eberle, Joseph H., 4779 Main st., "
22449 Fulmer, Philip F., Jr., 3615 Locust, "
22450 Pittman, Chas. A., 2643 No. 9th, "
22451 Ulmer, Chas. Porter, 1436 No. 11th, "
22418 Nick, W. H. F., 928 State st., Erie

RHODE ISLAND DIVISION—11.

Providence Ladies' C. C.
22372 *Crowell, Mrs. Annie A.*, 57 Gladstone, Providence

Westerly League Wheelmen (unattached).
22569 Burdick, Otis S., 12 Spring, Westerly
22570 Bentley, Chas. P., 58 Granite, "
22571 Barber, Jo. K., 30 Margin, "
22572 Hiscox, John, 30 Elm, "
22573 Horton, F. A., Box 613, "
22574 Wilcox, Fred R., Box 684, "
22575 Whipple, J. H., 18 Spring st., "
22576 Whitford, A. C., 118 Main st., "

Unattached.
22577 Langley, Walter S., 174 Thames st., Newport
22578 McDonald, Owen C., 15 Clinton ave., "

TENNESSEE DIVISION—2.

Memphis C. C.
22484 Taylor, W. H., 504 Main st., Memphis
22485 White, Wm., Bluff City Stove Foundry, Memphis

TEXAS DIVISION—4.

Houston Bi. Club.
22503 Rooke, F. S., 60 R. Rd st., Houston

Unattached.
22630 Burton, E. W. F., 213 So. Travis, Sherman
22631 Hunt, Wm. E., "
22632 Stallings, H. R., West. Union Tel Co., "

VERMONT DIVISION—11.

Rutland Wheel Club (unattached).
22486 Seuver, Philip H., Rutland

Unattached.
22373 Chamberlin, Julius, Barre
22374 Holden, Will, "
22375 *Nichols, Miss Charlotte*, "
22376 *Nichols, Miss Mary E.*, 123 N. Main, "
22377 Reynolds, Will, "
22378 Robarge, Louis, "
22379 Robinson, Frank, "
22580 Eckley, E. R., Brandon
22581 June, Chas. H., "
22582 Savery, C. E., "

WEST VIRGINIA DIVISION—1.

Blennerhassett W. C.
22504 Nern, John H., 232 Court sq., Parkersburg

WISCONSIN DIVISION—3.

Unattached.
22487 Patterson, Fred R., Fox River Station
22583 Swallow, Art C., 254 Oneida st., Milwaukee
22633 *Schoffield, Miss Margaret*, 4th and McClellan, Wausau

MISSISSIPPI—1.

Unattached.
22452 *Fullwood, Miss Alice J.*, Mayersville

NORTH DAKOTA—2.

Unattached.
22505 Sellew, Roland R., Fargo
22384 Osborn, Allen L., care R. R. Valley National Bank, Fargo

MONTANA—1.

Unattached.
22585 Hoblitzell, W. A., Missoula

CANADA—1.

Toronto B. C. (unattached).
22634 Bryers, Fred., 26 Wellington st., E. Toronto

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasueer, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S Atwater, 1424 Pennsylvania avenue, Washington Secretary-Treasurer, W. H. Stearns, 1421 G street, N W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 607 No. Alabama street, Indianapolis.

IOWA—Chief Consul, H. L. Chase, Cedar Falls. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S Lydecker, Junction City

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 65, Louisville. Secretary-Treasurer, G. E. Johnson, 1019 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

MAINE—Chief Consul, Howard M. Breen, 190 Franklin street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, A. W. Robinson, 20 Equitable Building, Boston. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So Lafayette street, Grand Rapids. Secretary-Treasurer C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 350, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI — Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H Kelley, Smith Hardware Co., Sedalia.

NEBRASKA—Chief Consul, A. H. Perrigo, 1315 Dodge street, Omaha. Sec.-Treas, C. B. Nicodemus, Fremont.

NEW HAMPSHIRE—Chief Consul, Frank A. Mc Master, 101 Ash street, Nashua. Secretary-Treasurer R. H. Scott, People's Ins. Co., Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown 116 Broad street, Elizabeth. Secretary-Treasurer Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK — Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 105 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Chas. J. Sherer, 211 Main st, Memphis. Secretary-Treasurer, B. A. Patch, Clarksville.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box 281, Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro'. Secretary-Treasurer, F. A. Roberts, Brattleboro.

VIRGINIA—Chief Consul, Ira B. White, 10 Nolls court, Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S Morgan & Co., 22 Old Broad street, London, E. C. England.

L. A. W. Renewal Blank, 1891.

Fill out this blank, enclose $1 to pay your dues to April 30, 1892, and send to ABBOT BASSETT, Box 5267, Boston, Mass.

Don't send soiled bills. New bills are safer in the mails.

Don't Forget to send your Number.

Don't send checks for $1.

Write very plainly—PRINTING PREFERRED.

Stamps of a denomination above two cents will not be received.

If you live in one State and have your mail sent to another, state the fact that you may be located with the Division in which your home is.

If you desire your address changed, you must make the request on another sheet than this

Ticket holders, 25 cts.; with name stamped, 50 cts.

Write nothing above this line.

Number _____

Name, _____

Street and Number or P. O. Box, _____

City, _____

State, _____

Club _____

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1892 I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... ..... *Name,* ....

Club,..... *St and Number or Box,* ....

References: ..... *City,* ....

State, ...

Enclosed ... for Holder

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $1.50 with this blank on any date between date of paper and April 1, 1892. Write plainly—Printing preferred.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards, send 25 cents extra. If you want your name in gold, stamped on the holder, send 50 cents extra. *Leave the margin in using this blank.*

VOLUME NO.

23

THE

BICYCLING WORLD

VOLUME XXIII.

MAY 1, 1891, TO OCTOBER 23, 1891.

C. W. FOURDRINIER,
J. S. DEAN } EDITORS.

PUBLIC LIBRARY
OF THE
CITY of BOSTON

BOSTON:
WHEELMAN COMPANY,
12 PEARL STREET.
1891.

*8000a, 5
cont

Abbot Bassett.
Mar. 6, 1924.

PUBLIC LIBRARY
OF THE
CITY OF BOSTON

CONTENTS, VOLUME XXIII.

	PAGE
Alliance, L. A. W. & A. A. U.	43
Affair, A Pleasant	44
American Banked Track, The First	380
Aladdin's Lamp	479
Alton (Ill.) Races, The	578
Amateur Question, The	607, 703
Among Gotham's Dealers	Sup. Sept. 4, 791
Amateur vs. Professionals	703
America, A Lesson from	791
American Ormonde Cycle Company, The	796
Buffalo, N. Y., The Athletic Meeting in	76, 204
Boston Road Racing Club, The	78
Brooklyn, N. Y., Big Parade in	108, 171, 204, 275
Buffalo Light Roadster, The	Sup. May 22
Buffalo, N. Y., The Big Meet at	140, 276
Buffalo, N. Y., Racing at	140
Boston City Races, July 4	276
Bradt, N. A., Crosses the Continent in 86 Days	380
Buffalo-Erie Double Century Record Lowered, The	384
Boston A. A. 25 Mile Road Race, 516, 642, 675, 708, 767	
Bridal Tour on Cycles	539
Boston, A Century Run for	578, 706
Bolte Cushion, Improved	711, 796
Ball for Boston L. A. W. Members, A Big	731, 791
Buffalo Century Run	736, 766
Broadway, Picked up on	792
Bean, J. W.	816
Boston Ladies' Run, A Second	819
Chicago 50-Mile Road Race, The	736
Coming Tournament at Cincinnati, The	736
Class? Why not a Third	764
Century of the Phila. Clubs, First Inter Club	766
Century, The Albanians'	766
Century, The Belmont C. C's	766, 820
Century Run of Lawrence, Mass., Cyclers	767
Chicago Meet, The	767
Century, The Kenwood Road Club's	793
Century Run, The Baltimore Centaur Club	793
Century, The Hartford	793
Card from the Staten Island A. C. A	819
Challenge Accepted	819
Century Run of Charlestown Rovers, Annual	820
Chicago Racing News	516, 613
Club Run, An Extraordinary	540
Cabinet Change, The	548
Chicago, War In	575
"Century" Club, Another	575
Columbia Cyclers' Road Race	579
Chicago's Century Craze	607
Century Run for Boston, A	610
Clergyman, Good Words from a	636
Convention, The	645
Color Line in the League, A	668
Coaster, The Reckless	671
Charm and its possible History and Law	699
Cleveland, O., Church Club, The	704
Century Aspirants, To	704
Century, The Chicago	736, 820
Century Run, Boston Press Club	736, 792, 820
"Cycling for Health and Pleasure," New Edition of	107
Cordial! This is	108
Century Run, Newark to Philadelphia	110
Columbia's Tournament, The	110, Sup. June 5 548
Cleveland Wheel Club's Decoration Day Race, The	110
"Circulation Don't Count."	134
Chesapeake Wheelmen's Anniversary	136
Century Run, The	140, 171, 240
Century Wheelmen Meet	172, 278
Conn. Division and New Haven Bicycle Club Tournament	Sup. June 12
California, Fast time in	242
Coxe, God Bless Brother	342
Canadians are in it, The	342
Challenge from Burt Hulett	347
Challenge accepted by W. C. Rands	414
Cannibal's Inquiry, A	413
Cottage City, Racing at	416
Cyclists Attention	416
"Crocks" or Cash	418
Cyclists, Attention	447
Coventry Machinist's Co., Ltd. Factory	514
Detroit Wheelmen's Canadian Tour, The	76
Duty on English Wheels	103
Detroit League Meet Notes	108, 311, 412
Detroit Wheelmen's Road Race	110
Detroit, Programme of Races at	Sup. June 5
Detroit, Go to	169
Dress	200
Detroit, Racing Men, Attention	240
Detroit, The Cycle Exhibit at	272
Detroit, Ladies, go to	311
Detroit, A Suggestion for	311
Detroit, Last Call	347
Detroit, The National Meet at	408
Detroit, The Overman Wheel Co. at	413
Detroit, People I saw at the L. A. W. Races in	448
Detroit Wheelmen's Century run	450
Detroit, 50-Mile Indoor Race at	452
Drink Question, The	636
Dream, A Cyclist's	792
Elwell European Tour, The	Sup. May 1, 204, 347, 414, 447, 476, 508, 540, 572
Expression of Confidence, An	133
Entertainment Unique, The	171, 272
Evolution of the Cyclists, The	234
English Records, New	384, 417, 484
Ede, R. L.	511
Electrical Bicycle, A possible	604
Elections in Kentucky, The	604
Electricity as applied to the Cycle	668
Eclipse Bicycle Works, Notice	794
English and American Safety Records to date, Some	796
"Fol-de-rol," Concerning	11
French Highroads, Their Construction and Maintenance	72, 107, 139
Forest Park Road Race	140
Factory, A New	824
Grand Rapids, Mich., 20-Mile Road Race at	175
Grand Rapids — Detroit Tour	275
Gotham's Dealers, Among	517 549
Gendron Wheel Works	548
"Gospel of Good Roads," Excerpts from	608, 639, 700, 732, 763, 788
Girls, To the	733
George and the Wheel, Henry	760, 816
Hartford, July 4, At	12, 276
Harvard, U. C. A	14
Hawkshaw's Column, 39, 72, 136, 167, 200, 236, 308, 345, 375, 407, 476, 508, 539, 570, 602, 634, 667, 698, 731, 760, 786, 816	
Harvard University Cycling Association, The	46
Harvard, Good Time at	46
Harz Mountains, A Summer Vacation A Wheel in the	75, 107, 203, 27
Handicapping "Cushions"	1
Hartford, Sept. 7 and 8 at, 108, 380, 450, 480, 514, 57 610, 645, 668, 67	
Hagerstown Races, Programme of	110, 243
Hill Climbing on Son-of-a-Gun Hill	140, 272
Harvard U. C. A. Race Meet, The	140
Hagerstown, Transportation to	239
Hagerstown Meet, The	276, 348
"Honor to Whom Honor is Due"	347
Harrisburg and Philadelphia, A New Record from	384
Holbein Lowers 100-Mile and 24 hours Tri. Record	414
Had He But Known	511
Herne Hill, The Records were made at	543
Hartford, Transportation to	576
Humber and Co.'s American Agencies, etc	577
Hartford to New York, A Relay Run from	816
Irvington-Melburn Road Race, 14, Sup. June 5,	Sup. June 12
Illinois Legislature, An unjust Law Proposed in the	44
Iowa Division At Newton, Eighth Annual Meet of the	46, 350

PAGE

Illinois Division Meet, The 46, 350
Indian Country No. 5, A Wheel into the, 75, 104, 136, 171, 203
Invitation, A Cordial 108
Indiana Division Meet 204, 382
Illinois Cycling Club's First Annual "Century" Run, Log of 275
Incident, A Thrilling 540
Illinois Road Race 547

Japan, Cycling in 792

Kentucky Division Meet 108, 139, 312
Kings County Wheelmen Race Meet 140
Kentucky, Politics in 479, 636
Kansas Division Meet 822

Louisville, The New Track at 12
Livingston Cycle Co., M. V., ... Sup. May 1, 484, 517
Livingston Cycle Co., M. V., On Deck Once More ..... Sup. May 22
League Meet Notes 204, 240
Ladies, The 236
Long Island, Route Through 444
Lantern Parade 482
Lady Cyclists, Stamford (Ct.) Streets and 512
Lantern Parade, Passaic City Wheelmen 516
Lincoln Club Road Race 546
Lantern Parade of the Philadelphia Clubs 579, 766
Legal ..... Sup. Sept. 4, 671
Lincoln's Century, The 675

Medfords Dine, The 735
Michigan, Tandem Challenge from 764
Manhattan Athletic Club, 'Twas the 764
Michigan Chief Consulship, The 791
Minnesota League Politics 816
Michigan, The Political Pot in 819
Michigan Racing Association, A 819
Missouri Bicycle Club, The House of 11
Metropolitan Districts, Affairs Cycular in the 11
Missouri Division Meet, The 44, 204, 230, 276, 382
Map Holder, A ..... Sup. May 22
Mammoth Cave, For 171
Massachusetts Division Meet 172, 546
Massachusetts Road Book 240
Maine Wheelmen, To 275
Medford and Waltham Clubs, The 379
Machines in the Great Century Run 388
Metropolitan Musings 432, 506, 666, 735, 764
Missouri Division Fall Meet 448, 480, 512, 514, 610
Music, They Pay for the 512
Maine Division Fall Meet 546
Missouri B. and A. C. Entertainment 575
Manhattan, A. C. Meet, The 610, 793

New Haven Meet 139
New Jersey Division, The Eighth Annual Meet of the 172
New York State Division Meet, The 239, 450
Niagara-Detroit Tour, Detroit Wheelmen's 275
New Jersey City Cycle Depot, A 388
New Cycle Concern, A 453
Nebraska Roads and Other Topics 640
New York Six Days' Race 707, 736, 766, 793, 820
Numbering of Wheels, The 735
New York Bicycle Club, The 764

Ohio Division Meet, The 172, 239, 276, 312, 416
Osmond's Mile in 2.16 ..... 414, 511
Orange, N. J., Bad Fire at 512

PAGE

Orange, Wheelmen's New Club House 610
Olla Podrida from California 704
Object Lesson, Horses and Streets, An 736
Osmond's Methods 763

Palmam Qui Meruit Ferat 11
Promateurs? Why not 12
Pullman, Chicago, Road Race, The 14, 175
Pope M'f'g Co.'s New Building, The ..... Sup. May 8
Pike County (Mo.) Tour, The 78
Policy of the Fitchburg and B & A. R. R. 104
Philadelphia, Racing at 140
Peoria Meet, and an Opinion on the Alliance, The 413
Philadelphia Dealers Announce a Race Meet 450, 482
Press Cycle Club Defeat the Ramblers 480
Peoria, All are Welcome at 512
Peoria Tournament 543, 576, 640, 675
Providence!!! 543
Philadelphia Turner Wheelmen 575
Providence Tournament 576
Peoria Tournament Bigger than ever 611
Pneumatic Interceptor, The ..... Sup. Sept. 4
Professional Race in New York, The Great 642
Parkside (Chicago) Tournament, The 642
Postponed 642
Paris to Brest Race 700
Problem, He Solves the 704
Peoria Tournament 707
Penn. Wheelmen's Tournament 738
Pennsylvania R. R., The 791
Performance, A Good 875
Philadelphia, Protest from the So. End Wheelmen 819

Quincy Bicycle Club's Century on the Clarksville Belt 480
Quite a Tour ..... Sup. Sept. 4

Racing by Electric Light 8, 175
Racing League, The Wheelmen's 14, 78, 140
Rover, The Ladies' ..... Sup. May 1
Racing Rules 38
Rouse, N. Y., Racing at 46
Rhode Islanders' Visit to Boston, The 108
Routes 108
Roads, Some Points on 308, 344
Rule G., A Veteran's Views on 344
Ramdall's Reply, Mr. 376
Rochester, N. Y., Meet, The 414, 547
Road Repairing System (?) 447
Rochester, L. A. W. State Meet at 479
Rochester, August 19, 20
Riding in the Rain 512
Richfield Springs, Races postponed at 516
Records, New World's 546
Rochester Meet, Second Day of the 578
Riverside Wheelmen's Cycling Tournament, The 642
Road Pointer, A 704
Rough Treatment 704
Rhode Island's Century Run 736

Social Side of Cycling, The 8
Seaboard Road Association 12
Stars" "The Three 37
Sunday Racing and other Metropolitan District Affairs 75
Syracuse, N. Y., Racing at 78
St. Louis, Road Race at 78
St. Louis, Sunday Racing in 204, 512
Song, Bicycle 240
Syracuse, N. Y., Tournament 240
Springfield Tournament, The 312, 347, 448, 514

PAGE

Syracuse Meet, The 312
St. Paul Century Run, That 480
Stolen Bicycles, Recovering 543
Springfield, Half-Mile Record Beaten at 543
Straus Cushion Tire, The 540
Sercombe & Bolte M'f'g Co., The 540
Springfield, From 575
Springfield Tournament 576, 672
Springfield, Music at 576
Shelbina, Races at 578
Saddle, The Pneumatic 580
"Setagee" to "Hawkshaw" 607
Springfield, More Records at 610, 794
Springfield Aquatic Races and Fireworks 613
Standpoint, From Another 640
St. Louis County Tour 707, 788
Shell Road Question Again, The Mobile, Ala 735
Shriver Expresses his Gratitude, Mr. 736
Sprocket Wheels, The Wear and Tear of 736
Strong & Green Cycle Co., Attached 764
Staten Island Tournament 766
"Sierra" Replies to Morot 791
Somebody is Wrong 791
Springfield Meet, Photographs of the 793
Staten Island, A. C. at St. George, A Cycling Annex 819

Throw for Ladies' Cycles, The Proper 108
Tioga Athletic Association, Annual Spring Tournament of the 204
Texas Division Meet, First 239
Toledo Cycling Club's House, Opening of the 272
Teachers are to Blame, The 375
Teachers to Blame? Are 448
Tire Litigation 379
Tire War, The Air 379
Tandem, Half a mile in 1.08 on a 417
Tertius 479
Tyro, Hints for the 540
Tool Bag, The "Swift" Pneumatic 580
Track Etiquette, A Question of 636
Track Building 76

"Unions" For Ever 548
Use and the Abuse, The 671

Vacations A Wheel, Summer 37
Veteran of Two Wheels, A Boston 41

Wilmington, Del., Racing at 46, 788
Walontha Fifty-Mile Handicap Road Race, The 46
Wheel, The Spokeless ..... Sup. May 8
Woodcock, Mr., of D. Rudge & Co., Dead 108
Who'll Get It? 110
Wheelmen of Brooklyn, New York City and New Jersey, Attention, To 139
Wisconsin Division Meet 172, 239, 312, 450
Waltham!!! Well! Well!! 319
Wheelmen? Are They 447
Which is Best? 543
Wilson's Amendments, Mr. 575
Wheelmen's Carnival, At the Coal Palace 607
W. W. Windle 671
Warwick Cycle M'f'g Co 677
Wissahickons, Justice to the 766
Wisconsin Division Politics 819
Windle does a mile in 2.15 W. W. 820

Y. M. C. A. at Philadelphia, Fourth Annual Spring Games of the 242

Zimmerman, A. A. 671

THE BICYCLING WORLD & BULLETIN.

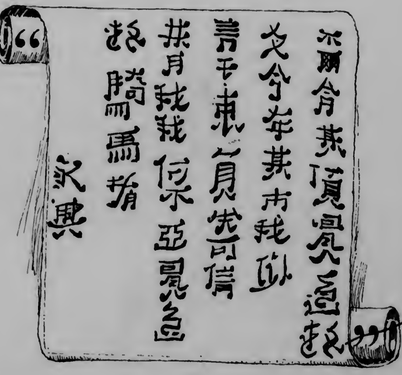
DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXIII. Number 1. BOSTON, 1 MAY, 1891 $1.00 a Year. 5 cents a copy.

"OUR $1000 IS UP."

We have many letters telling us what the translation of this so-called letter SHOULD BE, but up to date no translation. We will pay $1000.00 to the first person sending us a correct translation of this letter.

OVERMAN WHEEL CO.



BICYCLES, LIKE EGGS,

May be Had at all Prices.

In the case of both commodities, however, remember that in about ninety-nine cases out of ninety-eight

YOU'LL GET WHAT YOU PAY FOR.

VICTORS WON'T DISAPPOINT YOU.

Overman Wheel Co., - Chicopee Falls, Mass.

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

JOHN CALVIN SEEMED TO THINK

That the pleasantest perfumery in heaven would be the aroma arising from roasting sinners as it steamed up from the cookery in the basement. We can readily understand how a sinner (or anything else) could be burned as long as there was any carbon left in him, but how he could be broiled after that is a question for the cremationists to settle. It certainly comes outside the limitations of the uninspired.

There can be no doubt that there *was* such a plan, else why the expression, "*well done*, good and faithful servant?" Surely those who were *not* well done would be *rare*, judging from some of Moody and Sankey's reports as to the duration of it.

Probably few people at the present time believe in an endless burning Hell, though we have at times had reason to think that such an institution might be a desirable thing, especially if it had a department devoted to those advertisers in all branches of trade who misrepresent their goods.

But on the whole it is better to wish for such humanizing influences as will, in time, "make the whole world kin." The I-told-you-so tendency is strong in mankind, and it is liable to break out at any time.

When things happen and a man says, "I told you so," look up the records and see, perhaps he told you something quite different. When Hickory wheels are admitted by all recognized authorities to be superior to steel ones, (and if your health is good and your first centennial is not already upon you, you will live to see that day), then it would be natural for use to "point with pride" to the fact that *we told you so*.

The matter which filled the remainder of this space was objected to by the Editor, on very unique grounds. He said it was *too true*, and on second though we quite agree with him.

We will try and not let it occur again.

Yours,

Elliott Hickory Cycle Co.,

Newton, Mass.

P. S. Hickory is the stuff.



BUY ONLY THE BEST.

LET IT BE AN ORMONDE (HIGHEST GRADE.)

With either Solid, Cushion or Pneumatic Tires.

Lighest, Strongest, Easiest Running, Most Durable and Most Graceful Safety Made.

By an improved method of lapping and brazing the joints, the Ormonde is made much lighter than the actual scale weight of the great majority of high grade safeties and yet are stronger and more rigid. Although the Ormondes are light, they are specially constructed to stand rough and hilly American roads. Have you seen the 1890 list of records made on these machines? If not, send for our large illustrated catalogue, free, giving full particulars of the entire Ormonde line. We have some good territory not yet taken. Live Agents Wanted.

ROUSE, HAZARD & CO., - 9 G St., Peoria, Ill. | **A. B. RICH & CO., - - - 1790 Broadway, N. Y.**

SOLE IMPORTERS FOR THE WEST. | SOLE IMPORTERS FOR THE EAST.



SYLPH CYCLES SMOOTH THE ROAD,

SMOOTH ROADS ARE EASY RIDING,

Therefore, Sylph Cycles make Easy Riding.

If you doubt this, try a Sylph. "But," a man lately asked, "how does a spring frame smooth the road?" We told him "by allowing the wheels to rise and fall over the obstructions without lifting the rider." E. G.—Suppose an obstruction one inch high. To cross it on a stiff frame, it is necessary to lift the weight of rider and machine—over two hundred pounds—one inch vertically. This destroys the momentum and requires more muscle to get up the speed again. On a spring frame the wheels and part of the frame only are lifted. The springs allow them to rise and fall without any perceptible lifting of the rider; or in other words, only a small portion of the momentum is destroyed by an inch obstacle on a spring frame, instead of a large amount on a stiff frame. The destruction of momentum is in proportion to the jolt. Try it.

ROUSE-DURYEA CYCLE CO., - - 9 G Street, Peoria, Ill.

NEW ENGLAND BICYCLE DEALERS.

If the UNION or WARWICK CYCLES are not represented in your territory, write us for terms. You will find them more than liberal.

A. O. VERY CYCLE CO., - - 173 TREMONT ST., BOSTON.

LACTART

ACID OF MILK.

A REFRESHING DRINK WITH WATER and SUGAR.

Call for Orange or Raspberry Lactart at the Soda Fountains.

Benson, of Corey Hill fame, says:

AVERY LACTART CO., Boston.

Gentlemen—"For several seasons I have used your Lactart and found it very satisfactory, as a quencher of thirst." Respectfully,

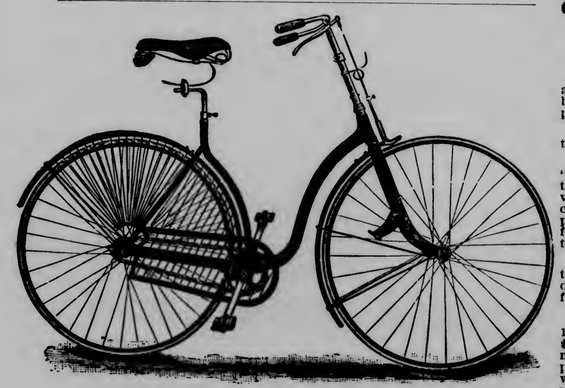
A. P. BENSON, Newton Club.

[CONTINUED FROM PAGE 14.]

THE ELWELL EUROPEAN TOURS.

THE season for touring abroad is near at hand, and to all who have a European tour in contemplation, the Elwell tours cannot be too strongly recommended The first party leaves New York June 6th, on the famous French line of steamers. This party is rapidly filling up, and application for membership should be made at once. The second party leaves New York July 8th, by the magnificent steamer "City of New York." These tours are first-class throughout. The managers are pioneers in the business; are personally familiar with the ground to be covered, and their arrangements are the result of long experience. Their tours are invariably successful in every way. Write them at once for particulars. Address in our advertising columns.

TRADE NOTES.



THE LADIES' ROVER.

WE present this week a cut of the Ladies' Rover, the most essential feature of which is that the space between the saddle and handle bar is sufficient to allow of an easy mount and dismount, while the handles are brought back to the most desirable point, and the wheels four inches nearer together than on many other similar machines. A lady in placing the foot upon the pedal, preparatory to mounting the Rover, is not obliged to step high enough to mount a kitchen table. It is very graceful in lines, and at once commends itself to purchaser.

The Ladies' Rover frame is constructed from the finest steel tubing that can be produced. Weight all on 38 pounds with solid tires, and they guarantee the machine to carry a person weighing 160 pounds under all ordinary circumstances.

Specifications: Rear driver 26-inch, front wheel 28-inch, cranks, Starley's patent adjustable 5 to 6 inch throw, ball bearings to the head both wheels, crank shaft and pedals, Garford patent saddle, wine colored leather, adjustable from 46 to 54 inch, ordinary reach, tubular steel handle bar, adjustable, tangent spokes, nickeled at centre, hollow rims, all necessary guards to protect the dress from mud, or contact with rear wheel or chain, adjustable plunger brake, forged steel chain, most improved form, hollow steel handle bar, large horn handles, new and practical adjusting device for taking up any slack in chain, lantern bracket, foot rests, tool bag, wrench and C. & D. oil can.

Elegantly finished in wine colored enamel, with fine hair line and nickel trimmings. Price, fitted with first quality 5-8x3-4 inch solid rubber tires, $135; price, fitted with first quality 1 1-4x1 inch cushion tires, $140.

THE M. V. LIVINGSTON CYCLE CO.

THIS concern has made arrangements which we trust will pull it through the embarrasrment which has clogged its advance during the past five months. A deed of trust has been executed conveying all the real estate of the M. V. Livington Cycle Co. to F. W. Forbes of Westboro and C. Marr of Boston. The sum of $30,000 has been raised for the purpose of finishing the 1500 wheels for this season's business. The concern is pushing the factory's capacity for all it is worth to get out the aforesaid 1500 machines and realize on same.

THE Knight Cycle Co., of St. Louis, Mo., report that they have the agency of the New Mail, Union, Sylph, Hartford, Broncho, Joliet, and a full line of medium grades. They sell on time payments, and take old wheels in exchange. Have large line of second-hand bicycles, prices low. Catalogue and lists sent on application.

SOME bicycle manufacturers warn the public against any concern which changes the pattern of its machines from one year to another. The idea is absurd. Should a maker claim a perfect bicycle, it would indeed be humiliating to abandon it and adopt something new. The most intelligent and honest makers, however, are always on the lookout for improvement. For instance, the Pope Mfg Co. made a Columbia safety which was just what they claimed—the best machine they had yet produced, and it had an immense sale. Their experts, however, worked out a new design which was an advance even on their own former pattern. This fact was sufficient for them; the new design was adopted, and is their leading machine for 1891.



WE show herewith an illustration of the Patent Combination Bell, manufactured by Joseph Lucas & Son, and sold exclusively in this country by the Premier Cycle Co., New York. This Alarm is one of the finest for city traffic that we have ever inspected. The gong is of the best cast bell metal, emitting a loud, clear peal, and it is fitted with a lever striker for occasional taps with the finger, and a clapper which rings continuously, as long as the vertical plunger shown in top of bell is raised. This may be instantly depressed and the bell silenced. The alarm is fitted with Lucas's patented handle bar clip, which has a greater latitude of adjustment than any other, and which holds the bell firmly without marring the nickel of the bar. The construction and finish of this alarm has the characteristic perfection of all of Messrs. Lucas's output, and riders and dealers who are in need of a bell that will give absolute satisfaction both in sound and wearing qualities will do well to obtain samples. The price is $2.50.

THE new Ladies' Rambler has caught the feminine fancy, and is likely to prove one of the most popular ladies' wheel ever turned out.

WE had the pleasure of inspecting and making a short trial of the "Tourist," a bicycle which, though a new comer, has points that are bound to commend it to the purchaser. The frame is a very graceful diamond, very strong and light. The brief test we gave it over the stone setts of the city and up such slight grades as were handy showed the machine to possess decidedly easy running qualities which no doubt would be still further evident on a more extended trial. Messrs. Sidwell & Saben are the Boston agents, and the machines can be seen at their store.

HUMBERS!! Messrs. Wright & Ditson call attention to the fact that they have received the first instalment of the celebrated Humber wheels of which they are the New England agents. Those who have been waiting for these wheels will be pleased to hear that they can now be supplied.

THERE is a bouncing advertisement of the New Mail this week on page 15, and clearly shows the good construction of a part of this wheel. This $100 grade is having a great year, and is heard from on all sides. The makers seem to have spared nothing to get all good points in it and at this popular price. Hibbard, Spencer, Bartlett & Co., Chicago, are the Northwest agents, and are doing a big business in New Mails. Also Tryon & Co. of Philadelphia and H. C. Squires, 178 Broadway, N. Y., are selling many. Wheelmen should see this popular wheel.

THE Eagle Bicycle Mfg. Co. have been granted by the United States Patent Office a trade mark of the word "Eagle" as applied to bicycles. Van Wagoner will ride in the Irvington-Milburn race a solid tire Eagle, 5-8 inch large wheel and 1-2 inch small wheel. He will ride from scratch with the pneumatics.

THE Spooner Peterson Co. Annex. Such is the name of a necessary addition to the store of this Chicago concern. Early in the season they announced their determination to carry on a general storage and repairing business. Both grew so rapidly as to force them to open an addition at 5 and 7 Madison street, next store but one to their present location at 15 and 17 Madison. In the new quarters every convenience will be provided for wheelmen riding to work. Lockers will be provided that they may change their bicycle clothing to business clothing, toilet purposes provided, and a competent attendant in charge to clean and adjust the wheels. J. Hoyle will have charge of their repair shop at the annex.

BOSTON has a "Bicycle Inn" at which place bicycles can be stored by wheelmen riding into the city. The "Inn" is at 194-196 Columbus avenue, and E. E. Brown is landlord. See advertisement on page 20.

THE Ariel Cycle Mfg. Co. of Goshen, Indiana, is soon to be in the field with a new wheel. The best material will be used, and the most skilful workmen will be employed only. Announcements will follow shortly more in detail.

MR. STEPHEN GOLDER has been doing splendid work for Humber & Co. since his arrival in this country a couple of months ago. He is now in the South, and has appointed A. Baldwin & Co. Ltd, of New Orleans, exclusive agents for Louisiana, Texas, Alabama, Florida, Mississippi, Arkansas, and Indian Territory. Mr. Golder will return to Chicago in a short time and will then look after the unoccupied territory west of that point. Messrs. Humber & Co. ought to, and no doubt are, well satisfied with the outcome of Mr. Golder's trip to "the States."

A FORT WAYNE, Ind., paper records the fact that Elmer Pratt, one of the Gormully & Jeffery Co.'s travellers, while in that city recently, rode his Rambler not only down the court house steps but afterwards rode from the street up the curb and then half way up a short flight of stairs. And Mr. Pratt isn't a trick rider, either.

THE Chas. F. Stokes Mfg Co. at Chicago will keep their retail store open three nights each week this season. Geo. R. Bidwell & Co. have been doing so at their Chicago branch for some time.

JUST as fast as the goods can be got through the custom house in Boston, Messrs. Singer & Co. ship the cycles to expectant and perhaps impatient customers. Never has the trade been so good for this sterling English house as at the present time The goods are wanted in large quantities, and the goods will be forthcoming. The Singer Co. will do a smashing trade during the year 1891.

THE Stamford Wheel Club has recently been organized with a membership of 23, out of which 21 ride Eagles.

[CONTINUED FROM PAGE 18.]

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Total 393.

BOSTON, May 1, '91.

CALIFORNIA DIVISION—6.

Alameda Bi. C. (unattached).

22882 Snow, Ambrose, Union st., Alameda

Oak Leaf Wheelmen (unattached).

22975 Chase, Fred H., 441 Center, Stockton
22976 Cogswell, Francis, Lodi
22977 De Vries, Marion, 238 Main, Stockton
22978 Foster, Edwin L., 461 Main, "
22979 Mortimer, Jno. D. D., 447 Park, "

CONNECTICUT DIVISION—44.

Ansonia W. C. (unattached).

22883 Bieve, Nicholas L., 332 Birmingham, Birmingham
22884 Flather, Herbert E., 178 Main, Ansonia
22885 Knight, Norman, Box 1152, "
22886 Lowden, John M., 104 Liberty, "
22887 Lyman, Edward H., 79 No. Cliff, "
22888 Terrell, T. B., "
22889 Wood, R. A., "

Bridgeport W. C.

22894 Comstock, M. S., 47 Park ave., Bridgeport

Colt Bi. Club.

22890 Schmidt, Emil, 29 1-2 Main st., Hartford

New Britain Wheel Club (unattached).

22891 Norton, Lucius B., Box 730, New Britain

Warehouse Pt. Bi. C. (unattached).

22892 Smith, Chas. H., Jr., Box 7, Warehouse Point

Windsor Locks Wheel Club (unattached).

22893 Macdonald, James L. R., Box 167, Windsor Locks

Unattached.

22895 Peckham, F. E., Branford
22896 Collins, Joseph S., Box 46, Centre Brook
22897 Andrews, A. P., Essex
22898 Pratt, Jas. L., Box 100, "
22755 Burroughs, Oliver D. L., Groton
22900 Pfau, Julius, Jr., 19 1-2 Main, Hartford
22901 Camp, Wm. D., Conn. Fire Ins. Co., "
22902 Searle, Frank H., Drawer D., "
22899 Burch, Geo. W., 91 Asylum, "
22637 Levy, A. Lincoln, Box 573, "
22903 Dodd, Robert H., 42 Union pl., "
22904 Calhoun, David, 11 Walnut st., "
22905 Fleet, A. W., Ivoryton
22906 Wilcox, Thurber E., "
22907 Campbell, Wm. W., Box 71, "
22908 Denison, D. B., Box 25, Mystic
22909 Newbury, E. H., "
23017 Prosser, Chas. O., "
22910 Wheeler, H. N., "
22911 Ward, G. E. T., "
22912 Packer, G. D., "
22913 Clark, Walter B. E., 118 Greenwood, New Britain
22914 Rossberg, C. C., 165 Main st., "
22980 Smith, Edwin A., 69 Church, New Haven
22981 Street, S. H., "
22915 Darrow, Wm. M., New London
22916 Chandler, W. B., Box 342, Windsor Locks
22917 Hathaway, Chas., Jr., Box 375, "
22918 Sadler, C. W., Box 39, "
22919 Higley, Geo. E., Box 295, "
22920 Rook, Birton A., Box 126, "
22713 Wood, H. O., Box 95, Thomaston

DISTRICT OF COLUMBIA DIVISION—1.

Unattached.

22921 Bennet, Geo. W., 1325 14th st., N. W. Washington

ILLINOIS DIVISION—53.

Bloomington Cycling Ass'n (unattached).

23018 Booser, Geo. A., Nat'l Bank, Bloomington
23019 Brakel, S. H., Nat'l Bank, "
23020 Coolidge, C. H., Nat'l Bank, "
23021 Davis, H. O., Pantagraph, "
23023 Whitmer, L. G., People's Bank, "

Danville C. C.

22986 Mastbaurn, Jules E., 433 Jackson, Danville

Lincoln C. C. (unattached).

22923 Walpole, W. R., 304 Wabash ave., Chicago

Olney Bi. C. (unattached).

22925 Crout, N. L., Box 320, Olney
22926 Gaddis, Geo. E., Box 361, "

A. C. C.

22827 Barto, E. C., 231 So. ave., Aurora
22829 Cox, Arthur, 25 No. State, "
22830 Danby, Rob't, 317 Palace st., "
22831 Davis, W. H., 99 La Salle st., "
22832 Levedahl, Axel, 68 Spruce st., "
22833 Rogers, Clarence W., 271 Benton, "
22834 Taylor, J. T., Park House, "

So. Chicago C. C. (unattached).

22835 Bowlby, Robert, Cheltenham
22836 Brown, J. H., "
22837 Latham, E., "
22838 Stocker, C. A., "

Ramblers Cycle Club (unattached).

22714 Henderson, Ernest A., 1651 Vermont, Quincy

Rushville Cycling Club.

22756 *Griffith, Mrs. Humphrey,* Rushville
22757 Harrison, De Witt C., "
22758 Rodewald, A. P., "
22759 Walker, A. J., "

Unattached.

22982 Winklehuke, Geo. W., Box 605, Beardstown
22983 Spring, O. M., "
22984 Harris, James, "
22985 Kuhl, Frank J., "
23022 Sensency, E. H., Peoples Bank, Bloomington
22922 Marshall, Charles Pope, Box 64, Centralia
22991 Bunker, Geo., 841 Wash. Boul., Chicago
22924 Brady, Rufus T., 835 Walnut, "
23024 Morgan, Chas. W., 1135 Montana, "
23025 Dorpols, Cornelius P., Clinton and Jackson sts., Chicago
22987 *Andros, Sophie M.,* 214 West North, Danville
22760 *Woodbury, Miss Flo,* 501 No. Vermillion, Danville
22761 Cowles, P. E., 278 1st st., Dixon
22762 Mernitz, W. H., Freeport
22763 Sunderland, Chas. I., 53 Pleasant, "
22715 Best, Chas. A., Stover Mfg., "
22716 Bokhof, D. H., "
22717 Dana, Edgar W., 262 So. Galena ave., "
22718 Hughes, Lewis, 235 Clay st., "
22719 Smith, Jno. F., Stover Mfg., "
22720 Young, G. B., Stover Mfg., "
22839 Price, Chas., So. 5th st., Springfield
22328 Bowdish, Gordon A., Elburn
22988 Sinnock, H. W., 22 and Locust, Quincy
22989 Johnson, Chas. F., Marseilles
22990 Eddy, Chas. T., 518 Chestnut, Englewood
22928 Allen, F. D., Waverly
22929 Hutchinson, James E., "

INDIANA DIVISION—5.

Unattached.

22764 Fay, Mont W., Ft. Wayne
22765 Parrish, F. J., 904 Main st., Richmond
22840 Jones, Horace B., Polytechnic, Terre Haute
22992 McCoy, Elmer K., 13 N. 15th st., Richmond
22993 Porter, A. B., Box 306, "

IOWA DIVISION—12.

Cedar Falls Wheelmen (unattached).

22638 Berry, C. L., Cedar Falls
22639 Grundy, A., 80 Lock, "
22640 Harris, Chas. B., Box 142, "
22641 Merner, D. C., "
22642 Sawyer, Herb. W., "
22643 White, Fred. O., "

Des Moines C. C. (unattached).

22721 Ellsworth, C. W., 1113 Centre st., Des Moines

Newton Bi. Club (unattached).

22841 Kennington, L. S., Newton
22842 Lewis, Rev. J. W., "
22843 Miles, E. J., "

Unattached.

22644 Morgan, Frank R., Wapello
22994 Joy, E. W., "

KENTUCKY DIVISION—7.

Kenton Wheel Club (unattached).

22927 Lockwood, G. H., 1009 Scott st., Covington

Nicholasville Wheelmen (unattached).

22995 Sparks, Chas. T., Box 280, Nicholasville

Newport Bi. Club (unattached).

22722 Specht, Fred. W., 19 East 4th st., Newport
22723 Thompson, Geo. O., 730 Columbia "

Ludlow Wheelmen (unattached).

22930 Patrick Proctor, Ludlow

Unattached.

22684 Ingels, O. W., Millersburg
22685 Mock, Jos. W., "

MAINE DIVISION—10.

Portland Wheel Club.

22845 Puddington, A. W., 461 Congress, Portland
22844 Goold, Harold E., Sheriff's Office, "

Skowhegan W. C. (unattached).

22652 Wentworth, Robt. A., Skowhegan

Unattached.

22647 Evans, Thomas, Biddeford
22648 Haley, Geo. A., "
22645 Bachelder, Chas. L., Saco
22646 Bradford, Alfred S., "
22649 Littlefield, Ralph D., "
22650 Merrow, Ralph, "
22651 Tarbox, Wm. W., "

MARYLAND DIVISION—3.

Unattached.

22766 Hammett, Chas. E., 604 N. Fulton Ave., Baltimore
22932 Beck, J. Harry, 912 Edmondson Ave., "
22931 Bateman, Harry, Box 144, Bell-Air

MASSACHUSETTS DIVISION—46.

Dorchester Bi. Club (unattached).

22847 Schallenbach, W. F., 15 Charles st., Dorchester

Dean C. C. (unattached).

22691 Codding, Arthur E., Jr., N. Attleboro

Fall River C. C. (unattached).

22686 Sisson, Edward J., 37 Grove st., Fall River

Plymouth C. C. (unattached).

22653 Bradford, Chas. E., 5 N. Russell st., Plymouth
22692 Weston, Myles S., Jr., 10 Vernon st., "

Massachusetts B. C. (unattached).

22846 Atwood, Norman N., Box 5328, Boston

Unattached.

22767 Brown, Geo. A., 24 Bromfield, Boston
22654 Currier, H. H., 77 Franklin, "
22655 Havlin, F. G., 25 Otis st., "
22687 Junge, William H., 394 Federal "
22744 Little, Fred. F., Box 2745, "
22688 Wight, Alex. E., Box 228, Framingham
22996 *Farrar, Nellie W.,* Abington
22997 *Gifford, Mabel,* "
22998 Lewis, Fred. A., "
22768 Allen, Ralph H., 30 Payson, Fitchburg
22769 Hartwell, E. Adams, 36 Chestnut, "
22725 Lawrence, Ivers P., 91 Summer, "
22770 Burney, Thomas L., 108 Ashland, Lynn
22771 Lockhart, Wm. F., Walk-hill st., Mattapan
22689 Akin, Thomas B., 39 S. 6th., New Bedford
22772 Conway, John F., 103 Riverside Ave., Medford
22773 Davis, Chas. L., 63 State, Newburyport
22656 Davis, Herbert A., Box 237, "
22774 Wilson, Albert P., Box 181, "
22775 Tucker, Fred. H., 206 Church, Newton
22690 Josselyn, H. S., Newton Highlands
22726 Bamforth. H. F., 27 Central, Springfield
22657 Chipman, Elmer S., 81 Moreland, Roxbury
22658 Hastings, Walter O., 10 Linden st., So. Boston
22659 Murphy, Thomas, So. Egremont
22693 Ross, William A., Box 377, Spencer
22776 Odell, J. E., 57 Adams st., Waltham
22660 Donovan, T. C., West Newton
23026 Levy, S. H., 15 School st., Boston
22848 Holden, Dudley P., 65 Monadnock, "
22849 McMillan, A. Jr., 149A Tremont, "
22850 Lanbrich, Emil A. H., 28 Clifton, Dorchester
22934 Lunt, Geo. C., Box 663, Greenfield
22933 Fiske, John P., "
22851 Prescott, H. B., 123 Pond st., Jamaica Plain
22852 Bartlett, Lemuel E., S. Deerfield
22935 Hall, S. Alonzo, Box 33, Uxbridge
22936 Conway, John H., Spring st., West Roxbury
22937 Eaton, William E., Temple st., "
23029 Field, Walter R., S. Weymouth

MICHIGAN DIVISION—18.

Detroit Wheelmen.

22777 Stevens, Harry C., 89 Harper ave., Detroit
22778 Trudell, James, 557 Clinton st., "
22779 Wallace, E. P., 214 Woodward ave., "
22780 Sherwood, L. E., Plymouth
22781 Turner, Dr. Robert, Flat Rock

Flint Wheelmen.

22727 Church, W. Lee, 415 Saginaw st., Flint
22728 Little, L. W., 405 Saginaw st., "
22729 Palmer, F. A., 313 Wilson, "

Grand Rapids Bi. Club.

22782 Earle, Randolph P., 27 Terrace ave., Grand Rapids

Unattached.

22695 Metheny, S. A. S., 32 S. Ingalls st., Ann Arbor
22694 Metheny, D. G., 32 S. Ingalls st., "
22696 Blair, Frank W., Birmingham
22697 DeVan, Chas. E., 154 Taylor st., Grand Rapids
22698 Porter, Alvin D., 280 No. Front st., "
22730 Kludt, A. W., Lenox
22731 Shoetridge, Lem V., 506 Water, Port Huron
22853 Shepherd, D. W., Martin
22999 Aubery, Clarence, Ludington

MINNESOTA DIVISION—14.

Flour City Cyclists (unattached).

22783 Bathrick, Charlie R., 227 S. E. 4th st., Minneapolis
22784 Butman, Jno. R., 406 East 15th, "
22785 Hach, Hy L., 426 Nicollet ave., "
22786 Koppel, Alex, 323 3d st., So. "
22787 Laird, J. O., 400 3d ave., "

22788 Murray, E. H., 630 Hennepin ave., "
22789 Stacy, C. L., 102 1st. ave., No. "
22790 Thompson, R. W., 3 Nicollet House Blk., Minneapolis
23001 Salisbury, H. K., 428 Nic ave., "

Unattached.

23000 Mattes, Albert L., Hall & Ducy Ldr. Co., Minneapolis
22699 Lewis, T. L. Box 433, Moorhead
22700 Forrester, G. A., Box 354, "
22854 Goode, S. Paul, "
22855 Webster, W. F., Box 32, "

MISSOURI DIVISION—5.

Queen City C. C. (unattached).

23002 Guyon, Harry W., Springfield

Unattached.

22792 Penn, T. J., Box 812, Joplin
22793 Scovell, Elbert E., Box 812, "
22794 Wilson, C. F., Box 1097, "
22791 Moore, Will M., "

NEBRASKA DIVISION—2.

Unattached.

22938 Thompson, Elmer A., Box 125, Broken Bow
23003 Sorenson, Edward H., Box 99, Dannebrog

NEW HAMPSHIRE DIVISION—3.

Rockingham Bi. Club.

22826 Sides, Fred B., 54 Union, Portsmouth

Unattached.

23027 Taggart, H. F., 1004 Elm st., Manchester
23004 Green, Henry L., 12 Market sq., Portsmouth

NEW JERSEY DIVISION—36.

Orange Wheelmen (unattached).

22678 Spinning, Wm. E. E., Bloomfield

East Orange Cyclers (unattached).

22732 Von Diezelski, Ernest, 141 No. Grove, E. Orange

Hudson Co. Wheelmen (unattached).

22733 Gruber, Louis, 303 Newark ave., Jersey City

Palisade Wheelmen (unattached).

22701 Lutjen, H. Edward, 424 Central ave., Jersey City Heights

Tourists Cycling Club (unattached).

22795 Searing, Fred F., Park ave. and 25th st., Paterson

Englewood Wheelmen.

22856 Dalrymple, Charles M., Englewood
22857 Mayhew, Benjamin A., Closter

Vineland Wheelmen (unattached).

22661 Anderson, C. H., 1 Vine Nat'l Bank, Vineland
22662 Chew, F. S., 215 So. Boulevard, "
22663 Gage, J. S., 919 Landis ave., "
22664 Grant, Fred M., Box 525, "
22665 Hendee, W. C., 607 Landis ave., "
22666 Jay, Jno. H., Box 727, "
22667 Keighley, C. P., 703 Almond st., "
22668 Kimball, E. M., Almond and Boulevard, Vineland
22669 Lodge, J. S., 433 Wood, "
22670 Macgeorge, Wm., Vine Nat'l Bank "
22671 Miller, Edwin F., 121 So. 7th, "
22672 Mulford. L. S., 547 Landis ave., "
22673 Newcomb, L., 7th and Landis ave., "
22675 Sharp, C. P., 17 No. 3rd st., "
22676 Walls, Dr. F. H., 611 Landis ave., "
22674 Pearson, C. W., Newfield

Tourist C. C.

23005 Blundell, John W., 99 Fair st., Paterson
23006 Brinkherhoff, Neil H., 104 Division, "
23007 Hopper, J. A., 189 Division, "
23008 Schoonmaker, Paul G., 195 Van Trouten, Paterson
23009 Tattersall, Henry H., 54 Paterson, "
23010 Van Houten, J. W., 68 Paterson, "

Owl Bi Club.

22940 Watson, Harry S., Bordentown

Unattached.

23012 O'Leary, Louis, 75 West 25, Bayonne
22677 Hofer, Clarence A., 545 York st., Camden
22702 Whyte, Jno. C., 278 1-2 Sherman ave., Jersey City
22796 Reynolds, C. E., 127 Claremont ave., Montclair
22939 Hillman, Maurice, Atlantic City
23011 Kempkes, Peter, River and Bridge st., Paterson

NEW YORK DIVISION—22.

Rome Cyclers.

22858 Garrison, Dewitt J., Rome

F. F. O. (unattached).

22946 *Buxton, Laura R.,* 456 Ashland ave., Buffalo

Unattached.

22943 Stoutenger, A. P., E. Syracuse
22941 Pinckney, Geo. B., 116 Baldwin, Elmira
22942 Sellen, Chas. S., 929 College ave., "
22945 Smith, Frederick W., 138 Hooper, Brooklyn
22944 Stahl, Adolph, 91 East 3rd, New York
22679 de Coppet, Ernest H., 50 Broadway, "
22680 de Coppet, F., 50 Broadway, "
22681 de Coppet, L. Casimir, 50 Broadway, "
22703 Houghton, Frank R., 32 West 83rd, "
22859 Kinney, J. Eugene, M. D., 40 East 25th, "
22797 Myrick, Dr. F. A., 150 Lexington ave., "
22798 O'Connell, N. J. 135 East 83d, "
22799 Detlefsen, Jno. F. M., 1680 Pacific, Brooklyn
22860 Barnett, Rob't H., 113 Burton st., Johnstown
22861 Speare, Chas. F., 3 West State, "
22800 Forsyth, Harry L., Box 894, Lyons
22682 Stiles, Thomas R., Box 70, Mamoroneck
22704 Lindsay, Alex M., Jr., 373 East ave., Rochester
22801 Bissell, Leslie D., Siglars School, Newburgh
22734 Walt, Nelson W., Jr., 39 Main st., Sandy Hill

OHIO DIVISION—45.

Cinti Bi. Club (unattached).

22951 Baillie, William, 33 W. Pearl st., Cincinnati

Chillicothe Wheelmen (unattached).

22949 Gilmore, C. P., Hamden Junction
22950 Watt, Thos. E., 151 E. Main, Chillicothe

Crescent Wheelmen (unattached).

22952 Anderson, Harry E., 22 Barr st., Cincinnati

Madisonville Bi. Club (unattached).

22953 King, Wm. C., Box 25, Madisonville

Wooster Bi. Club (unattached).

22959 Harding, Fred H., Wooster
22960 Lindgren, Hugo, "
22961 Nice, David, "
22962 Ohliger, Chas. E., "

Dayton Bi. Club (unattached).

22802 Barr, Russell, 440 West 3d, Dayton
22803 Bursnal, Richard, 330 No. ave., "
22804 Fritch, Harry H., 321 So. Main st., "
22805 Gethart, Geo. H., 221 W. 4th st., "
22806 McCain, Frank W., care Walker Litho. Co., Dayton
22807 Miller, Eugene G., "
22808 Ohmer, Walter J., 405 W. 3d, "
22809 Wyatt, H. D., 13 W. Mon. ave., "

Harrison Wheelmen (unattached).

22706 Livingston, Fred, Harrison
22705 Barrow, Samuel A., Box 107, "

Muskingum Co. Wheelmen (unattached).

22735 Culbertson, S. M., 28 So. 6th, Fanesville
22736 Jones, H. C., Telephone Exc'ge, "
22738 Playford, S. G., 162 Hamline ave., "
22739 Shaw, Chas. H., 65 Main st., "
22741 Smith, John L., 101 Main st., "

Unattached.

22737 Pinkerton, Chas. E., No. 4th st., "
22740 *Shultz, Mrs. B. V. H.,* 49 So. 5th st., "
22962 Smith, Chas. J., 68 Price Hill B'd, Cincinnati
22863 Mittendorf, Wm., 19 E. Mulberry, "
22742 Rose, Chas. T., 854 Fairmount st., Cleveland
22743 Sexton, Chas. H., 224 E. Gay st., Columbus
22745 Stayman, G. L., Box 1163 Delaware
22744 Woodruff, O. A., Last Works, Dayton
22707 Davis, Roy, Middleport
22810 Yonmann, B., Pataluska
22708 Mulford, W. W., 313 Lincoln ave., Salem
22947 Lobach, A., Box 207, Bellville
22948 Nickerson, Will, Hotel Conrad, Canton
23028 McClary, A. G., Box 231, Defiance
22954 Allen, Will A., Box 63, Ravenna
22955 Moore, C. L., "
22956 Richardson, John J., "
22957 Thompson, Leon, Box 515, "
23014 Bassett, H. A., 94 E. Pleasant, Springfield
23013 Rabbitts, Wm. S., 107 No. Limestone, "
22958 Tyler, N. B., 26 Main st., Warren

PENNSYLVANIA DIVISION—52.

Park Ave. Wheelmen (unattached).

22864 Beck, J., 2532 Turner st., Philadelphia
22865 Calver, Willie, 729 Arch, "
22866 Emery, J. T. 1637 No. 8th st, "
22867 Gill, H., 2330 Hancock, "
22868 Herbst, Charles, 2023 No. Front, "
22869 Milliken, J. P., Jr., 2446 Kensington ave., Philadelphia
22872 Thackeray, John, 808 Chestnut, Philadelphia
22873 Webster, W. H., 2653 Germantown ave., Philadelphia

Alpha Wheelmen (unattached).

22811 Ambler, Harry F., 1525 Centennial ave., Philadelphia

B. L. K. (unattached).

22747 *Redles, Mrs. Jessie G.,* 104 Wister st., Germantown

Logan Wheelmen (unattached).

22748 Glascow, James S., Box 38, Bellwood
22749 Innes, Jno. C., Box 40, "
22750 Laird, H. G., Box 56, "
22751 Lowther, J. W., Box 22, "
22752 McDermitt, Geo. "
22870 Reynolds, William T., Jr., 1127 Green st., Philadelphia
22871 Shoemaker, Wm., 1432 West Norris st., Philadelphia
22874 Banschard, Emil, corner 10 and Wallace, Erie

Norristown Wheelmen (unattached).

22812 Craft, Clement, J., 30 E. Jacoby, Norristown
22813 Davis, Benn, 701 Kalme, "
22814 Derr, Walter, Main and Stanbridge, "
22815 Harry, C. Howard, 107 E. Main, "
22816 Hooven, James, Jr., 28 E. Airy Ave., "
22817 Knipe, Irwin P., 528 Swede st., "
22818 Preston, Fred. H., 21 E. Penn st., "
22819 Smith, Harry L., 1103 Green, "
22820 Stokes, William C., 40 E. Jacoby, "
22821 Wainwright, Chas. W., Main and Cherry, Norristown
22822 Wright, Chas. J., 738 Chain st., "

Philadelphia Bi. Club (unattached).

22746 Cupit, Geo. W., 414 S. Broad, Philadelphia

Unattached.

22970 Dickson, E. H., 91 Clinton, Philadelphia
23016 Pedrick, N. Evan, 2406 E. Cumberland, Philadelphia
23015 McCausland, Eugene, 632 N. 35th, "
22963 Kinsel, Harry C., 2323 8th Ave., Altoona
22964 Blose, J. N., M. D., 401 Howard Ave., "
22965 Kinkead, W. L., 20th and W. Chestnut, "
22966 Kantner, Levi, 802 11th Ave., "
22967 *Norton, Mrs. A. B.,* 1017 Howard Ave., "
22875 Heathcote, S. E., Glen Rock
22876 Bollinger, C., "
22877 Wambaugh, W. C., "
22878 Agnew, Robert M., 509 N. Duke, Lancaster
22754 Peck, Guy D., Linden Steel Co., Pittsburg
22753 Hughes, Silas B., 33 Niagara, "
22968 Gloninger, J. Ledlie, 95 Fourth Ave., "
22969 Walp, I. R., Pleasant Valley
22709 Kendig, D. G., Stevens' House, Lancaster
22823 Levan, Daniel W., 317 S. 8th., Reading
22710 Deihl, Lee H., Shippensburgh
22824 Cook, Wilton, Wrightsville
22711 Gest, Alex. P., Supt. Office, P. R. R. York
22712 Orwig, A. Walter, "

RHODE ISLAND DIVISION—6.

Unattached.

22683 Bliss, Gerald M., 19 College st., Providence
22879 Armstrong, Earl D., 71 Chapin ave., "
22880 Hurlbert, Arthur, 49 Francis, "
22881 Champlin, Chas. A., Box F., East, "
22971 Gates, W. M., Westerly
22972 Bliven, C. B., "

TEXAS DIVISION—2.

Austin Bi. C. (unattached).

22973 Clopton, A. J., Att'ny Gen. Office, Austin

Unattached.

22974 Watson, J. L., Houston Post, Houston

WISCONSIN DIVISION—1.

G. B. C. C. (unattached).

22825 Fox, Fenton S., 116 N. Wash., Green Bay

RENEWAL LIST.

BOSTON, May 1, 1891.

Renewals to date, April 27, inclusive:

California,	114	Virginia,	64
Colorado,	48	West Virginia,	69
Connecticut,	268	Wisconsin,	52
Delaware,	0	Alabama,	1
Dist. of Columbia,	27	Arizona,	2
Illinois,	396	Arkansas,	0
Indiana,	42	North Dakota,	1
Iowa,	52	South Dakota,	0
Kansas,	13	Florida,	1
Kentucky,	10	Georgia,	3
Louisiana,	45	Idaho,	1
Maine,	38	Mississippi,	1
Maryland,	138	Montana,	2
Massachusetts,	378	Nevada,	1
Michigan,	82	New Mexico,	0
Minnesota,	26	North Carolina,	2
Missouri,	32	Oregon,	0
Nebraska,	138	South Carolina,	0
New Hampshire,	248	Utah,	40
New Jersey,	294	Washington,	0
New York,	418	Wyoming,	1
Ohio,	275	Bermuda,	1
Pennsylvania,	304	Canada,	3
Rhode Island,	87	England,	1
Tennessee,	5	Nova Scotia,	1
Texas,	77		
Vermont,	75		3886

Life Members.

California,	1	New Jersey,	1
Connecticut,	1	New York,	8
Illinois,	2	Pennsylvania,	17
Kentucky,	1	Rhode Island,	2
Massachusetts,	5	Virginia,	2
Michigan,	1	North Carolina,	1
Missouri,	1		
Nebraska,	1		46
New Hampshire,	2		

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasueer, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S Atwater, 1424 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No. Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 607 No. Alabama street, Indianapolis.

IOWA—Chief Consul, H. L. Chase, Cedar Falls. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 65, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

MAINE—Chief Consul, Howard M. Breen, 199 Franklin street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, A. W. Robinson, 21 Milk street, Boston. Secretary-Treasurer, Chas S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So Lafayette street, Grand Rapids. Secretary-Treasurer C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 380, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI — Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H Kelley, Smith Hardware Co., Sedalia.

NEBRASKA—Chief Consul, A. H. Perrigo, 1315 Dodge street, Omaha. Sec.-Treas, C. B. Nicodemus, Fremont.

NEW HAMPSHIRE—Chief Consul, Frank A. Master, 101 Ash street, Nashua. Secretary-Treasurer R. H. Scott, People's Ins. Co., Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown 116 Broad street, Elizabeth. Secretary-Treasurer Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK — Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Chas. J. Sherer, 211 Main st, Memphis. Secretary-Treasurer, B. A. Patch, Clarksville.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box 281 Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro'. Secretary-Treasurer, F. A. Roberts, Brattleboro.

VIRGINIA—Chief Consul, Dan. L Waring, Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL.—Joseph Pennell, care J. S Morgan & Co., 22 Old Broad street, London, E. C. England.

L. A. W. Renewal Blank, 1891.

Fill out this blank, enclose $1 to pay your dues to April 30, 1892, and send to ABBOT BASSETT, Box 5267, Boston, Mass.

Don't send soiled bills. New bills are safer in the mails.

Don't Forget to send your Number.

Don't send checks for $1.

Write very plainly—PRINTING PREFERRED.

Stamps of a denomination above two cents will not be received.

If you live in one State and have your mail sent to another, state the fact that you may be located with the Division in which your home is.

If you desire your address changed, you must make the request on another sheet than this

Ticket holders, 25 cts.; with name stamped, 50 cts.

Write nothing above this line.

*Number*_____

Name,_____

Street and Number or P. O. Box,_____

City,_____

State,_____

*Club*_____

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1892. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*, ...

Club,..... *St and Number, or Box*,.....

References: ..... *City*, ...

State,.....

Enclosed ..... *for Holder*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE.—The initiation Fee is $1 00; the Annual dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $1.50 with this blank on any date between date of paper and April 1, 1892. Write plainly—Printing preferred.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards, send 25 cents extra. If you want your name in gold, stamped on the holder, send 50 cents extra. *Leave the margin in using this blank.*

'NUFF SAID.



The UNION CYCLE MANUFACTURING CO., Highlandville, Mass.,

—OR—

The CHAS. F. STOKES MFG. CO., 293 and 295 Wabash Ave., Chicago,

Will be Pleased to Supply Catalogue.



FEATHERSTONE'S PNEUMATICS.



Are now being sent out in quantities, and agents will be rapidly supplied. A little more patience is all that will be necessary before you will be able to get one of these Pneumatics. After you have ridden it you will be glad you waited. When you have received and tried one, write and let us know what you think of it and whether it does not prove to be all that we claim for it.

SOME OF OUR AGENTS.

WRIGHT & DITSON, Boston, Mass.
SCHOVERLING, DALY & GALES, New York.
HOWARD A. SMITH & CO., Newark, N. J.
SWEETING CYCLE CO., Phila., Penn.
CLINE BROS., Baltimore, Md.
CAPITOL CYCLE CO, Washington, D. C.
SPALDING & CO., Syracuse, N. Y.
F. L. HUGHES, Rochester, N Y.
MARTIN & STEVENS, Buffalo, N. Y.
F. L. FAIRBURN, Erie, Penn.
DAVIS HUNT CO., Cleveland, Ohio.
J. W. GROVE, Pittsburg, Penn.
EMIL GRAH, Toledo, Ohio.
CHARLES HANAUER, Cincinnati, Ohio.
PRINCE WELLS, Louisville, Ky.
COMBS & ROLER, Nashville, Tenn.
E. C. FENNER, New Orleans, La.
E. C. MEACHEM ARMS CO., St. Louis, Mo.
A. W. GUMP & CO., Dayton, Ohio
J. C. SHERWOOD, Columbus, Ohio.
ROUSE, HAZARD & CO., Peoria, Ill.
HODGSON CYCLE CO., Des Moines, Ia.
A. H. PERRIGO & CO., Omaha, Neb.
WM. R. BURKHARD, St. Paul, Minn.
SNOW'S BICYCLE AGENCY, Minneapolis, Minn.
JULIUS ANDRAE, Milwaukee, Wis.

A. FEATHERSTONE,

Clark and 16th Sts., and Armour Ave., - - - Chicago.



SWIFT SAFETIES.



COVENTRY MACHINISTS' CO., Ltd.,

239 Columbus Avenue, Boston, Mass.

11 and 13 Madison Street, Chicago, Ill.



HANDSOMEST SAFETY MADE.

WHY

is the NEW MAIL at $100

The Best Value in the Market at the Price or Anywhere Near It?

BECAUSE IT HAS Cushion Tires which annul jar and vibration, giving life and elasticity to whole wheel, and are to be the Favorite Tires for 1891, and we Warrant Them. Our Cushion Tires are Right and the Best.

BECAUSE IT HAS Tangent Spokes strongly tied and Nickelled to intersections. Stronger and handsomer than direct spokes as used on cheaper wheels. Select Tangent Spokes Always!

BECAUSE IT HAS a Brazed Frame at all joints. Look our and get a Brazed Frame always to stand road wear, and at *every point* of the frame!

BECAUSE IT HAS a Standard Easy Saddle, the Garford, which is a Favorite.

BECAUSE IT HAS the Popular New Mail Shape Handle Bars, low and well back to rider.

Study all these points on examining the wheels in the market and see if you find them in Any Other. The BEST YET!!! If your dealer has not got it ask him to show one before you decide.

WM. READ & SONS 107 Washington St., Boston, Mass.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN Co.

☞ *Postage stamps will not be accepted hereafter in payment for Advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.* ☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 1 MAY, 1891.

ALAS! the attempt to revive the Massachusetts Bicycle Club of Boston has proven practically futile. An earnest effort was made by a few of the workers of the club, but it came to naught. Strange enough the proposition to have an out of town club house seemed to be the most popular idea among those who were approached, so that had the Massachusetts Club of Boston been revived, it would probably have had quarters out of town in some suburb outside the city limits. Thus it would have been a Boston club without headquarters in Boston.

A GOOD deal appeared in the papers as to the probable action of the Racing Board in rejecting the terms of alliance with the A. A. U. Here was another case of ignorance as to the powers and functions of the Racing Board. The alliance was made through the Executive Committee, and the Racing Board had no power to reject or accept same. Of course the Executive Committee and the Racing Board would naturally be in accord, and they were most decidedly in harmony. The unfounded report that the Racing Board would not accept the terms of alliance no doubt arose from the fact that Mr. Randall refused to divulge the action in regard to the suspensions until the same had officially appeared in this paper.

SOMETIMES the end attained justifies the means, and while we cannot accept this as a safe axiom, the result of the suspensions, wrong as they have proven to be, has been the means of bringing about a most satisfactory arrangement between the leading amateur associations of the United States. Cetainly the most exacting League member will not fail to appreciate the fact that the alliance is one that cannot fail to strengthen the L. A. W. in its control of racing matters, and thus further will appreciate the splendid work done by President Dunn and his co-laborers in the Executive Committee. It is not plain where adverse criticism can come in, but we don't doubt that it will be forthcoming in "large, round and elegant" quantities.

NOW that the suspensions are removed from all, and only clapped on again in the case of Berlo, who is charged with selling prizes, the majority of the sixteen will begin training hard for the coming racing campaign, and the season promises to be one of the most successful for racing ever seen in the country. It does not do any harm to have a little discussion once in a while, especially if things take a happy turn as they have in the case of the late L.A. W.-A. A. U. affair. Matters will now settle down to a most satisfactory basis. The new rule of the A. A. U. which, we hear, has been adopted, and which prohibits the clubs of that association from taking men outside their district, will do much toward distributing the racing talent more evenly over the country: and now that the talent of New England cannot race under the colors of the clubs of the Metropolitan district, we hope to see the Boston Athletic Association's cycling contingent strengthened by the New England contingent of flyers. With Windle, H. Smith, Anthony, Van Wagoner, and a few others, the representation would be one not to be sneezed at.

THE dates of the L. A. W. championships have been changed, so that these events can be run at Detroit next July, and we hope that the Detroiters will not fail to at once accept the management of same. The proper place and date for the National Championships is at the place and on the date of the National Meet, and therefore it is much to be desired that the Championships be run at Detroit, as they no doubt will be. [Since the above was written we learn that the Championships will be run at Detroit.]

THE Division Championships can be run at any time up to July 15, and the events as also in the National Championships, will be quarter, half, one and two miles for both ordinaries and safeties, in which events pneumatic tires will not be handicapped. In Championship events it would not be possible to make any distinction as to the use of tires, though we would like to see in other events machines classified.

WHAT shall we do when doctors disagree? The Custom House authorities are at sea as to what duty shall be imposed on cold drawn steel tubing. The appraisers in Boston pass it at 2 1-2 cents per pound, as also does the Custom House in Chicago. The New York appraisers, however, put the duty at 45 per cent. on the basis of it being "manufactured steel." In the McKinley bill there is special provision for iron and steel tubing, and the duty imposed is 2 1-2 cents per pound. This would seem simple enough, but that there is a difference of opinion is a very evident fact. Since writing the above we have seen a decision rendered by the National Board of Appraisers in New York on April 9, placing the duty at 2 1-2 cents per pound. While as a rule the decisions of the National Board are final, there is, if the New York Custom House choose a chance to appeal to the United States Circuit Court, and in this particular case there seems to be a bare possibility that such an appeal will be made.

A WRITER in an exchange suggests that the League take some action to prevent the clashing of dates of race meetings. Last season a good deal of discussion and hard feeling was evoked because the dates selected by certain managers had already been taken by other clubs. If courtesy is not a sufficiently strong motive to prevent clubs from choosing a date already selected by another one, then perhaps it would be well for the League to adopt a similar plan to that which we understand is used by the A. A. U., and which makes it necessary for clubs holding meetings to secure permission and dates from the parent organization.

The four Roamers were Longnecker, Stocker, Kinne and Kinne.

W. WINDLE has forsworn the race track, and in reply to a newspaper reporter said: "Yes, I have heard that the lot who were suspended have been reinstated, and I expected we would be. But it makes no difference to me. I shall not race, anyhow. I want to attend to business now. My father wants me to. He may become excited and want me to go on to the track again, but I don't think he will. I am tired of it. It grows monotonous when you feel that you have to do it. I shall stay here on my track till fall and then try to break one or two safety and ordinary records. I shall not, however, ride under the colors of any club but Milbury this year. * * *."

WE are sorry to hear that Mr. "Hal" W. Greenwood, the noted St. Louis hill climber, is struggling in the toils of a divorce suit brought by his wife. She charges desertion and personal abuse.

LAST Sunday Captain Alward and private Wilson of the Press Cycling Club of Buffalo made the run down from Erie in good time. Klipfel of the Ramblers has been rather unfortunate in attempting this run, having had to give it up twice on account of the roads, but he got through all right Sunday in twelve hours.

THE Rome (N.Y.) Cyclers' club room was visited by fire on the night of April 22. The damage done, we are sorry to hear, was considerable.

NELSON BRADT, the latest transcontinental tourist, reached Chicago April 20. He made the distance from New York City, 800 miles, in 10 days, 5 hours. He found the roads fairly good. He left Chicago on the 24th for Kansas City.

THE Queens County (N.Y.) Wheelmen enjoyed a moonlight run of 24 miles last week Tuesday. The Club started at 8.30 and returned before midnight, having in the meantime put away some splendid stew "etc.." at the expense and invitation of the worthy President. The Queens County Wheelmen will have a "few racing men to show on the road and path the coming season.



SWIFT SAFETIES.



COVENTRY MACHINISTS' CO., Ltd.,

239 Columbus Avenue, Boston, Mass.

11 and 13 Madison Street, Chicago, Ill.



HANDSOMEST SAFETY MADE.

WHY is the NEW MAIL at $100

The Best Value in the Market at the Price or Anywhere Near It?

BECAUSE IT HAS Cushion Tires which annul jar and vibration, giving life and elasticity to whole wheel, and are to be the Favorite Tires for 1891, and we Warrant Them. Our Cushion Tires are Right and the Best.

BECAUSE IT HAS Tangent Spokes strongly tied and Nickelled to intersections. Stronger and handsomer than direct spokes as used on cheaper wheels. Select Tangent Spokes Always!

BECAUSE IT HAS a Brazed Frame at all joints. Look our and get a Brazed Frame always to stand road wear, and at *every point* of the frame!

BECAUSE IT HAS a Standard Easy Saddle, the Garford, which is a Favorite.

BECAUSE IT HAS the Popular New Mail Shape Handle Bars, low and well back to rider.

Study all these points on examining the wheels in the market and see if you find them in Any Other.

The BEST YET!!! If your dealer has not got it ask him to show one before you decide.

WM. READ & SONS 107 Washington St., Boston, Mass.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN CO.

☞ *Postage stamps will not be accepted hereafter in payment for Advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.* ☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 1 MAY, 1891.

ALAS! the attempt to revive the Massachusetts Bicycle Club of Boston has proven practically futile. An earnest effort was made by a few of the workers of the club, but it came to naught. Strange enough the proposition to have an out of town club house seemed to be the most popular idea among those who were approached, so that had the Massachusetts Club of Boston been revived, it would probably have had quarters out of town in some suburb outside the city limits. Thus it would have been a Boston club without headquarters in Boston.

A GOOD deal appeared in the papers as to the probable action of the Racing Board in rejecting the terms of alliance with the A. A. U. Here was another case of ignorance as to the powers and functions of the Racing Board. The alliance was made through the Executive Committee, and the Racing Board had no power to reject or accept same. Of course the Executive Committee and the Racing Board would naturally be in accord, and they were most decidedly in harmony. The unfounded report that the Racing Board would not accept the terms of alliance no doubt arose from the fact that Mr. Randall refused to divulge the action in regard to the suspensions until the same had officially appeared in this paper.

SOMETIMES the end attained justifies the means, and while we cannot accept this as a safe axiom, the result of the suspensions, wrong as they have proven to be, has been the means of bringing about a most satisfactory arrangement between the leading amateur associations of the United States. Cetainly the most exacting League member will not fail to appreciate the fact that the alliance is one that cannot fail to strengthen the L. A. W. in its control of racing matters, and thus further will appreciate the splendid work done by President Dunn and his co-laborers in the Executive Committee. It is not plain where adverse criticism can come in, but we don't doubt that it will be forthcoming in "large, round and elegant" quantities.

NOW that the suspensions are removed from all, and only clapped on again in the case of Berlo, who is charged with selling prizes, the majority of the sixteen will begin training hard for the coming racing campaign, and the season promises to be one of the most successful for racing ever seen in the country. It does not do any harm to have a little discussion once in a while, especially if things take a happy turn as they have in the case of the late L.A. W.-A. A. U. affair. Matters will now settle down to a most satisfactory basis. The new rule of the A. A. U. which, we hear, has been adopted, and which prohibits the clubs of that association from taking men outside their district, will do much toward distributing the racing talent more evenly over the country; and now that the talent of New England cannot race under the colors of the clubs of the Metropolitan district, we hope to see the Boston Athletic Association's cycling contingent strengthened by the New England contingent of flyers. With Windle, H. Smith, Anthony, Van Wagoner, and a few others, the representation would be one not to be sneezed at.

THE dates of the L. A. W. championships have been changed, so that these events can be run at Detroit next July, and we hope that the Detroiters will not fail to at once accept the management of same. The proper place and date for the National Championships is at the place and on the date of the National Meet, and therefore it is much to be desired that the Championships be run at Detroit, as they no doubt will be. [Since the above was written we learn that the Championships will be run at Detroit.]

THE Division Championships can be run at any time up to July 15, and the events as also in the National Championships, will be quarter, half, one and two miles for both ordinaries and safeties, in which events pneumatic tires will not be handicapped. In Championship events it would not be possible to make any distinction as to the use of tires, though we would like to see in other events machines classified.

WHAT shall we do when doctors disagree? The Custom House authorities are at sea as to what duty shall be imposed on cold drawn steel tubing. The appraisers in Boston pass it at 2 1-2 cents per pound, as also does the Custom House in Chicago. The New York appraisers, however, put the duty at 45 per cent. on the basis of it being "manufactured steel." In the McKinley bill there is special provision for iron and steel tubing, and the duty imposed is 2 1-2 cents per pound. This would seem simple enough, but that there is a difference of opinion is a very evident fact. Since writing the above we have seen a decision rendered by the National Board of Appraisers in New York on April 9, placing the duty at 2 1-2 cents per pound. While as a rule the decisions of the National Board are final, there is, if the New York Custom House choose a chance to appeal to the United States Circuit Court, and in this particular case there seems to be a bare possibility that such an appeal will be made.

A WRITER in an exchange suggests that the League take some action to prevent the clashing of dates of race meetings. Last season a good deal of discussion and hard feeling was evoked because the dates selected by certain managers had already been taken by other clubs. If courtesy is not a sufficiently strong motive to prevent clubs from choosing a date already selected by another one, then perhaps it would be well for the League to adopt a similar plan to that which we understand is used by the A. A. U., and which makes it necessary for clubs holding meetings to secure permission and dates from the parent organization.





Two hundred and twenty-five dollars is the expense of the edition of the Cook County Wheelmen of Chicago's road book.

H. W. GROTE and D. C. Hull of Wheaton, Ill., will tour from Chicago to New York in June, probably with the Keator brothers.

CYCLISTS are a class of men who have money to spend for a good article. What have you got to advertise in the BICYCLING WORLD? A weekly circulation of 20,000 guaranteed.

EARLY in June Roy Keator, accompanied by his brother, both of Chicago, will ride from Chicago to New York. On this trip Keator will use a bicycle. He goes to lay the way for his trip by unicycle early in August. The latter trip he feels certain of accomplishing.

A RUN of the bicyclists of Richmond, Ind., was called for 21 April. A local paper thus speaks of the proposed affair: "The bicycles not being fitted with scow bottoms, umbrellas, and oars, it wasn't deemed advisable to go out."

"WHEN a man's training becomes irksome it does him no good, for the unsatisfactory state of his mind prevents his system from being built up. The ideal training is the kind that is taken with no special object in view, for there is no fear then of its being overdone."—*Exchange*.

INTEREST is being taken by Chicago wheelmen in a prize to be offered at the Illinois Division meet at Rockford July 4th next, for the best equipped and best represented club. Capt. Miller, of the Douglas Club, announces that his club will compete.

A BRUTE in the guise of a human being recently deliberately rode down a Miss Post, a lady cyclist of Rochester, N.Y. The brute is known and will be prosecuted. He ought to be thrashed!

THE New York Bicycle Club is considering a proposal to use the Berkeley athletic grounds at Morris Heights; and as the club intends having a racing team this season, the offer, which is in every way advantageous to the club, will doubtless be accepted.

IN six months the Cook County Wheelmen of Chicago have climbed rapidly among the leaders. At their last meeting fifty-four members were admitted. The club now has 281.

ANOTHER entertainment in Philadelphia last week was that of the Time Wheelmen, which was a dramatic, musicale, and literary affair combined. It attracted a large audience.

THERE is a certain rider in Dorchester, Mass., who claims he can ride from Boston to Worcester in 2 1-2 hours (distance 46 miles.) There are four persons who are willing to present the ambitious gentleman with a fine medal if he does it. The rate he would have to travel would be 18 miles an hour. We would like to chip in on that medal, and will do so if he covers the distance on his cycle in 2 1-2 hours!

THE Columbia Cycle Club, of Worcester, Mass., gave a dance at West Boylston, Mass., last week Friday. Preceding the dance a most excellent variety programme was given.

THE New York Bicycle Club held a special meeting to pass resolutions on the death of W. H. Kemp, a member of that club. The club also considered the arrangements made by the Berkeley Oval people, whereby a large number of members of the New York Bicycle Club, on paying a nominal sum, will have all the privileges of the oval, including track, restaurant, and club house.

"L'HOMME propose: Dieu dispose." Taxis and Zimmerman had proposed riding tandem this season, and thought they would at least be able to act as pacemakers for some of the various tandem teams in this season's races, but Zimmerman's uniting with the New York Athletic Club knocks that programme in the head, as the New Yorkers naturally object to one of their best men pairing off with another club man.

THE Columbia Wheelmen were organized of old-time members of the Æolus Cycling Club of Chicago. They will occupy the coming season the present Æolus club house, their old-time home. The Æolus moved into their own club house May 1st.

A LADIES WEST END CYCLE CLUB is soon to be formed in Rochester, N. Y., and will occupy rooms in the house of the West End Bicycle Club.

PRESIDENT O. S. BUNNELL and Captain George A. Bilyea, of the Park Avenue Wheelmen of Philadelphia, started for New York at one o'clock on Friday morning; and reaching their destination that afternoon they spent Saturday in Gotham and Newark, starting on their return trip before dawn on Sunday morning. The return trip was accomplished in 10 1-2 hours' actual riding time, which they claim to be record.

CHAIRMAN RANDALL of the L. A. W. Racing Board does not object to being called a senator or congressman by his fellow boarders owing to the volume of mail that is delivered at his house, but when a government officer calls on him and asks if he is not a Louisiana lottery agent or if he is using the Post office for some "fake" scheme he thinks it is time to draw the line and kick "with both feet."—*Exchange*.

THE Century Wheelmen's (Philadelphia) annual banquet comes off on May 4th, probably at Boldt's Cafe. Among the guests will be Messrs. Mott of Baltimore and Potter of New York, both of whom are booked for a speech.

AT the sports of the First Regiment, held in the armory, Broad and Callowhill streets, Philadelphia, on Saturday night, there were two bicycle events, one ordinary and one safety, which resulted as follows: One mile, safety, handicap. Final won by J. H. Donnelly, Oxford Wheelmen, 10 yards first, in 3.25 1-5; Albert Behring, Y. M. C. A., 40 yards, second; H. M. Stanford, First Reg't., 50 yards, third. Two mile, ordinary, handicap. S. H. Crawford, Time Wheelmen, 20 yards, first; J. I. Reeser, N. E. W., 30 yards, second. Time, 7.17 3-5.

THE Green Bay, Wis., Cyclers are working with a vim to push their coming tournament to a successful end.

H. H. BELL won the prize offered by the Long Island Wheelmen to the cyclist who rode the greatest number of miles during 1890. He covered 2722 miles.

THE Gotham Wheelmen, of New York, held their final reception for the present season at the club house, No. 2 E. 85th street, April 24. There was a large attendance and the guests didn't "go home 'till morning."

THE Stamford, Conn., Wheel Club held a lantern parade on the evening of April 29.

A BICYCLE CLUB has been organized at Saginaw, Mich., and starts off with excellent prospects of large membership.

THE West End Bicycle Club of Rochester, N. Y., has secured the Anthony property on Western avenue, and are having the building refitted and handsomely furnished for their club house.

THE weekly Saturday afternoon ladies' runs of the Pennsylvania Bicycle Club, which were so popular last season, have been resumed, and from all appearances will be more largely attended than ever. The first one was taken last week.

THE Business Men's Cycling League of Newark, N. J., have mapped out considerable work for the next two months; the racing men of the organization are in active training for their race with the Orange, N. J., club, which comes off in May.

IF YOU have any article to sell that men use make it known through the BICYCLING WORLD, the best medium for men's goods in this country to-day.

THE Flower City Wheelmen of Rochester, N. Y., one of the most progressive bicycling organizations of that city, formally opened their new club house on the evening of April 20. The new quarters are handsomely fitted up, and reflect much credit on the organization.

THE two days' outing to the National Capital, proposed by the Pennsylvania Bicycle Club for Decoration Day, is meeting with much favor, and a large party is assured. A trip down the Potomac to Mount Vernon will be one of the attractions.

THE University of Rochester, N. Y., will hold its spring games on May 20, a one mile safety and a one mile ordinary race being among the events.

THE Alpha Wheelmen of Philadelphia, Pa., held a reception and musicale on the evening of April 17. A large gathering was present on the occasion, and this the first entertainment of the organization was voted a grand success by all who had the pleasure of participating.

THE Yonkers (N. Y.) Bicycle Club enjoyed a moonlight run to Tarrytown on the evening of April 22.

THE Fairmount Lady Cyclers of Philadelphia, Pa., held their first annual dance on the evening of April 21, about 100 members and guests being present.

A BICYCLE CLUB which has just been formed in Malden, Mass., starts off under very favorable auspices, and with great promise of future prosperity.

THE last ladies' social of the season of the Rhode Island Wheelmen took place on the evening of April 20. A large party was present, and the occasion was much enjoyed by all.

THE Gotham Wheelmen, N. Y., enjoyed a run to Tarrytown on Sunday April 26.

EVERY indication points to a huge success of the meet to be held at Hagerstown on July 2, 3 and 4.

A NOVEL idea is that adopted by the wheelmen of the Oranges, N. J. The plan is to place bulletin boards at all the prominent meeting places, upon which riders may notify others the direction which they have taken, and record any information of value to cyclists.

How different the action of these Christian people from the narrow-minded action of certain Wilmington (Del.) church people. Rev. Mr. Healey was recently called to a church in Austin, Ill. The laws of the town forbid the use of the sidewalks to cyclists, except to doctors and others whose business compelled them to travel much. Several of Mr. Healey's congregation took the matter up, and the result of these efforts was to get a permit for their pastor to use the sidewalks.

THE Bridgeport (Ct.) Wheel Club will run a club ten-mile handicap road race July 4th.

To those who answered the "Route Wanted" by Mr. H. P. "Makim," and who received their kindly advice back from the Dead Letter Office, it is desired to state that a mistake occurred in spelling. The name should have been H. P. Maxim, Hyde Park, Mass.

AN exchange draws a parallel between the Indian "Messiah Craze" and the White Man's "Bicycle Craze," and calls on General Miles to subdue the one as he did the other. General Miles himself has the "craze," however.

THE rumor that Laurie would visit America again this summer is contradicted.

THE Sioux City *Journal*, commenting on the fact that Carroll young ladies are learning to ride bicycles says: "If they can only go fast enough to catch the men they will be satisfied."

"THE man who could build a bicycle to suit every wheelman went to heaven long ago."—*Exchange*.

THE Kings County Wheelmen of Brooklyn, N. Y., will have semi-monthly runs instead of weekly ones as formerly. Among the places chosen by them to be visited during the season are: Patchogue, Albany, Newburgh, and Delaware Water Gap.

THE *Sun* of New York thus describes the new cycle track of the Manhattan Athletic Club. "The 'pole' is 18 inches inside of the line on which the half-mile, 2,640 feet, is measured. The stretches are each 600 feet long, leaving the radius of curve on the measured half-mile 229.15 feet, and on the 'pole' 227.65 feet. The track is 60 feet wide, and the elevation of the outside curve is in the ratio of three-quarters of an inch to each foot of width, 45 inches. The top of the track is hard clay mixed with small portions of sand and black loam. It will be slippery in wet weather, but beautifully smooth and hard in dry weather. It is drained by tiling inside the pole, and will soon recover from the effects of a wetting."

MR. C. A. UNDERWOOD of Jamaica Plain has outdone himself in issuing the fifth edition of the Road Book of Boston and vicinity. Not only is the book enlarged, corrected, and replete with information, but it has a most excellent map of Boston and vicinity, and a table of road distances from Boston to principal points. This table, however, is in such small type that it will need a glass to decipher the figures, a fault which militates against its otherwise excellent qualities. The book, however, is valuable and fully worth the price asked, twenty-five cents.

A FIVE-MILE handicap road race will be given by the Lake View Cycling Club of Chicago over an excellent course, May 16th.

THE *Week's Sport* has made its bow in Syracuse. It is a newsy sheet, and devotes several pages to cycling.

AN unexpected boom struck cycling in Detroit last week. On Monday the street car employees on all lines in the city, except one, went out on a strike and the result was that everybody who ever rode a wheel, and could buy, borrow, or beg one, was astride of it, to the envy of many sore-footed pedestrians. The demand for second-hand wheels was something immense, and many who did not intend riding this season will now be "with us."

THE name and address of the only live Boston club is the Boston Rovers, W. B. Handy, Secretary, 585 Tremont street. The temporary headquarters of the club is 34 Dwight street. The club has 30 members, and is still "a-growing." For further information address the Secretary.

"IF the novice works hard during the day at his business, and feels like keeping quiet when he arrives home, it would be a mistake to force upon himself a jaunt through the country, for his energy has been spent in other ways. If, however, he has simply a feeling of lassitude and not a genuine fatigue, a bicycle ride in fine weather cannot fail to act as a tonic to his muscular and nervous systems."—*Exchange*.

PRESIDENT JAMES R. DUNN was in Boston last Monday.

WILL some one "who knows" write to A. W. Graham, of 28 Burling Slip, New York, and give him the best routes from Newark, N. J., to Washington, D. C., and from Newark, N. J., to Boston, Mass. He wishes to know the ones with the best roads, scenery, etc., but not necessarily the shortest or quickest trips.

LAST Wednesday the 22d, R. W. Conn and J. E. Finley of Buffalo went in for a hundred mile run and on solid tires too. The wheels were safeties weighing about 38 pounds. They left Erie, Pa., at two A. M., reaching Fredonia at 8.40. After reaching Fredonia two members of the Press Cycling Club rode to Dunkirk near by and spent several hours at Conn's home there. They reached the city about 7 o'clock. Riding time 14 hours.

CLEVELAND will be well represented in Detroit July 16, 17, and 18, with her own brass band, and the biggest wheelman in the Ohio Division, i. e., Mr. Lozier. Toledo will be well represented, and the applications for the Detroit Wheelmen's tour through Canada is fast swelling in numbers. It will be joined all along the route by Canadian wheelmen.

FOUR HUNDRED DOLLARS were cleared by the Englewood Cycling Club of Chicago at their amateur minstrel show. After an urgent demand from Bloomington, Ill., they decided to reproduce the show complete at that city last Saturday evening, they running all risks of loss and pocketing all gains.

THOSE who attend the New Jersey State meet at Elizabeth this year will have an opportunity to see for themselves tangible results of road legislation in the Union County boulevards. They are without doubt the best in New Jersey, and the legislation that led to the construction of them is traceable directly to the Union County Cycling Clubs.

THE Syracuse Cycle Club is in every manner possible promoting the interest in racing. In meeting April 23 it decided to hold a handicap road race on May 7th, for club members only, seven and a half miles and return; four prizes are offered. To unite with the Syracuse Amateur Athletic Club in holding joint membership games and races to be held at Kirkwood Park, May 27th; to offer prizes to club members as follows: To the novice making the fastest mile on a safety during the season; the same on an ordinary, and also to the member competing in the greatest number of races. A committee was also appointed, with power to confer with the various cycling organizations of this city to promote the construction of a bicycle race track. In addition to these the club offer about fifteen other prizes toward the promotion of racing.

WHEELMEN who live on the Western outskirts of Chicago report a number of wagons stuck so deep in the mud on West Madison street as to be not recoverable until dry weather comes and the road bed hardens. What a chance for those prizes of Isaac Potter's for stuck in the mud views!

THE first club race of the Detroit Wheelmen will be run on the Pointe road Decoration Day morning, and from the way some of the men are training, and the little interest manifested in regard to the value of the prizes, it will evidently be a race "for blood."

"PALISADES" of New Jersey would like to know from "Coaster" of the *Wheel* what connection Noah's ark and Barnum's circus have with wheeling.

AN excellent athletic entertainment was given by the Oak Park (Ill.) Cycling Club last Saturday evening. Excellent sparring talent served to pass away a very lively evening.

ROY KEATOR of the Lincoln Cycling Club, Chicago, rode a unicycle on the clubs regular run, April 19th. Returning he made the wonderful time of forty-five minutes for twelve miles and over none too good roads at that. During this scorch he passed all but six of thirty of his club mates.

H. C. PEASE, the manager of the Comet Cycle Company, will soon leave Buffalo for Toronto. He will be much missed, as in his year's stay there he has made a host of friends. In the Ramblers he was most popular, and coming in so handy for character sketches, was known as the "club comedian."

"DELAYS are dangerous." Take advantage of the present time and advertise your goods in the BICYCLING WORLD. A weekly circulation of 20,000 guaranteed.

FRED JENKINS, the "old-timer" name, bobs up once in a while. We notice he has been elected club delegate to the L. A. W. from the Westchester County Wheelmen.

PROGRAMMES for the New Jersey State meet to be held May 29th and 30th at Elizabeth, N. J., will be ready for mailing in a few days.

THE club house of the East Orange Cyclers will be formally opened next week. They will entertain the New York Casino Club soon afterward.

WE notice that a good many papers speak of the "amalgamation" of the A. A. U. and L. A. W. This is wrong. There is no amalgamation, it is an alliance.

THE Fraternity Wheel Club of Buffalo, N. Y., is a Masonic organization. The first wheel club we believe in this country made up entirely of Masons.

THERE is a general boom in the cycling clubs with the full opening of the riding season, but the Zig Zags have made the largest gain, with the Press Cyclers second and the Roamers third.

THE Stamford (Ct.) Wheel Club gave an entertainment Thursday April 30. There was fancy riding by Maltby, polo on bicycles, races and athletic games.

A BICYCLE CLUB called the "Fitchburg Wheelmen" has been formed at Fitchburg, Mass. It starts with twenty members. The club expects to attend the L. A. W. Massachusetts Division meet at Worcester on May 30th.

LAST Sunday a party of Roamers of Buffalo, N. Y., tried the century run from Erie down. They covered the hundred miles in 13 1-2 hours. The four Roamers were Longnecker, Ottenot, Fornes and Rick.

W. WINDLE has forsworn the race track, and in reply to a newspaper reporter said: "Yes, I have heard that the lot who were suspended have been reinstated, and I expected we would be. But it makes no difference to me. I shall not race, anyhow. I want to attend to business now. My father wants me to. He may become excited and want me to go on to the track again, but I don't think he will. I am tired of it. It grows monotonous when you feel that you have to do it. I shall stay here on my track till fall and then try to break one or two safety and ordinary records. I shall not, however, ride under the colors of any club but Milbury this year. * * *."

WE are sorry to hear that Mr. "Hal" W. Greenwood, the noted St. Louis hill climber, is struggling in the toils of a divorce suit brought by his wife. She charges desertion and personal abuse.

LAST Sunday Captain Alward and private Wilson of the Press Cycling Club of Buffalo made the run down from Erie in good time. Klipfel of the Ramblers has been rather unfortunate in attempting this run, having had to give it up twice on account of the roads, but he got through all right Sunday in twelve hours.

THE Rome (N.Y.) Cyclers' club room was visited by fire on the night of April 22. The damage done, we are sorry to hear, was considerable.

NELSON BRADT, the latest transcontinental tourist, reached Chicago April 20. He made the distance from New York City, 899 miles, in 10 days, 5 hours. He found the roads fairly good. He left Chicago on the 21th for Kansas City.

THE Queens County (N.Y.) Wheelmen enjoyed a moonlight run of 24 miles last week Tuesday. The Club started at 8.30 and returned before midnight, having in the meantime put away some splendid stew "etc.," at the expense and invitation of the worthy President. The Queens County Wheelmen will have a "few racing men to show on the road and path the coming season.

HAWKSHAW'S COLUMN.

HISTORY repeats itself often in unexpected ways. Centuries ago Ponce De Leon journeyed from far off Spain to the flowery everglades of Florida, in a search for a fabled spring, a draught from whose waters was thought to give health and life. To-day another of the name seeks, perhaps, for the same thing as her ancestor did in days of yore, but, wiser than he, looks for it in cycling, a far more likely place to find it too, I think. Such at least were the thoughts that came to me recently, when I saw the name of Ponce De Leon in the list of applications for L. A. W. membership.

Was it not Emerson who said: "Give me the man who whistles at his work?" I think it was, but then he probably never met one of those wheelmen who go tearing down a road with a whistle in his mouth making more noise than a steam calliope.

What confusing things figures are sometimes, and how impossible it seems to make them agree with what we know to be facts! Take the paradox which we have inherited from the Greeks—that of Achilles and the tortoise—as an example, and modernize it so as to make it applicable to the wheel, then see how strange it looks. One wheelman gives another a handicap of a hundred yards, and rides ten yards, while his opponent does five. Now, when the scratch man has run a hundred yards the limit man has run fifty yards, and is still therefore that distance ahead. When the scratch man has ridden these fifty yards, the limit one has completed twenty-five. When he has ridden the twenty-five, the limit rider has completed twelve yards and one half. Thus it is only necessary to continue the same process of reasoning to prove that the scratch man can never overtake the limit one. Of course the fact is that he does do so, notwithstanding this apparently logical reasoning to the contrary. A like system of reasoning can be made to demonstrate that the motion of a bicycle wheel is impossible, if we recall the famous paradox of Zeno, by which he sought to prove that all motion is impossible. He argued as follows: "A body must move either in a place where it is or in a place where it is not. Now, a body in the place where it is is stationary and cannot be in motion, nor obviously can it be in motion where it is not. Therefore it cannot move at all." Everything in creation is either motion or matter, and we know this too well to admit of any logic to the contrary convincing us, but it is somewhat bewildering at that, when we get mixed up in the whole thing.

I saw in the studio of an artist friend the other day a sketch which I tried, unsuccessfully, to get from him for the purpose of having it reproduced and printed. The drawing showed a wheelman asleep amid a tropical background of palms and such like, while an inquisitive monkey was taking advantage of the owner's sleep to purloin a link from the chain of the machine. Irony, or artistic license, I do not know which, had induced the artist to make the appearance of the monkey and the sleeping wheelman, who was clad in tights, strikingly alike; which fact, and the damaged chain, gave a double interpretation to the title of the sketch, which was "The Missing Link."

Among the many exploded theories on training is the one in which the cold bath, usually a shower one, was the prime factor. To many, the shock of a cold shower or plunge is particularly injurious; and because it may be beneficial to Tom, Dick, or Harry, it does not as a matter of course prove that it is good for all. Bathing, prompt and thorough, is an absolute essential for those who wish to get the full and entire benefit of their exercise upon the wheel; but as to the means of performing these ablutions, care should be taken by the bather to know fully his own requirements in that direction, and having once learned them he should not allow any one to tempt him into indulging in any trifling or experimenting with himself in this direction. Dr. Richardson of London, himself a well-known wheelman, speaking of this cold bath idea says: "A strong man in the prime of life may bear the cold bath for some years, but even he is easily chilled by it when his nervous system is depressed, and he is never wise in holding rigidly to the practice. From May to September the cold bath may be permissable, but soon as the wasting period begins the temperature of the bath water should be raised." In the light of the foregoing and of the warnings of many other equally well informed writers, it calls for but the slightest thought on the part of riders to devoting care to the baths they need, and most often enjoy after their rides, so that they may prove to the takers of them a thing of a benefit, not an injury to them.

"HAWKSHAW."

THE SOCIAL SIDE OF CYCLING.

OFF and on, pro and con, the discussion has been waged for years—and latterly with increasing virulence, particularly among some of our English cousins, who fear that the soft enticements of the dance, the card party, and the musicale, may have their effect upon their embryo Joneses, Holbeins, Taxises, and Windles—as to whether or no the purely social phases of a cycling club kill the active element. Some of those interested take one side of the argument, some the other; and singularly enough, both reason from data supported by facts. As a matter of fact both parties are right, it being a question of locality; for the conditions which exist in London differ so radically from those in Boston—the latter, again, having nothing in common with life in Quakerdom—that what will apply to the one has so little value in its bearings on the other as to be utterly valueless as a criterion.

Away back in the seventies, when cycling was in its embryotic stage, the few who braved the ridicule and laughter of not only public but private opinion—for did not our own families entertain serious doubts of our sanity when, in those early days, we took up the sport?—were fain to wander by byways many and devious for the practice of the exercise; and when one of these adventurous spirits met a fellow lunatic, they straightway struck up an acquaintance which, in numberless instances, resulted in friendships like unto that of David and Jonathan. It was something, I assure you, my late graduates in the art, to have moral support (and perchance the physical assistance) if of but one man, and when one rider passed another, whether on city street or country highway, salutations were exchanged with a sincerity unknown in these days. Out of the very necessity for mutual support and assistance in withstanding that popular prejudice which so curiously opposed the introduction of the bicycle arose, among these early wheelmen, the associations which speedily took form as cycling clubs, the first of these being, of course, in the large cities. In its early stages the cycling club was purely and simply a club for cycling, flourishing and growing during the riding season, and hibernating throughout the winter months, when the members would occasionally meet around the cheerful fire in the club room to talk over past tours and races and lay plans for the coming season's enjoyments and triumphs. But as the recreation grew and spread apace, there dawned upon the minds of the more experienced the necessity of providing some means of sustaining the interest throughout the non-riding season, and gradually the social side developed; developed too much for the good of some of the clubs, who found themselves going to pieces under the vicious practices of members who cared for nothing but their own indulgences. For if one fact has been proven over and over again, it is that gambling and liquor will cause the downfall of any organization, cycling or otherwise.

Cliques have caused many a club of fair promise to come to an untimely end; arrogance and the rule-or-ruin policy of one or two members has broken up others; but all causes combined fail to equal the two referred to.

It has been claimed by many that the policy of uniting active cycling and purely social interests could not be successfully carried out; but Philadelphia's clubs disprove this. Here, where club organization runs riot—there being some thirty-five clubs in the city—one of the potent factors in the successes of the organizations is the social season. Regularly scheduled throughout the winter will be found the dancing sociable, the progressive euchre and drive whist tournament, and the delightful musicale or dramatic entertainment; or, fot the masculine element alone, the inter-club billiard and pool tournament, or the athletic entertainment and smoker, at which the best local talent competes with gloves and foils, or wrestling; with an occasional banquet, theatre-party, or full-dress reception and ball, to lend "tone" to the mediocrity of the informal events. All of these attract and hold membership.

The ladies—bless 'em!—are especial admirers of this new order of things; for whereas the changes were formerly regularly rung by the feminine portion of a man's household and at the selfishness of cycling clubs, we now hear nothing but praise and satisfaction. The Philadelphia, Pennsylvania, and one or two others, now have special evenings set apart each week as "Ladies' Nights," to the joy and delectation of the feminine heart.

But one fact must not be lost sight of. Although provision is made in the Philadelphia Bicycle Club, the Pennsylvania Bicycle Club, Century Wheelman of Philadelphia and others, for an associate membership which shares in the social and gymnastic advantages of the club houses—none of said associates have any voice in the management of the club house, that power being vested in and retained by the active members entirely. So that, be the associate membership in the majority or not, it is incapable of affecting the club's activity as a riding body; and, as a matter of fact, does not. Even during the cold and stormy winter nights, when active rider and associate member alike seek the cosy parlors of the club house, it will be found that the main topic of the hour—strayed from occasionally, but alway reverting thereto—is the wheel; and with the dawning of springtime, and the settled conditions of the roads, the short excursion and jaunt, the lengthy club tour, or the more imposing race meet, usurp the wheelmen's attention to the utter exclusion of social life in the club house.

The social side of cycling can be, and is made, a great success, but it must be properly and understandingly managed, both on a business and a moral basis. Otherwise it is but a question of time when the entire structure will fall to the ground in utter collapse.

"ARIEL."

RACING BY ELECTRIC LIGHT.

I WAS greatly pleased to see that you had not put into the W. B. my notes objecting to the discouragement of racing by electric lights, but had sent them to "Hawkshaw." I was more than ever satisfied by seeing that he is not so really bad after all, for he even gives us a little encouragement, by saying "the country will be benefitted by our success." Of course we here in Louisville are going to race by night, by electric light; but that doesn't prove that every one can do the same. We have a track within an enclosure especially designed for night exhibitions, with a plant already erected of sufficient capacity to make twice the size track light as day; in addition the proprietor of the grounds employs the best of talent to manage the plant.

"Hawkshaw" takes the stand that if we succeed here in making racing by electricity possible and a paying venture, that all the tracks in the country will be able to do the same. On this point I think he will find his error after having read the above, for, while we are enabled to use all the material and current of an already established electric plant, without any cost to the wheelmen, or promoters of the meet, any other race meeting, without exception, would be put to an enormous expense getting to the point we have already reached—also the men and talent which we are now in position to command cannot be had just when wanted without great expense, while we can and have been able to put them to work in five hours' warning, with nothing to pay for.

Of course you will ask "How?" The answer is that the proprietor and manager of the grounds in which our track is located, is fully as interested in the success of the meet as we wheelmen; and as he has the "coin of the realm," and is now spending it prodigally for the good of our cause, you will readily see that we can and will make it something that all the wheelmen in the country should and ought to witness.

Our programme for these events, June 26, 27, is now in the printers' hands, and when issued will be worth reading, at least; and if you can possibly come and help us have a glorious time, send for a programme and see what we can and will offer. Address P. E. Allison, No. 448 West Main, Louisville, Ky.

* * *

IT is a pity that some drivers of horses who show their spite toward wheelmen whenever they meet on the road do not realize that the use of the bicycle is surely bringing about better roads of which they are going to reap the benefit even more than the wheelmen. It would seem that a driver should feel especially kindly when he meets a "Columbia" on the road, for the President of the company which makes the same has rendered very active service in the interest of improved highways.



No. 4.

THE

Eagle Light Roadster

IS A DAISY.

It combines to perfection the qualities which have made the Eagle popular,

UNEQUALLED SPEED,
STRENGTH,
COMFORT,
SAFETY,

And in addition to the above, it has the advantage of Lightness.

It has added a new charm to cycling, which must be tried to be thoroughly appreciated.

Our Roadster is hard to beat and the Light Roadster will make it more difficult than ever for any other wheel to come in first in a road race.

The Eagles have had a faculty of getting there which takes the cake, and we don't mean to have them take a back seat in the future.

Send for our 1891 Catalogue and read it through. It will please you.

Buy an Eagle and learn to ride it. It will please you still more.

THE EAGLE BICYCLE MFG. CO., - Stamford, Conn.

THE



THE MOST POPULAR MACHINE IN AMERICA.

AMONG RIDERS OF THE BEST JUDGMENT.

We carry Seven Styles. Pneumatic, Cushion and Solid Tires. Light weight, rigidity and beauty. . . . . .

Get our Quotations on SUNDRIES.

The JOHN WILKINSON COMPANY, 269-271 STATE STREET, CHICAGO.

Sixteenth Year in America.

1876 1891

The First Cycles in the United States

The Largest Cycle Manufactory in the World

Roxbury, April 24, 1891.

To Singer & Co.,

Dear Sirs:—I have used your 1891 pattern wheel, with the one inch wired tire, and have no hesitation in stating that it gives more satisfaction than any cushion tire that I have ever tried, and as for hill climbing, it is unsurpassed.

Yours truly,
JAMES KELTIE,
Captain Roxbury Bi. Club.

SINGER & CO., 6 and 8 BERKELEY STREET and 2 WARREN AVENUE, BOSTON, MASS.



THE HOME OF THE MISSOURI BICYCLE CLUB.

THE head of this article will show the readers of the WORLD on what a solid basis cycling is established in St. Louis. A few words only are needed to give the reader an accurate idea of the Missouri Bicycle Club's home. The front is of the best red stock brick laid in red mortar with Lake Superior red stone window sills and ornamented with brick work. In the doors and large arch handsome stained glass is placed in appropriate designs. On the first floor are the large reception room and parlor, which is finished in natural wood, stained cherry and polished. A handsome carved wood mantel is in the parlor; elsewhere in the house the mantels are polished hard wood. The woodwork throughout the house is stained wood except in the lavatory, wheel room and back hall, where it is appropriately painted. The wheel room, which is of ample size, is provided with facilities for washing and cleaning wheels. The lavatory has two bath tubs, and shower baths with hot and cold water, two closets, and two wash basins, all of the best patterns and materials. On the second floor is the dressing room, wherein are over one hundred lockers, wash basin and fixtures. A stairway in the gymnasium leads to the second floor, as well as a handsome stairway in the reception room. The card room, smoking room, reading room and billiard rooms are all of ample size. The billiard rooms have two pool and one billiard table, all of the finest Brunswick and Balke make, and as it is, as well as all the other rooms are, furnished in the handsome and artistic manner designed by the club, the Missouri Bicycle Club is as handsomely and cosily furnished as any wheel or semi-athletic club in America. The novel part of this club house remains to be spoken of—the gymnasium. The room is forty feet square, two stories high, and has a trussed roof which supports the oiled wood ceiling. Having alleys on both sides, it is splendidly lighted. The walls are of the best red brick laid in red mortar, and all the woodwork and finish is of excellent character, and presents a very artistic appearance. The gymnasium is provided with every conceivable gymnastic apparatus, and its size and height make it ample for two hundred and fifty members. The scheme for a bowling alley has not yet been completed, but it is under consideration. In addition the club has a large tennis ground. It has long had the reputation of being the finest cinder court in the city. Messrs. Gibson and Pope, who need no introduction to the devotees of gymnastics and tennis, have been appointed directors of these features.

There has been great need in the West End of some such gymnasium and other accommodations which the club boasts for some years, and many gentlemen are applying for membership. They comprise the very best of the younger business men, and the high character of the membership of the Missouri Club is the best evidence that those wishing to join will find agreeable company. The present dues are: Active, $24 per annum; associate, $12 per annum. As soon as the active membership reaches 100, the active dues will be reduced to $18 per year; and to aid in rapidly reaching this figure extraordinary special inducements are offered which no St. Louis wheelman can afford to let slip by. Secretary J. W. Bowman will be pleased to furnish particulars on application. The total membership is now 170.

"LINNEUS."

AFFAIRS CYCULAR IN THE METROPOLITAN DISTRICTS.

IT is evidently the intention of the wheel clubs of the metropolitan districts to debar athletic club men from purely club races this season. The result of the meeting of the clubs arranging for the formation of a team road racing association on Monday evening in Brooklyn, developed the fact that a stringent rule was to be embodied in the by-laws of the new organization prohibiting athletic club men from competing in their races. Now while such a movement is, no doubt, actuated by the secessions of strong racing men from the bicycle clubs, wheel clubs are not in a position to antagonize their athletic brethren. Athletic clubs can, if they desire, and particularly in this section of the country, make it very unpleasant for the bicycle club men if the gauntlet is thrown down. The acceptance of this rule prohibited the Riverside Wheelmen from joining the association, as their crack racers are all members of the Manhattan Athletic Club. Now is it to be supposed that the Riverside men, at present a purely cycling club, will be at all friendly to the "Wheelmen's Racing League" and to its promoters? It is matters of this character which eventually tend to embitter bicycle clubs against their own class.

It is not unlikely that the clubs of New York will, in a short time, sever their connection as clubs with the League of American Wheelmen. Now the impression conveyed by these secessions from the League is that the clubs are awakening to the uselessness of the L. A. W. But this is really not so. These clubs which are leaving the League do so only as clubs. The Brooklyn clubs left the League some years ago, but over three-quarters of the membership retain individual membership in the organization, and the Harlem Wheelmen will also do so. They withdrew from the L. A. W. last week. A rule making it compulsory for every club member to be a member of the L. A. W. is, I think, wrong. Let every man work his strongest to secure members for the parent body of wheeling, which it should be the aim of all wheelmen to have as strong an organization as possible, but it is absurd to let the opinion prevail that the L. A. W. is becoming weakened by these withdrawals. [Considering the fact that the increase during the past 12 months in the L. A. W. is 5009, we don't think we need to be alarmed.—ED.] Division officers, etc., cannot please every one, and there is sure to be some puerile dissatisfaction from all quarters.

The trade is announcing that this season will be the greatest in the history of cycling, but other facts are demonstrating this. Look at the renewed interest taken in road racing, the combined efforts of the Brooklyn and New York clubs to push inter-club road races. All this speaks for itself. Combined efforts will work much. But do not let the work stop at road racing. What is to prevent the New York and Brooklyn clubs joining forces and running a monster race meeting in New York this spring, and one in Brooklyn in the fall? The success of such a movement is promising. Look to where our racing men and enthusiasts travel to witness a race meet. The Kings County Wheelmen run a successful tournament every year. Now what is to prevent the formation of an organization of New York and Brooklyn clubs for this purpose? It could easily be made a success. The prestige cycling is receiving this year should be encouraged to the very utmost. The daily press has taken up cycling, and features of this character would receive great encouragement. The only thing required is the initiative move by some one club for the consummation of such a plan. Why should not the Brooklyn club again put itself on record and move for the formation of this association as they did for the inter-club races? The other clubs will, rest assured, fall right in line.

"TREN."

PALMAM QUI MERUIT FERAT.

EDITOR BICYCLING WORLD: Replying to "Hawkshaw's" attack on me, in these columns under date of April 24th, 1891, I would say that it grieves me to think that I have innocently been the cause of rousing Brother "Hawkshaw's" ire to such an extent, that he should forget himself so far as to intimate that I am a fool, imbecile, and all the rest of it.

It strikes me that this is pretty far fetched. However, it seems to be his favorite way of expressing himself on anything that does not please him, and so it matters little to me, for, like many others, he fails to first cast out the beam of his own eye, so as to see clearly to cast out the mote of his brother's eyes.

I fear that our dear old New York correspondent has been a trifle hasty, and perhaps a little "revolving" on his part might have opened his eyes a little more. I am quite sure that in my motion nothing was said which could be construed as a personal attack. I merely mentioned that he did not give New York news, and I leave it to the readers whether I am right or not.

As to my (poetic) name, kindly bear in mind that I did not make, or form it, but one thing rest assured on; it is honest, and without a stain; therefore, I pray you, do not allow it to worry you. And now, Brother "Hawkshaw," rest assured that I love you just as much as if you had never tried to drown me in ink, for have you not given me many dollars' worth of free advertising? and I do fully appreciate your efforts in my behalf.

Let us hope that as you grow riper in years you will become a little more charitable toward your fellow-men, for no man is perfect, "not even you."

So far as I am concerned this ends the discussion; and though you man your quill and drive it with a double-back-action force, I shall not raise a finger, but will sit still, and quietly take in the circus at your expense. I have gained more than my point, whether by only one vote, or one hundred, makes no difference. Therefore I say *Palmam qui meruit ferat.*

CHAS. WENDEHACK.

[Having given both gentlemen a chance to speak we must now call a halt. We have one other letter from a gentleman defending Mr. Wendehack; but as Mr. Wendehack speaks for himself we will not print the same. —ED.]

CONCERNING "FOL-DE-ROL."

EDITOR BICYCLING WORLD: I do not find the word in the dictionary, but presume it means something like playfulness. If that is its meaning no reasonable man will object to small boys indulging in fol-de-rol in connection with bicycling, provided they do not seriously and unnecessarily interfere with the business and enjoyment of other people.

Neither is it unbecoming for full-grown men to occasionally throw off their stiff hats, collars and cuffs, and thoroughly enjoy the genuine sport of cycling in a suit best adapted to the sport.

But bicycle riding is fast becoming equally as practical as buggy or horseback ridding, and the only reason it may not be more so is the bad condition of the roads.

Now the conduct of many wheelmen undoubtedly gives the world at large the impression that "bugle blowing, flag carrying, frills, gold lace, and general fol-de-rol" is all there is in it. So much so that one does not add to his reputation as a man of sense by riding a wheel. A member of

our city council recently said to me when I mentioned something to him which I desired to bring before the council for the benefit of wheelmen, "the most of the members of the council will probably consider the matter as simply boys' foolishness, and pay no attention to it."

Until we impress upon the public the fact that bicycling is something more than boys' foolishness, we will not receive the favorable attention from city and State governments which we badly need. "Enthusiastic 46-year-old wheelman" need not fear lest a little less bugle blowing and gold lace will keep the boys from riding. Neither do we need to cater to the idea that a man needs to be a crank, or make a monkey of himself in order to be a valuable member of the L. A. W.

When some of the frills have been trimmed off, and some of the "fol-de-rol" has been dropped, and the public comes to know that it is not inconsistent for a man of brains to ride a wheel, then "We" may expect to recruit his new members for the L. A. W. from among solid business men, any one of whom will weigh more in our efforts to influence Legislatures than a hundred boys who see nothing but fol-de-rol in wheeling.

Yours truly,
A. B. CHOATE.

Minneapolis, Minn.

WHY NOT PROMATEURS?

YES, why not a middle class in cycle racing? Give us a promateur class, with the good points of both amateur and professional racing, and then with money prizes and time limits we cannot but have good races.

What does the average spectator who witnesses cycle races care about how the racers are paid? Ask an average sportsman who witnesses a cycle tourney whether the men competing get more than the medals or trivial prizes offered. Ask the riders confidentially, and what will they tell you on their word of honor. I don't wish to cast any reflection, and I have no particular racer in mind. We cannot have the best time and best work of individuals for mere prizes of nominal values, though the parties racing may be willing to compete for the pleasure and glory only, as most of them do; they cannot travel for nothing, nor live on air, and the lucre that is filthy must come from some source.

Sporting Life said, nearly three years ago: "Wheelmen are beginning to see that there can be very little of the genuine amateur racing. Speedy racing costs money and time, and few men can spare either for the sake of glory. If a man spends money, he naturally wants to get some of it back." There is much truth in that.

Now let us see; have our records been made by individuals looking for glory only? History says George Hendee and William A. Rowe were poor boys, and poor boys do not spend months training, sparing neither expense or time. You cannot draw blood from a stone any more than you can break records with poor boys without money, and hence the necessary training. I don't blame the "subsidized amateurs" for getting all the money they can and laying it aside, too. I blame rather the racing rules, which are dead laws.

Let us keep amateurism pure, and put the subsidized amateurs where they belong, in a middle class, a promateur class, where they can be paid openly and honestly. Pure amateurs cannot race all over the country, and when they do compete with the amateurs subsidized by the athletic clubs (which is just as bad as though wheel-makers were backing them), they stand very little show, though being as good men and even better in some cases, but training always tells; and the pure amateurs cannot spend time or money to thoroughly train, nor can they fit themselves out with proper racing wheels without great personal expense.

This is not justice, neither is it an amateur condition. Some will say that receiving money as prizes will make the promateurs professionals. Not so by any means. The League can control the promateurs as well as the amateurs, and make them abide by proper racing rules. We might say that amateurs receive cash prizes, for they receive gold and silver medals which can be easily melted up and changed into money, while the best amateur racers are paid expenses, with so much allowed for a trainer, while the large athletic clubs have what they call a "training table," where their athletes are boarded free, while at their club house they use rooms and all the privileges of the club free. Such things as these go on throughout the season and nothing is said about it; in fact the rank and file of wheelmen know nothing about it; and when these athletes appear in contests, they wonder at their speed, and think it is all in the individual, never guessing how much training has to do with it. There are some funny things in "amateurism."

"SETAGEC."

SEABOARD ROAD ASSOCIATION.

(By telegraph to Bicycling World).

THE Seabord Road Association organized last night at room of American Society of Civil Engineers. Prominent engineers and others from Massachusetts, Rhode Island, Connecticut, New York, New Jersey and Pennsylvania will work in harmony with League of American Wheelmen, rebuild old post roads.

JAMES R. DUNN.

New York, April 29, 1891.

THE NEW TRACK AT LOUISVILLE.

SUNDAY, April 26, the new bicycle track at Louisville was formally opened. There were no races, of couse, as the Kentuckian wheelmen are not heathen, but some of the speedy riders took a few turns, just to see how it would go. In the afternoon the visitors began to arrive, and by 3 o'clock at least 500 people were on the grounds, many of them ladies interested in cycling. All expressed themselves as highly pleased with the track and the artistic decorations in the way of flowers, etc.

The track is six laps to the mile, the curves being 135 feet, and the stretches about 260 feet. In width it is 21 feet all the way round, the turns being banked 51 inches. [We described the manner of building the track last week.—ED.]

The track cost actually $2500. The owner, Mr. Daniel Quilp, spared no expense in building it. He owns and manages the auditorium, a theatre with seating capacity of 7000.

The bicycle track is only a mile and a half from the centre of the city, and is reached by four street-car lines. It is on Fourth avenue, the most fashionable boulevard in the city. This avenue is paved with asphalt. Wheelmen can reach the track from the club-houses in ten minutes.

Already there is talk of some local races, to test the electric light plant, and to see what changes may be needed, if any, before the Division L. A. W. Meet, June 26 and 27.

AT HARTFORD, JULY 4.

THE Columbia Cycle Club of Hartford are preparing for a big one day tournament of the regluar Hartford order, to be held at the famed Charter Oak Park, July 4 next. Prizes valued at $1000 will be offered, and the biggest one day meeting ever held in the country is promised. The com-

THE FINEST LANTERNS.

DISCOUNTS TO THE TRADE.



PILOT.

THE PILOT.

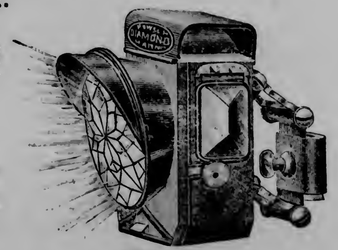
This lamp is the only spring back lamp designed for use on juvenile Safeties. It is perfect in all its details, well and strongly made and riveted. Ruby side lights, hood over front glass and handsomely finished in enamel.

Price, Japanned, $1.50.

THE DIAMOND.

The Diamond is in every respect the best head-lamp on the market. New and improved design for this season, constructed with oval Diamond front light, new anti-vibrating back, extra large reservoir, detachable reflector and patent side prisms. This lamp cannot be jarred out. Finely finished in enamel and and nickel.

Price, Japanned, $6.00.



DIAMOND.

THE MANHATTAN

The Manhattan is of a medium and very convenient size, large reservoir and detachable reflector. Strongly made and riveted. Is the best lamp for the price on the market. Finished in enamel, with nickel trimmings.

Price, Japanned, $2.50.

THE RIVERSIDE.

This lamp we recommend to all who desire a first-class head lamp at a moderate cost. The Riverside is exactly the same as the Standard, excepting that it is a trifle smaller and has white side lights. It will not jar out.

Price, Japanned, $3.25.

THE STANDARD.

The Standard is made with the same care and precision as "The Queen of the Night." The Standard for 1891 possesses many improvements. It is fitted with new patent lifting side lights (see cut), new patent spring back, oval front glass, detachable reflector and extra large reservoir.

Price, Japanned, $4.00.

THE QUEEN OF THE NIGHT.

This lamp is similar in design and shape as the Diamond and posseses all improvements except the Diamond cut front glass.

Price, Japanned, $5.00.

Salisbury's Invincibles. We make a Specialty of Sundries. Send for Catalog.

SCHOVERLING, DALY & GALES, 302 Broadway, New York.

WHAT SHALL BE DONE WITH ALL OF THE RIGID WHEELS IN POSSESSION OF THOSE WHO HAVE PURCHASED WITHOUT GIVING THE MATTER OF VIBRATION DUE CONSIDERATION?

This is the question propounded by Dr. R. S. True, an eminent physician of Syracuse, N. Y., through one of the daily newspapers of his city. The Doctor, like many another, had passed his novitiate on a rigid machine, but as he says—"fortunately corrected the error before receiving permanent injury." He is now endeavoring to open the eyes of the cycling and prospective cycling public, present and prospective, to the greatest evil and mischief maker which confronts them—vibration.

In the course of his very inteiligent article on the subject, he says:

"In the early and even in the more recent history of bicycling, such was the novelty of the wheel to the average beginner in this most fascinating and all-absorbing pastimes that he or she thought of nothing but to stay on the thing and keep it going. Little or no study was bestowed upon friction, cushion tires or springs until after the riders had become quite expert, when, possibly, upon reflection, one or more of these vital questions began to interest. By this time serious damage to the rider had very likely been done, and if the victim had not been compelled to abandon the wheel altogether, was certainly warned of the danger and began to seek a remedy. Just here is the problem. What is the remedy? Our Manufacturers are answering the question as rapidly and as successfully as possible,—though why this most important question of all others has been passed by and allowed to remain so long in the background, is a mystery indeed to the writer—a question, the magnitude of which eclipses all others—the one of all others effecting the health and physical relation of all riders, regardless of sex, age or condition. With so many arguments in favor of the use of the bicycle, there should not be one 'little bit' of an objection to it. But on the contrary as a matter of fact—deplorable as it is—there are hundreds of riders who have been permanently injured by the use of rigid wheels, and though many medical men long ago put themselves on record upon the negative side of this question, as did Dr. Agnew, who said: 'Show me a man who rides the bicycle, and I'll show you a victim to spinal irritation.' Still our manufacturers, with perhaps three or four exceptions, have ignored the pleadings of the medical profession and that of the more thoughtful of the laity and persisted in crowding upon the market rigid frames and saddles until more damage has been done than they will ever be able or willing to repair on the plea that they must fill the demand instead of making a wheel void of the objections named, and educating the customers in the dangers he must of necessity meet in the use of a rigid wheel, and in this connection let me say that I think the medical profession has been dilatory and unfaithful to their trust—possibly through lack of interest in what has been styled 'boy's play.' These, however, can no longer be standard excuses with the medical profession. We must warn the people of the dangers incident to the use of rigid wheels or be held responsible for the damage done. This is no longer 'boy's play.' Bicycling must go and we are all 'in it.' Several of our manufacturers have already taken in the situation and are making the most telling progress along the line of anti-vibration, and their products truly merit the the attention of every purchaser of a bicycle. They are indeed almost complete and stand in the most exalted favor with the medical profession and all who by earnest study have qualified and become reliable authority on the question of to-day, what bicycle shall I purchase?"

Coming from such a source, this advice should carry its own moral. Dr. True answered his own question by disposing of his rigid mount. There can be no better advice or example for *you*. If you have never tried a Rambler and felt the luxuriousness of its spring frame, you have missed one of the pleasures of cycling. You can only judge of the superiority of its spring frame over a rigid machine by actual trials. Take the good old advice: Don't be a clam. *Try it.* There is nothing to lose and everything to gain. When competent men like Dr. True voluntarily give advice it is worth heeding. Permit us to send you a catalogue of the Rambler. We feel sure it will interest you. "Spinal irritation" is an unknown quantity with that wheel. It doesn't take more than a glance to show that.

GORMULLY & JEFFERY MFG. CO.,

MAKERS OF "THE AMERICAN CYCLES"

222-228 N. FRANKLIN STREET, CHICAGO, ILL.

1325 14th STREET, N. W., Washington, D. C.

174 and 178 COLUMBUS AVENUE, Boston, Mass.

Chicago Retail Store, 85 Madison Street.

E. I. Horsman, 343 Broadway, New York.

THE FAMOUS KING OF THE ROAD SAFETY LAMPS.



The Improvements for 1891 will strengthen its reputation as the King of Cycle Lamps.

THE PREMIER CYCLE CO.,
846 EIGHTH AVE.,
Corner 51st Street, New York City.
Sole U. S. Agents.

ENAMEL.

50-cent Bottles, with Wood Cap, Brush, Wire Stand and Elegant Advertising Cards printed in gold.

Way Down Prices to Trade.

Write for our Splendid Discount

W. W. STALL,

Odd Fellows' Hall,
509 Tremont Street, 4 Warren Avenue.
BRANCH HOUSE:
166 and 168 Columbus Ave.,
Boston, Mass.

CHICAGO SPOKE GRIP



Price, 75 Cents

Best in the World

We are Sole Agents for New England, Eastern New York and Northern New Jersey.
Liberal Discount to Agents.

SAFETY BICYCLES. High, Medium and Low Priced. Wholesale and Retail. Agents, send for Lists and Prices.

FOUND

What you have been looking for since you have beer riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. For sale by all Cycle Agents Liberal discount to the trade.

JOHN W. WILSON, Cottage City, Mass.



FINE TAPS AND DIES
For Bicycle Work.
Send for Price List.
WILEY & RUSSELL MFG. CO.,
Greenfield, - - Mass.

THE Tire question is still on the rampage. The pros and cons fly thick. The merit and demerit side are ranged up as savagely as bulls and bears in the wheat pit, and the end is not yet. Some say the Pneumatic is just the stuff, and others reply that it is just the stuff for hose. Settle the question by getting a Union or Sylph Spring Frame, and trade in your old mount.
KNIGHT CYCLE CO., - St. Louis, Mo.

mittee work is all assigned, a judicious and attractive programme made up, and steps have been taken towards securing the attendance of all the crack racing men. The meet will be by far the most important ever held so early in the season, and will be of peculiar interest as a precursor of the Hartford Wheel Club's great fall event. The track at Charter Oak is one of the best cycling paths in the world, and will be at the free disposal of racing men for a month previous to the meeting.

IRVINGTON-MILBURN ROAD RACE.

THE arrangements for this event are progressing finely, and at a meeting last week the officials were appointed. Mr. Prial will do the handicapping, while Mr. Barkman will attend to the general management. Mr. Geo. R. Bidwell will referee the race. The race will be started promptly at 11 A. M., rain or shine. The rumor that the authorities would interfere this year in the running of the races appears to be without foundation, and the course will have unusual care in preparing it for the race. It has been decided to penalize pneumatics and also cushion tires. Entries to A. B. Barkman, 241 Broadway, New York.

THE PULLMAN-CHICAGO ROAD RACE.

SOME of the principal rules laid down for the great race, May 30th, under the auspices of the A. C. C. of Chicago, are as follows: Open to any amateur club member in good standing. Entry fee $1.00. To close May 15th. Full and true information and answers in entry blank requisite; a failure makes entry void, and disqualifies contestant after the race. Handicaps to be announced three days before the race. Each contestant must wear a number. Sidewalk riding will disqualify. Deliberate fouling or impeding another contestant will disqualify. Protests must be filed within 24 hours of the close of race. Time limit 12 minutes. Pneumatic tires, penalized, 4 minutes. The race will start 10.12 A.M., May 30, rain or shine, from Jackson street and Michigan avenue.

The first man to finish shall receive first choice of prizes, the second man, the second choice, and so on. There shall be three time prizes, one of which shall be awarded to a rider of a cushion or solid tired wheel making the best time, but no man shall take two time prizes. Entries close May 15th, with S. A. Miles, Sec'y, Room No. 590, No. 334 Dearborn street, Chicago.

HARVARD U. C. A.

THE H. U. C. A. will give a race meeting on Holmes' Field, Saturday, May 23. The events are: First, one mile ordinary, scratch, open. Second, one mile safety, handicap, open; pneumatic and solid tires. Third, one mile safety, scratch, open; solid. Fourth, half-mile ordinary, handicap, open. Fifth, one mile tandem safety, handicap, open. One mile ordinary, interscholastic scratch, open to all preparatory schools in New England. Seventh, Two mile ordinary, intercollegiate handicap, open to I. C. A. A. A., N. E. I. C. A. A. and M. I. T. Eighth, one mile safety, scratch, open; pneumatic. L. A. W. rules to govern. Entries $1; close May 16, to F. L. Olmstead, 13 Wadsworth House, Cambridge, Mass.

THE WHEELMEN'S RACING LEAGUE.

THE delegates from the New York Clubs interested in the formation of an inter-club team road racing association, met April 20th, at the Brooklyn clubhouse. There were present delegates from the New York, Manhattan, Bedford and Brooklyn clubs, the Gotham, Kings County and Harlem and the Brooklyn Ramblers.

The desire to form a club for the purpose of road-racing was unanimous, and an association was formed, to be known as the Wheelmen's Racing League. Only recognized clubs from New York and Brooklyn will be eligible for membership. It was decided that races should be held semi-annually, the distance to be fifteen miles, limited to one team of four men from each club. The first race is to be held on June 6 and the second on September 12. The most important resolution passed was the one which will disqualify members of athletic club cycling teams from competing in these races. A committee was appointed to draft proper Constitution and By-laws. The next meeting will be held in New York May 6.

[CONTINUED IN SUPPLEMENT.]

NEW MAILS! NEW MAILS!

Indestructible

Cushion Tires.

Tangent Spokes. Garford Saddle.



PRICE

$100.00

Our Cushion Tires Guaranteed.

Cut Showing Rear Wheel of No. 2 New Mail.

NO SUCH VALUE for the PRICE, OR NEAR IT, FOUND IN ANY OTHER!!
The Sensation of '91. Ask your Dealer to show you it!

Manufacturers,
WILLIAM READ & SONS,
107 Washington St., Boston.

Hibbard, Spencer, Bartlett & Co.,
CHICAGO, ILL.
Agents for the Northwest.

H. C. SQUIRES, Agent,
178 Broadway, New York.
E. K. Tryon, Jr. & Co., Phila.

NEW KODAK CAMERAS---FOR WHEELMEN.



"YOU PRESS THE BUTTON, WE DO THE REST."

(OR YOU CAN DO IT YOURSELF.)

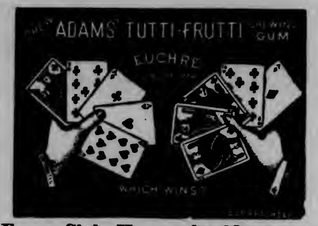
SEVEN NEW STYLES and SIZES

ALL LOADED WITH

TRANSPARENT FILM.

☞For sale by all Photo. Stock Dealers. *Send for Catalogue.*

THE EASTMAN COMPANY, Rochester, N. Y.



Every Club House should nave an Automatic Box.

Address ADAMS & SONS, 150 Sand Street, BROOKLYN, N. Y.

PRICE, - - - - $100.00.

THE HARTFORD SAFETY.



—MANUFACTURED BY—

THE HARTFORD CYCLE CO.,

HARTFORD, - CONN.

Ball Bearings, Interchangeable, Strong, Durable and Well Finished.

THE HARTFORD LADIES' SAFETY.



Send for 1891 Catalogue.

John F. Morrill & Co.

DIVISION TAILORS

Of the L. A. W. for Massachusetts.



COAT, - - $5.75
PANTS, - 3.75
CAP, - - - .85
SHOES, $3.00 to 3.75
SHIRTS, Flannel, $2.50 upwards
SHIRTS, Cheviot, 87c. upwards

Cloth, $2.10 Per Yard.
Large Buttons, 5c each.
Small Buttons, 3c. Each.

Manufacturers and Dealers in

BASE BALL, TENNIS, BICYCLE, GYMNASIUM, ATHLETIC and

SPORTING GOODS.

We make a specially of all styles of outing clothing.

We issue a Bicycle, General and Gymnasium Catalogue. Send for a copy.

12 Bromfield St., Boston.



Send for Catalogue and Prices.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.

THE UNIVERSAL WHISTLE.



Patented Dec. 11, '83.

The Best Whistle for Cyclists, Hunters, Horse-car Conductors, and every one who use Mouth Whistles. The Patent Mouth-Piece enables one to hold it in mouth without use of hands. Price, by mail, 25c. or $2.00 a dozen. A chance for any smart boy to make money. WHITTEN, GODDING & CO., Providence, R. I.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 20

ABBOT BASSETT, Secretary,

OFFICERS FOR 1890—91.

PRESIDENT,
JAMES R. DUNN,
40 Wall st., Room 63, New York.

FIRST VICE PRESIDENT,
MAJOR CHAS. L. BURDETT,
Hartford, Conn.

SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN,
116 Broad Street, Elizabeth, N. J.

TREASURER,
W. M. BREWSTER,
117 No. 4th Street, Quincy, Ill.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committees.

Membership Committee.

Sanford Lawton.....Springfield, Mass.
George C. Pennell.....Elizabeth, N. J.
Howard L. Perkins.....Box 103, Providence, R. I.

Committee on Improvement of Highways.

Isaac B. Potter.....Potter Bldg., New York

Committee on Rights and Privileges.

Geo. A. Perkins.....5 Pemberton Sq., Boston
J. S. Dean.....28 State St., Boston
Chas. F. Cossum.....Poughkeepsie, N. Y.

Committee on Rules and Regulations.

T. J. Kirkpatrick.....Springfield, O.
A. B. Richmond.....Grand Rapids, Mich.

Transportation Committee.

Albert Mott.....203 Lenox St., Baltimore, Md.
Joseph T. Chism....120 Mosher St., Baltimore, Md.
Burley B. Ayres, Rookery Building,...Chicago, Ill.
Thomas Savage Clay.....Savannah, Ga.
Amzi T. Dodd.....70 Park Place, Newark, N. J.
John B. Seward.....35 Milk Street, Boston
Chas. A. Sheehan....5 Vanderbilt Ave., New York

Racing Board.

Charles E. Randall....3709 Ellis Ave., Chicago, Ill
George S. Atwater.....
.....1424 Penn. Ave., Washington, D. C.
George Collister....147 Ontario St., Cleveland, O.
Abbot Bassett.....12 Pearl St., Boston
Lewis A. Miller.....o....Meriden, Conn.

12th Annual Meet of the L. A. W.

DETROIT, MICH., JULY 16, 17, 18, 1891.

Address Chairmen as below at Detroit for information relating to the work of the committees:

Chairmen of Committees:

Reception—C. H. Smith, 211 Putnam avenue;
B. J. Holcombe, 222 Woodward ave
Races and Transportation—
Jos. Bresler, 22 Lafayette Avenue.
Exhibit—A. F. Peck, 143 Jefferson avenue.
Hotels—J. Hoffner, 243 Woodward avenue.
Parade—F. L. Abel, 187 Charlotte ave.

The Renewal Season.

The renewal season is now open, and we are ready to receive the annual dues of members.

We have opened the books for 1891-2, and applicants for membership may now send $2 and they will be put upon the roll for the year ending April 30, 1892.

All memberships expire April 30, and must be renewed before July 1st.

We publish a renewal blank which we hope will be universally used. A blank of this kind is more satisfactory for filing than a notice of renewal written in letter form. If a member has no blank and does not care to mutilate his paper, he will oblige us by sending renewal on paper the size of the blank and made out after the same form. The same applies when two or more names are sent.

Every League club has been supplied with sheets to send renewals on, and also a renewal of the club. Since many non-League clubs send in lists of names, a list of names is no indication that a League club renews its membership, and we must have the regular certificate of renewal as per blank furnished every club before we can issue our certificate of membership.

Club Secretaries will be supplied with renewal sheets for club lists on application.

Consuls, Agents, Club Officers, etc., who desire renewal or application blanks should procure them of the Secretary-Treasurers of their respective Divisions. See addresses in BULLETIN.

L. A. W. Uniform Cloth.

A contract has been made with the Burlington Mills for a cloth, steel gray in color, which will be used for the regulation League uniform. This cloth is now kept in stock by the secretary, and will be supplied to League members only at $2.10 per yard, cash with order. The Regulation League button will be supplied by the Secretary at 5 cents for the large and 3 cents for the small size. The cloth is 54 inches wide.

ABBOT BASSETT, Secretary.

Transportation,

Mr. Charles A. Sheehan is appointed a member of the Transportation Committee for the current year.

JAMES R. DUNN, President.

Massachusetts Division Spring Meet.

The spring meet of the Massachusetts Division L. A. W. will be held at Worcester on Decoration Day, Saturday, May 30th, and every *League wheelman* is cordially invited.

PROGRAMME.

First, Morning reception at Continental Hall where refreshments will be served, and badges distributed to holders of League tickets.

Second, A short parade through the principal streets, for which the following prizes will be awarded (Local Clubs will not compete):

(a) To the club having the largest number of L. A. W. members in line, an elegant silver tilting water pitcher.

(b.) To the club having the second largest number of L. A. W. members in line, a valuable steel engraving.

(c) To the club presenting the finest appearance in line, a beautiful steel engraving.

Third, After the parade the wheelmen will be photographed.

Fourth, In the afternoon there will be a Grand bicycle tournament at Bay State Park, and L. A. W. members will be provided (free) with tickets to the grand stand. This will be the most interesting event of the day, as several State championships will be decided. Valuable prizes will be offered, and all the prominent racers will compete.

Fifth, In the evening there will be a grand ball at Horticultural Hall (tickets free to L. A. W. members), and during the evening the prizes will be awarded, and refreshments served without charge. The local clubs will invite all their lady friends to attend, so there will be no lack of partners for dancing. Bicycle suits will be "full dress."

POINTERS.

This grand entertainment is provided free for League members only. Be sure and attend, and bring your League ticket and wheel with you.

Tell your acquaintances, and urge them to join the League on or before that date. An official will be at the hall in the morning to receive applications for membership and issue certificates.

Special—[Notify the chairman of committee at once if you intend to participate.]

Clubs will be assigned positions in the line of parade in the order in which their notifications are received.

There will be a special division for unattached riders.

Entries for these races will close May 23.

Blanks can be obtained from and returns should be made to A. C. Copeland, 10 Dale street, Worcester.

HOTELS.

The Lincoln House is the League Hotel, and special rates will also be made by the Bay State Hotel for this occasion.

TRANSPORTATION.

The Boston contingent will leave the Albany station at 8.30 A.M. Special cars will be provided for the free transportation of wheels, which must be at the station at 8 o'clock, with pedals removed. The fare for the round trip will be $1.50. Single fare, $1.00.

Special cars will be provided for the return of wheels on the 6 P.M. train.

These cars will be side-tracked at Boston, and the wheels delivered on Sunday morning to those who remain to the ball in the evening.

Return trains from Worcester will leave at 6 P.M. and on Sunday at but wheels must be returned on the 6 o'clock train.

TOURING PARTY.

On the following day there will be a tour to Boston, announcements for which will be made later by the Touring Committee.

Per order of Committee.
ARTHUR W. ROBINSON, Chairman,
21 Milk st., Boston.
A. C. COPELAND,
B. A. BARBER,
J. W. BEAN.

Massachusetts Division.

A meeting of the Board of Officers of the Massachusetts Division League of American Wheelmen was held at the Clarendon Hotel, Boston, Saturday evening, April 25. The meeting was called to order at 8.25, Chief Consul Robinson presiding. Members present, Vice Consul Perkins, J. W. Bean, A. C. Copeland, P. L. Hassenforder, G. F. Kehew, I. E. Moultrop, C. W. Pierce, W. W. Scott and C. G. Wells.

Mr. Wells was elected Secretary pro tem. The report of the last meeting was read and accepted. The Finance Committee reported as follows on the question of paying railroad fare one way of Representatives attending meetings of the Board.

To the Chief Consul and Board of Officers of the Massachusetts Division of the L. A. W.:

Gentlemen—Regarding the order which was referred to the Finance Committee at the last meeting of your Board, this committee respectfully presents the following for your consideration:

The Finance Committee do not consider that the Board, in referring the matter to them, desired any expression of opinion further than as regards the effect on the Treasury of the Division.

As the Division has considerable work mapped out that will use the greater part, if not all of the funds, we would respectfully submit that it would perhaps be wise to extend the limit from ten to thirty-five miles, for the present year.

If this was done and the fares one way were allowed the seven members residing outside the last named distance, the annual cost to the Division, allowing that every man was present, and that there was not more than ten meetings, would not exceed sixty-five dollars, which in our opinion would be a wise and just expenditure. This committee consider that it would be for the interest of the Division to pay the fare both ways of the member from District 7, as it costs him $4.98 for a round trip, and that is too much to ask of any member, when the importance of the average meetings of the Board are taken into consideration. The present member resides 107 miles from Boston, and the fare is $2.49.

All of which is respectfully submitted,
J. FRED ADAMS,
A. H. CARSLEY,
B. A. BARBER,
Finance Committee.

Report was accepted. On motion of Mr. Bean it was voted to lay the question over until the next meeting. It was voted to purchase a Vice Consul's badge at an expense not to exceed five dollars, said badge to be used by the Vice Consul, but to remain the property of the Division.

The new draft of By-Laws presented in the report of the Committee on Rules and Regulations was then taken up. Article III, Section 1, (a), third clause, was amended by the insertion of "(with power of removal)", to read as follows: "Shall appoint (with power of removal) one consul for each locality," etc. During the discussion a question arose as to the right of representation in the Board of League Clubs, which become such after the prescribed date of annual elections. Referred to the Committee on Rights and Privileges. Mr. Scott moved the adoption of the By-Laws as read and amended. Unanimously carried.

Mr. Copeland and the Chief Consul made verbal reports of progress in the arrangements for the Spring Meet at Worcester. On motion of Mr. Bean it was voted to appoint a committee of three, with the Chief Consul as chairman, to consider and report on arrangements for summer meet at Cottage City.

Mr. Copeland, for the Bay State Bicycle Club, applied for the following races to be run at Worcester, May 30, in case Massachusetts is made a separate racing district: One-mile, ordinary, one-mile safety, and one-mile tandem safety. Referred to Committee on Racing with full powers, and a recommendation to grant the request. It was voted that Mr. Pierce be requested and empowered to provide new fixtures at the Chestnut Hill Reservoir well at an expense not to exceed five dollars. Adjourned at 10.07.

CHAS. G. WELLS, Sec. pro tem.

Massachusetts Division.

LOCAL CONSULS.

The following additional consuls are hereby appointed:
Mr. L. W. Piper, Newburyport.
Mr. Henry West, Neponset.
Fraternally, ARTHUR W. ROBINSON, C. C.

Massachusetts Division.

To the members of the Massachusetts Division, L. A. W.:

You are earnestly requested to renew at *once*. Blanks can be obtained of Local Consuls, and remittances should be made to Mr. Abbot Bassett, 12 Pearl street, Boston.

You are also urged to take a personal interest in securing recruits, for a little effort on your part will greatly advance the welfare of the Division.
Fraternally, ARTHUR W. ROBINSON, C. C.

Massachusetts Division L. A. W.

Mr. J. S. Cartwright is hereby appointed a member of the Touring Committee.
Fraternally, ARTHUR W. ROBINSON,
Chief Consul.

Massachusetts Committee on Racing.

A. D. Peck, Jr., of Boston, A. C. Copeland of Worcester, and W. S. Atwell of Charlestown, are hereby appointed a State Committee on Racing.
Fraternally, ARTHUR W. ROBINSON,
Chief Consul.

Missouri's Perseverance.

To Consuls and Members:

"Perseverance and pluck, better than riches and luck," is an old but trite saying, and it is befitting the occasion of our passing the 500 mark. The Local Consuls who have aided in the work deserve, and should receive the thanks of the entire Division, and the same can be said of our Representatives. It is with no disguised pride that I can point to an increase of over 40 per cent. in our membership since last year; and if the good work of recruiting, which is now fully under way, goes on, there is no reason why our membership should not number 600 by July 1. An average of 10 applications per week will do the business. At this time last year 100 recruits were secured in the time named, and we should at once try to repeat the experiment. They say "any one can make money, but it is another thing to keep it," and any one can hustle in the interest of our organization, even though he be not successful at first. If you are successful in getting members unasked, you will be doubly so when you decide to do some sharp recruiting by personal solicitation. The League is a common-sense organization, and it took but a handful of common-sense to start it, and hardly more than that to keep it going; but its greatest success lies in the fact that it is just "common-sense" enough; so when we get a new member he will be surprised at his lack of common-sense in not having joined us long ago. Surely the League acts as a magnet on all cycling mankind, provided you place the magnet properly. It does not attract one year and lose its power the next. Its members do not drop out, one by one, but stay in, and good enterprising members get others in. Are your friends in it?
Fraternally yours,
ROB'T HOLM, Chief Consul.

P.S. Our renewals are really surprising. Have you renewed to date. If not, U. S. A. O.

Missouri Appointments.

The following appointments have been made, to take effect from date:
Local Consul at Marionville, W. F. Flournly.
Local Consul at Chilicothe, A. J. Simpson, Box 240.
Repair Shop at Springfield, H. W. Gyon.
Local Cousul at Macon, W. J. Fruitt.
Fraternally yours, ROBT. HOLM,
St. Louis, April 24, 1891. C. C.

Ohio.

To the Members:

Sixty-two new members during the first three weeks of April is doing very well. We must keep up the good work, however, if we wish to get the membership up to the desired point this season. This is a race in which there must be no stopping to rest. We have too much of a lead to overcome to let up in our efforts. It must be scorch from the word go. That's the only way to get ahead of those who have passed us. Do you realize that you are the one that this is meant for? or are you like the man who always found some one else to whom the sermon applied more forcibly than to himself?

In your hunt for recruits do not forget to renew, and get all other members in your vicinity to do the same. If you are out of the State temporarily, see that you renew from Ohio. Don't put it off for a day or two as you might die in the mean time.
Fraternally, M. A. HIGH,
Cincinnati, April 23, 1891. Chief Consul.

Ohio Consuls.

Madisonville, Arthur Stedman, instead of Chas. P. Aston, removed to Cincinnati.
Tiffin, Chas. Herhmann, Jr., instead of C. L. Wenner, removed to Chicago.
Fraternally, WM. D. KEMPTON,
Cincinnati, April 25, 1891. Sec.-Treas.

Iowa Consuls.

I hereby appoint Clarence W. Elsworth as Local Consul for Des Moines, Iowa, in place of W. P. Chase resigned. H. L. CHASE, C. C.

Notice to Iowa Wheelmen.

We want to impress upon the mind of every League member in the State the importance of increasing the list of membership of the Iowa Division. Wheeling is having a boom in Iowa this season, and there is no reason why every eligible wheelman should not belong to the League. The increase in our membership means increased benefits to every Iowa wheelman, financially, and in every other way.

Now is the time to renew, now is the time to get new members. Let us all get to work, increase our list, and all go to the meet in Newton, June 16 and 17, where there will be the finest list of races ever run in Iowa. Programme will soon be published. Yours fraternally, H. L. CHASE,
C. C. Iowa Division.

District of Columbia Division.

The Plymouth Rock Pants Co., No. 943 Pennsylvania avenue, have been appointed official League Tailors for this Division. Fraternally yours,
Geo. S. Atwater,
Washington, April 22, '91. Chief Consul.

Virginia.

Law: L. Waring, Norfolk, is appointed Chief Consul of Virginia, and will enter upon his duties at once. JAMES R. DUNN, President.

New Hampshire.

The Plymouth Rock Pants Company is appointed Division tailor for New Hampshire. Price of suit $12.25. Members residing in places where the company has no agent will send to Manchester for blanks to fill out. F. A. MCMASTER,
Chief Consul.

L. A. W. Championships.

The Racing Board has located the National Championships at Detroit to be run at the National Meet held there July 16th, 17th, and 18th, '91, Championships to be run on 2d and 3d days.
Respectfully submitted,
C. E. RANDALL, Chairman.
Chicago, April 22, '91.

Illinois Local Consuls.

Augusta—V. B. Skinner.
Baylis—H. Shipburst.
Carlinville—G. Yeager.
Carmi—F. J. Matthews.
Central Park—R. E. Fenner.
Elwood—W. H. Kuth.
Fulton—F. P. Ultz.
Harvey—Frank Grout.
Litchfield—A. C. Sharp.
Maplewood—Marshal Drake.
Monticello—Otis W. Moore.
Nashville—Edw. Woestnan.
Norwood Park—W. S. Seymour.
Onarga—J. A. Wright.
Pecatonica—J. W. Coltman.
Prophetstown—A. W. Conner.
Pullman—C. P. Du Ross, Box No. 1155.
Rapids City—B. Bradley.
Ridgeland—C. M. Taylor.
Urbana—F. D. Arms, Box 82.
Venice—J. L. Mehard.
Washington Heights—G. A. Kintz.
Wilmetta—L, B. Springer.

H. R. Winship having resigned F. H. Gere is hereby appointed Local Consul for Englewood.
W. A. DAVIS, C. C.
Chicago, April 24th, 1891.

Illinois Division.

A meeting of the Illinois Division Board of Officers will be held at the Grand Pacific Hotel, Chicago, Saturday, May 30, 2 P.M.
W. A. DAVIS,
Chicago, April 23, '91. Chief Consul.

Illinois.

According to our constitution, a mail vote has been taken, by the Board of Division Officers, on the location of the Annual Meet of our Division.

Total number of members voting 17
Rockford received.....17
Kankakee..... 0

Rockford having received a majority of the votes cast is therefore chosen as the place for holding our annual meeting on July 4th, 1891.
For the Chief Consul,
THOS. F. SHERIDAN, Sec.-Treas.
Springfield, April 25th, 1891.

Racing Board.

The Racing Board has appointed Mr. Charles E. Randall to represent the League as a member of the tribunal provided for in Article 3 of the Alliance. CHARLES E. RANDALL,
Chicago, April 22, 1891. Chairman.

Nebraska Division.

Chief Consul Perrigo has made the following appointments of Local Consuls:
Fremont—F. I. Ellick, Jr.
Shelton—J. T. Ashton, Jr.
Fairfield—D. B. Potter.
Broken Bow—Fred. W. Hayes.
Hastings—Chas. S. Hartwell.
Stromsburg—W. L. Frew.
Fraternally, C. B. NICODEMUS,
Fremont, Neb., April 23, 1891. Sec.-Treas.

California.

The century run, under the auspices of this Division, will be held on May 31st. Start to be made from corner Mission and 21st Streets, San Francisco. Route.—To San Jose and return to San Francisco. This is final, and the run will positively be held at the time and place mentioned; all reports to contrary are misleading. JAS. G. COX,
Chairman Committe.

I have appointed Mr. H. A. Greene as Local Consul for Monterey. L. A. W. members wanting permission to wheel through the Del Monte Grounds should apply to him. THOS. L. HILL,
Chief Consul.

Michigan Consuls.

The following appointments are hereby made to take effect from this date:
H. B. Merritt, Consul at Pontiac.
Geo. W. Lyon, 416 Potter St., S. E. S., Consul at Saginaw.
E. A. Bowd, Consul at Lansing.
W. T. Reeder, Consul at Adrian.
Fraternally, A. B. RICHMOND,
Grand Rapids, Mich. Chief Consul.
April 16, 1891.

New League Clubs

The following clubs have qualified as League clubs and filed the certificate required in the office of the Secretary:

320—Flour City Cyclists, Minneapolis, Minn. H. H. Hodsdon, Secretary.

Stolen Bicycle,

A '91 Columbia Safety, No. 14,540, cushion tire on rear wheel and solid tire on front wheel, was stolen from the New Haven Bicycle Club house on Tuesday evening, April 21st. Address John G. Beck, No. 173 Olive street, New Haven, Ct.

Connecticut members can do a brother member a good turn by keeping an eye open for 14,540.
A. A. DEAN, C. C.
Danielsonville, April 27, 1891.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an intiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

[CONTINUED IN SUPPLEMENT.]

WARWICK PERFECTION CYCLES.

ARE FITTED WITH

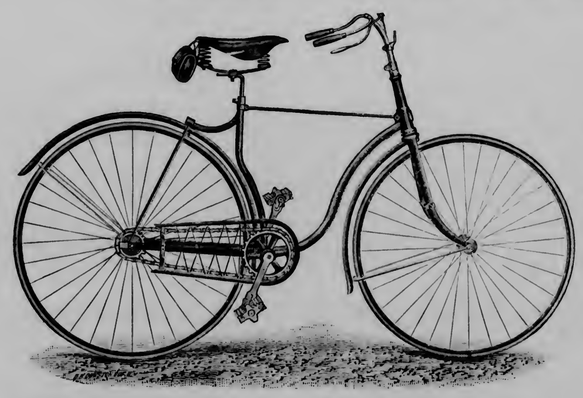
CUSHION TIRES ON HOLLOW RIMS.

And Fully Guaranteed.

WARWICK CYCLE MANUFACTURING CO., - - Springfield, Mass.

☞ Send for Catalogue.

"KNOW THEN THE TRUTH."—POPE.



That a better machine than the

IROQUOIS

never existed. It is a convertible diamond frame all around roadster, made of steel tubing and drop forgings, and fitted with solid or cushion tires. Weighs 48 lbs., and we guarantee every one. It costs $120 00, and is the best value on the market to-day.

Send for our Descriptive Catalog.

Stover Bicycle Mfg. Co.,

FREEPORT, ILL.

SIDWELL & SABEN, of Boston, will show you one.

"Finest Quality Produced in the World."

TRADE "CREDENDA." MARK.

THE ✱ CREDENDA ✱ SEAMLESS

STEEL ✱ TUBE ✱ Co., ✱ Ltd.,

W. C. STIFF, Managing Director.

BIRMINGHAM,

TELEGRAMS:—"CREDENDA" BIRMINGHAM. ENGLAND.

L. A. W. SPECIAL.

All Shoes Stamped with this Trade Mark are of the Celebrated Norman & Bennett make. They are the best Fitting and Most Comfortable Shoe ever produced for Wheelmen.

FOR SALE BY

THE LEADING DEALERS

From Maine to California.





PARAGON.

BEST SPRING FRAME WHEEL on the MARKET.

TOURIST.

LIGHTEST and STRONGEST DIAMOND FRAME CUSHION-TIRED SAFETY. FULLY GUARANTEED.

SIDWELL & SABEN, New England Agents,

243 COLUMBUS AVENUE, BOSTON, MASS.

Exchange Your High Wheel

FOR A SAFETY.

Try us as a last resort. Send stamps.

CLINTON CYCLE CO.,

Clinton, Mass.

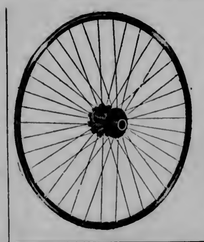




FRONT VIEW

Indispensable to Bicyclists, Athletes and the Gymnasium

Call's No. 5 Supporters (jock strap) with elastic back, lace front and adjustable back straps. A sure fit. No. 5 (same as cut), 75c. No. 6, with pockets on each side of lacing, $1.00. No. 7, with hose supporter attached to sides, $1.00. Number 8, pockets and hose supporter, $1.25. Order by number and give tight measure top of hips. Postpaid on receipt of price. S. B. CALL, 358 Main Street, Springfield, Mass.



I. A. WESTON & CO.,

JAMESVILLE, N. Y.,

MANUFACTURERS OF

SAFETY BICYCLE WHEELS,

MADE WITH

Parallel Coned or BALL BEARINGS, Solid or Cushion Tire.

THE BEST MATERIAL and THE FINEST FINISH.

CHOICE OF THE EXPERTS.

"U. S." Gallery Ammunition.

Manufactured by the

United States Cartridge Co., - Lowell, Mass.

A NEW DEPARTURE.

"THE BICYCLE INN,"

194 and 196 Columbus Avenue, Boston.

Bicycles Boarded, Cleaned and Cared For

BY THE DAY OR WEEK.

Competent Attendance and Moderate Charges

Dressing, Toilet and Coat Rooms in connection with the only "BOARDING STABLE" for Bicycles in Boston, where you can leave or take your wheel at any hour of the day or evening.

E. E. BROWN, Manager.

WANTED.

By a man over 30, position as manager of bicycle department, or office and general business. Has had seven years' experience in the bicycle business, and is, in addition, a first-class office manager, accountant and correspondent. Unexceptionable references.

Address,

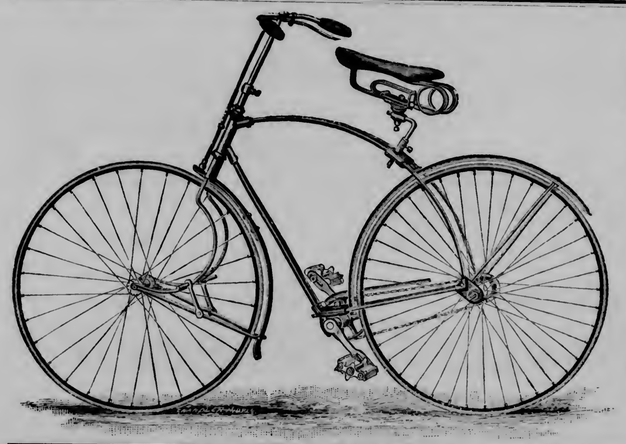
J. P. Z., Office Bicycling World,

12 Pearl Street, Boston, Mass.

"THE GIANTESS." . . .

Spring Fork, Spring Frame, Balls all Over, 28-inch rear, and 26-inch Front Wheels. Price only $75.00. Is now ready for delivery. Universally conceded to be the novelty of the season.

H. A. LOZIER & CO., Cleveland, Ohio. | Catalogue on Application.



Every rider of the

Eclipse Safety Bicycle

will tell you it is the finest machine he ever sat on.

You can make more miles over rough or smooth roads, in a day, with less effort, than on any wheel made.

The construction of the wheel is such as to remove all jar, and give the rider a machine that is as easy as a buggy.

The frame is made of material that cannot be broken.

The workmanship is first-class, ball bearing throughout, tangent spokes, and elegantly nickel plated.

Do not fail to see the ECLIPSE before buying. Price $100

STEEL PULLEY & MACHINE WORKS,

Patentees and Sole Makers,

INDIANAPOLIS, IND.

The New "39" and "24" Star



NO MACHINE ON THE MARKET ITS EQUAL.

Easiest Running Wheel

—AND—

Best Hill Climbing Machine Ever Produced.

We Challenge Honest Criticism.

In this Machine we have combined ALL the advantages of a low wheel and the speed of a high one.

Send for Catalogue of STAR BICYCLES.

H. B. SMITH MACHINE CO.,

Smithville, N. J.



AS CARRIED WHILE RIDING

No more foul, greasy and collapsed tool bags.
No soiled hands or clothes
No loss of oil or one's temper.
No dirty tool bags or oily tools.
No weight, no delays to oil up.
No loose tops, no rattle.
No neglected or damaged bearings.
No squeaking or pounding.
Made in sizes suited to different machines.

Pronounced by old wheelmen, the press and the trade as the BEST novelty before the cycling public for '91.

In ordering state make of wheel and give diameter of seat rod or handle bar shaft.

Price mailed, 50c.
With C. & D. Oiler $1.

The Spiral Flexible Toe CLIP is flexible, easy, adjustable, effective, indestructable, faultless. One of the best, simplest and most easily attached. Price per pair, mailed, 50c

Agents wanted everywhere.

[Mention this paper.

Descriptive circular free.

J. H. BANNISTER & CO., Youngstown, Ohio.

To Athletes, Cyclists, Baseball & Footballists, Horse-back Riders, Boxers and Oarsmen; when you want to ride, run, walk, row, skate or swim a long distance, USE

ANTI-STIFF

To Strengthen the Muscles.



To Strengthen the Muscles.

It is a marvellous preparation for Strengthening the Muscular System. With Anti-Stiff there is no faith required; it goes straight for the muscles, and you can feel it at work. It has a peculiarly warming, comforting and stimulating effect on all weak or stiff muscles and sinews. Quick in action, cleanly and pleasant in use. Rub it into the muscles every night for a fortnight, and you will be pleased at its supporting and strengthening properties. There is not, nor has been, anything like it till now. It differs from all Oils, Embrocations, and Liniments, both in substance and effect. Some athletes are so fond of it that they rub it all over them.

Has a large and increasing sale throughout Great Britain

E. FOUGERA & CO., Agents for U. S.,

30 N. Williams St., N. Y.

Mention this paper.

TWO PILGRIMS' PROGRESS, "From Fair Florence to the Eternal City of Rome—Delivered under the Similitude of a Ride, wherein is Difcovered the manner of their fetting out, their dangerous journey and fafe arrival at the Defired City." By Joseph and Elizabeth Pennell. A delightful book of travels on a tandem, and containing nearly 200pages of letter press by Mrs. Pennell, and numerous illustrations from the pencil of Jo Pennell. The book is elegantly bound, and is an ornament to any table or library. Price, $1.60, post paid. For sale by Bicycling World Co., 12 Pearl st., Boston, Mass.

☞Postage stamps not received in payment.

MY CYCLING LOG BOOK. By "Papa" Weston. The transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised. It fills a want often felt by the cyclist who values records of interest for future reference. Price, post paid, $1.25 For sale by Bicycling World Co., 12 Pearl st., Boston.

☞Postage stamps not received in payment.

NOW IS THE TIME To Advertise in the BICYCLING WORLD AND L. A. W. BULLETIN.

Only the First of the Season, and again the

FAMOUS REFEREE SAFETY

Is to the front. What do you think of this Testimonial from the well-known crack rider of Harvard College?

CAMBRIDGE, April 13, 1891.

MR. W. J. NEWMAN:

Dear Sir—I never expected to desert my ordinary, but your *Referee Safety* has converted me. I have owned nearly a dozen wheels, but never one on which riding was half so pleasant as on my present one.

Yours,

KENNETH BROWN.

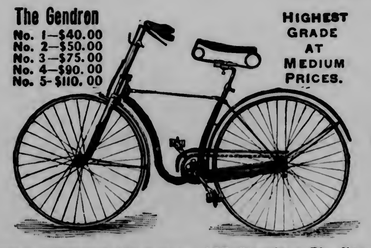
Now, I say as one of the oldest safety riders in the country, and one of the hardest long-distance riders, that the REFEREE is a wonderful machine. The Ladies' is simply a beauty.

Call and See Them. **Agents Wanted.**

N. E. Depots, 46 COLUMBUS AVE., Boston. And Harvard Square, Cambridge, Mass.

GENDRON.

The Gendron
No. 1—$40.00
No. 2—$50.00
No. 3—$75.00
No. 4—$90.00
No. 5—$110.00



HIGHEST GRADE AT MEDIUM PRICES.

SEND FOR CATALOGUE.

The Gendron
NO. 6
$100.00.



The Gendron
NO. 7
$115.00.

GENDRON IRON WHEEL COMPANY,

Eastern Office and Wareroom: 107 Chambers St., New York.

Factory and Home Office: Toledo, Ohio.



Dealers and Riders,

Have you examined the fine points in our 40-pound, Cushion Tyred

"METEOR" SAFETY.

BANKER & CAMPBELL CO.,

(LIMITED.)

12 Murray St., N. Y. 1786 Broadway, N. Y. 1311 Bedford Ave., Brooklyn.

SEND FOR CATALOGUE.

STANDARD CYCLE CO.,

588 Main Street, - Buffalo, N. Y.

JOBBERS AND DEALERS IN

CYCLES and SUNDRIES. ALL GRADES. BEST MAKES.

LOWEST PRICES.

Sole Agents in Buffalo for FEATHERSTONE'S PNEUMATICS and WARWICK "PERFECTION." Liberal Discounts to Dealers. Agents wanted in every locality. Send for our Catalogue.

THE TOURIST.



Simplicity in Construction. Ease in Running. Cushion Tyres. Bown's Ball Bearings. No Cast Metal. Manufactured for us by Wm. Bown, Birmingham, England.

Also General Agents for the

Warwick, Kenwood, Psycho, Referee AND THE St. Nicholas

Line of Medium Grade Wheels.

MANUFACTURERS OF THE

Perfection Bicycle Alarm,

Tire Heaters and

Bidwell Cyclometer.

Good Agents Desired. Send for Catalogue and Terms.

George R. Bidwell Cycle Co.,

Chicago: 270 and 272 Wabash Avenue. 308 and 310 W. 59th St., New York City

THE

BEESTON HUMBERS

HAVE ARRIVED.

Actual Weight 38 1-2 Pounds.

HIGHEST GRADE THROUGHOUT. CALL AND SEE THEM.

We can fill orders for FEATHERSTONE PNEUMATICS

Within the next week.

WAIT! YOU'LL BE SORRY IF YOU DON'T WAIT!

Send for Catalog and Discount to Agents.

Wright & Ditson, Sole New England Agents,

578 and 580 Washington St., Boston, Mass., U. S. A.

WESTERN * WHEEL * WORKS.

1891 · CATALOGUE · NOW · READY.

—SEND FOR IT.—

BEST LINE OF WHEELS FOR THE MONEY EVER MADE.

STEEL TUBING AND DROP FORGINGS.

LIGHT, STRONG, GRACEFUL, NEATLY FINISHED AND PERFECTLY FITTED.

R. L. COLEMAN & CO., 35 Barclay St., 40 Park Place, New York.

Agents,—Eastern, Middle and Southern States.

The "POPULAR" DIAMOND SAFETY $85 HIGH GRADE.



AGENTS for New York State and Northern part of New Jersey,
BANKER & CAMPBELL CO., Limited, 12 Murray Street, New York City.
For other territory apply to
PERCIVAL TATTERSFIELD, 12th and Oxford sts., Philadelphia, Penn.
See Machine at our Local Agents' before purchasing. Send for Catalogue.



WE WANT MORE SCALPS.

Our assortment of Agents' scalp locks is good—we still have room for more—but this time we want to "raise the ha'ar" on the retail customer. Now is the time to buy—we are the people to buy from. Printed matter, telling how to "Save Money on Bicycles" furnished free. Don't purchase till you have read it.
N. B. Installments if desired.



A. W. GUMP & CO., - - Dayton, Ohio.



Bicycle Riders, Base Ball Players, Athletes, Gymnasts, tell us that it is the best and most satisfactory supporter made.

Let Every Sportsman Try Them. Price, $1 00.

Will send by mail on receipt of price. Send size of waist and hip.



KNEE PANTS.
(Patented.)
S10. Heavy Rib.
Improved double seat and pocket.

FULL PANTS.
(Patented.)
S2S.
HEAVY RIB.
Improved Double Seat, Strap and Pocket.





No.		Each.
970.	Heavy Sweater,	$5 00
967.	" "	4 00
767.	" "	3 50



3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50.
3—1. Black, navy, grey mixed, stocking, $1.25.
1—1. Black, navy, grey mixed, stocking, $1.00.

ATHLETIC and GYMNASIUM GARMENTS Manufactured by HOLMES & CO., 109 Kingston Street, Boston.
SEND STAMP FOR CATALOGUE.

GOOD OLD TOE CLIP.
Rankin's Patent.



OTHERS TRY TO IMPROVE.

We do quite a little Sundry Business. Send for Cat. and List.

RANKIN & BRUCE, P. O. BOX 103, 23 Custom House Street,
Providence, R. I.
Factory and Repair Shop, 36 Potter Street.

W. C. BOAK & CO.,
301 Main Street, Buffalo, N. Y.,
Manufacturers, Importers and Jobbers in
CYCLE + SUNDRIES.

Catalogue now ready. Dealers send us your address. We are the only dealers in this country that handle Sundries exclusively. We sell at manufacturers' prices.

BE WISE Do you want a new HIGH GRADE Mount and cannot see your way clear to buy one? Or have you a friend who cannot afford to own one? If so, address and enclose a 2-cent stamp to THE BICYCLE & SUPPLY CO., No. 306 E. Lexington St., (HOEN BUILDING), Baltimore, Md., for a descriptive Pamphlet, showing how any make of "HIGH GRADE WHEEL" can be had for $4.00 per month and at reduced cost. IT PAYS

Reliable AGENTS Wanted everywhere.

ANNUAL EUROPEAN CYCLE TOURS,
CONDUCTED BY WM. HEYNY, JR.
Through the HARZ MOUNTAINS, Germany.
60 Days. Total Cost $200.
First Cabin Passage. Sail June 30.
Address Wm. Heyny, Jr., 301 Sixth St., N. Y. City.

SMITH'S "'91" TOUR
THROUGH EUROPE.
80 days. - - - Total Cost $300.
Sail July 29th, 1891.
Address C. H. SMITH,
211 Putnam Avenue, - - Detroit.

QUADRANTS!!

If you are wise, you will place your orders for "Quadrants" at once, as the demand is sure to be far beyond the supply.

Our line for this season includes all kinds of wheels, from $100 to $145. You all know the quality.

The *Quadrant* Cushion Tyres, which were in use all last season, have proved themselves to be what they were represented.

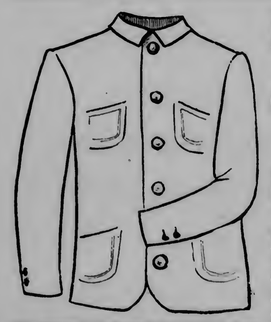
Dealers please communicate with our wholesale agents and you will receive every information and attention.

The Quadrant Tricycle Co., Birmingham, Eng.

WHOLESALE AGENTS:

For New England, New York, Pennsylvania, New Jersey, Delaware, Maryland, West Virginia and District of Columbia, THE STRONG & GREEN CYCLE MFG. CO., 707 Arch St., Philadelphia.

For all other States east of the Mississippi, ALFRED FIELD & CO., 93 Chambers St., New York.



Plymouth Rock Pants Company.

HEADQUARTERS: 11 TO 25 ELIOT STREET, BOSTON, MASS.

Official State Tailors OF THE L. A. W.

Washington, D.C., Maryland, Pennsylvania, Connecticut, New Hampshire, Virginia and Missouri.

Authorized makers from the LEAGUE CLOTH.

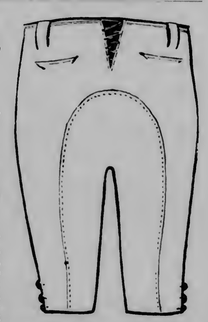
Coat, - - - $7.50
Breeches, - 4.75 } Ordered Together, $12.25.

As per *specifications required by the Uniform Committee.*

We have Branch Stores in the following Cities where your orders will be taken.

BRANCHES: 279 Broadway, New York; 943 Penn. Ave., Washington, D. C.; 72 Adams St., Chicago, Ill.; 914 Main St., Richmond, Va.; 217 19th St., Birmingham, Ala.; 291 Main St., Worcester, Mass.; 275 Meridian St., East Boston; 508 Mulberry St., Macon, Ga.; Room 41 Y.M.C.A. Bldg., Burlington, Vt.; 282 Second St., Memphis, Tenn.; 430 Church St., Nashville, Tenn.; 820 Main St., Dallas, Tex.; 620 Broad St., Augusta, Ga.; 108 W. 3d St., Davenport, Ia.; 1109 Broad St., Columbus, Ga.; 307 Tremont St, Galveston, Tex; 143 So. 12th St., Lincoln, Neb.; 700 Austin St., Waco, Tex.; 110 Canal St., New Orleans, La.; 6 E. Government St., Pensacola, Fla.; 39 Whitehall St., Atlanta, Ga., 68 So Main St., Waterbury, Conn.; 970 Elm St., Manchester, N. H.; 106 N. Main St., Concord, N. H.; 104 Montgomery St., Montgomery, Ala.; 796 Chapel St., New Haven, Conn.; Main st., opp. P.O., Springfield, Mass.; 16 W. 9th St., Chattanooga, Tenn.; 134 Thames St, Newport, R. I.; 626 Main St., Kansas City, Mo.; 244 Fourth Ave, Louisville, Ky.; Exchange St., corner entrance, 2 State St., Hartford, Conn.; 910 Congress Ave, Austin, Tex.; 406 Houston St, San Antonio, Tex.; 318 So. 15th St., Omaha, Neb.; 310 E. 5th St., Dayton, Ohio.

Also Agents at most all points in every State. We will call whenever and wherever needed by your notifying Headquarters, BOSTON, MASS.



Makers of ALL STYLES OF UNIFORMS.

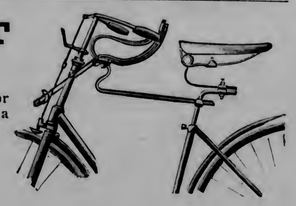
Address POSTAL CARD For Samples.

The * Beauty * Bundle * Carrier AND CHILD'S SEAT.

ADAPTED for all Safety Bicycles and Tricycles, attaching to either horizontal, vertical, solid or hollow posts of any diameter, without marring the same. Will carry a good-sized child, a peck of apples, an armful of books, or anything you can get in it.

Cloth, *$6.* Mackintosh, *$7.* Send for Circulars.

RICH & SAGER, 210 West Main Street, Rochester, N. Y.



IMITATION or FLATTERY, WHICH?

We cannot refrain from expressing our satisfaction that the reform we started, two years since, to inaugurate, by building bicycles of honest material and drop forgings, instead of iron castings, has proved a success, and all American builders are now following our example.

PNEUMATICS.

Delivery same day as order.

We have ready for instant delivery, in lots of one to one hundred, the celebrated

"Irwell Pneumatic Safety,"

PRICE, $150.

We shall not import any more owing to our arrangements with Mr. Featherstone. If you want any of these **SPEAK QUICK.**

By-the-way, did you know that away up in the northwest part of Illinois, in a city most favorably located for manufacturing, called Freeport, an enterprising firm has located there, The Stover Bicycle Mfg. Co., and they are building a bicycle that we are proud to represent. They call their wheel

"THE PARAGON,"

And it is rightly named. We visited the factory before we decided to represent the wheel, and we found that from first to last the PARAGON is an honest wheel.

In Material.
In Workmanship,
In Excellence of Design,
In Originality,
In Ease of Running

We believe that

"THE PARAGON"

Represents more true American manhood than any wheel yet put on the market. An essential point to be remembered is

"We Guarantee Every One."

The Trade in our section of the country is requested to write for Agencies.

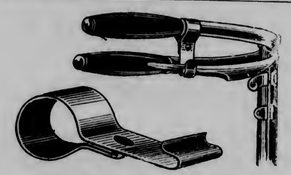
The balance of our line includes many desirable wheels, in fact it is admittedly the most complete line in the United States. Please note,

Price $25 to $300.

QUALITY, Highest Grade in Each Class.
QUANTITY, Almost Unlimited.
DELIVERY, Immediate.
TERRITORY, Guaranteed.
AGENTS, Fully Protected.

Send for Catalogues.

THE SWEETING CYCLE CO., Wholesale Bicycles, Philadelphia, Pa., U. S. A.



(Patent Applied For.)

USE THE ACME BRAKE GRIP

And rest your wheel any where without danger of falling. It pays for itself in a day. Over 10,000 in use. In ordering state size of handle bar.

Price, Nickeled, 25c.

S. R. WHITWELL, Great Barrington, Mass.

Liberal Discount to Agents.

$3.00 Per Pair.



$3.00 Per Pair.

It is just like this, we have a good Shoe and guarantee it Kangaroo. We are not afraid to say this, because it is true. There is plenty of higher priced Shoes you can buy, but the above guarantee is generally mix. Send for Catalogue and rules for self measurement. Liberal terms to Agents. Address,

W. B. TOULMIN, 285 Main St., Buffalo, N. Y.

SAVE YOUR PANTS!



IN USE. NOT IN USE.

OSTERGREN'S TROUSER GUARD.

(Patented Feb. 17, 1891.)

Three styles of finish. 15 cts. per pair, blued steel; 25 cts., enamelled; 35 cts., nickeled.

To be had of all dealers, or

A. K. & C. E. SCHAAP, - Richmond, Va.

Bicycles and Sundries.

CYCLING FOR Health and Pleasure.

CHAPTERS VII and VIII.

High gearing is a *fad* just at present (for reasons which it would require considerable space to trace), in spite of the common sense of many old riders. Chapter *VII* explains the *nature* and *effect* of gearing, so that any one who reads it can understand for himself the relative value of different gears, and form an intelligent opinion.

Chapter VIII. treats of the distinctive features of the principal types of machines; illustrates them; and discusses their merits.

230 Pages, Illustrated.

50 Cents, Postpaid.

WHEELMAN COMPANY,
PUBLISHERS.
12 Pearl St., - Boston.
Stamps not received.

ELWELL EUROPEAN CYCLE TOURS

Personally conducted.—England, France, Switzerland, Germany and Holland. First class. Tour No. 1 leaves New York June 6th. No. 2 July 8 For particulars address F. A. ELWELL, 152 Pearl St., *PORTLAND, ME.*

Official Outfitters to the League of American Wheelmen.

Authorized by the Executive Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.

406, 408, 410 & 412 Broome Street, NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.00, BREECHES, $5.25.
Cloth, $2.10 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk.....40
Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic.4.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price.
Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,
241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia. 1033 Chestnut St.

THE NEW COLOR LEAGUE CLOTH IS NOW READY.

Samples of same can be obtained on application to

BROWNING, KING & CO., - New York.

SPECIAL.

All Advertisements in this Department 20 cents a line

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜



L. A. W. BADGES

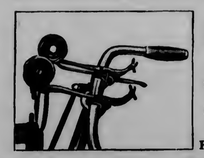
The official design in SOLID GOLD.

Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the inferior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better at $1.50, $2.00, and $2.50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.



LAMSON'S

Luggage Carrier

NO. 1.

Convenient, durable, noiseless, cheap. $1. Sold everywhere.

Made by

C. H. LAMSON,

Portland, - Maine.

JOHN HARRIOTT,

Prize Medals Cups, Pins, Etc.

3 WINTER ST. BOSTON, MASS.

CARDS.

Send stamp to

BARTLETT & POWERS,

16 Gooding St., Pawtucket, R I.

For Samples of their L. A. W. Cards for 1891.

FOR EXCHANGE—An Ivel, '89 pattern, Tandem Trike, in A1 shape, for a '90 Col. Ladies Safety, or a Col. Gent's Safety. Trike has 30-in. wheels, and is suitable for two ladies. Also a number of second hand Ramblers very cheap. LEINBACH BROS., Lebanon, Pa.

SEND STAMP for *new* samples of L. A. W. address cards. The B. P. Co., North Easton, Mass.

STAR—Special Star, with Ball Bearings to both wheels and ratchets; cost $175. Will sell for $50 Sent C. O. D., with privilege of examination, on receipt of $5. W. W. STALL, 509 Tremont St., Boston, Mass.

WANTED—A good bicycle repairer at once; good position for an industrious man. Apply quick. BANKER BROS., Highland Ave., Pittsburg, Pa.

WANTED—Bicycle Dealers and Agents to handle our *Official League* and other Bicyclists' emblems. Send for price list and discounts. DURYEA JEWELRY CO., wholesale jewelers, 180 B'way, N.Y.

ATHLETIC GOODS!

KINGSTON KNITTING CO.,



Manufacturers for the

Trade and Clubs.

The most beautiful line of

Bicycle, Gymnasium, Tennis Costume and Sporting Goods

Made, in worsted, wool and best lisle thread stock. Unsurpassed for style, completeness, elasticity and durability, and at very low prices.

Send for catalogue and club price list, or order with entire confidence that our styles, material and prices will be entirely satisfactory.

No. 27 Kingston Street,

BOSTON, MASS.

A Tale of Woe, and How it Can be Avoided.

He loved her to distraction,
She loved him in return,
And they thought no fate could separate
Hearts that like theirs did burn.

But she became a victim
Of the bold bicycling craze;
And she used her beau, as a prop, you know,
To hold the wheel in place.

She fell and skinned her elbow,
Then fell and cut her cheek,
And the love they knew broke square in two,
They pass and do not speak.

MORAL—Buy an **INSTRUCTION BELT** from the

ST. LOUIS WHEEL CO.,

311 N. 14th St., St. Louis, Mo.

P. S.—'91 Catalogs out.

CYCLE EXHIBIT

NATIONAL L. A. W. MEET

AT DETROIT RINK,

July 16, 17 and 18,

By Detroit Wheelmen.

Manufacturers wishing space or information, address

A. F. PECK, Chairman,

139 Jefferson Avenue, Detroit, Mich.

M. R. WARREN,

Fine Stationery,

336 Washington Street, - Boston.

I call special attention to my engraving department, in which you will find the best of workmanship, correctly and quickly executed at the lowest prices.

SATISFACTION GUARANTEED.

Wedding Invitations,
Wedding Announcements.
Reception Cards,
Visiting Cards,
Party Invitations, etc.

Sketches Furnished. Odd Novelties in Box Papers. New Style Envelopes.

Mention this paper.

A MODERN PRINTING OFFICE AND BINDERY.

The Collins Press

Gives Satisfaction Every Time.

WE PRINT

The "Technology Architectural Review,"
"Bicycling World and L. A. W. Bulletin,"
"Wade's Fibre and Fabric,"
"The Musical Herald."

PRINTERS TO THE BOSTON UNIVERSITY.

BEST OUT.

75c. for this Nickeled Toe Clip.



Every wire braces the others. Best Spring Steel. Foot never slips. No headers. Great for hill climbing. No pinching of corns or catching of foot. Solid comfort. Rubber coated, only 90 cents. The Pat. balance E, always brings Pedal and Clip right side up as per cut, only 75 cents extra.

If your Agent is dead and don't keep it, don't let him bluff you, but send price by P. O. Note. No stamps. Size 1 for boots up to No. 8. Size 2 for boots from 8 to 11.

J. A. HUNT & CO., Sole Mfgs., Westboro, Mass.

NOTICE

To Manufacturers and Agents.

LOUIS GLASEL & CO., - Coventry, Eng.

THE CONTINENTAL CYCLES

Are the Cheapest and Best in the Trade.

CUSHION SAFETIES Ready for immediate delivery. Balls throughout. Best material. Workmanship guaranteed.

LOUIS GLASEL & CO.,

Supplies also all rough and finished parts; also chains, tubes, stampings, hubs, cushion tyres, lamps, forks, rims, etc, etc.

☞ **Rock Bottom Prices.** ☜

All very cheap and only for cash. Best and prompt attention given to the smallest orders.

Mention this paper.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ *Cash must accompany the Order.*☜

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜

FOR SALE—54-inch full nickel 1890 Eagle; perfect condition. Sold because too large; with Butcher cyclometer, price $105. G. W. PROUTY, 620 Atlantic Ave., Boston.

FOR SALE—One Columbia Tandem Safety and one Ladies' Columbia, 1890 pattern. Both in good condition. Taken for debt and will be sold cheap. GEO. O. ALLEN, 133 Main Street, Fitchburg, Mass.

REFEREE SAFETY, bought October, '90; good as new; weight, all on, 37 lbs.; only $100; rat-trap pedals and Garford saddle. F. O. DEAN, Taunton, Mass.

FOR SALE—48-inch Star Bicycle, late pattern, with cyclometer; good order except nickel; cost $120; sell cheap. Would accept No. 2 Kodak Camera or Johnson's Cyclopedia in part payment. Address Box 450, Brattleboro, Vt.

HOW MUCH CASH am I offered for a perfectly new Victor Safety, '91 pattern; never used. Cost $135. Box 1528, Boston.

FOR SALE—Columbia '89 Safety with lantern. Good as new, $90. C. W. FLANDERS, 23 Pearl Street, Boston.

FOR SALE—'91 Model A Swift, cushion tires. Brand new; must sell; make an offer. Cost $140 3 weeks ago. F. R. HUNTINGTON, Watertown, N. Y.

FOR SALE—Columbia Light Roadster Safety, *brand new*, 1890 pattern. Price $125. Be quick if you want it. F. A. TYLER, Rome, N. Y.

$45.00 CASH—54-inch American Champion; run but a short time, and just received from factory thoroughly overhauled, re-enameled and re-nickeled. Ball bearing all round, Spinney spade handles and Champion hub lamp. Free on board cars at Auburn. Best cash offer gets it. JAMES L. HICKOK, the National Bank of Auburn, N. Y.

FOR SALE—A safety used one month; cost $135 Sold on account of death of owner. Best offer takes it. Address Mrs. A. D. K., this office.

WANTED—Tandem Safety; have 51-inch Star in good condition, silent ratchet, to exchange on same. PAUL A. KELLER, Moline, Ill.

I WILL PAY CASH for collection of Postage Stamps. H. CORBETT, 1413 Wash. Street, Boston.

I WILL TRADE a "Rambler" or a "Rush" Safety for a "Star" or "Eagle." Write. FRED. E. McEWEN, Elgin, Ill.

2 COLUMBIA SAFETIES, 1890 Pattern; Lady's $110; Gent's, $100. Both bargains; as good as new, less nickel and enamel. We guarantee to give within $10 of price of either six days after purchase if not satisfactory. Sent C. O. D., to allow examination, on receipt of $5. WILSON BROS., Jewelers, 15 Tremont row, Boston.

FOR SALE—Singer Safety, but little used; in first-class condition; practically as good as new; price low. L. BAXTER, 209 Washington Street, Boston.

BRONCHO, CHAINLESS, SAFETY CYCLES; new machines, 1890 pattern, price $60 f. o. b. at Westboro. Address P. O. Box 588, Westboro, Mass.

A FEW "Victor" and "Columbia" Safeties in most excellent condition. Prices below all competition so long as they last. G. FRANK FRIES, Akron, O.

LADY'S AND GENT'S Columbia Safety Bicycle. Cost $135.00; will sell for $100.00; as good as new. WILSON BROS., 6 Hanover street, Boston.

FOR SALE—Ten 1890 Bronchos; never ridden; perfect condition. I bought them for speculation. $55 each. Correspondence solicited. GEO. A. BIRCH, 113 Michigan ave., Chicago.

$160 Trike; new, $50. $115 Springfield Roadster; like new, $60. 52 Light Champion; would pass for new, $65. 46 Col. Semi-Roadster; new, $40. ZOOK, Lititz, Pa.

WANTED—Any first-class drop frame safety, $135, with lantern, in exchange for very fine English regulator, full cap, jeweled, with mercurial pendulum; mahogany case about nine feet high; an exceedingly fine time-piece in A1 condition, especially suited for jewelers' use. Address J. H. N., 11 John St., New York

FOR SALE—Columbia Tandem Tricycle; used but little; $135. L. M. ELLIS, Connersville, Ind.

FOR SALE—Columbia L. R., 49-inch, A1 condition, $50.00; and 50-inch Columbia Expert, with Richie cyclometer, $40.00. WIGHT & SON, Wellington, O.

FOR SALE—1890 (King of Diamonds) Psycho Safety, in good condition, ridden only part of season. Price $100.00 cash. Address M. X. CHUSE, Jr., Peoria, Ill.

FOR SALE—$100 cash—Columbia L. R. Safety; new last October; in A1 condition. H. A. WHEELER, 2700 Pine street, St. Louis, Mo.

FOR SALE—Bargain to bicycle dealer or club, a lot of new ball bearing guaranteed safety bicycles at less than wholesale cost. Address G. H. STREAKER, 203 Market Street, Philadelphia.

FOR SALE OR EXCHANGE—Singer Tandem Safety. Has low steering connection. Cost $220, price now $160. Will take 1891 new Victoria or Warwick in part payment. Address "D," Box 515, Peoria, Ill

'90 NEW MAIL SAFETY, little used; new '91 Garford saddle. Pass for '91 wheel. Outside and inside perfect. W. E. BURNHAM, St. Johnsbury, Vt.

WANTED—Ladies' Columbia Safety. Must be in good condition. E. M. C., 131 St. Felix Street, Brooklyn, N. Y.

FOR SALE—Royal Singer Safety, in first-class condition throughout. A bargain. E. W. GINN, 7 Tremont Place, Boston.

$100.—New Singer Safety, '90 pattern, spring frame. Address E. L. B., Bicycling World office.

PSYCHO SAFETY—For lady or gentleman. New last season. In fine condition. Can be seen at 38 Oliver Street, Boston.

FOR SALE—54 inch New Mail; 54 inch Victor; 56-inch Apollo; 56-inch Premier Racer. All in first-class condition. No reasonable offer refused. H. D. BROWN & CO., Weedsport, N. Y.

FOR SALE—For cash, fine sailing canoe, or will exchange for safety bicycle. W. G. THRALL, Oswego, N. Y.

"The Cycle for Women."

Write for a Copy.

WE SELL AN EXCELLENT

Ladies' Safety for $45.00.

Other Bicycles in Proportion.

D. SNITJER,

St. Louis, Mo.

DOLE'S WHITE EMBROCATION

Sprains, Strains, Stiffness, Shin Ache, Leg Weakness, Chest Colds and Rheumatism are speedily cured by it.

Agents Wanted.

L. C. Dole & Co.,

New Haven, Conn.

Mention this paper.

"PERFECT" POCKET OILER.



One-half size.

For Bicycles, Guns, etc. No Leakage. Throws only small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50c. each. CUSHMAN & DENISON, 172 Ninth ave., N. Y.



Sole Agent in New Jersey ..... FOR .....

FEATHERSTONE PNEUMATICS.

Howard A. Smith & Co., 518 Broad St., NEWARK, N. J.

THE Headquarters for Bicycle Sundries. Below will be found a partial list of our goods with prices:

Adhesive Tire Tape	$0.20
Balls any size	.05
Badges, L. A. W., any style	.10
Bells, Perfection Alarm	2.50
" No 1	.50
" No. 2	.75
" No. 3	1.00
" Harrison	2.00
Belts, Instruction	1.25
Bicycle Stands, Safety	1.00
" " Buffalo	1.00
Bicycle Supports, King's Patent	2.50
" " Brake Lock, " "	1.00
Bicycle Hoists	1.50
Caps, Boston Club	1.50
" Newark	1.25
" Woolen Touring	.75
" Silk, Touring	1.00
Cement, 2 oz. sticks	.20
" in bulk	1.00
" liquid, for Cuts	.25
Coats, cloth to order, see Catalogue	
Cycle Brush Tool	.50
Carriers, Z. & S., all machines	1.25
Enamel, "Newark"	.50
" "Diamond"	.50
" "Silico"	.50
Gloves, open or perforated backs	1.00
" corded back	1.25
Graphite, in bottles	.25
" in screw-top cans	.25
Handy Hooks	.10
Handles, Pear Shape, per pair	1.50
" Large Grip for Safety "	1.00
" Spade Grips "	.50
" Pear Shape, Ebonized Wood "	.50
" " " Polished "	.40
Hose, Linen Sole	1.00
" Woolen .75, 1.00, 1.25,	1.50
" Supporters Z & S	.50
" " Belt	.50
" " Hip	.35
Horns .1.25, 1.60,	2.25
Lamps, K. of R., Japanned	6.00
" Diamond, "	6.00
" Mikado, "	3.00
" Referee, "	2.50
" Pilot, "	1.50
Locks, Stanard, Bronz	.50
" " Nickeled	.75
" Eureka, Iron	.25
" " Bronze	.50
" Eureka, small	.65
" " large	.75
" Yale, Nickeled	1.40
" " Bronze	1.15
" Lynch Buck e, Nickeled	1.00
" Perfection, Brass	.75
" " Nickeled	1.00
" Safety Securers	1.00
Oilers, Flat Ordinary	.15
" Spring Top	.25
" Paradox	.25
" C & D Pocket	.50
" Eureka	.25
Pants Holders, Tucker's Elastic	.25
" " Ostergren's, Blued	.15
Rims, Necks, Forks and Backbones	
Screw Drivers, Novelty	.50
" " Duplex	.35
Sadd'es, Safety, Fish	7.00
" " Garford	6.00
Sweaters, any style, see Catalogue	
Spoke Grips, Newark	.50
" " Nipple	.75
" " Tangent	.35
Toe Clips	.50
Whistles, Dupiex	.25
" Boston	.50
" Single Tube Springfield	.25
" Double " "	.30
Whistle Chains	.10
Wrenches, B. & S .75 and	1.00
" Acme .50 and	75
" A. & B	.50

Send Postal for Complete "Encyclopedia of Cyclers' Wants."

Howard A. Smith & Co., 518 Broad St., NEWARK, N. J.

THEATRES.

BOSTON THEATRE.
Eugene Tompkins, Proprietor and Manager.
Week commencing May 4th,
"THE SOUDAN."
Evenings, 7.45. Wed. and Sat. Matinee, 2.

GLOBE THEATRE.
John Stetson, Manager.
Week commencing May 4th, Francis Wilson in "THE MERRY MONARCH."
Evenings, 7.45. Wed. and Sat. Matinee, 2.

$2.75.

I will cut a single line, steel street die, monogram or cipher, with 5 quires fine writing paper and envelopes, paper stamped in colors for $2.75; all duplicate orders filled at $1.00 less, the die to remain in my possession; will mail samples on application.

M. R. WARREN,
Stationer and Engraver,
336 WASHINHTON ST., BOSTON.
Mention this paper.



SAMPLE CAN, BY MAIL, 25 CENTS

Liberal Trade Discount.

GRAPHITE,
P. O. Box 1202,
NEW YORK, N. Y.



FOR TANGENT AND DIRECT SPOKES.

Nickeled, Price 75c., Postpaid.

Dealers send for Sample and Electrotype.

AVERY & JENNESS,
5756 Madison Ave., Chicago.

Erie Knitting Mills,

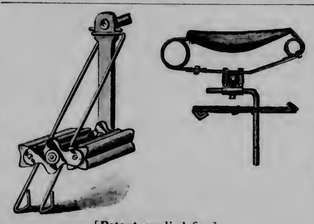
Erie, Pa.

Are still making the very best goods for cyclers. We know this, and others are finding it out.

This is a copy of a letter just received from the champion road rider of the United States:

ERIE KNITTING MILLS -
I cheerfully recommend your knit goods for the use of bicyclers, especially hard road-riders, as from my experience with them I have found them well-fitting, elastic and durable as iron.
Yours very truly,
WM. VAN WAGONER.

FRANK FAIRBAIRN, 513 WEST 11TH ST., ERIE, PA.



[Patent applied for.]

The Handy Safety Support

Will enable you to stand your wheel anywhere.
Cut No. 1 shows support in use.
Cut No. 2 in position for carrying.
The simplest and best on the market. Instantly applied and fits any wheel having a solid saddle post, (size for hollow post furnished later.) Furnished with clip for attaching to saddle post in such a manner that it is entirely out of the way and cannot rattle or become loose. Handsomely finished in nickel and enamel; weight 4 oz.

85 cents by mail.

Liberal discount to trade.

Fred. H. Parker, South Manchester, Conn.
Mention this paper.

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. **W. E. AUGHINBAUGH,** Baltic Building Washington, D. C.

FITCHBURG RAILROAD.

Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

HOOSAC TUNNEL ROUTE

THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

BICYCLES CARRIED FREE
FAST EXPRESS TRAINS

With elegant PALACE PARLOR and SLEEPING CARS to and from

BOSTON and CHICAGO and BOSTON and ST. LOUIS, via NIAGARA FALLS,
without change.

THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.
THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.
THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.

ELEGANT PALACE SLEEPING CARS
to and from
BOSTON and MONTREAL,
without change.

For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at
250 Washington Street, or
Fitchburg Railroad Passenger Station, Boston.
J. R. WATSON, General Pass. Agent.

Price List of Specialties

—MANUFACTURED BY—

ELASTIC TIP CO.

Mailed Postpaid on Receipt of Price.

Dropped Forged Steel Spade Handles, all nickeled and threaded to fit any machine, $2.50 per pair.
Soft Rubber Handles, pear shaped, $1.50 per pair.
Vulcanized Handles, pear shaped, $1.50 per pair.
Boys' Soft Rubber Handles, pear shaped, $1.00 per pair.
Double Grip Pedal Rubbers, No. A, 1 inch x 3 3-4 inches, $2.00 per set of four.
Double Grip Pedal Rubbers, No. B, 1 inch x 4 inches, $1.50 per set of four.
Double Grip Pedal rubbers, No. C, 1 1-4 inch x 4 inches, $2.00 per set of four.
Pedal Rubber, round or square; made from white rubber, $1.00 per set of four. When ordering state size required.
Spade Grips, vulcanite, 50 cts. per pair.
Safety Handles, vulcanite, to fit any machine, $1.00 per pair.
Safety Handles, for Boys' Wheel, 50 cts. per pair.
Soft Rubber Grips for Safety, $1.00 per pair
Soft Rubber Grips for Boys' Safety, 50 cts. per pair.
Soft Rubber Sleeves, to fit over vulcanite grip, 75 cts. per pair.
Steel Balls, 3-16 inch, $2.00 per C.; 1-4 inch, $2.40 C.; 5-16 inch, $3.00 per C.
Imported Tire Cement, 25 cts. per box.
Tire tape for holding on tire, 25 cts. per roll
Rubber Cement, for repairing cuts in tires, 25 cts. per can.
Bicycle Spokes. Price according to quantity.
BICYCLE TIRES, SOLID or CUSHION, either red or grey; price according to size. Send for Catalogue.

ELASTIC TIP CO.,
Cor. Cornhill and Washington Street,
BOSTON, MASS., U. S. A.

REAL BICYCLE UNIFORMS.



Be sure to send for free samples and measure blanks. Club Uniforms a specialty. L. A. W. Coats, $8. Knee Breeches, $4. Punnett's celebrated Jersey Cloth Knee Breeches, only $4 a pair. Bicycle Caps, Hose, Pins, Tights, gold or silver Letters, Punnett's Invisible Pants Holders, 25c. a pair. Be sure to write now.
R. A. PUNNETT, Tailor and Athletic Outfitter,
98 & 100 West Ave., ROCHESTER, N. Y.
All strictly first-class work at moderate prices.

Send for Complete Bicycle Catalogue



MEACHAM
HIGH-GRADE
DIAMOND SAFETY

1891 PATTERN. TANGENT SPOKES.

	List Price.
Ball Bearings to Both Wheels.	
Both Pedals and Crank Shaft.	$115
Ball Bearings to Head.	
Hollow Steel Tubing.	Selling Price,
COMBINATION WHEEL FOR EITHER GENTLEMAN OR LADY.	$76

WILL SUSTAIN A PERSON WEIGHING 225 LBS.
BY REMOVING TOP CROSS-BAR, CAN BE RIDDEN BY A LADY.

E. C. MEACHAM ARMS CO. ST. LOUIS, MO.

$85.00 LOVELL DIAMOND CYCLES. $85.00

High Grade Only.

All Ball Bearing,

Steel Tubing

—AND—

DROP FORGINGS.

NO BETTER MACHINE AT ANY PRICE.



Lovell Diamond,	$85.
With Cushion Tires,	95.
For Ladies,	85.
Convertible,	85.

AGENTS WANTED.

BICYCLE CATALOGUE FREE.

MANUFACTURED BY

John P. Lovell Arms Co., Boston, Mass.

Sole U. S. Agents for the King Bicycle Support and Brake Lock. SEND FOR CATALOGUE.



HOWARD A. SMITH & CO., Newark, N. J.,
Manufacturers and Wholesale Dealers in
Bicycle Sundries.

Princess No. 1, 30-inch, balls all over,	$85 00	Climax No. 2, 28-inch, ball bearing,	$60 00
Princess No. 2, 28-inch, " "	$75 00	Prince No. 1, 26-inch, " "	$45 00
Princess No. 3, 26-inch, " "	$60 00	Prince No. 2, 24-inch, " "	$35 00
Climax No. 1, 30-inch, ball bearing,	$65 00		

These Wheels Are Built for Our Trade.
Agents Wanted all Over the World.

J. E. POORMAN, Agt., Cincinnati, O.

COLUMBIAS.



Columbia Light Roadster.

SEVENTH YEAR.

This is a famous wheel, and ranks first among all machines of its class in the world.

PRICE, $125.00.



Expert Columbia.

TENTH YEAR.

Without a doubt the most widely known wheel ever made. It is a regular roadster of the finest construction.

PRICE, $110.00.



Volunteer Columbia.

FOURTH YEAR.

A high-grade wheel of best materials, but with a slight economy in construction. Sold at a low figure.

PRICE, $90.00.

In all above machines STEEL Forgings only are used. There are no castings.



Columbia Semi-Roadster.

SIXTH YEAR.

A high-grade, moderate-priced boy's wheel

PRICE, $55.00.

The regular bicycle has not yet gone out of use. A good many riders still prefer it to the Safety. They consider it more speedy, more exhilarating, and more delightful in every way. Perhaps you are one of this number. If so, we advise you to ride an Ordinary and ride a good one. And where can you find better than COLUMBIAS? They are the original American wheels, and have won for themselves an unequalled reputation on race track and on roads, across prairies, over mountains, around the world.

Grand Rapids, Mich., March 24, 1891.

Gentlemen—I have ridden my Columbia Expert since May, 1885, with a mileage of nearly 13,000 miles. * * * With new take up sleeves put in the little wheel, and a new tire on the little wheel, it would be fit to start on a tour across the continent or around the world. It is a great satisfaction on a hard tour to ride a wheel that I know won't break down, and that I have so thoroughly proved CAN'T break down.

Yours respectfully,
L. J. BATES,
("President Bates.")

POPE MANUFACTURING CO.

77 Franklin St, Boston.

BRANCH HOUSES:
12 Warren Street, New York.
291 Wabash Avenue, Chicago.
Factory: Hartford, Conn.

THE BICYCLING WORLD & BULLETIN.

FOUNDED 1878

DEVOTED TO THE INTERESTS OF CYCLING.

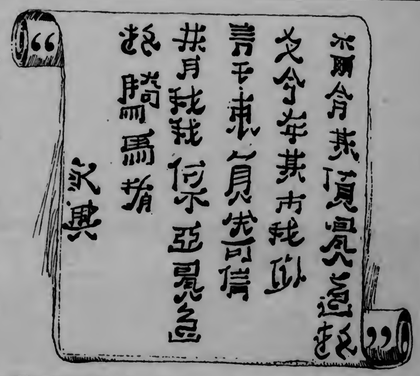
Volume XXIII. Number 2. BOSTON, 8 MAY, 1891 $1.00 a Year. 5 cents a copy.

"And May the Best Swimmer Get Ashore."

As this letter was used by bicycle makers as a testimonial for their bicycles, and was printed by them over their signature on the back page of the BICYCLING WORLD, we have been curious to know whether the translation given by them was correct.

Thousands have tried to translate this letter. Our mails have been full of efforts.

We print below the contents of two letters received from Chinese gentlemen who are probably the highest authority on Chinese in this country."



"I can not make anything out of the paper. It is meaningless. They must be written by some American who imitates not to perfection."

"The inclosed advertisement, if meant for Chinese eyes, is of no practical use whatever, because no Chinese could make out its meaning, and some of the characters can hardly be recognized as Chinese. It looks like Japanese-Chinese and a vain attempt at copying the original."

"When an Intelligent Man Wants

To purchase, he buys from parties whose standing in their several callings is a guarantee for the quality of their wares."

When the same man wishes to buy a bicycle he goes to those who have made cycle making a scientific study, and whose years of solid experience entitle him to expect THE BEST in every respect.

For years we have been building high grade cycles called "VICTORS." It goes without contradiction that they have always ranked with the very best—a leader of leaders. Our style and work have often been copied by inexperienced makers, but with limited success. We never put out imperfectly constructed models, but

"We Try the Experiments."

Overman Wheel Co., - Chicopee Falls, Mass.

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

SERIOUS COMPLAINTS

Have come to us of which the following is a sample:

NEW BRITAIN, Ct., April 24, 18,1.

Elliott Hickory Cycle Co., Newton, Mass.:

Dear Sirs—Several accidents have happened in this place from people being run into by Hickory Bicycles. These machines are so noiseless that pedestrians have no warning of their approach.....A Hickory Machine and an incautious rider make a very dangerous combination. Couldn't something be put on these wheels that would give notice of their coming? Forsaide from that one objection we like them very much.

Yours, J. M. BURDICK.

Yes, there are several things we *might* do, as for instance: We might put on metal guards or a detachable lamp bracket. Or we might use the common form of brake connections. Or a few springs scattered gracefully among a lot of heretofore avoided joints would certainly "give warning of its approach." And in case the pedestrian was a little hard of hearing we could easily find a style of chain that would cause him to "look towards us." While me might attract his *undivided* attention by using "rat-trap" spokes tied with bonnet wire, and tuned up with drop forged "nipples." These are things we *might* do, but what we *prefer* to do is to admit that the Hickory has one fault which we don't care to overcome. Any well-organized pedestrian would rather be run over by a noiseless machine than to stand safely on the sidewalk and listen to too much "metallic clamor."

Orders: An order placed *now* for a Hickory Bicycle is filled within a few days (not more than a week). And we hope during the present month to do still better in the way of promptness.

Catalogues may now be had by all who ask for them.

Agents who have for a long time believed that there was something in Hickory, but had not quite got to the point of saying so to the world, should take it up now so as to be in the procession when it gets well under way.

If there is no agent for the Hickory in your town, send in your request at once, and if we find that you have no bad habits we will open an account with you. Selling metal wheels we do not class among other bad habits, it is only catering to a depraved public appetite and is excusable on the same ground that selling liquor is, (if *you* don't do it somebody else will). But we can fix all that in time.

Agents and others who think the Hickory is "no good" and tell customers that they will "all fall to pieces," should stop and think how they will feel when everybody admits that "Hickory is the stuff," and these same men have to come up smiling, (about the same kind of a smile a man might be expected to wear while telling his best girl that she was sitting on his Sunday hat), and when they are asked to explain, be obliged to say: "oh yes, we knew it all the time, but we had to sell off our old stock, don't you know."

For terms and all other information, write to the

Elliott Hickory Cycle Co.,

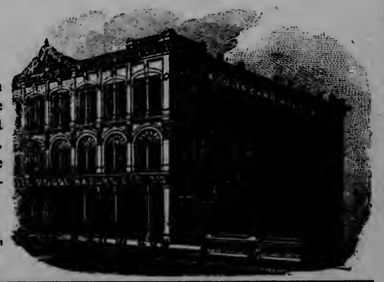
Newton, Mass.

P. S.—Don't get killed in the rush.

BICYCLE SUNDRIES AT WHOLESALE.

GENERAL AGENTS FOR GARFORD SADDLES.

LOWEST PRICES GUARANTEED.



WE ARE Manufacturers of a large line of Bicycle Sundries, and buy others in such quantities that we can fill orders promptly and at lowest prices. While we list a large line of sundries, we can supply any others on the market at lowest prices. We make it a point to fill all orders on day received. Discounts to the trade.

Our line of standard wheels is the most complete in the United States, while we are offering some most extraordinary bargains in brand new job lot wheels and second-hand ones at cut prices. Correspondence with agents solicited.

ROUSE, HAZARD & CO., - 9 G Street, Peoria, Ill.

Send for Catalogue and Discounts.



WE ALSO CONTROL

GIANTS

—AND—

BRONCHOS

For Eastern New York.

NEW ENGLAND BICYCLE DEALERS.

If the UNION or WARWICK CYCLES are not represented in your territory, write us for terms. You will find them more than liberal.

A. O. VERY CYCLE CO., - - 173 TREMONT ST., BOSTON.

LACTART

ACID OF MILK.

A REFRESHING DRINK WITH WATER and SUGAR.

Call for Orange or Raspberry Lactart at the Soda Fountains.

Benson, of Corey Hill fame, says:

AVERY LACTART CO., Boston.

Gentlemen—'For several seasons I have used your Lactart and found it very satisfactory, as a quencher of thirst." Respectfully,

A. P. BENSON, Newton Club.

TRADE NOTES.

THE POPE MFG. CO.'S NEW BUILDING.

IT has been the good fortune of Boston, within a few years to secure the addition of some notably elegant and imposing public and business buildings. One of the most attractive of these will be, when completed, the new building of the Pope Mfg. Co. on Columbus avenue, at the corner of Morgan street.

For several years the company has occupied the building at 77 and 79 Franklin street for their salesroom and offices, but on account of their largely increased business it was decided to erect a building which should not only meet the requirements of their business, but be an architectural credit to the city.

Plans as prepared by Messrs. Peabody & Stearns, architects, were accepted, and the contract for building awarded to Messrs. Woodbury & Leighton, who are rapidly pushing forward the work.

The building will have a frontage on Columbus avenue of 85 feet and a depth of 100 feet; while an additional ten feet are reserved in front for an extra width of sidewalk. The first story of the building, resting on foundations of granite, is of a beautiful light Ohio sandstone. Above this are four stories of a light cream colored brick, with trimmings and cornice of terra cotta specially designed by the Perth Amboy Co. The main entrance, at the centre of the Columbus avenue front, is through a richly designed vestibule of Mexican onyx. Without, on either side, is a Florentine lantern of unique and beautiful design. The vestibule opons into a lobby with walls of English enamel bricks, and which extends back to the main stairway and electric passenger elevator at centre of the building.

At the rear is an elevator for freight. All remaining space on the first floor is utilized for two stores, each running the entire depth of the building. One of these stores will be occupied by the owners as an exhibition and salesroom for their "Columbia" bicycles and tricycles.

The entire second floor is devoted to the offices and general counting room of the company. The private office of the President is on this floor; there is a retiring room for various purposes, such as conferences, etc., and a library is provided into which it is the design of Colonel Pope, the President, to gather the most comprehensive collection in this country of books, periodicals, and records relating to cycling and its kindred subject—the building and improvement of roads. There will also be on this floor coat rooms and toilet apartments of the most approved plans.

The third floor will be let, but all of the fourth floor will be devoted to various departments of the company's business. The fifth floor will be used for the riding school for which it is especially constructed, and as such its appointments will be complete. It has always been the custom of the Pope Mfg. Co. to furnish free instructions in riding to purchasers of "Columbias," and the new rink, which will be the most perfect of its kind in the country, will be highly appreciated.



It is worth noting that the entire building is provided with a very large amount of window space, and the windows of every floor in front are of plate glass. The single plates of the show windows on the first floor are probably the largest in the city, each being twelve feet wide and fourteen feet high.

The general appearance of the structure will be imposing, not so much from massiveness, or any over-towering height, as from the beauty of its architecture. The cost, including land, is about $200,000, and as the Pope Mfg. Co. will at once, upon completion, use the entire building for their own business, excepting only the third floor and one store, some idea may be gained of the extent to which this business has grown. Indeed, one cannot refrain from glancing backward to so recent a year as 1878, when the company were putting out a few bicycles of a rather experimental type, and contrasting it with their business only a dozen years later, when their annual output exceeds 10,000 highest grade bicycles and tricycles; and this when some seventy American competitors are in the field.

It requires a product of unusual merit, together with business management of high order, to achieve such results; and for this reason the Pope Mfg. Co. may take a just pride in the success which finds expression in the splendid structure briefly described above.

STERLING ELLIOTT offers his entire business *outside* the cycle business for sale. The Hickory bicycle trade has grown to such proportions as to engage the entire energy and attention of Mr. Elliott. Mr. Elliott owns some very valuable patents in lace cutters, cutting off tools, pamphlet stitching machines, press drills, etc., all of which will be disposed of to the "highest bidder."

EVERYBODY is delighted with the Featherstone Pneumatic Wheels that have tried them, and Messrs. Howard A. Smith & Co., Newark, the sole agents for New Jersey, are receiving orders for them from all over the State.

MR. A. J. MARRET, Manager Coventry Machinists' Co., Chicago, was in Boston one day last week. He complains that he cannot get Swift Safeties fast enough. Manager Hill in Boston says he is unable to keep up with his orders.

THE Paragon is attracting a great deal of attention, its fine lines, excellent workmanship, and finish, and spring-frame, has created a great demand for this wheel; but Sidwell & Saben, who are the New England agents, state that they are still "in the ring," as they placed a large order for their wheels early in the season, and are therefore filling orders promptly.

WE take pleasure in calling attention to the advertisement of the Premier Cycle Co. of New York on page 47.

THE Ariel Cycle Mfg Co. of Goshen, Ind., writes us: "We shall make a gentleman's and also a ladies' wheel. The gentleman's wheel will be ready for the market in a few weeks. This wheel is a diamond frame trussed, all ball bearings with improvements in the cone for the balls of our own design. Cushion tires and soft handles of our own design and expressly manufactured for us. At every point there has been no sparing of time, money, or pains, in the endeavor to accomplish the perfect union of strength, beauty, and ease."

A WONDERFUL ride. See page 36.

QUITE a contingent of road scorchers have put in an appearance, mounted on the Diamond frame Warwick, the inference being that the coming road races will see this popular wheel well represented.

ROUSE, HAZARD, & Co., Peoria, Ill., report a large wholesale trade on Western Wheel Works' goods, and rejoice in the fact that they are now prepared, and will be during the entire season, to fill orders promptly. Dealers will do well to correspond with them, if wanting machines, without delay.

THE SPOKELESS WHEEL.

THE invention of MR. W. G. Douglass of Newcastle, England, to employ thin steel disks in place of ordinary wire spokes is causing much comment in manufacturing circles. The peripheries of these disks are riveted to the rim. The axle passes through holes in the centres of disks. The axle is cut with a right and left hand thread, and the hub is cut with a thread to engage these so that by turning the axle the hubs are forced apart, and the tension on the steel disks is effected. The action on the pedals has the tendency to make this tension steel tighter. The steel will be so thin as to not materially increase the weight of wheel. The claims of advantage are perfect tension, impossibility to buckle or become untrue, and a saving of windage.

FIXTURES.

MAY.

23—Road Race at Forest Park, St. Louis, Mo.
23—Lantern Parade of St. Louis Wheelmen.
23—Harvard University Cycling Association meeting, at Holmes Field, Cambridge, Mass.
25—C. W. A. annual meet at Woodstock, Ont.
29, 30—Annual meet of the New Jersey Division L. A. W. at Elizabeth N. J.
30—Third annual Cycling Tournament of the Bay State Bicycle Club at Aricultural Park, Worcester Mass.
30—Annual Tournament of the Rome (N.Y.) Cyclers at Riverside Park
30—Chicago-Pullman Road Race at Chicago, Ill.
30—Irvington-Milburn road race. Address A. B. Barkman, 241 Broadway, New York.
30—Hundred mile Road Race of Rutherford (N. J.) Wheelmen.

[CONTINUED FROM PAGE 46.]

Ramblers Cycle Club (unattached).

23085 Pomeroy, H. S., Ohio

Danville C. C.

23283 Connelly, Will A., 15 Gilbert, Danville
23284 McGuire' S. W., 605 Gilbert, "
23285 Pennell, O. J., Elect. Light Sta. "

Unattached.

23489 Gano, S. S., 5 Wabash ave., Chicago
23490 Petrtyl, Vaclar, 437 W. 18th st., "
23280 DeAnguera, Edward, 804 Royal Ins. Bl'dg, Chicago
23279 Smith, A. B., 804 Royal Ins. B'ldg, "
22281 Wiseman, Andrew, 577 Ogden ave., "
23282 Hanford, Harry B., 291 Wabash ave., "
23278 Barnett, Otto R., 225 Dearborn, "
23086 Requa, Fred N., 512 W. Adams, "
23087 Wirt, Charles, 171 Randolph, "
23089 *Giffen, Miss Iva J.*, 853 W. Congress, "
23160 Pitthan, Wm. L., 23 Public sq., Belleville
23034 Fleming, L., cor. Main and Jefferson, Bloomington
23085 Manley, Edward, 501 Normal ave., Normal
23085 Schafer, Harry C., El Paso
23220 Babcock, J. E., Box 612, Genesco
23221 Stewart, Will, "
23222 Gray, D. N., Maroa
23223 Squires, J. W., Mt. Carroll
23224 Jeffery, Thos. B., Ravenswood
23036 Wiley, Ralph L., Seneca
23287 Forter, Frank E., 611 No. Wasson, Streator

INDIANA DIVISION—4.

Jeffersonville, C. C. (unattached).

23365 Worrell, J. E., 268 Chestnut, Jeffersonville

Unattached.

22366 Mathews, J. R., care W. Trow Co., Madison
23491 Lay, Wallace R., Box 896, Michigan City
23492 Leeds, Offley W., Box 174, "

IOWA DIVISION—6.

Davenport C. C. (unattached).

23225 Frisius, Carl A. G., 521 W. 6th, Davenport

Unattached.

23288 Breitenstein, Geo. J., 412 Main, Keokuk
23289 Brinkman, Walter B., 1005 Bank, "
23290 Camp, Edgar W., 517 So. 5th, "
23161 Stone, S. R., Box 612, Muscatine
23367 Woodard, C. C., Prairie City

KANSAS DIVISION—2.

Unattached.

23368 Cowles, W. G., Box J., Abilene
23369 Corbin, Jno. H., 526 S. Topeka ave., Wichita

KENTUCKY DIVISION—11.

Blue Grass Cyclers (unattached).

23231 Hulett, R. Lee, 217 1-2 St. Clair, Frankfort
23232 Lewis, Will A., 217 1-2 St. Clair, "
23233 Marshall, Ben, 306 Main, "
23234 Williams, J. Minus, care Meagher & Marshall, Frankfort

Walton Bi. Club (unattached).

23226 Metcalf, B. F., Bank Lick
23227 Metcalf, J. C., "

Unattached.

23228 Vandiver, W. K., 708 Lucas pl., Louisville
23229 Mitchell, W. R., 1004, Fifth st., "
23230 Vansickler, James A., Sixth st., "
23095 Norman, B. L., Union
23094 Whitehead, J. W., Owensboro

LOUISIANA DIVISION—12.

Shreveport Wheelmen (unattached).

23370 Gordon, Chas. F., 214 Texas st., Shreveport
23371 Hamilton, J. C., "
23372 Hunter, W. H., Jr., care Stephens & Hunter, "
23373 Levy, Simon, care S. Levy & Co., "
23374 Morris, Allen D., 212 Texas, "
23375 Mourning, W. H., "
23376 Prescott, H. H., "
23377 Sheridan, W. S., 206 Texas, "
23378 Stephens, J. B., Box 275, "
23379 Thatcher, J. H., 528 Jacobs st., "
23380 Wilkerson, J. F., "
23381 Wilson, A. S., "

MAINE DIVISION—2.

Pine Tree Wheelmen (unattached).

23096 Libby, R. D., 217 1-2 Congress st., Portland

Unattached.

23291 Crabtree, Seth W., Box 47, Pittsfield

MARYLAND DIVISION—3.

Centaur Bi. C. (unattached).

23292 McGlenn, John, 403 S. High st., Baltimore
23293 Williams, J. J., 327 N. Charles st., "

Unattached.

23097 Lawton, Samuel, Box 13, Oakland

MASSACHUSETTS DIVISION—105.

Belmont Club Wheelmen.

23174 Rogers, Harland, 45 Main st., Taunton
23173 Lawrence, Chas., 193 Winthrop, "

Cambridge Y. M. C. A. B. C. (unattached).

23274 Porter, Sidney R., 2 Mason Bl'd'g, Boston

Columbia C. C. (unattached).

23162 Bemis, Frank W., 73 Piedmont, Worcester
23163 Carlson, John, 39 Eastern ave., "
23164 Davis, Stanley L., June cor. Pleasant, "
23165 Edstrand, Henry, 31 Edward, "
23166 Heslor, Harry J., 12 Crown st., "
23167 Holton, Chas. E., 41 Jacques ave., "
23168 Kelley, Arthur, 32 Orange, "
23169 Krafle, Wm., 399 Millbury, "
23170 Lawson, Wm., 182 Prescott, "
23171 Smith, Reuben J., 17 Laurel, "
23172 Styffe, Joel, 13 Bismark, "
23395 Wiggin, Albert N., 25 Piedmont st., "

Columbia B. C.

23059 Brock, Percy W., Mt. Hope, N. Attleboro
23060 Waite, Frank H., Wash. st., "

F. R. C. C. (unattached).

23037 Burgees, Frank M., 238 S. Main, Fall River
23038 Gilbert, Jno. C., 92 Walnut, "
23039 Ramsbottom, Wm. A., 26 Snell st., "

Mass. Bi. Club (unattached).

23239 Chamberlain, Dexter H., Bellevue st., West Roxbury

Melrose A. C. (unattached).

23238 Taylor, R. W., Box 112, Melrose Highlands

Mystic Wheel Club (unattached).

23107 *McArthur, Mrs. G. J.*, Oak Grove, Malden

Norfolk Co. Wheelmen (unattached).

23101 Longley, Frank H., Box 144, Hyde Park

Norumbega Wheel Club (unattached).

23040 *Brown, Mrs. Chas. R.*, 21 Adams st., Waltham
23041 *Cummings, Mrs. J. D.*, 61 Adams st., "
23042 *Fillebrown, Hattie M.*, 148 Adams st., "
23043 *Foster, Susie*, 34 Spruce, "
23044 *Griffin, Miss Annie M.*, 100 Orange, "

Medford C. C. (unattached).

23057 Tolford, Wm. M., 38 Salem, Medford

West Lynn Rovers (unattached).

23045 Deacon, Samuel, 55 Shepard, Lynn
23105 Bunton, Edw. W., 29 Stickney, "
23301 Coleman, Will, suite 14, Boscobel Block, "
23302 Hopkins, Edw'd. A., 22 Lowell st., "
23303 Humphrey, Walter B., 5 Whitney st., "

Millbury Bi. Club (unattached).

23293 Martin, Adolphus L., Box 46, Millbury

Unattached.

23046 Boardman, A. F., 54 Bromfield, Boston
23383 Dugmore, Vincent, 11 Warren ave., "
23047 Dymond, Herbert R., 30 South st., "
23294 Kilby, Quincy, Boston Theatre, "
23098 Wesson, H. W., 21 Rockville Park, Boston Highlands
23296 Wood, Chas. Hancock, Davis ave., Brookline
23295 Chamberlain, Adolph, City Mills
23048 Blandford, Geo. M., 234 Chestnut, Chelsea
23099 Chick, Winfield H., 29 Cottage, "
23297 Latham, Chas. B., Box 6, Cottage City
23235 Hayes, W. J., 2 Field's court, Dorchester
23049 Francis, Sidney J., Box 1550, Fitchburg
23175 Holzer, Henry U., Box 35, Clarendon Hills
23176 Chase, Chas. H., Box 217, Hopkinton
23177 Perry, Lucius M., Box 219, "
23178 *Maxim, Florence H.*, 32 Albion st., Hyde Park
23050 Nutting, Fred R., 72 Kimball, Fitchburg
23054 Mitchell, Alex. F., Great Barrington
23055 Sabin, Clarence R., "
23100 Docherty, Finley A., 19 Dale av., Gloucester
23053 Robble, Minot P. 3 Rockland st., "
23052 Overbeck, Edw. F., 29 Granite st., "
23051 Haskell, Sidney F., 191 Main st., "
23179 Tillinghast, L. M., 407 Essex, Lawrence
23102 *Halford, Mrs. A. H.*, Box 247, Ludlow
23103 Cooley, Edward S., "
23104 Sturgis, Franklin W., Box 235, "
23236 Dunn, Jas. B., Jr., T. Elec. Weld'g Co., Lynn
23056 Donner, Wm. H., 113 Franklin, "
21106 Holmes, B. J., 41 Mall st., "
23108 Swan, Harry G., 110 Richmond, Mattapan
23180 Fisher, Rev. Geo., Box 843, Milford
23298 Holbrook, Leander, Box 769, "
23237 Dix, Joseph M., Box 170, Medfield
23109 Fisher, H. J., Garden st., Needham
23299 Drake Chas. E., 160 William, New Bedford
23110 Hathaway, Thos. S., Box 432, "
23300 Slocum, Edw. M., 247 4th st., "
23304 Field, W. Evarts, Jr., 225 Washington st., Newton
23181 Beckman, Chas. E., Box 243, Newton Highlands
23111 O'Brien, Wm., Newton Highlands
23058 Osborne, C. Frank, Newton Upper Falls
23182 Smith, Fred H., 68 Columbus ave., Somerville
23112 Eltonhead, H. B., 18 Vassar st., Springfield
23305 Hurd, Geo. H., 294 E. Liberty, "
23113 Randall, Frank E., 298 Crescent st., Waltham
23114 Dudley, Jonas G., 7 Benefit ct., Worcester
23183 Butler, W. Thurber, Box 226, W. Boylston
23385 Bradford, Isaac, Jr., 46 Sacramento, Cambridge
23386 Nutting, Frank H., 52 Elm, Charlestown
23387 Saenger Berthold, 183 Chestnut ave., Jamaica Plain
23388 Kohl, Heinrich, 29 Sheridanave., "
23389 Fischer, Edgar, Mattapan
23390 Popp, Herman, 40 Bromley Park, Roxbury
23384 Poole, W. Bert, 604 E. Sixth, So. Boston
23391 Colburn, Geo. M., 126 Ash, Waltham
23392 Wheeler, Dennis, Garden st., West Roxbury
23393 Merrill, John E., 25 Preston, Worcester
23394 Young, A. L., 18 Pleasant, "
23493 Taft, Geo. C., 71 Kilby st., Boston
23494 Atwell, Clarence S., Box 487, Attleboro
23496 Gray, F. W., Box 693, Leominister
23495 Lane, Fred L., 64 Upham, Melrose
23497 Temperly, Joseph, Chestnut st., Newton Upper Falls
23498 Leonard, E. E., Campello
23499 Cronin, Jno. F., West Millbury
23500 Reeves, S. Joseph, Box 95, Newton Upper Falls
23517 Green, Allen M., 100 Henry st., Cambridgep't
23518 Woodbury, Daniel H., 83 Broadway, Chelsea

MICHIGAN DIVISION—8.

Detroit Wheelmen.

23396 Beyster, L., 105 14th ave., Detroit
23397 Fairbairn, Jas. D., 367 Fifth st., "
23398 Monnler, Chas., 406 Lafayette ave., "
23196 Walker, W. C., 106 Thirteenth st., "

Howell Bi. Club (unattached).

23241 McPherson, Jno. D., Howell

Port Huron Wheelmen.

23242 Moore, Fred T., Port Huron

Unattached.

23240 Sherman, C. W., Box 639, Charlotte
23115 Hill, Chas. B., Greenville

MINNESOTA DIVISION—2.

Flour City Cyclists (unattached).

23399 Clemetson, J. G., 112 University ave., Minneapolis
23400 Merrick, L. A., 700 Hennepin ave., "

MISSOURI DIVISION—6.

Sedalia Cyclers (unattached).

23403 Logan, W. F., 213 Ohio st., Sedalia

Q. C. C. C. (unattached).

23404 Parker, C. B., 830 E. Locust, Springfield

Unattached.

23401 Van Frank, W. W., Aurora
23402 Coleman, M. L., Marionville
23197 Locke, S. M. Mexico
23306 Luckie, A. K., "

NEBRASKA DIVISION—2.

Omaha Wheel Club (unattached).

23243 Scannell, B. J., 309 S. 13th, Omaha

Unattached.

23405 Wilkins, Bert, 211 So. 11th st., "

NEW HAMPSHIRE DIVISION—6.

Rockingham Bi. Club.

23061 Lester, Thomas, Portsmouth

Role Away Bi. C. (unattached).

23244 Volk, R. F., Box 44, Claremont

Unattached.

23501 Fahlquist, Albert, 271 Lowell st., Manchester
23502 Joy, Henry W., Newmarket
23503 Kimball, Wm. P., care E. M. Slayton, Manchester
23504 Palmer, Clarence D., 604 Elm st., "

NEW JERSEY DIVISION—31.

Owl Bi Club.

23307 Goodwin, Oliver W., Bordentown
23308 McMurray, John, "

Cranford C. C.

23116 Cox, Howard, Cranford
23117 Cox, Stephen J., "
23118 Hibson, Jas. A., "
23119 Rodgers, Jas. A., "
23120 Sutton, Ed. J., "
23062 Folk, A. P., "

P. C. W. and A. A. (unattached).

23186 Soule, Clement H., 187 Lexington ave., Passaic

Hudson Co. Wheelmen (unattached).

23121 Dougherty, Samuel H., 243 7th st., Jersey City

Atalanta Wheelmen (unattached).

23251 Jones, Ufford C., 8 Milford ave., Newark

Morristown Bi. Club (unattached).

23406 Headley, Clifford W., 43 Morris st., Morristown

Morris Co. Wheelmen (unattached).

23245 Deats, Geo. C., Rockaway
23246 Hellings, Andrew J., "
23247 Herbert, Henry J., "
23248 Lurie, John, "
23249 Underhill, Lindley, Jr., "

Mercer County Wheelmen (unattached).

23185 Kerns, W. W., 539 So. Warren st., Trenton

Trenton Lady Cyclists (unattached).

23125 *White, Mrs. H. M.*, Box 704, "

West Jersey Cyclers (unattached).

23184 Edwards, Elmer L., 120 Cooper st., Camden

Tourist Cycling Club (unattached).

23407 Ball, Frank, 158 Van Houten st., Paterson
23409 Brinkerhoff, J. Irving, 104 Division, "
23410 Peters, Frank, 76 Hamburg ave., "

Unattached.

231- Drisler, Henry, Jr., 53 Christopher, Montclair
23123 Demarest, Wm. A., 156 Orange, Newark
23124 Thompson, Mark H., 38 Emmet, "
23250 Zimmerman, Wm., 893 Broad, "
23063 Stout, Edward D., Summit
23187 Opdyke, Oscar, Valley
23411 Blair, Wm. H., Webster st., Newark
23409 Laffray, Louis C., 11 Albion st., Paterson

NEW YORK DIVISION—63.

Brooklyn Bi. Club (unattached).

23126 Losee, Chas. E., 407 Dean st., Brooklyn
23253 Rice, Benj. R., 408 Greene ave., "

Business Men's Bi. Club (unattached).

23189 Hill, Albert, 28 Exchange st., Rochester

Flower City Wheelmen (unattached).

23323 Wiborn, John A., 253 Alexander st., "

Long Island Wheelmen (unattached).

21127 Daus, R. L., 641 Carleton ave., Brooklyn

Oxford Wheel Club (unattached).

23129 Brewster, Guy O., Oxford
23130 Greene, Fred B., "
23131 Lewis, B. L., "
23132 McNeil, Clarence H., "
23133 Morton, St. John, "
23134 Pendleton, Geo. H., "
23135 Clarke, H. W., "

Watertown C. C. (unattached).

23135 Briggs, Albert J., 5 Arcade, Watertown
23136 Comstock, Chas. G., 6 Wash. pl., "
23137 Sherman, Chas. N., 4 Clinton st., "
23138 Smith, Ernest W., 65 Franklin, "

West End Bi. Club (unattached).

23321 Rich, Willard G., 19 So. Ford, Rochester
23322 Thurston, W. M., 122, North ave., "

Prospect Wheelmen (unattached).

23412 Hill, A. Melvin, Jr., 321 President st., Brooklyn

Onondaga C. C.

23507 Biehler, Frank C., 408 Townsend, Syracuse
23508 Butler, Louis, 15 Crouse Block, "

Unattached.

23190 Bell, Arthur T., 82 Christopher, New York
23309 Booth, J. Arthur, M.D., 419 Madison ave., New York
23192 Downes, Frank E., 82 Christopher, "
23191 Ruddell, Wm. J., 318 W. 46, "
23265 Seybold, Wm. H., 75 8th ave., "
23310 Ackes, Edward F., Dellinger ave., Batavia
23193 Hoschke, W. H., 187 Park pl., Brooklyn
23128 Dyer, Harry N., 115 Ft. Green pl., "
23311 Voss, Wm. E., Belmont ave. and Logan, Brooklyn
23064 Hopkins, Geo, L., Box 132, Clyde
23312 Darling, Horace M., M.D., 50 E. 1st, Corning
23255 Bodle, B. B., 501 Baldwin st., Elmira
23256 Dounce, F. N., Coal Office, "
23257 Dundas, Dr. T. A., 257 Baldwin, "
23258 Dunn, E. J., 507 E. Second, "
23259 Gridley, L. C., 119 E. Water, "
23260 Jacobs, Dr. Jonas, 251 Baldwin, "
23261 McCracken, C. J., 311 E. Water, "
23262 Scholl, Harry T., 100 E. Hudson, "
23263 Stowell, W. D., 407 Locust, "
23264 Whipple, P. J., 407 Locust, "
23252 Burr, A. R., Box 148, Bay Shore
23254 Green, Roland, Box 49, Flatbush, L. I
23065 Brockett, Z. G., Dolgeville
23066 Farrell, M., "
23194 De Witt, T. K., 51 Grand ave., Middletown
23313 Cornings, Jno. W., Penn Yan
23314 Guthrie, Charles H., "
23505 Dean, Geo. Hamilton, 73 Worth, New York
23506 Riker, A. P., 73 Worth, "
23413 Burroughs, Schuyler C., 219 Ainslie, Brooklyn
23414 Hewlett, Chas. W., 153 So. 2nd, "
23416 Welch, Chas. W., Greene
23415 George, Ernest F., Middletown
23067 Tefft, R. C., Box 153, Sandy Hill
23195 Rossman, E. J., Stockport
23315 Briggs, Nelson, Box 16, Silver Creek
23316 Bogert, Geo. H., Tottenville
23317 Derickson, W. J., "
23318 Jolling, B. F., "
23319 Nowak, Gustav, "
23320 Wilcox, Howard F., Princes Bay

OHIO DIVISION—80.

Athletic C. C.

23198 Curtis, C. H., 130 Elm st., Cincinnati
23199 Loeb, Max, 135 W. 7th, "

Dayton Bi. Club.

23324 Brown, Chas. A., 26 Wash. st., Cincinnati
23325 Geyer, Chas. J., 318 Linden, "
23326 Sweetman, C. P., cor. 3d and St. Clark, "

None Such Bi. C. (unattached).

23200 Case, Hal. E., Newcomerstown

Chillicothe Wheelmen.

23509 Purdum, Will H., Chillicothe
23510 Wellenrather, Edward, 310 Mulberry, "

Fostoria Bi. Club.

23417 German, C. C., Fostoria
23418 Loveland, L. N., "
23419 Parker, Orrel A., "

Dayton Ramblers (unattached).

23420 Allen, G. V., 76 Rung st., Dayton
23421 Ball, Louis, cor. Monroe and Morton ave., Dayton
23422 Bergen, C. S., 1337 West 2d, "
23423 Bergen, H. S., 1337 West 2d, "
23424 Berry, Chas. E., 217 W. Monument ave., "
23425 Bippus, Chas. W., cor. Jeff and 5th, "
23426 Bippus, Wm., 157 Salem ave., "
23427 Biser, Clarence, 809 S. Main, "
23428 Bossom, Wm., 81 Walnut, "
23429 Brunner, Frank, 19 S. Henry, "
23430 Buehler, E., 11 West 5th, "
23431 Burke, M. J., 17 S. Brown, "
23432 Bussdicker, Dan'l, 953 E. Richard st., "
23433 Carbery, Paul, 942 E. Richard st., "
23434 Crane, H. S., 17 E. Fifth, "
23435 Fleming, P. F., 1101 S. Brown, "
23436 Genguagel, Ed. F., 240 Green, "
23437 Gerber, Ed. F., 1632 E. Fifth, "
23438 Geiger, Frank, 833 E. Fifth, "
23439 Goeltz, Wm., 1421 E. 2d st., "
23440 Good, O. F., 1903 S. Wayne st., "
23441 Goon, Jno. C., 115 Howard, "
23442 Hager, Chas., 414 E. Second, "
23443 Hochwalt, Jno., H., 116 Bainbridge "
23444 Icenbarger, F. J., cor. Brown and Green, Dayton
23445 Jacobs, Harry, Crawfords Marble Co., "
23446 Kemper, Wm. R., 145 S. High st., "
23447 Kloker, Fred, 1129 So. Brown, "
23448 Kruger, Chas., 304 Brown st., "
23449 Lehman, Jake, 129 McDonough, "
23450 Leingaug, Jas., 48 So. Miami, "
23451 Martin, Theo. R., 136 So. Commercial, "
23452 Mathews, Thos., cor. Maple and Wilkinson, Dayton
23453 McCullough, D. E., 116 Clinton, "
23454 McKee, Bert, Y. M. C. A. Bldg, "
23455 McNamara, D. J., 20 So. Henry, "
23456 Miller, Harry, Dayton Mfg Co., "
23457 Morris, A. B., 1012 So. Brown st., "
23458 Murphy, R. E., 59 So. June st., "
23459 Plum, Louis, 414 East 5th st., "
23460 Ramby, Clarence, 229 So. Conover, "
23461 Richael, W. H., 128 W. Court, "
23462 Ross, Ad. C., 17 James st., "
23463 Rude, W. E., 1012 So. Brown, "
23464 Sauer, Ed., Teutonia Nat'l Bank, "
23465 Sharts, S. Rush, 5 Jackson st., "
23466 Tibbals, Elmer, 240 Harker, "
23467 Tower, C. O., Nat. Cash Reg. Co., "
23468 Warren, J. E., 17 So. Brown, "
23469 Wildasin, R. E., 138 Ashley, "
23474 Sigman, J. H., 122 Northampton, Easton

Unattached.

23068 Campbell, Frederick T., 253 Sheriff st., Cleveland
23327 Sharp, Amos W., 935 E. Broad, Columbus
23266 Sharp, Harly A., Delphos
23267 Hartwell, C. L., "
23201 Helms, W. T., Hotel Donavin, Delaware
23203 Erdman, Fred, Box 693, Hillsboro
23204 Le Feyre, Harry W., "
23202 Brown, C. A., Fayette
23328 Boyd, John W., Middletown
23329 Niederlander, C. B., 232 E. 4th, "
23139 Cron, J. C., 131 W. Ash, Piqua
23140 Knouff, Chas. E., 433 No. Main, "
23511 Swizer, Geo. F., Box 125, Defiance
23512 Young, F. W., Clinton st., "
23470 Tibbits, B. C., 613 West Gambler, Mt. Vernon
23471 League, James D., Upper Sandusky
23472 Pontius, Geo. A., Box 102, "
23473 Cusac, Grant, So. 4th st., Zanesville

PENNSYLVANIA DIVISION—26.

Duquesne Cyclers (unattached).

23141 Laing, J. H., 16 Rose st., Pittsburg

Harrisburgh Wheel Club (unattached).

23268 Nelson Thos. P., 111 Paxton st., Harrisburgh

Lehigh B. C. (unattached).

23142 Bossert, Albert D., 2114 Marshall, Philadelphia

Penn. Bi. C. (unattached). Philadelphia

23205 Gross, Andrew H., 628 No. 40th, Philadelphia

Lehigh Wheelmen (unattached).

23330 Avil, James G. D., 62 No. 39th, "

Phila. Outing C. (unattached).

23208 *Wood, Edith Emily*, 2801 Diamond, "
23331 Belle, Geo. S. Jr., 124 Filbert st., "

Time Wheelmen (unattached).

23207 Gehly, D. Brewer, 631 N. 37, "
23206 *Davis, Miss E. M.*, 1315 Vine, "

Unattached.

23069 Hayden, Samuel K., American Hotel, Allentown
23143 Marowsky, Otto T., 280 Federal, Allegheny
23144 French, Frank, Coudersport
23212 Smith, G. D., Factoryville
23213 Sanger, Carl D., 1350 Orthodox, Frankford, Philadelphia
23070 Lyth, J. H., 186 Bedford ave., Pittsburg
23071 Lyth, R. T., 186 " " "
23211 Middleton, Edward, M., 945 Ridge ave., Philadelphia
23210 Brenton, Frank, 3408 No. 22d, "
23209 Balliet, Walter H., 1202 Mt. Vernon, "
23269 Throne, W. C., 510 W. Market, York
23270 Faust, John N., Zieglerville
23475 Calely, Richard H., 1924 Jefferson st., Philadelphia
23477 Magee, Geo. W., 114 No. 17th, "
23332 Hopper, T. V., 816 Windsor sq., "
23333 Luckenback, Owen F., 27 Wall st., Bethlehem
23334 Mayo, James, 72 No. Adams, Pottstown

RHODE ISLAND DIVISION—14.

Westerly League Wheelmen (unattached).

23484 Bent, W. J., 11 Maple ave., Westerly
23485 Hillard, Wm. A., 139 West Broad, "
23486 Johnson, E. C., Dixon House, "
23487 Piper, J. E., E. N. Dennison & Co., "

Unattached.

23335 Sayles, Albert H., Box 190, Pascoag
23477 Coffey, Wm. C., care Gorham Mfg. Co., Providence
23072 Crandall, Frank W., 17 Foster, "
23478 Glover, Thomas D., 358 1-2 Benefit, "
23513 Sanford, Joseph A. C., O. C. Ticket office, Providence
23479 Tigh, Frank, 155 South st., "
23480 Thurston, Albert G., 825 High st., "
23481 Tourtellot, H. Francis, 804 Broad, "
23482 McLennan, Nell, Newport
23483 Stanhope, Thomas S., 3 Whittier ave., "

TENNESSEE DIVISION—3.

Mem. C. C.

23075 Sullivan, Frank, 434 Poplar, Memphis

Unattached.

23073 Forshay, D. E., 362 Main, "
23074 Lawson, C. J., 205 Monroe, "

TEXAS DIVISION—5.

Austin Bi. Club (unattached).

23214 Townsend, G. F., State Blind Ins. Austin

San Antonio Bi. Club (unattached).

23272 Brittain, Frank S., 273 Commerce, San Antonio
23273 Smith, Newton M., 273 W. Commerce, San Antonio

Unattached.

23336 Kennedy, D. E., Kennedy Block, Houston
23271 Crouch, A. W., McKinney

VIRGINIA DIVISION—1.

Unattached.

23488 Evans, Mrs. T. Davis, Lynchburg

WISCONSIN DIVISION—4.

Madison C. C. (unattached).

23514 Holmes, L. P., 221 E. Main, Madison
23515 Park, Benj. W., "
23516 Sherwood, Carl J., 411 Lake, "

Unattached.

23337 Field, Fannie, 712 S. Madison, Green Bay

GEORGIA—1.

Unattached.

23076 Allen, Edward, care A. K. Hawkes, Atlanta

NORTH DAKOTA—1.

Unattached.

23145 Stecher, Paul W., Fargo

FRANCE—1.

Unattached.

23077 Ramy, Eugene, Montauban, T-et-G

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasuer, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S Atwater, 1424 Pennsylvania avenue, Washington Secretary-Treasurer, W. H. Stearns, 1421 G street, N W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 607 No. Alabama street, Indianapolis.

IOWA—Chief Consul, H. L. Chase, Cedar Falls. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 65, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

MAINE—Chief Consul, Howard M. Breen, 199 Franklin street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 29 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, A. W. Robinson, 21 Milk street, Boston. Secretary-Treasurer, Chas S. Howard, Globe office Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 380, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI—Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H Kelley, Smith Hardware Co., Sedalia.

NEBRASKA—Chief Consul, A. H. Perrigo, 1315 Dodge street, Omaha. Sec.-Treas, C. B. Nicodemus, Fremont.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, R. H. Scott, People's Ins. Co., Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 116 Broad street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK—Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 106 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Chas. J. Sherer, 211 Main st, Memphis. Secretary-Treasurer, B. A. Patch, Clarksville.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box 281 Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro'. Secretary-Treasurer, F. A. Roberts, Brattleboro.

VIRGINIA—Chief Consul, Law: L Waring, Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

L. A. W. Renewal Blank, 1891.

Fill out this blank, enclose $1 to pay your dues to April 30, 1892, and send to ABBOT BASSETT, Box 5267, Boston, Mass.

Don't send soiled bills. New bills are safer in the mails.

Don't Forget to send your Number.

Don't send checks for $1.

Write very plainly—PRINTING PREFERRED.

Stamps of a denomination above two cents will not be received.

If you live in one State and have your mail sent to another, state the fact that you may be located with the Division in which your home is.

If you desire your address changed, you must make the request on another sheet than this.

Ticket holders, 25 cts.; with name stamped, 50 cts.

Write nothing above this line.

*Number*_____

Name,_____

Street and Number or P. O. Box,_____

City,_____

State,_____

*Club*_____

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1892. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date ..... *Name*, ...

Club,..... *St and Number, or Box*,..... .....

References: ..... *City*,.....

State,.....

Enclosed . *for Holder*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE.—The initiation Fee is $1 00; the Annual dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $1.00 with this blank on any date between date of paper and April 1, 1892. Write plainly—Printing preferred.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards, send 25 cents extra. If you want your name in gold, stamped on the holder, send 50 cents xtra. *Leave the margin in using this blank.*

'NUFF SAID.



The UNION CYCLE MANUFACTURING CO., Highlandville, Mass.,

—OR—

The CHAS. F. STOKES MFG. CO., 293 and 295 Wabash Ave., Chicago,

Will be Pleased to Supply Catalogue.



FEATHERSTONE'S PNEUMATICS.



Are now being sent out in quantities, and agents will be rapidly supplied. A little more patience is all that will be necessary before you will be able to get one of these Pneumatics. After you have ridden it you will be glad you waited. When you have received and tried one, write and let us know what you think of it and whether it does not prove to be all that we claim for it.

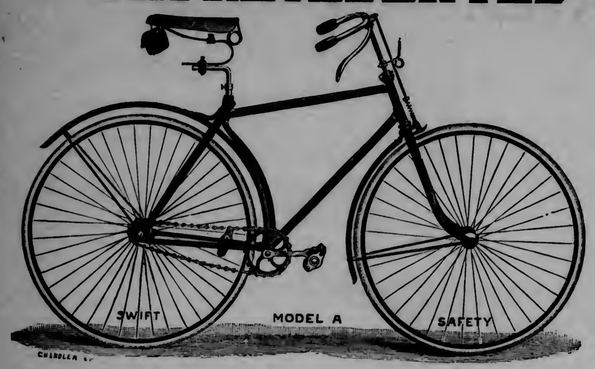
SOME OF OUR AGENTS.

WRIGHT & DITSON, Boston, Mass.
SCHOVERLING, DALY & GALES, New York.
HOWARD A. SMITH & CO, Newark, N. J.
SWEETING CYCLE CO, Phila., Penn.
CLINE BROS., Baltimore, Md.
CAPITOL CYCLE CO, Washington, D. C.
SPALDING & CO., Syracuse, N. Y.
F. L. HUGHES, Rochester, N Y.
MARTIN & STEVENS, Buffalo, N. Y..
F. L. FAIRBURN, Erie, Penn.
DAVIS HUNT CO., Cleveland, Ohio.
J. W. GROVE, Pittsburg, Penn.
EMIL GRAH, Toledo, Ohio.
CHARLES HANAUER, Cincinnati, Ohio.
PRINCE WELLS, Louisville, Ky.
COMBS & ROLER, Nashville, Tenn.
E. C. FENNER, New Orleans, La.
E. C. MEACHEM ARMS CO., St. Louis, Mo.
A. W. GUMP & CO., Dayton, Ohio
J. C. SHERWOOD, Columbus, Ohio.
ROUSE, HAZARD & CO., Peoria, Ill.
HODGSON CYCLE CO., Des Moines, Ia.
A. H. PERRIGO & CO., Omaha, Neb.
WM. R. BURKHARD, St. Paul, Minn.
SNOW'S BICYCLE AGENCY, Minneapolis, Minn.
JULIUS ANDRAE, Milwaukee, Wis.

A. FEATHERSTONE,

Clark and 16th Sts., and Armour Ave., - - - Chicago.

UNPRECEDENTED IN HISTORY.



A CYCLISTS' WONDERFUL FEAT.

Harry K Recher Climbs the Steep Roof of the Tabernacle Building.

Yesterday evening, Messrs. Geo. Updegraff, Bert Shildneck and Harry K. Recher, all cyclists of our city, visited the new tabernacle building now in course of erection on Baltimore street, by the German Baptist Brethren. As they stood by, contemplating the vastness of the building and the steep incline of the roof, the thought suggested itself to Mr. Recher to scale the roof with his Swift Cushion-Tired Bicycle. His associates at once tried to dissuade him from his purpose, but with indomitable courage he secured a wide plank and placing it on the eaves of the roof commenced his perilous ascent. When the roof was reached, he found he had but the width of a foot between the laps in which to ride; but, nothing daunted, he continued his ascent, which was watched by those below with bated breath and nervous suspense. He reached the top safely, and then began the descent on the other side. His faithful machine, with unerring course glided smoothly down the board roof. A few wavering motions of the wheel were noticed when he was half way down, but with steady nerve and cautious guidance he completed his descent amidst the applause and congratulations of the crowd who had congregated to witness a feat in cycling that was unprecedented in the history of the wheel. The angle of the roof inclines to 45 degrees, and the distance covered was 120 feet. Five minutes were consumed by Mr. Recher in the accomplishment of his daring ride.—*Extract from a Hagerstown (Md.) morning paper.*

MORAL—The Swift Cushion Tyre is a great aid on hill climbing. Swift's have the correct facilities for steering accurately, invariably true, easy and reliable. Be wise in time.

COVENTRY MACHINISTS' CO., Ltd.,

239 Columbus Avenue, Boston, Mass. | **11 and 13 Madison Street, Chicago, Ill.**



HANDSOMEST SAFETY MADE.

WHY is the NEW MAIL at $100

The Best Value in the Market at the Price or Anywhere Near It?

BECAUSE IT HAS Cushion Tires which annul jar and vibration, giving life and elasticity to whole wheel, and are to be the Favorite Tires for 1891, and we Warrant Them. Our Cushion Tires are Right and the Best.

BECAUSE IT HAS Tangent Spokes strongly tied and Nickelled to intersections. Stronger and handsomer than direct spokes as used on cheaper wheels. Select Tangent Spokes Always!

BECAUSE IT HAS a Brazed Frame at all joints. Look our and get a Brazed Frame always to stand road wear, and at *every point* of the frame!

BECAUSE IT HAS a Standard Easy Saddle, the Garford, which is a Favorite.

BECAUSE IT HAS the Popular New Mail Shape Handle Bars, low and well back to rider.

Study all these points on examining the wheels in the market and see if you find them in Any Other. The BEST YET!!! If your dealer has not got it ask him to show one before you decide.

WM. READ & SONS 107 Washington St., Boston, Mass.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN Co.

☞*Postage stamps will not be accepted hereafter in payment for Advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.*☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 8 MAY, 1891.

"THE THREE STARS."

GEO. P. ROWELL & CO.'S Newspaper Directory for '91 has the following rating of the BICYCLING WORLD AND L. A. W. BULLETIN: "Circulation F2. ***. ☞Actual average circulation for the past year 14,638." [Oct. 24, 1889 to Oct. 24, 1890.—ED.]. The three stars mean that the correctness of the rating is GUARANTEED.

☞When looking at ratings of all papers notice whether the three stars are present or absent. OUR present circulation, sworn, is 20,700. Here's food for thought among advertisers.

WE have before us the full text of the Racing Rules as amended by the Board at Cleveland, O., last month, and we print same in full on the next page.

We are glad to notice that the Board will pass on *all* records whether made in competition or against time. We have always regretted that the Racing Board ignored records against time, and we hail the change with pleasure. The Chairman of the Racing Board shall have the power to appoint Division Racing Boards, and fill vacancies in cases when the Division Constitution or By-laws does not provide for same. This is a good rule, as also is the change allowing only the winners of the Division to be eligible to the National Championships. Since the District Championships are abolished, and Division Championships take their place, the contestants would be too numerous for comfort if the first and second man were allowed to start, besides, the tendency is to make the Division Championships more interesting.

We think the rule a fair one which provides that a member of a Division which fails to run the championships can obtain the consent of the Racing Board to start in the National events. We are glad to notice that the Referee has the power to call off the track, as being distanced, contestants who have fallen hopelessly behind the leader. The duties of the Judges have also been defined in a way that cannot but help be beneficial. The appointment of the Scorer or his assistant to give the bell signal for the last lap is putting that duty in the right hands.

WE NOW come to Rule G, and the consideration thereof. The rule reads:

"Any cycle or athletic club will be allowed, under special sanction of this Board, to pay the entrance fees and actual necessary travelling expenses of a member or members whom they may desire to represent them at a race meeting, but without this special sanction no competitor in amateur events shall accept from his own club, or from a club promoting sports at which he competes, any payment for his expenses under penalty of suspension from the track for a time at the discretion of the Board."

The first question to consider is, is this rule constitutional? We find in section 9 (d) that a cyclist ceases to be an amateur on his

"Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever from a cycle manufacturer, agent, or other person interested in the trade or sport, for cycling."

Here we find three classes mentioned, "manufacturer, agent, or other person;" and while it is clear to us that "other person" means any one pecuniarily interested in the sale of bicycles, we cannot see by what right the Board can make such a rule as Rule G; for if the words "every other person" includes cycle and athletic clubs, the Racing Board has no right to sanction conditionally the payment of *any* expenses, as it is prohibited by the Constitution. If, on the other hand, the words mean, as we believe them to, (i.e., every other person pecuniarily interested in the sale of cycles,) then the Board has no right to say that cycle and athletic clubs shall *not* pay the proper expenses of members. The Racing Board in making its rules, must be controlled by the Constitution and By-laws, and it has no power to go beyond these or make rules which are in direct violation of same.

NOW as to the By-laws; we find that the Racing Board has power (section 7, b,) "to make inquiry regarding any wheelman whose amateur status is questioned; * * * and if the charges are proved," the Board can declare that "the party has forfeited his amateur status * * *." Again we find, Section 7, (d):

"It shall be within the province of the Racing Board to suspend from the race track, for such a time as it may deem proportionate to the offence, any wheelman guilty of unfair dealing in connection with cycle racing or ungentlemanly conduct on the track, or any wheelman who competes in a race not governed by the rules of the L. A. W., or those that may be approved by the Racing Board. * * *"

Here we find, very distinctly, By-laws laid down under which the Racing Board has the power to suspend or expel. The Constitution is its guide as to what constitutes an amateur, and the By-laws direct on what charges suspensions or expulsions can be made. It will be observed that neither the Constitution or By-laws forbid the payment of proper expenses by cycle or athletic clubs.

THE next question which presents itself is the meaning of section 7, (e) of the By-laws which reads:

"The Racing Board shall have the power to make such rules for its government, and *the government of cycle race meetings* as may be deemed expedient, and may appoint one or more official handicappers at its discretion."

The italics are ours. We find that after the Constitution and By-laws specifically define on what ground suspensions and expulsions can be made, the By-laws further extend the authority of the Board to the making the track rules which shall govern the actual running of races.

SUSPENSION is the abrogation of an amateur's rights, and when these rights are interfered with under other rules than those laid down by the Constitution and By-laws it becomes inoperative, and neither the Racing Board or any other Committee of the L. A. W. has power to make rules which are in opposition to these two governing codes.

HAVING briefly expressed an opinion as to the constitutionality of Rule G as presented by the Racing Board we desire to briefly review the history of the Alliance between the L. A. W. and A. A. U. At the National Assembly in Washington February 16, it was voted on motion of Mr. Post that the matter of alliance with the A. A. U. be "referred to the Executive Committee with the Racing Board with full powers." Negotiations were entered into, and at a joint meeting of the Executive Committee and Racing Board held in New York in April the terms of the alliance as printed in this paper on the 24th April, page 712, were submitted to it and unanimously accepted, and in turn accepted by the A. A. U. In the terms of alliance it is distinctly stated that "every cyclist shall be subject to test as to his amateur standing exclusively by the provision of the Constitution of the L. A. W. defining an amateur."

IT is with regret that we have to criticise the racing rules as presented by the Board, as we believe not only that Rule G is unconstitutional, but that it is not according to the spirit or letter of the Alliance made with the A. A. U., and we hope the Board will reconsider the matter and expunge the obnoxious rule, and in this way show our good faith with the A. A. U., and avert a controversy which cannot but prove disastrous to racing interests and amateur sport.

THE Illinois Division officials ought to be actively engaged in opposing the proposed bill presented by Mr. White of Stark County, compelling cyclers in the State of Illinois to dismount one hundred yards from any team which they may meet on the highways. The Capital City Cycle Club of Springfield, Ill., has taken action in the matter, and passed resolutions protesting against the bill as being unconstitutional and unjust. There is no doubt as to its being unconstitutional, but unless vigorous methods are employed the bill may pass the two houses and become a law. While there is little chance of this occurring in the face of active opposition on the wheelmen's behalf, laxity or carelessness might bring about disastrous results, and the wheelmen would have harder work to get the law repealed than they would to prevent its passage. The Capital City Club, however, seem to be awake to the gravity of the situation, but they should receive the active co-operation, as they no doubt will, of the Illinois Division itself.

RACING RULES.

CHICAGO, April 22, 1891.

At a meeting of the Racing Board, held in Cleveland, April 18, 1891, the following rules were adopted for the ensuing year.

CHARLES E. RANDALL, Chairman.

GENERAL RULES.

A. Any amateur wilfully competing at races not held under the rules of the Board, or rules approved by the Board, shall be liable to suspension from the race track for such a time as the Racing Board may determine; and amateurs are notified that to compete against any rider who has been suspended will render them liable to the same penalty.

B. The Racing Board will receive and pass upon all claims for competition and time records. The former must be made at an open meeting. If required, claimants must furnish a statement from the judges and time-keepers, together with a sworn statement from a competent surveyor certifying the measurement of the track. When a record has been proved to the satisfaction of the Board, it shall be published in the official organ, and stand as record on the books of the Board. No record made at a meeting not governed by League rules will be considered. No record made on the Lord's Day will be considered. The Board will enter no competition record on its books that is not made at an open meeting, of which at least one week's notice has been given. The Board will enter no record on its books that is made on a board track or under cover. A competition record must be made in a race between men. A time record may be made with or without pacemakers.

C. Tracks shall be measured on a line drawn not more than eighteen inches from a well-defined, fixed and continuous inner curb or pole, and no record shall be allowed on a track otherwise measured.

D. The Board reserves the right to exclude from the racing path any and all machines which, in their judgment, do not come within the commonly accepted meaning of the terms "bicycles," and tricycles," either by peculiarity of construction or by undoubted mechanical advantages which they may possess.

E. (1) The National L. A. W. Championship events shall be as follows: one quarter, one half and one mile "ordinary" bicycle; one quarter, one half and one mile "safety" bicycle, and one mile "tandem" safety bicycle.

(2) Each L. A. W. Division may contest corresponding events to be known as Division Championships under the supervision of the Division Racing Board. The *chairman* of the National Racing Board shall have power to appoint Division Racing Boards and fill vacancies when not provided for in Division Constitutions or By-laws.

Each Division Racing Board shall have entire charge of all matters pertaining to the running of the championships in its Division. The Division Championships shall be contested prior to July 15th of each year, at such place or places as the Division Racing Board may determine. Division championships are open to any League member residing in the Division.

(3) The *winner* of each Division Championship shall be eligible to enter only corresponding National Championships.

Any wheelman who is a member or a Division which fails to contest its Division Championships, or who is a member of the League and resides in a State where no L. A. W. Division has been formed may compete in the National Championships upon obtaining the consent of the Chairman of the National Racing Board.

(4) The National Championships shall be contested annually between July 15th and October 15th, at such place as the Racing Board may determine. No entrance fee shall be charged to the National Championships.

National and Division Championships are open to League members only, and the trophies for National Championships shall be medals, struck from dies owned by the League, to cost in no case more than $50, and to become the property of the winners.

(5) The Racing Board shall give at least thirty days' notice of the location and date of the National championships. Division Racing Boards shall give at least fourteen days' notice of the location and date of the Division championships.

(6) Privilege to hold State championships in States where no Division of the League has been formed may be granted to clubs or authorized associations, where the importance of the meeting is sufficient to warrant the Racing Board's special sanction; but the winners shall not be eligible to compete in any National Championships by reason of winning such event.

F. (1) The Board shall appoint seven or more League handicappers, giving to each a special district, at its discretion, who shall, for a stated fee, attend to the classifications and handicapping of racing men. Classifications shall be based on the appended table in Rule 29. Handicaps shall be based on the ability as well as records of the contestants. Handicaps shall be framed and the men classified before the day of the race shall appear on the programme, and shall not be changed during that day's meeting.

(2) Entries to handicaps and class races shall close seven days prior to contest to allow time for proper investigation.

(3) Promoters of races must send to the official handicapper of the district in which the races are to be held a complete list of entries accompanied by entry blanks in all handicaps and class races, not later than five days previous to the date of races. Any contestant in a handicap or class race, not handicapped or classified by the District Handicapper, shall be liable to suspension from the track for such a time as the Racing Board may determine. All entry blanks shall become the property of the League and shall be in charge of the District Handicapper.

(4) A fee of twenty-five cents may be charged for each entry to be paid by the club or managers of the race meeting for which the handicapping and classifying is done.

G. Any cycle or athletic club will be allowed, under special sanction of this Board, to pay the entrance fees and actual necessary travelling expenses of a member or members whom they may desire to represent them at a race meeting, but without this special sanction no competitor in amateur events shall accept from his own club, or from a club promoting sports at which he competes, any payment for his expenses,under penalty of suspension from the track for a time at the discretion of the Board.

H. No open betting shall be permitted. The officials of a race meeting (see Rule 2) shall not bet upon the results of any race. Officials found guilty of violating this rule shall be debarred from holding official positions at race meetings for such time as the Racing Board may determine.

I. No prizes except medals, suitably inscribed, shall be given to, or received by any cyclist competing in National or Division Championships.

TRACK RULES.

1. Entries and awards in amateur events shall be confined strictly to amateurs, and persons entering for these races who are not members of cycle or other athletic clubs whose rules of membership exclude professionals, must satisfy the Executive Board that they are not professionals, either by their own statements in writing or otherwise.

2. The officers of a race meeting shall be: A referee, three judges at the finish, three time-keepers, one starter, one clerk of the course, with assistants, if necessary, one scorer, with assistants, if necessary, and one umpire for every one-eighth of a mile. The referee, judges, and clerk of the course shall constitute an Executive Board.

3. The referee shall have general supervision of the race meeting. He shall give judgments on protests received by him; shall decide all questions or objections respecting foul riding or offenses which he may be personally cognizant of, or which may be brought to his attention by an umpire or other officers. He shall act asthe may think for the best in cases of misconduct by attendants, and shall disqualify any competitor who may become liable to disqualification. He shall decide all questions whose settlement is not otherwise provided for in these rules. His decision, in all cases, shall be final.

4. The judges shall decide the position of the men at the finish. In case of disagreement the majority shall decide. Their decision shall be final and without appeal.

5. The time-keepers shall compare watches before the races are started, and shall note any variance; they shall each time every event, and in case of disagreement the intermediate time of the three watches shall be the official time. Time shall be taken from the flash of the pistol. In case two watches of the three mark the same time, that shall be the official time.

6. The scorer shall record the laps made by each competitor in the order of the men at the finish as given him by the judges and the time as given him by the time-keepers. He shall indicate the commencement of the last lap by ringing a bell as the riders pass over the mark for the final lap.

7. It shall be the duty of the starter, when it has been reported to him by the clerk of the course that all the competitors are ready, to see that the time-keepers are warned, and before starting the men to say "Mount," in a few seconds after to say "Are you ready?" and if no reply to the contrary be given, to effect the start by report of pistol. Should the pistol miss fire the start may be made at the word "Go." The starter may, at his discretion, put back for a distance not exceeding ten yards any competitor starting before the signal is given. In case of a false start, the competitors shall be called back by the starter by the ringing of a bell and re-started. Any competitor refusing to obey shall at once be disqualified. He shall announce to the competitors the distance which they are to ride. In case of a fall within thirty feet of the scratch line, the contestants shall be recalled, and the race started over again.

8. The clerk of the course shall call competitors in ample time for each event, and see that they are provided with numbers properly worn. He shall report the contestants to the scorers, see that they are on their appointed marks, and call their numbers for the scorers as they cross the line at the end of each lap.

9. It shall be the duty of an umpire to stand at such part of the field as the referee may direct, to watch closely the riding, and immediately after each race to report to the referee any competitor or competitors whose riding he may consider unfair, to the end that the referee, before making any decision, may be credibly informed by an official as to the facts.

10. It shall be the duty of the Executive Board to adjudicate any questionable entry, and they shall have the power to make any alteration in the programme that they may deem necessary, or to disqualify competitors without any protests being lodged by another competitor.

11. No person whatsoever shall be allowed inside the track except the officials. Authorized persons shall wear a badge. Competitors not engaged in the race actually taking place shall not be allowed inside or upon the track. Trainers shall not be allowed to "coach" competitors.

12. Any competitor making a false entry shall be disqualified and debarred from any place or prize, and will be liable to suspension from the race tracks.

(13) Choice or change of machine and choice of costume shall not be limited, except that shirt and breeches shall not bare shoulder or knee. In races distinctly stated on the programme of events to be for a particular class of machine, this rule shall not apply so far as choice or change of machine is concerned. Safety bicycle races shall be limited to machines whose driving wheel does not exceed 36 inches in diameter. "Ordinary" bicycles and "safety" or "tandem" safety bicycles shall not be ridden in the same race *except* by permission of the Chairman of the Racing Board. Race promoters desiring to bar out or penalize a certain type or style of machine must give notice of such intentions on both entry blank and programme, in order that racing men may understand the conditions under which they are to compete.

(14) Every competitor will receive in the dressing room a ticket bearing a number corresponding with his number on the programme, which ticket must be worn by him on his back during the race. He shall inform himself of the times at which he must compete, and await the call of the clerk in the dressing room.

(15) The drawing for positions in each event shall be done by the promoters of the meeting, and the positions of the men shall appear on the programme. When it becomes necessary to draw for positions on the grounds, the work shall be done by the clerk and starter in conjunction. In heat races the winner of the first heat shall take the pole in the next succeeding heat. When races are run in heats and a final, the winner of the fastest heat shall take the pole in the final.

(16) All starts, bicycle or tricycle, shall be from a standstill, with the left hand towards the curb, and the machine shall be held in position by an attendant (the front wheel touching the starting line) until the signal is given by the starter. Attendants when pushing off competitors must have and keep *both* feet on the ground *behind the mark from which the competitor actually starts*. Should any part of the attendant's body touch the track in front of the mark, the competitor may be disqualified. Any competitor shall be at liberty with the consent of the Referee to start from a mark behind the one allotted him in the race; but in such case as in all others the point of contact of the front wheel of the machine with the ground shall be considered the starting mark, and the same rule shall apply.

(17) The finish of all races shall be judged by the first part of the front wheel which touches the tape fastened flat on the ground at the winning post.

(18) Riders must pass on the outside (unless the man passed be dismounted), and must be at least a clear length of the cycle in front before taking the inside. The inside man must allow room for his competitor to pass on the outside. A competitor overtaking another may pass between him and the pole if there be ample room, but he does so at his risk; and should a foul be claimed the referee must decide if the rider was justified in his course. Riders are cautioned that they must not pass inside, except as a last resort.

(19) Any competitor guilty of foul riding shall be disqualified and debarred from any place or prize and will be liable to suspension from the race tracks.

(20) Any protest against a competitor respecting his qualification as an amateur must be lodged with the referee before starting; and any protest respecting foul riding or breach of rules must be made to the referee immediately after the heat is finished. A competitor, upon being disqualified, shall forfeit any entry fee he may have paid.

(21) Competitors may dismount during a race at their pleasure, and may run with their cycles if they wish to, but they must keep to the extreme outside of the path whenever dismounted. If a rider be dismounted by accident or to change his machine, an attendant may hold his machine while he mounts it, and he must so mount at the extreme outside of the path.

(22) Any wheelman found guilty of unfair dealing inconnection with cycle racing, or of ungentlemanly conduct on the race track shall be suspended from the race tracks for such a time as may be deemed proportionate to the offence. (See clause D, section 7, article IV of By-laws.)

(23) The referee may place a time limit on any race. The time limit shall not be announced to the contestants until their arrival at the tape preparatory to the start of the race. If the competitors finish within the limit they shall receive the prizes. If they fail to so finish, and the referee is convinced by their riding and the time made that they endeavored to reach the limit, he may award the prizes. It shall be his privilege to withhold any prize if in his opinion a competitor did not try to win the race.

(24) In order to secure a special prize, offered for the fastest time made at a stated distance, the successful competitor must have ridden the entire distance of the race in which he makes his record.

(25) If in any race, by reason of accident or withdrawal, only one contestant remains upon the track, the referee may call such contestant from the track and award him the first prize. If a competitor in a race for any distance not exceeding three miles shall fall behind a quarter of a mile or if he shall fall behind half a mile in a race or any greater length he shall be adjudged distanced by the referee and shall be called from the track. Pacing if attempted shall disqualify both the competitor and pacemaker.

(26) The officers of a race meeting, see rule 2, shall not be permitted to compete in any race at a race meeting with which they are officially connected.

(27) A novice race is open only to those who up to date of event have never won a prize in a race and shall be the first race of the meet.

(28) A class race is open only to those who up to date of the closing of entries have not won one of the first two positions in a track race in the same or better time than the class under consideration or in relative time, judged from the other distances according to the appended table. See rule F., clause D, section 7, article IV of By-laws.

Quarter Mile.	Half Mile.	One Mile.	Two Miles.	Three Miles.	Five Miles
.34	1.18	2.40	5.30	8.20	14.20
.35	1.20	2.45	5.40	8.30	14.40
.36	1.23	2.50	5.50	8.45	15.00
.37	1.25	2.55	6.00	9.00	15.30
.38	1.27	3.00	6.10	9.15	16.00
.39	1.29	3.05	6.20	9.30	16.30
.40	1.31	3.10	6.30	9.45	17.00
.41	1.33	3.15	6.40	10.00	17.30
.42	1.35	3.20	6.50	10.30	18.30
.43	1.40	3.30	7.10	11.00	19.00

(29) In a race without hands the start shall be made as usual. Ten seconds from the time of starting the scorer shall ring his bell, and this shall be the signal for the riders to take their hands off. The competitors must then ride with their arms folded or the hands and arms otherwise kept quite off the machine. Any competitor touching any part of his machine with his hands or arms shall be disqualified.

(30) In a slow race, a straightaway course not less than three nor more than five feet in width should be marked out for each competitor. Any competitor who rides outside of these lines, to be judged by the centre of the driving wheel, or who comes to a standstill, or who is dismounted, or who fails to start at the signal, shall be disqualified.

(31) In a lap race, the position of the first three men shall be taken at the finish of every lap. The first man shall score three points, the second man shall score two points, the third man shall score one point, and no others shall score. The contestant who crosses the line first at the finish shall for that lap score four points. The competitor who scores the greatest number of points shall be declared the winner; but any contestant, in order to secure a prize, must ride the entire distance and be within 150 yards of the finish when the first man crosses the tape at the end of the last lap. Any competitor failing to comply with this rule shall be disqualified.

(32) In a team race the position of each rider must be taken at the finish of each lap. The first man shall count a number equal to that of the contestants at the start, the second man shall count one less, the third two less, and so on. The aggregate scores of the team members shall decide the winning team. A team shall be limited to three riders, each of whom shall have been a member of the club entering the team for at least *three months* previous to date of event. Each team member must also have resided within five miles of the city or town where the club has its headquarters for at least six months previous to the date of contest.

(33) The contestants in the run-and-ride race shall be started on foot in the usual manner, and umpires shall be stationed on the track at the mounting and dismounting stations, who shall take account of the fairness of mounting and dismounting. Mounting before reaching, or dismounting after passing the station, shall be sufficient cause for disqualification. The alternating distance shall be one-quarter of the distance of the entire race.

(34) In a heat race, where the contestant must win two in three, or three in five, the position of each rider must be taken at the finish of each heat. The first man shall count a number equal to that of the contestants in the first heat, the second man shall count one less, the third two less, and so on. The competitor who scores the greatest number of points shall be declared the winner.

(35) Entries in a consolation race shall be limited to those who have won no prize in any event of the meeting; provided, however, if only a single prize is given in the team race, members of the winning team shall not be considered to have won a prize, and shall be eligible to the consolation race.

(36) Any club, or race promoters, desiring to place upon their list of events, a race of different nomenclature than those given above must first explain the nature of the event to the Chairman of the National Racing Board and obtain his consent. The consent having been obtained, they shall print upon the entry blank and the programme of the day a rule to define the race, that the officials and contestants may clearly understand the conditions of the contest.

(37) Ignorance of any of the foregoing rules will not be considered a valid excuse for violation.

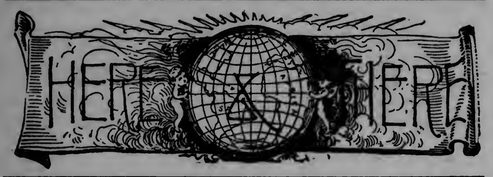
MINORITY REPORT.

I desire to put myself on record in opposition to the placing of Rule G in our code. I do this because I believe it unconstitutional, and therefore inoperative. I believe that the Racing Board has no power to pass a rule which amends the Constitution as this does. Were it a question of policy or expediency at issue, I should stand by the decision of the Board, though in the minority, but I cannot connect myself with a measure that I do not believe we have the right to enact, and which is out of harmony with the alliance made with the A. A. U. which, under instruction from the National Assembly, has been consummated and which we are in honor bound to carry out to the letter. My protest is not based upon any opinion that I may hold regarding the payment of expenses.

ABBOT BASSETT,
Member of Racing Board.

to say, is not yet recorded the feeling that honest labor is unworthy of a man, and that he cannot be a gentleman, an amateur, or anything else creditable that he may want to, provided no worse charge be laid at his door than that of being a bread-winner. When, in this country, a man must first be a loafer before he can be an amateur, I am convinced that there will be many more professionals than there are now, and that they then will be in the honorable position and the amateurs occupy the discreditable one. Seriously though, this will never come to pass.

"HAWKSHAW."



WE congratulate "Judge," our Detroit correspondent, on his approaching nuptuals. Other duties will engage the attention of our good friend "Judge," and we shall miss his news notes from our columns. We have another correspondent in Detroit, and we have no doubt he will be as well and favorably liked as our old friend "Judge."

UNRIVALLED, the BICYCLING WORLD stands to-day as a medium for men's goods; what other paper is there in the United States which reaches 20,000 young men exclusively as it does? You can make no mistake in using it for advertising.

THE Chicago Cycling Club House Committee are having some trouble with land owners who demand too much for ground, but hope to have all arrangements completed shortly.

THE Denver (Col.) Cyclists Union have selected May 30 and 31 as the dates for the spring tournament.

THE membership of the Century Wheelmen, Philadelphia, is booming since the removal of the active membership limit.

THE Onondaga Cycling Club of Syracuse, N. Y., held its annual meeting at the Vanderbilt House last Thursday and elected officers. A committee of five were also appointed to make arrangements for a road race. A number of very fine gold and silver badges are offered as prizes.

ON Sunday afternoon, as Mr. H. Crowther was riding home from the Pennsylvania Bicycle club house, he was stoned on Girard avenue, just within the park entrance, by a crowd of young toughs. One of the offenders was arrested, and was bound over the following morning by magistrate Romig in four hundred dollars' bail against further molestation of cyclers. He gave the name of Lines.

RAVENSWOOD, a pretty suburb of Chicago, is forming a cycling organization. Fully fifty members are already guaranteed.

Two months have now elapsed since the first steps were taken towards the incorporation of the Houston, Texas, Bicycle Club under the laws of the State of Texas. As then stated, the capital stock of $5000 was divided into 500 shares of $10 each. The money received for shares is to be expended in the erection of club house, and the putting in of a half-mile track, which will be one of the best in the United States and the best in the South. The club has made arrangements with Mr. Jno. T. Brady for a site for track, at the beautiful Magnolia Park, about four miles from the city. Mr. Brady liberally subscribes $375 towards the improvement of this track, and grants a lease on the ground for five years. It is expected that the track will be in good shape for use by June, as the State meet will be held there sometime during that month.

A MOVEMENT is on foot in Chicago to form a colored men's cycling club. The Garden City has many excellent riders among its colored wheelmen.

THE Quaker City Wheelmen of Philadelphia gave a very enjoyable musicale and literary entertainment at the club house on Friday evening, which drew a large attendance.

DURING Madri Gras at Galveston, Texas, quite a number of wheelmen from all parts of the State, and also from Houston went down to the Island City and participated in the races at that point. Some handsome prizes were offered, some of which were won by the Houston cyclers. Notwithstanding the fact that three months have elapsed since these prizes were won, the winners have not yet received same, nor does there seem to be any immediate probability of their doing so. The subscribers to the fund for the purposes of buying suitable medals, it is understood, have all paid in their money. The trouble it seems is not with the Galveston Wheel Club but with two outside wheelmen, one of Houston and the other of Galveston. In the case of any future contests it is hoped that they will be held under the auspices of the Galveston Club, in which case we feel sure that there will never be any cause for complaint.

WHEN the Texas State meet comes off in June it is hoped that every wheelman in the State, whether a League member or not, will be on hand. Due notice will be given through the Houston *Post*, whose management have tendered the use of a column for the purpose of giving news of interest to wheelmen, and which is being ably edited by Mr. F. W. Dumble. Mr. Dumble would be pleased to have items from every wheelman in the State as concerns his respective locality.

IT has been decided by the Philadelphia Outing Club that their lady members are to be admitted to the same rights in the club as the gentlemen. This carries with it the privilege of holding office.

PRESIDENT GRIFFITH, of the Detroit Wheelmen, has issued a congratulatory circular to the club members on the success of the club and the changing of dates for the National Championships so that Detroit can run them. He urges them to be "modest under their success." He says in conclusion: "You have the good will of the people, be careful to keep it. Keep on the right side of the road, be careful at crossings, and most of all, be polite and considerate to others, so that when our brother wheelmen visit us they will not only be our guests, but also the guests of the city. Respect the rights of others and thus demand your own."

"'LINNEUS,' in speaking of the 4th District Racing Board," says "Star," of Cincinnati, "in your issue of April 24, asks 'Where is Cincinnati?' Well, 'Mr. Linneus,' Cincinnati is still in the same salubrious locality that she has occupied for more than a hundred years. The only reason we are not in the races of the 4th District is because we are modest and want to give the rest a chance. We feel assured if Kobmann, Windisch and Tutty of the Porkopolis Wheelmen would only start on the war path they would not only get all of the scalps, but would take in the whole 'brewery' besides."

THE Detroit Wheelmen have offered the use of their club rooms to the G. A. R. during their encampment in August. The offer was gladly accepted, and the rooms will be used as the headquarters of the Detroit Post.

MR. SAMUEL BRADY has written the Secretary of the Detroit Wheelmen, thanking the club on behalf of the descendants of Gen. Hugh Brady for their tribute to his memory in placing a memorial tablet on the walls of the Detroit Museum of Art, which is situated on the site of Gen. Brady's early home.

DURING the past week Detroit has been receiving congratulations on all sides on the action taken by the Racing Board in assigning the Championships to be run there.

THE road race of the Detroit Wheelmen for Decoration Day has been postponed one week, and will be run Saturday afternoon, June 6th. The course will probably be changed, owing to the opposition of several drivers who object to allowing bicyclists to race on the Grosse Point road.

THE sailing time of the Hamburg American steamers having been changed, the Harz Mountain tourists will sail from New York on July 4 at 5 A.M., on steamer Dania, instead of June 30th, as heretofore announced.

THE Orange (N. J.) Wheelmen have accepted plans for a splendid new club house. The building will be 30x110, and will contain all that a first-class club house should, including gymnasium, etc. The style will be colonial, and it will be two stories high.

GENTLEMAN going to Mifflin County about June 1st would like to meet party going same direction, or to Harrisburg. Start from Philadelphia. Address Reynolds, No. 1604 Federal street, Philadelphia, Penn.

AFTER considerable house hunting the Douglas Cycling Club of Chicago have decided to retain their present quarters at Rhem and Loomis streets for a time. A house on Ashland or 12th street boulevards was desired.

A "LADIES' night" was held by the Ansonia Wheel Club on the 23d of



THE EAGLE

Begins early and carries off the honors at Berkeley Oval, May 2d.

Intercollegiate Games. One Mile Handicap, C. C. N. Y.

Won from scratch by E. Shahr, in 3.03 1-5, breaking the College Record.

TWO MILE OPEN TO ALL COLLEGES.

Won by E. Shahr, in 6.23 3-5.

THE EAGLE RACER

IS A BIRD.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

THE



THE MOST POPULAR MACHINE IN AMERICA.

AMONG RIDERS OF THE BEST JUDGMENT.

We carry Seven Styles. Pneumatic, Cushion and Solid Tires. Light weight, rigidity and beauty. . . . . .

Get our Quotations on SUNDRIES.

The JOHN WILKINSON COMPANY, 269-271 STATE STREET, CHICAGO.

Sixteenth Year in America.

1876 1891

The First Cycles in the United States

Roxbury, April 24, 1891.

To Singer & Co.,

Dear Sirs:—I have used your 1891 pattern wheel, with the one inch wired tire, and have no hesitation in stating that it gives more satisfaction than any cushion tire that I have ever tried, and as for hill climbing, it is unsurpassed.

Yours truly,
JAMES KELTIE,
Captain Roxbury Bi. Club.

The Largest Cycle Manufactory in the World

SINGER & CO., 6 and 8 BERKELEY STREET and 2 WARREN AVENUE, BOSTON, MASS.

April. The occasion was the re-opening of the enlarged quarters of the club, and brought out a large attendance of ladies. The programme of the evening consisted of vocal and instrumental music, and a stereopticon entertainment by members of the club, and the evening closed with dancing and refreshments.

CHARLES G. KILPATRICK, the one-legged cycler of Milwaukee, Wis., is ready to meet any other one-legged man in the country to try conclusions on the race track.

A 56-INCH Victor safety has been stolen from the Brooklyn (N.Y.) Bicycle Club. It is the property of Mr. F. B. Jones.

THE prudes of New Haven, Ct., are startled over the appearance of two pretty girls on bicycles. So says the *Union* of that city. We did not know New Haven was so far behind the time as to be scandalized at what in other cities excites no comment other than favorable. This is the way the *Union* sums up its idea of the matter: "On the bicycle the double-skirted, blue-capped, blooming-cheeked, buff-buskined girl is a symphony of colors, dashing dignity and lithe and lively form, and she presents a bright, fleeting picture of hearty, health-preserving independence."

THE Springfield (Mass.) Athletic Association voted unanimously to join forces with the Springfield Bicycle Club. It remains now for the latter club to accept or reject the proposed terms of the Association.

THE Wolverine Cyclers of Ann Arbor, Mich., held their final hop April 16. There were 125 couples present, and the programme containing 25 numbers was of a size sufficient to satisfy the most inveterate dancers.

THE Alameda Bicycle Club of Oakland, Cal., has expanded so much that it needs larger quarters.

THE Æolus Cycling Club of Chicago moved into their new club house at 174 Evergreen avenue this past week. This house was built especially for the club, and is a model cycling house.

Is this the kind of amateurism they have in Australia? T. Busst described as "the Melbourne Bicycle Club's crack rider" recently took part in a 5 miles invitation race in which "a new plan to do away with the much-decried 'loafing' tactics of racing cyclists was instituted and met with much success. The scheme was to award a half sovereign to the leading man at each lap. Chrisp and Mills won most of this money and strove their best to defeat Busst in the final lap, but were beaten by fully a wheel's length."

THURSDAY evening last the Cook County Wheelmen of Chicago gave a progressive card party, musical and literary entertainment combined. A large number were in attendance.

HE who is not ready to-day will be less so to-morrow." If you have any article of merit to sell that men use advertise in the BICYCLING WORLD—an unrivalled medium for men's goods—a weekly circulation of 20,000 guaranteed.

A STORY comes to us from Hagerston, Md., of the wonderful but rather foolhardy feat of Mr. H. K. Recher in riding up and down the roof of a new church building. The angle of the roof inclines to 45 degrees, and the distance covered was 120 feet. Those who saw him do it were breathless with amazement at Mr. Recher's coolness and success.

NEARLY a half-thousand people witnessed the reproduction of the Englewood Cycling Club's (of Chicago) minstrel show at Bloomington, Illinois. The party stayed over Sunday to enjoy a little riding. The entertainment was well given, being frequently encored.

THE annual race meeting of the Columbia Cycle Club of Washington, D. C., will be held on the Benning track May 30th.

A NUMBER of the members of the Long Island (N. Y.) Wheelmen will tour to Hagerstown to attend the July meet there. By the way, all are glad to notice this club discourages formal Sunday club runs.

WE are glad to notice that the Baltimore *Herald* has facts at its fingers' end which disprove the report which appeared in a Boston daily that Massachusetts would not be represented at the Hagerstown meet. Lots of New Englanders will be present and a glorious time they will have, too.

FIFTY Chicago wheelmen took dinner at Pullman last Sunday. Nineteen Lincoln's, sixteen Columbia wheelmen, eight Douglas, and the rest scattered. Over ninety per cent. of the riders rode the "good old ordinary."

THE Union Bicycle Park, situated on the Bristol Turnpike, half way between Bristol, Pa., and Schencks Station, is now open. The annual subscription is $1.00, entitling subscribers to the use of the track and grounds, which are now ready.

THE Auburn Bicycle Club, of Auburn, R. I., was recently organized with much rejoicing, cheering and whistle blowing.

THE Wheelmen's Racing League of the Metropolitan District has not yet decided on the course they will use. It will be either the Milburn-Irvington course or the Larchmont.

THE Columbia Wheelmen of Chicago will occupy the club house formerly occupied by the Æolus Cycling Club. Refitting is going on rapidly, and the house will present an entirely different appearance shortly.

MRS. C. W. DALSEN, Capt. of the Fairmount Ladies' Club, of Philadelphia, offers a prize to her club members for the best mileage during 1891.

THE Inter-club Road Racing Association for Boston and vicinity is practically an assured thing.

THE Atlanta City (N. J.) Wheelmen will hold a race meeting May 30. Entries close May 23 with I. Bacharach, 929 Atlantic Avenue, Atlantic City, N. J.

THE Yonkers (N.Y.) Bicycle Club will hold its annual club road race May 15. The event will be for ordinaries.

REPAIRERS are wanted in Chicago. Several of the large firms are rushed to death with repair jobs, and men cannot be found.

ANOTHER European party will leave these shores June 27. Mr. Henry L. Coar of Springfield has the party in charge.

MR. GEORGE CURTIS, of the Bretz & Curtis Manufacturing Co. of Philadelphia, sailed for England on Wednesday.

THE one mile, ordinary, State Championship and the half mile, safety, State Championship, will be run at the Columbia Cycle Club's tournament July 4, Charter Oak Park, Hartford, Conn.

Do not be mistaken and suppose that nothing can be successfully advertised in this paper but cycles, etc. We have testimonials to disabuse your mind of any such ideas; a trial will convince you to the contrary.

CHIEF Consul Mott, of Maryland, spent Sunday and Monday of this week in Philadelphia. He came over to attend the Century banquet, and was accompanied by Mrs. Mott.

TWELVE of the Farragut Cycling Club of Chicago, all on safeties, rode to Sunnyside last Sunday to dinner.

S. H. CRAWFORD, the one-time racing pride of the Pennsylvania Bicycle Club, is doing considerable riding this season, and is apparently in better form than ever.

F. HOWARD TUTTLE of Chicago has entered the employ of the Humber Importing Co.

THE Mount Vernon Wheelmen of Philadelphia have received their charter from the courts, and are now a regularly incorporated club.

A BOXING and athletic entertainment was given by the Oak Park Cycling Club of Chicago last Saturday evening. Music and supper followed. One hundred were present.

THIS is for YOU. Have you any article of merit to sell that men use? Try the BICYCLING WORLD, and you will always use it; 20,000 young men with a dollar to spend for a good article will read your ad. each week.

THE South End Wheelmen of Philadelphia are arranging for a race meet on June 27th, which will be run on the new Brotherhood track at Broad and Dauphin streets.

THE East Orange (N.J.) Cyclers were represented by half a dozen of their number in Philadelphia last week having ridden over on Saturday.

L. A. W. AND A. A. U. ALLIANCE.

NEW YORK, April 15th, 1891.

Mr. Jas. R. Dunn, President L. A. W., No. 40 Wall street, City.

My dear Mr. Dunn: One week ago to-day I tendered you an apology for the delay which had occurred in sending out the Articles of Alliance for ratification by the A. A. U.—a delay due, as I explained, largely to the unfortunate illness of Mr. Mathewson of our Committee—by whose request I took steps to facilitate the taking of the mail vote. I now beg to advise you, unofficially, of the fact that the Articles of Alliance have been ratified by the A. A. U. in a manner fully complying with the provisions of our Constitution; and I will be glad to know whether you are ready to join in promulgating the same.

When the formal documents reach you, you will find that the Resolutions (which I prepared and sent to Mr. I. B. Potter, and which he subsequently transmitted to the members of your Executive Committee, at the time I first took a hand in this matter, about a month ago) have been formally adopted by the A. A. U. These resolutions not only ratify the Articles of Alliance, but also contain a formal endorsement of the L. A. W. and its objects by the A. A. U. I trust, however, that your body will suggest specific means whereby ours may more effectively further the objects of yours, especially in the important matter of highway improvements in the furtherance of which I certainly think your body should have the hearty support not only of the A. A. U. and its clubs, but also of every public spirited citizen.

I beg to congratulate you that means have finally been found to ally our two great organizations, without the sacrifice in the slightest degree of the dignity or individuality of either; and that, as I have always thought it should be, the agreement reached formally recognizes the jurisdiction of your organization over that beautiful and healthful athletic exercise whose present high standing is due solely to the earnest and well-directed efforts of the L. A. W.

That the effect of this Alliance will be to raise the standard of amateur sports and to increase the general interest of our people therein, I do not doubt. With high regard I am

Very truly yours,
(Signed) A. G. MILLS.

April 18th, 1891.

Mr. A. G. Mills, New York.

Dear Sir: I am much gratified by the intelligence that the A. A. U. has formally ratified the Articles of Alliance (as recently amended at the joint conference), as stated in your valued favor of the 15th inst. As soon as your body is prepared to formally consumate the agreement by such instruments as are necessary in the premises, I shall be glad to act in conjunction with its authorized representatives in formulating, ratifying, signing and promulgating the proposed agreement.

I heartily concur in your views as to the result of the adoption of these Articles of Alliance, and beg to assure you that while the L. A. W. is and always has been strenuous in maintaining its jurisdiction over the sport of cycling, neither arrogance of power nor acknowledged strength of possession has moved it to assume any attitude other than that of considerate and friendly respect for the rights of individuals and associations whose interests are coexistent under its present administration.

If cycling and kindred sports be in any measure elevated, if pure amateurism be brought nearer as a possibility, if generous co-operation and mutual benefit accrue to these two great athletic powers, by reason of this Alliance, we may well feel satisfied with the result of the arduous and painstaking labors of our respective Committees.

At this point let me express my sincere appreciation of the endorsement of the great work of Highway Reform undertaken by the L. A. W. which is set forth in the resolutions adopted by the A. A. U. to which you refer.

The co-operation and assistance of the members of the A. A. U. in this grand movement will undoubted reflect honor upon themselves and will always elicit our cordial recognition. With great respect I remain,

Truly yours,
(Signed) JAMES R. DUNN.

Whereas: The following Resolution has been adopted by a joint committee of the League of American Wheelmen,

Resolved: "That the Articles of Alliance as amended be adopted as a whole, and that the Chairman and Secretary of the Special Committee be instructed to prepare and sign such papers as are necessary in the case. Unanimously adopted." And

Whereas: The following Resolutions have been adopted by the Amateur Athletic Union:

Resolved: "That the proposed Articles of Alliance between the L. A. W. and this Union accompanying these Resolutions be, and the same are hereby, adopted and ratified, and the President and Secretary are hereby instructed to forthwith execute the same in behalf of this Union."

Resolved: "That this Union hereby signifies its high regard for and its cordial sympathy with the objects of the League of American Wheelmen, and pledges to that body the hearty support and assistance of this Union in furtherance of its road improvement and other projects of public interest.

These Articles of Alliance between the Amateur Athletic Union of the United States, and the League of American Wheelmen,

Witness:

1. All cycling events in the championship or other meetings of the A. A. U., or of its associations or clubs, shall be given under the rules of the L. A. W.

2. Every cyclist shall be subject to test as to his amateur standing exclusively by the provisions of the Constitution of the L. A. W., defining an amateur.

3. Charges against any cyclist shall be tried by the L. A. W., except that a cyclist a member of an A. A. U. club shall be tried by a committee of three, one of whom shall be named by the A. A. U., one by the L. A. W., and the third member by the two so chosen, provided the accused shall, within twenty days after the receipt of a copy of such charges, submit to the Racing Board proof of his A. A. U. membership, and claim trial by such committee.

4. The League of American Wheelmen shall annually, or at such time and for such periods as it may deem advisable, appoint a delegate who shall act with and constitute one of the Board of Governors of the A. A. U., and shall have a vote upon all questions coming before said Board, and a right to sit upon committees and take part in all the actions thereof as fully as members of said Board elected from the several associations of the A. A. U., and to the same extent and in like manner as the delegates from the North American Turnerbund.

5. These Articles of Alliance shall be terminable by either party upon thirty days' written notice to the other. In case of disagreement between the L. A. W. and the A. A. U. upon any point covered by these Articles, the same shall be submitted to the Board of Governors of the A. A. U., including the members of the Board appointed by the L. A. W., Turnerbund, and any other association in alliance with the A. A. U. and having a delegate upon the said Board.

In witness whereof the Amateur Athletic Union by its President and Secretary thereto duly authorized, and the League of American Wheelmen by the Chairman and Secretary of its Joint Committee thereunto duly authorized, have duly executed these Articles.

(Signed.) HARRY MCMILLAN,
President Amateur Athletic Union.
(Signed.) JAMES E. SULLIVAN,
Secretary Amateur Athletic Union of United States.
New York, May 4, 1891.

(Signed.) JAMES R. DUNN,
Chairman Joint Committee and President L. A. W.
(Signed.) G. CARLETON BROWN,
Secretary Joint Committee L. A. W.
New York, May 5, 1891.

A PLEASANT AFFAIR.

A FEW friends of Mr. Edward C. Hodges tendered him a complimentary dinner at the Victoria, Boston, on Saturday evening last. The occasion was in anticipation of Mr. Hodges' approaching nuptuals May 12th. The gathering was confined to old riders of the Boston Bicycle Club of which Mr. Hodges has been President for many years. Among those present were several founders of the club in 1878, and nearly all at the board could look back to a decade of active wheeling. It was an informal and jolly coterie of old friends. The speeches were full of heartfelt expressions of good will and wishes for future happiness of both Mr. Hodges and his bride that is to be. Among those at the board were Frank W. Weston, Arthur L. Woodman, J. S. Dean, W. G. Kendall, S. N. Turner, W. H. Edwards, Paul Butler, Willis Farrington, Edward F. Lowey, W. E. Hodgkins and W. B. Everett.

AN UNJUST LAW PROPOSED IN THE ILLINOIS LEGISLATURE.

A BILL has been presented to the Illinois Legislature by Mr. White of Stark County, which proposes that cyclists on the highways shall stop, dismount, and stand by their cycles whenever they meet any person or persons going in the opposite direction with horses or other animals, and said dismount must be made at least one hundred yards from said approaching horse or animal. In case of violation of the proposed law and accident arising therefrom, a fine of from $10 to $50, to be imposed, and the cyclist to be liable for damages. Failure to pay fine and damages, the cyclist to be incarcerated in the county jail until such fine and damages are paid.

The Capital City Cycling Club of Springfield, Ill., have met and passed resolutions protesting against the passage of the bill. They call attention to the fact that the propssed law is unconstitutional, and that the Supreme Court of Illinois has adjudged the bicycle as a vehicle or carriage. The Capital Cycle Club have petitioned the representatives from their district (the 39th) to oppose the bill. Copies of the resolutions have been sent to Representatives and Senators, and every effort will be made to defeat the bill.

THE MISSOURI DIVISION MEET.

THE committee for working up the meet have all been appointed, and are busily engaged in their respective duties. A large entertainment fund has been subscribed, and will be used solely in the purpose for which it was raised. The programme will be issued June 1st, and mailed to members at an early date. Two day's racing, comprising 16 events, with valuable prizes, have been arranged for. A hill climbing contest where speed will be thrown out and energy and endurance substituted is one of the special features, while runs, athletic entertainments, photos, parade, smoker, banquet, and a grand lantern parade constitute the remainder of the programme. Several parties are organizing through the State for the purpose of touring to the meet. Already inquiries have been received from racing men in Kansas, Nebraska, Iowa and Colorado, regarding races, prizes, etc., and large delegations from Kansas are expected to attend. Carthage is one of the most delightful resorts in the West, and a better location for holding such a meeting could not be found anywhere. Arrange your affairs so as to be at Carthage on the 3d and 4th of July, or you will miss the grandest meet the Missouri Division has ever held. Come and bring your friends. "LINNEUS."

CALES * DIAMONDS.



Fine Easy Running Wheels.

A perfect Diamond Frame, with a strong centre brace. The most successful frame on the market to-day.

SOLID TIRES, $85.

CUSHION, $95.

Cales, Model '90, $70.

STRAIGHT FRAME.

Send for Catalogue of Sundries and Boy's Wheels.

SCHOVERLING, DALY & CALES, 302 Broadway, New York.





"PAPA, HIS RAMBLER, AN' ME."

EIGHTH ANNUAL MEET OF THE IOWA DIVISION AT NEWTON.

THE local club is progressing finely with its arrangement for the annual State meet June 16, 17, 1891. Good weather and Newton's reputation for hospitality should make it the largest and most enthusiastic meet ever held in the Iowa Division.

They open the first day with business meeting at 9 A.M. Officers will be elected for the ensuing year, and all business transacted in connection with the Division. Badges will be distributed, visiting wheelman assigned their quarters, etc.

(Special attention given to L. A. W. members).

Racing to begin at 2 P.M. There will be twelve events the first day. In the evening there will be a banquet given by the "Newton Cycle Club."

Second day grand street parade and photographed. Afternoon, racing and distribution of prizes, of which they have a fine list. In the evening a Wheelman's hop in League uniform.

With Iowa's level roads and fine climate it should rank first in cycling States. And we think the coming meet will give it a boom that will place her in the front if not the lead in the West. The people of our State have just begun to appreciate the bicycle as a practical road vehicle. And by another year (or two, at least,) we hope to be able to hang out a programme that will draw the "cracks" from as far east as "Boston town" and Jersey's shores."

Newton is a thriving city, thirty miles east of Des Moines, on the C. R. I. and P. R. R., also Iowa Central and N. and M., making it easy of access. We extend a cordial invitation to all wheelmen to come and help us make our meet a success. Fraternally yours, FRED H. GIFFORD, L. C.,
Newton Bicycle Club.

THE ILLINOIS DIVISION MEET.

OFFICIAL notice has been given Rockford of its selection as the place for the annual meet of the Illinois Division. Committees have been appointed, and work is going on rapidly. A valuable prize list has already been obtained. The track is of clay and so hard that horsemen object to it. Chicago wheelmen will be present in Rockford in large numbers. A fair canvass would show over two-thirds expecting to go.

THE HARVARD UNIVERSITY CYCLING ASSOCIATION.

THE prospects for an unusually good meeting of the Harvard University Cycling Association are numerous. The time of 5.46 1-5 for two miles, made by a freshman who has never raced before this spring, and the fact that the four starters, none of whom have ever done very fast riding, came in within a second of the leader, show what the Holmes Field track is worth when it is in good condition, as it was Saturday, and as it will be on the twenty-third.

The New York Athletic Club will send on a team consisting of manager A. B. Rich, W. F. Murphy, A. A. Zimmerman, Hoyland Smith, and H. G. Cornell. This is official from Rich, and corrects the make-up of the N. Y. A. C. team given in the *Herald* a week ago.

RACING AT WILMINGTON, DEL.

ON May 2 a road race of 5 3-4 miles was run at Wilmington, Del., between four members of the Wilmington Wheel Club, W. C. Seeds, William Sheward, Robert McCardle and Lee Hanley. Sheward rode a pneumatic tire machine and the others ordinaries.

Hanley started at 4.30, McCardle 4.31, and Seeds and Sheward at 4.33 P. M. Sheward finished first, actual time 21.19; Seeds second, in 21.38; McCardle third, 24.10, and Hanley last in 25.13.

The best previous record on a solid tire was 25 minutes, held by Seeds.

THE WAIONTHA FIFTY-MILE HANDICAP ROAD RACE.

THE coming road race at Richfield Springs, N. Y., August 4th, 1891, promises to be an important event in this season's sport. The race will be held on the twelve and one-quarter mile Canadarago Lake course, which is one of the finest in the State. About fifteen fine prizes will be offered as well as specials for records, etc. The race will be handicapped by F. P. Prial. Programmes are being issued and can be had of August Kinne, Chairman of the committee. The race is to be run rain or shine.

RACING AT ROME, N. Y.

THE Rome, N. Y., cyclers had their annual handicap road race last Friday afternoon at about four o'clock. The start was made at the corner of Court and Madison streets. Distance of 8 3-8 miles. The time taken was as follows, the men coming in in the order named: Carl G. Miller (5.30) 34.47; W. McGinnis (7.00), 37.25; W. Onley (2.00), 34.15; Robert Van Dyke (7.00), 38.27. In the evening the cyclers enjoyed a banquet at Abner S. Whites's hotel.

GOOD TIME AT HARVARD.

AT the 'Varsity games on Saturday last, F. S. Pratt rode 2 miles in 5.46 1-5 in the 2-mile bicycle race. The best previous for Harvard was 5.50 1-4 made by W. B. Greenleaf in 1889.

(SEE SUPPLEMENT.)



HARVARD UNIVERSITY
Cycling Association.

SECOND ANNUAL SPRING MEETING

ON HOLMES FIELD,

CAMBRIDGE, MASS., SATURDAY, MAY 23d, 1891.

EVENTS:

1. **ONE MILE ORDINARY,** Scratch—Open.
2. **ONE MILE SAFETY,** Handicap—Open. Pneumatic and Solid Tyres.
3. **ONE MILE SAFETY,** Scratch—Open. Solid.
4. **HALF MILE ORDINARY**—Handicap—Open.
5. **ONE MILE TANDEM SAFETY,** Handicap—Open.
6. **ONE MILE ORDINARY,** Interscholastic Scratch—Open to all Preparatory Schools in New England.
7. **TWO MILE ORDINARY,** Intercollegiate Handicap—Open to I. C. A. A. A. A., N. E. I. C. A. A. and M. I. T.
8. **ONE MILE SAFETY,** Scratch—Open. Pneumatic.

Three very valuable medals (gold, silver, and bronze), struck from special dies owned by the association, will be given as first, second and third prizes in the two-mile Intercollegiate and in all open events, with the exception of the Tandem Handicap, in which there will be no third prizes, and silver cups will be substituted for gold medals.

A solid Silver Cup will be given to the Club scoring the most points in the open events, to be counted as follows: First place, five; second, three; third, one.

Entries close Saturday, May 16, at 12 P. M. Address, F. L Olmsted, Jr., 13 Wadsworth House, Cambridge, Mass.



"An that ye make a thing cheap is to be most short-visioned, but make you it well and ye shall rejoice."



ON THIS BASIS

PREMIER SAFETY BICYCLES



AND

KING OF THE ROAD LAMPS

ARE PRODUCED.



PREMIER CYCLE CO.,

Head Office and Warerooms,

846 Eighth Avenue, - New York.



NEW KODAK CAMERAS---FOR WHEELMEN.



"YOU PRESS THE BUTTON, WE DO THE REST."

(OR YOU CAN DO IT YOURSELF.)

SEVEN NEW STYLES and SIZES

ALL LOADED WITH

TRANSPARENT FILM.

☞For sale by all Photo. Stock Dealers. *Send for Catalogue.*

THE EASTMAN COMPANY, Rochester, N. Y.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street, BROOKLYN, N. Y.

PRICE, - - - - - $100.00.

THE HARTFORD SAFETY.



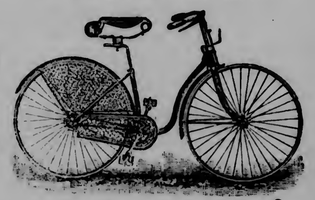
—MANUFACTURED BY—

THE HARTFORD CYCLE CO.,

HARTFORD, - CONN.

Ball Bearings, Interchangeable, Strong, Durable and Well Finished.

THE HARTFORD LADIES' SAFETY.



Send for 1891 Catalogue.

John F. Morrill & Co.

DIVISION TAILORS

Of the L. A. W. for Massachusetts.



COAT, - - $5.75
PANTS, - 3.75
CAP, - - - .85
SHOES, $3.00 to 3.75
SHIRTS, Flannel, $2.50 upwards
SHIRTS, Cheviot, 87c. upwards

Cloth, $2.10 Per Yard.
Large Buttons, 5c each.
Small Buttons, 3c. Each.

Manufacturers and Dealers in

BASE BALL, TENNIS, BICYCLE, GYMNASIUM, ATHLETIC and

SPORTING GOODS.

We make a specialty of all styles of outing clothing.

We issue a Bicycle, General and Gymnasium Catalogue. Send for a copy.

12 Bromfield St., Boston.

☞Members of Western Massachusetts can have measurements taken by and give orders to GEORGE S. DAVIS, Main street, Worcester, Mass.



Send for Catalogue and Prices.

The Billings & Spencer Co., Hartford, Conn. U. S. A.

Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged o bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.

For sale by a Cycle manufacturers and dealers.

THERE IS A STONE

In the ways of men, which, taken at the apex, leads on to misfortune, a la headers. We have safeties not given to low-lived headers like the above, but they move r ght along in a calm, dignified way and attend strictly to business.

Sell the New Mail, Union, Sylph, Hartford, Buoncho.

KNIGHT CYCLE CO., . St. Louis

NOW IS THE TIME To Advertise in the BICYCLING WORLD AND L. A. W. BULLETIN.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 20

ABBOT BASSETT, Secretary,

OFFICERS FOR 1890—91.

PRESIDENT,
JAMES R. DUNN,
40 Wall st., Room 63, New York.

FIRST VICE PRESIDENT,
MAJOR CHAS. L. BURDETT,
Hartford, Conn.

SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN,
116 Broad Street, Elizabeth, N. J.

TREASURER,
W. M. BREWSTER,
117 No. 4th Street, Quincy, Ill.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committees.

Membership Committee.

Sanford Lawton.....Springfield, Mass.
George C. Pennell.....Elizabeth, N. J.
Howard L. Perkins.....Box 103, Providence, R. I.

Committee on Improvement of Highways.

Isaac B. Potter.....Potter Bldg., New York

Committee on Rights and Privileges.

Geo. A. Perkins.....5 Pemberton Sq., Boston
J. S. Dean.....28 State St., Boston
Chas. F. Cossum.....Poughkeepsie, N. Y.

Committee on Rules and Regulations.

T. J. Kirkpatrick.....Springfield, O.
A. B. Richmond.....Grand Rapids, Mich.

Transportation Committee.

Albert Mott.....203 Lenox St., Baltimore, Md.
Joseph T. Chism....120 Mosher St., Baltimore, Md.
Burley B. Ayres, Rand, McNally Bldg. Chicago, Ill.
Thomas Savage Clay.....Savannah, Ga.
Amzi T. Dodd.....70 Park Place, Newark, N. J.
John B. Seward.....35 Milk Street, Boston
Chas. A. Sheehan....5 Vanderbilt Ave., New York

Racing Board.

Charles E. Randall....3709 Ellis Ave., Chicago, Ill
George S. Atwater.....
.....1424 Penn. Ave., Washington, D.C.
George Collister....147 Ontario St., Cleveland, O.
Abbot Bassett.....12 Pearl St., Boston
Lewis A. Miller.....Meriden, Conn.

12th Annual Meet of the L. A. W.

DETROIT, MICH., JULY 16, 17, 18, 1891.

Address Chairmen as below at Detroit for information relating to the work of the committees:

Chairmen of Committees:

Reception—C. H. Smith, 211 Putnam avenue;
B. J. Holcombe, 222 Woodward ave
Races and Transportation—
Jos. Bresler, 22 Lafayette Avenue.
Exhibit—A. F. Peck, 143 Jefferson avenue.
Hotels—J. Hoffner, 243 Woodward avenue.
Parade—F. L. Abel, 187 Charlotte ave.

The Renewal Season.

The renewal season is now open, and we are ready to receive the annual dues of members.

We have opened the books for 1891-2, and applicants for membership may now send $2 and they will be put upon the roll for the year ending April 30, 1892.

All memberships expire April 30, and must be renewed before July 1st.

We publish a renewal blank which we hope will be universally used. A blank of this kind is more satisfactory for filing than a notice of renewal written in letter form. If a member has no blank and does not care to mutilate his paper, he will oblige us by sending renewal on paper the size of the blank and made out after the same form. The same applies when two or more names are sent.

Every League club has been supplied with sheets to send renewals on, and also a renewal of the club. Since many non-League clubs send in lists of names, a list of names is no indication that a League club renews its membership, and we must have the regular certificate of renewal as per blank furnished every club before we can issue our certificate of membership.

Club Secretaries will be supplied with renewal sheets for club lists on application.

Consuls, Agents, Club Officers, etc., who desire renewal or application blanks should procure them of the Secretary-Treasurers of their respective Divisions. See addresses in BULLETIN.

L. A. W. Uniform Cloth.

A contract has been made with the Burlington Mills for a cloth, steel gray in color, which will be used for the regulation League uniform. This cloth is now kept in stock by the Secretary, and will be supplied to League members only at $2.10 per yard, cash with order. The Regulation League button will be supplied by the Secretary at 5 cents for the large and 3 cents for the small size. The cloth is 54 inches wide.

ABBOT BASSETT, Secretary.

Racing Board.

Members of the Racing Board have had assigned them the following territory:

Mr. Miller in charge of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York and New Jersey.

Mr. Atwater in charge of Pennsylvania, Maryland, Delaware, District of Columbia, Virginia, West Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama and Mississippi.

Mr. Collister in charge of Michigan, Ohio, Indiana, Kentucky, Tennessee, Arkansas, Louisiana, Texas, Indian Territory, Missouri, Kansas, Illinois and Wisconsin.

Mr. Bassett in charge of Iowa, Minnesota, North Dakota, South Dakota, Nebraska, Wyoming, Montana, Idaho, Washington, Oregon, California, Nevada and Utah, Colorada, New Mexico, and Arizona.

CHAS. E. RANDALL,
Chairman Racing Board.

Chicago, April 25, 1891.

Connecticut Division Racing Board.

At a meeting held in Hartford April 27th the following State Championships were established: Quarter, half and one-mile ordinary; quarter, half and one-mile safety; and one-mile tandem safety. The half-mile ordinary and one-mile safety championships were awarded to the New Haven Bicycle Club, to be contested at New Haven June 8, 1891.

The Columbia Cycle Club were awarded the half-mile safety and one-mile ordinary championships, to be run at Hartford, July 4, 1891.

Yours sincerely, HENRY GOODMAN,
Chairman.

Connecticut Local Consuls.

I have a list of twenty-one Division members to be appointed Local Consuls. All but three of them were the only League members in their respective places when I secured their consent to serve the Division as Local Consuls. Eighteen of these Consuls have, in two weeks, secured 22 new L. A. W. members.

There are now at large, in the possession of 25 Division members, 25 letters from the Chief Consul, requesting in behalf of the Connecticut Division and the L. A. W. the service of 25 members as Local Consuls. All these 25 are solitary members in small places, but we want them as Local Consuls just the same.

In a short time I shall make official appointment of Local Consuls and the 21 now on file should be increased to 46. Will you do your part?

ARTHUR ALLEN DEAN,
April 29, '91. Chief Consul.

For Connecticut Only.

Now is the time for Connecticut members to be on the alert both for new members and for renewals.

On old and new lists we now lead. Illinois Division 20 members.

You have put in 141 members in four weeks.

On the first of July, if you renew as is possible, and as I believe you will, we may confidently expect to lead Illinois in fine style.

ARTHUR ALLEN DEAN,
Danielsonville, April 29, 1891. Chief Consul.

Connecticut Division Tailor.

I have closed a contract with th Plymouth Rock Pants Co. of Boston, Mass., and have appointed the aforesaid Plymouth Rock Pants Co. Division Tailor for the Connecticut Division.

The agreement to this end effected is the form recommended by the Uniform Committee of the National Organization in these columns, issue of April 17th, page No. 681, with following changes and additions:—

Article III. After words "contract price," for, "at his expense" substitute "at the member's expense. Also in same article, after word "express" add, except in such cases as are hereinafter provided for concerning delivery of uniforms.

Article IX. After words "state of," add "Connecticut, namely: Hartford, New Haven, and Waterbury." Also:

"And it is further agreed that the party of the second part shall deliver the Uniform or any part of the Uniform of the League of American Wheelmen, to any member of the Connecticut Division, at the contract price, without additional charge whatever at the above named offices, branches, or stores, in all cases in which the orders and measurements for the Uniforms or parts thereof are taken at the above named offices, branches, or stores."

"Orders sent in from agents will be shipped C. O. D. for balance due; express charges to be paid by customer."

This agreement terminates on the first day of December, 1891.

The contract prices are as follows:
For the coat, $7.50.
For the breeches, $4.75.
For the cap, $1.25.
For the stockings, $1.00.
For the vest, $3 00.

The Plymouth Rock Pants Co. have agents who will take measurements and send in orders, as follows:

Meriden—T. F. Burke, 705 Broad Street.
Norwich—P. H. McLaughlin, 108 Boswell Avenue.
Middletown—J. W. Burke, 122 Main Street.

Blanks for self measurement will be furnished to all who apply, by the Plymouth Rock Pants Co. of Boston, but it is recommended that so far as may be practicable, members leave their orders at the Hartford, New Haven or Waterbury stores of the Plymouth Rock Pants Co.

Hartford, Exchange Street, cor. entrance, No. 2 State Street.
New Haven, 796 Chapel Street.
Waterbury, 68 South Main Street.

The Chief Consul desires to be promptly notified of any violation of the Uniform Contract.

ARTHUR ALLEN DEAN,
Danielsonville, April 29, '91.

Local Consuls Wanted.

Consuls are wanted for the following places, and local wheelmen are requested to forward nominations at once, and by so doing greatly assist in the work of this Division:

Acushnet, Andover, Arlington, Ashfield, Ashland, Attleboro Falls, Belchertown, Bedford, Beverly, Bourndale, Bradford, Bridgewater, Brookline, Bryantville, Campello, Canton, Chicopee, Chicopee Falls, Dover, Douglass, East Douglass, Easthampton, East Peppercll, Ellis, Essex, Fairhaven, Foxboro, Greendale, Haydenville, Hingham, Mansfield, Maplewood, Milford, Milton, Mittineague, Newton Lower Falls, Northampton, Northboro, Norwood, Oxford, Plainville, Rutland, Somerville, South Boston, South Hadley Falls, South Groveland, South Lancaster, South Weymouth, Townsend, Uxbridge, Waban, Watertown, Wellington, Wellfleet, Weymouth, Winchester, Wyoming, Leominster, Merrimac, Montague. Fraternally, ARTHUR W. ROBINSON,
21 Milk street. C. C.

Massachusetts Division Spring Meet.

SATURDAY, MAY 30, 1891.

For particulars see BICYCLING WORLD of May 1.

Special attraction—Prof. Carl Meyers, with his Sky Bicycle or Flying Machine will give an exhibition at the close of the races.

Wheelmen should notify the Chairman of Committee as soon as possible if they propose to attend the meet. Captains of clubs will please notify for club members.

Wheelmen from Boston and vicinity who intend going on the 8.30 train must so notify the Chairman on or before May 28, in order that the proper arrangements may be made.

There will be a meeting of Local Consuls at Continental Hall immediately after the parade, and it is hoped that every Consul in the State will be present. Fraternally,

ARTHUR W. ROBINSON,
21 Milk street. C. C.

Massachusetts Division L. A. W.

The following Local Consuls are hereby appointed, for districts designated:
West Roxbury—Edw. C. Wade, Centre street.
Fall River—Willis H. Brow, 65 No. Main street.
Allston—Frank S. Wilson.
Newtonville—W. W. Phipps.
Fraternally, [ARTHUR W. ROBINSON, C. C.

California.

There will be a meeting of the Board of Officers California Division L. A. W. at the office of Dr. Thos. L. Hill, room 8, I. O. O. F. Building, San Francisco. The meeting to be called for Saturday May 9th at 8 o'clock sharp. It is earnestly hoped that all will attend, as business of importance will be transacted. The votes for the adoption of the Constitution, to be canvassed and By-laws formulated. Yours fraternally,
O. GRANICHER, Sec.-Treas.
April 28.

Maine Division—Spring Meet May 30.

The spring meet of the Maine Division will be held at Belfast, May 30. By a proper rotation of events it is eminently fitting that the East should be selected for this meet, for although most of the members of the Division are located in Cumberland and York Counties, still this is not a subject for majority rule, but for action conducive to the good of the Division at large, and for the encouragement of wheeling throughout the State. Bicycling interests need no particular fostering in the counties mentioned, but eastern Maine because of its good roads promises well for the future, and one or two events of this sort will give the right impulse.
The new road book will be distributed at the spring meet. Each member is entitled to one copy for half price, and it will facilitate matters if each is on hand to sign for his book.
BATES TORREY, Sec.-Treas.

Rhode Island Division.

At a special meeting of the Board of Officers held Monday evening, April 20, 1891, the following amendments were made to the By-Laws:—
Article II. section 2,was amended to read: Each League Club shall annually, between October 15 and November 15, elect from its Active membership one Division Representative for the first twenty League members, and an additional Representative for each fifty additional League members in its roll October 1st.
Art. X. was amended by inserting "one or more Consuls" after appoint.
Art. XV. was adopted as follows: If a Division Representative elected by a League Club shall cease to be an Active member of such club, he shall be deemed to have resigned as such Representative.
A League Club shall have the right to nominate for a vacancy in its Club Representation some Active member of the Club, and the Chief Consul shall appoint such member to fill the vacancy; but if such Club shall neglect to make such nomination within thirty days from the time such vacancy occurs, the Chief Consul shall fill the vacancy in manner as provided for vacancies in other offices, from the Active membership of such Club.
NELSON H. GIBBS.
May 4, 1891. Sec'y-Treasurer.

Minnesota Consul and Hotel.

Mr. W. C. Montgomery having resigned the position of Local Consul at St. Cloud, I have appointed as his successor Mr. C. B. Adley.
The Bolton House is hereby appointed League Hotel at Verndale. Regular rates $2.00; L. A. W. rates, $1.50; single meals or lodging, 40 cents.
T. M. SLOSSON, Chief Consul.
Minneapolis, April 30, 1891.

Disqualified.

C. G. Kilpatrick, formerly of Danville, Ill., now of Milwaukee, Wis., has been suspended from the L. A.W., pending investigation of charges against him for violation of the amateur rule, clause a.
CHARLES E. RANDALL,
April 27, 1891. Chairman.

New League Clubs

The following clubs have qualified as League clubs and filed the certificate required in the office of the Secretary:
321—Cranford Cycling Club, Cranford, N. J.; Geo. G. Teller, President.
322—Ashland Cycling Club, Chicago, Ill. H. C. Ambler, Secretary.
323—Adrian Wheel Club, Adrian, Mich. Erle B. Allan, Secretary.
324—Wooster Bicycle Club, Wooster, Ohio. C. E. Ohliger, Secretary.
325—Dayton Ramblers, Dayton, Ohio. C. O. Tower, Secretary.
326—Ashland Bicycle Club, Ashland, Ken. W. S. Boggers, Secretary.

League Club Renewals.

The following clubs have renewed membership in the League for 1891-2 by filing renewal certificate with the Secretary:
1—New York Bi. Club.
10—Yonkers Bi. Club, New York.
11—Rockingham Bi. Club, New Hampshire.
20—Peoria Bi. Club, Illinois.
24—Detroit Wheelmen, Michigan.
27—Owl Bi. Club, New Jersey.
41—Holyoke Bi. Club, Massachusetts.
54—Portland Wheel Club, Maine.
95—Westfield Wheelmen, New Jersey.
100—Bay City Wheelmen, California.
117—Columbia Bi. Club, Massachusetts.
124—Rovers Cycle Club, Massachusetts.
126—Lockport Wheelmen, New York.
137—Roxbury Bi. Club, Massachusetts.
166—Exeter Bi. Club, New Hampshire.
168—York County Wheelmen, Maine.
185—Ottawa Cycling Club, Illinois.
179—Capital City Cycling Club, Illinois.
201—Port Huron Wheelmen, Michigan.
213—Blennerhassett Wheelmen, West Virginia.
219—Trenton Wheelmen, New Jersey.
221—Athletic Cycle Club, Ohio.
223—Flint Wheelmen's Club, Michigan.
226—Fostoria Bi. Club, Ohio.
239—Westchester County Wheelmen, New York.
244—Juniata Wheelmen, Pennsylvania.
247—Rome Cyclers, New York.
248—Mount Vernon Cycling Club, Ohio.
250—Benton Harbor Wheelmen, Michigan.
251—Providence Ladies Cycling, Rhode Island.
252—Porkopolis Wheelmen, Ohio.
254—West Jersey Cyclers, New Jersey.
256—Dayton Bicycle, Ohio.
258—Bay State Bi. Club, Massachusetts.
259—Colt Bi. Club, Connecticut.
264—Belmont Club Wheelmen, Massachusetts.
275—Mishawaka Cycling Club, Indiana.
281—Houston Bi. Club, Texas.
297—Sharon Cycle Club, Connecticut.
308—Cortland Wheel Club, New York.
309—Norwich Wheel Club, Connecticut.
311—University of Illinois Cycle Club, Illinois.
314—Frederick Bicycle Club, Maryland.
315—Oak Leaf Wheelmen, California.
Clubs numbered above 315 are entered on the 91-2 list, and do not need to renew.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:
"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an intiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League the applicant shall become a member."
Tickets will be issued fourteen days after the publication of names.
Candidates will please notice if their names and addresses are correct.
Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.
The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Total 489.

BOSTON, May 8, '91.

CALIFORNIA DIVISION—7.

Eureka C. C.
23031 Skinner, R. W., Eureka
Oakland Bi. Club (unattached).
23146 Atherstone, Tom E., 1365 Market, Oakland
S. F. Bi. Club (unattached).
23030 Watts, Chas., 1601 Scott st., San Francisco
Unattached.
23215 Menne, Albert H., Park Hotel, "
23033 Wahmeuth, Wm. H., 53 Park ave., "
23032 McNeil, A. B., 85 So. First, San Jose
23338 Waller, Frank, 315 10th st., Oakland

COLORADO DIVISION—1.

Unattached.
23339 Felker, W. B., Box 43, Leadville

CONNECTICUT DIVISION—41.

Norwalk Wheel Club (unattached).
23078 Hoyt, H. B., 18 No. Main, So. Norwalk
M. Wheel Club.
23147 Clark, Eugene J., Middletown
23148 Douglas, Jno. M., Jr., "
23149 Gibbons, Fred'k. E., "
23150 Edgerton, Frank C., "
23151 Hennigar, M. W., "
23152 Parshley, James S., "
23153 Wallace, W. B., "
23154 Whitney, Chas. E., "
23155 Wilson, Claude L., "
Rover Wheel Club.
23352 Dow, H. B., 20 Dixwell ave., New Haven
Stamford Bi. Club (unattached).
23353 Renaud, Ralph B., 9 Atlantic, Stamford
Thomaston C. C. (unattached).
23354 Curtiss, Bennett W., Thomaston
23355 Fewkes, L. A., "
23356 Jones, L. Perley, Box 115, "
23357 Karle, Oscar "
23358 Norman, W. F., "
23359 Roberts, F. I., "
23360 Smith, Geo. L., "
23361 Sollace, Joseph, "
23362 Stubbs, Joseph H., Box 325, "
Wallingford B. C. (unattached).
23363 Tuttle, Merwin D., Box 497, Wallingford
Waterbury Wheel Club (unattached).
23364 Guernsey, J. H., 47 East Main, Waterbury
Unattached.
23348 Olmsted, Harry D., Box 36, E. Hartford
23347 Ney, Ross W., Box 817, Hartford
23079 Morgan, Thos. W., 64 Pearl st., "
23341 Best, Chas. R., 57 Buckingham, "
23342 *Brown, Miss Minnie B.*, 76 Hopkins, "
23343 Bruiggaman, H. G., 88 Hamilton st., "
23344 Camp, John, 37 Summer, "
23345 Church, Louis P., 727 Asylum ave., "
23346 Maercklein, Hubert L., Drawer 18, "
23080 Conklin, C. M., New Haven
23275 Ferree, Edward L., 25 Cherry, Middletown
23276 Hallett, Rob't A., 21 Oak st., Waterbury
23277 Coer, Lacy W., care American, "
23034 Walt, A. D., Birmingham
23156 Middlebrook, Albert J., 199 Wood ave., Bridgeport
23349 Allyn, Harry C., Mystic
23350 Church, Byron W., "
23351 Gray, Edwin, "

DISTRICT OF COLUMBIA DIVISION—3.

Unattached.
23081 Heilbrun, Chas. L., 402 7th st., N. W. Washington
23082 Tanzer, M. A., 1322 7th N. W., "
23340 *Adams, Miss Annie*, 1424 Pa. ave., "

ILLINOIS DIVISION—38.

Ashland C. C.
23216 Campbell, C. C., 112 So. Lincoln st., Chicago
23217 Emery, John H., 81 Park ave., "
23218 Lange, Leonard A., 439 W. Congress, "
Belvidere Wheelmen (unattached).
23219 Pettit, Edward E., Belvidere
Bloomington Cycling Ass'n (unattached).
23089 Funk, Dean N., McLean
Jerseyville B. C. (unattached).
23158 Smith, Greg R., Jerseyville
23157 Pittman, Will S., "
Oak Park C. C. (unattached).
23083 Bemis, Geo. W., 185 Dearborn st., Chicago
23088 Newcomb, Chas. A., Box 86, Maywood
23090 Knott, W. F., Oak Park
Toulon B. C. (unattached).
23091 Van Osdell, Winn, Toulon
23092 Walker, Harry, Box 84, "
23093 Walker, Geo. S., Box 211, "

[CONTINUED IN SUPPLEMENT.]



BUILT ON HONOR.

Fitted with Cushion Tires on Hollow Rims.

MADE FROM WROUGHT STEEL.

And Fully Guaranteed. Dust-Proof Ball Bearings.

Long Graceful Handle Bars. Large Comfortable Saddle. Lightest and Best Wheel Made.

WARWICK CYCLE MFG. COMPANY,

SPRINGFIELD, MASS.

"MOST AUTHORS STEAL THEIR WORK OR BUY."

—*Pope.*



AS an illustration, turn to the different machines advertised in the different papers, you will see a very *marked* resemblance, *one* to *another*, with a few exceptions. The most conspicuous of these exceptions is the PARAGON. You will notice that it is *original* from tyre to handle bar, and we assure you that it is as "good as it is beautiful."

SEND FOR CATALOG.

STOVER BICYCLE MFG. CO., Freeport, Ill.

"Finest Quality Produced in the World."

TRADE "CREDENDA." MARK.

THE ✱ CREDENDA ✱ SEAMLESS

STEEL ✱ TUBE ✱ Co., ✱ Ltd.,

BIRMINGHAM,

ENGLAND.

W. C. STIFF, Managing Director.

TELEGRAMS:—"CREDENDA" BIRMINGHAM.

L. A. W. SPECIAL.

All Shoes Stamped with this Trade Mark are of the Celebrated Norman & Bennett make. They are the best Fitting and Most Comfortable Shoe ever produced for Wheelmen.



FOR SALE BY

THE LEADING DEALERS

From Maine to California.



NEW YORK BELTING & PACKING CO Limited.

JOHN H. CHEEVER, D. CHEEVER, F. CAZENOVE JONES, } Managers. WM. T. BAIRD, Secretary.

15 PARK ROW, NEW YORK.

Oldest and Largest Manufacturers in the U. S. of

VULCANIZED-RUBBER FABRICS

FOR MECHANICAL PURPOSES.

We are prepared to execute orders for the ONLY PERFECTED

CUSHION TIRE

AND ANY ARTICLES OF SOFT RUBBER FOR

WHEELS.

Correspondence Solicited.

Princess No. 1, 30-inch, balls all over,	-	$85 00	Climax No. 2, 28-inch, ball bearing,	- -	$60 00
Princess No. 2, 28-inch, " "	-	$75 00	Prince No. 1, 26-inch, " "	- -	$45 00
Princess No. 3, 26-inch, " "	-	$60 00	Prince No. 2, 24-inch, " "	- -	$35 00
Climax No. 1, 30-inch, ball bearing,	- -	$65 00			

These Wheels Are Built for Our Trade.
Agents Wanted all Over the World.

J. E. POORMAN, Agt., Cincinnati, O.

A NEW DEPARTURE.

"THE BICYCLE INN,"

194 and 196 Columbus Avenue, Boston.

Bicycles Boarded, Cleaned and Cared For

BY THE DAY OR WEEK.

Competent Attendance and Moderate Charges

Dressing, Toilet and Coat Rooms in connection with the only "BOARDING STABLE" for Bicycles in Boston, where you can leave or take your wheel at any hour of the day or evening.

E. E. BROWN, Manager.

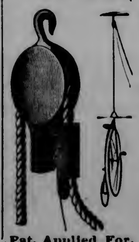


BACK VIEW

Indispensable to Bicyclists, Athletes and the Gymnasium

Call's No. 5 Supporters (jock strap) with elastic back, lace front and adjustable back straps. A sure fit. No. 5 (same as cut), 75c. No. 6, with pockets on each side of lacing, $1.00. No. 7, with hose supporter attached to sides, $1.00. Number 8, pockets and hose supporter, $1.25. Order by number and give tight measure top of hips. Postpaid on receipt of price. S. B. CALL, 358 Main Street, Springfield, Mass.

"SAFETY CYCLE HOIST."



The BEST Way in Holding the Safeties.

KEEP THE WEIGHT OFF THE TIRES.

Owners of PNEUMATICS and CUSHIONS Take Notice.

Price, Postpaid, *$1.00.*

Ask Your Dealer for it.



Pat. Applied For. **HOLLAND & HAVENER, Manufacturers,** Pat. Applied For.

Worcester, Mass.

CHOICE OF THE EXPERTS.

"U. S." Gallery Ammunition.

Manufactured by the

United States Cartridge Co., - Lowell, Mass.

"THE GIANTESS." . . .

Spring Fork, Spring Frame, Balls all Over, 28-inch rear, and 26-inch Front Wheels. Price only $75.00. Is now ready for delivery. Universally conceded to be the novelty of the season.

H. A. LOZIER & CO., Cleveland, Ohio. | Catalogue on Application.



Every rider of the

Eclipse Safety Bicycle

will tell you it is the finest machine he ever sat on.

You can make more miles over rough or smooth roads, in a day, with less effort, than on any wheel made.

The construction of the wheel is such as to remove all jar, and give the rider a machine that is as easy as a buggy.

The frame is made of material that cannot be broken.

The workmanship is first-class, ball bearing throughout, tangent spokes, and elegantly nickel plated.

☞ Do not fail to see the ECLIPSE before buying. Price $100

STEEL PULLEY & MACHINE WORKS,

Patentees and Sole Makers,

INDIANAPOLIS, IND.

A FEW WANTS.



YOU WANT a high grade wheel.

YOU WANT an easy running wheel.

YOU WANT as little vibration as possible.

YOU WANT a spring-frame Paragon.

—AND—

YOU WANT IT NOW.

While other people were *making experiments,* our people were MAKING BICYCLES. We therefore are filling orders *promptly.*

SIDWELL & SABEN, New England Agents,

243 COLUMBUS AVENUE, BOSTON, MASS.

The Ladies' Referee Safety

Is the Lightest, Strongest Easiest Running, and Positively the Easiest Steering Ladies' Wheel ON THE MARKET.

If you think of buying a Ladies' Wheel, don't fail to see the REFEREE. We have also in stock a few

GENTS' REFEREES (Solid Tyres). PRICE $135.00.

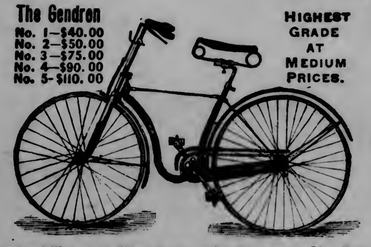
Have you seen our REFEREE PATTERN DIAMOND FRAME SAFETY, Balls all round, including Head, warranted all Steel Forgings, Price $85. Same make in Boys', 26-inch wheels, $50, all Ball Bearing. Boys' and Girls' Safeties, $25 up.

REFEREE DEPOTS,

46 COLUMBUS AVENUE, Boston, opp. B. & P. Depot. And HARVARD SQUARE. Cambridge, Mass.

GENDRON.

The Gendron
No. 1—$40.00
No. 2—$50.00
No. 3—$75.00
No. 4—$90.00
No. 5—$110.00



HIGHEST GRADE AT MEDIUM PRICES.

SEND FOR CATALOGUE.

The Gendron NO. 6 $100.00.

The Gendron NO. 7 $115.00.



GENDRON IRON WHEEL COMPANY,

Eastern Office and Wareroom: 107 Chambers St., New York.

Factory and Home Office: Toledo, Ohio.



Dealers and Riders,

Have you examined the fine points in our 40-pound, Cushion-Tyred

"METEOR" SAFETY.

BANKER & CAMPBELL CO.,

(LIMITED.)

12 Murray St., N. Y. 1786 Broadway, N. Y. 1311 Bedford Ave., Brooklyn.

SEND FOR CATALOGUE.

STANDARD CYCLE CO.,

588 Main Street, - Buffalo, N. Y.

JOBBERS AND DEALERS IN

CYCLES and SUNDRIES. ALL GRADES. BEST MAKES.

LOWEST PRICES.

Sole Agents in Buffalo for FEATHERSTONE'S PNEUMATICS and WARWICK "PERFECTION." Liberal Discounts to Dealers. Agents wanted in every locality. Send for our Catalogue.

THE TOURIST.



Simplicity in Construction. Ease in Running. Cushion Tyres. Bown's Ball Bearings. No Cast Metal. Manufactured for us by Wm. Bown, Birmingham, England.

Also General Agents for the

Warwick, Kenwood, Psycho, Referee AND THE St. Nicholas

Line of Medium Grade Wheels.

MANUFACTURERS OF THE

Perfection Bicycle Alarm,

Tire Heaters and

Bidwell Cyclometer.

Good Agents Desired. Send for Catalogue and Terms.

George R. Bidwell Cycle Co.,

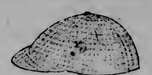
Chicago: 270 and 272 Wabash Avenue. 308 and 310 W. 59th St., New York City



No. 2.

"Buy Direct of the Manufacturers."

We Make Our Own Goods. Send for Complete Catalogue.



No. 10.

Boston Bicycle Caps.

No. 1. Fine Flannel, all colors, - $1.00
No. 2. Fine Yacht Cloth, all colors, - 1.50



All Colors.



Fatigue Caps.

No. 10. Fine Flannel, all colors, - $ .75
No. 11. Fine Cheviot, all colors, - 1.00

All Sizes.



Full Tights.

Hand Knit, solid colors, - $3.50
Hand Knit, double seated, - - 4.50
Machine Knit, solid colors, - - 2.50

Jerseys.

Hand Knit, solid colors, - - - $4.00
" " Striped, - - - 4.25
" " Lace front, - - - 4.50
Machine Knit, solid colors, - - 2.50

Sweaters.

No. 3. Hand Knit, medium weight, - $3.50
No. X. Hand Knit, heavy weight, - 4.50
No. XX. Hand Knit, extra heavy, - 5.50

Above Goods Sent by Mail on Receipt of Price.

Rock Bottom Prices to Dealers. Write us.

WRIGHT & DITSON, Manufacturers,

578 and 580 Washington St., - - - Boston, Mass.

WESTERN * WHEEL * WORKS.

1891 · CATALOGUE · NOW · READY.

—SEND FOR IT.—

BEST LINE OF WHEELS FOR THE MONEY EVER MADE.

STEEL TUBING AND DROP FORGINGS.

LIGHT, STRONG, GRACEFUL, NEATLY FINISHED AND PERFECTLY FITTED.

R. L. COLEMAN & CO., 35 Barclay St., 40 Park Place, New York.

Agents,—Eastern, Middle and Southern States.

The "POPULAR" DIAMOND SAFETY $85 HIGH GRADE.



AGENTS for New York State and Northern part of New Jersey,
BANKER & CAMPBELL CO., Limited, 12 Murray Street, New York City.
For other territory apply to
PERCIVAL TATTERSFIELD, 12th and Oxford sts., Philadelphia, Penn.

See Machine at our Local Agents' before purchasing. Send for Catalogue.



WE WANT MORE SCALPS.

Our assortment of Agents' scalp locks is good—we still have room for more—but this time we want to "raise the ha'ar" on the retail customer. Now is the time to buy—we are the people to buy from. Printed matter, telling how to "Save Money on Bicycles" furnished free. Don't purchase till you have read it.
N. B. Installments if desired.



A. W. GUMP & CO., - - Dayton, Ohio.



Bicycle Riders, Base Ball Players, Athletes, Gymnasts, tell us that it is the best and most satisfactory supporter made.

Let Every Sportsman Try Them. Price, $1.00.

Will send by mail on receipt of price. Send size of waist and hip.



KNEE PANTS.

(Patented.)

810. Heavy Rib.

Improved double seat and pocket.

FULL PANTS.

(Patented.)

828.

HEAVY RIB.

Improved Double Seat, Strap and Pocket.





No.		Each.
970.	Heavy Sweater,	$5 00
967.	" "	4 00
767.	" "	3 50



3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50.
3—1. Black, navy, grey mixed, stocking, $1.25.
1—1. Black, navy, grey mixed, stocking, $1.00.

ATHLETIC and GYMNASIUM GARMENTS Manufactured by HOLMES & CO., 109 Kingston Street, Boston.

SEND STAMP FOR CATALOGUE.

GOOD OLD TOE CLIP.

Rankin's Patent.



OTHERS TRY TO IMPROVE.

We do quite a little Sundry Business. Send for Cat. and List.

RANKIN & BRUCE, P. O. BOX 103, 23 Custom House Street,
Providence, R. I.

Factory and Repair Shop, 36 Potter Street.

W. C. BOAK & CO.,

301 Main Street, Buffalo, N. Y.,
Manufacturers, Importers and Jobbers in

CYCLE + SUNDRIES.

Catalogue now ready. Dealers send us your address. We are the only dealers in this country that handle Sundries exclusively. We sell at manufacturers' prices.

"The Cycle for Women."

Write for a Copy.

WE SELL AN EXCELLENT

Ladies' Safety for $45.00.

Other Bicycles in Proportion.

D. SNITJER,

St. Louis, Mo.

ANNUAL EUROPEAN CYCLE TOURS,
CONDUCTED BY WM. HEYNY, JR.
Through the HARZ MOUNTAINS, Germany.
60 Days. Total Cost $200.
First Cabin Passage. Sail July 4th
At 5 A. M., by the new steamer "DANIA."
Address Wm. Heyny, Jr., 301 Sixth St., N. Y. City.

SMITH'S "'91" TOUR

THROUGH EUROPE.
80 days. - - - Total Cost $300.
Sail July 29th, 1891.
Address C. H. SMITH,
211 Putnam Avenue, - - Detroit.

QUADRANTS!!

It you are wise, you will place your orders for "Quadrants" at once, as the demand is sure to be far beyond the supply.

Our line for this season includes all kinds of wheels, from $100 to $145. You all know the quality.

The *Quadrant* Cushion Tyres, which were in use all last season, have proved themselves to be what they were represented.

Dealers please communicate with our wholesale agents and you will receive every information and attention.

The Quadrant Tricycle Co., Birmingham, Eng.

WHOLESALE AGENTS:

For New England, New York, Pennsylvania, New Jersey, Delaware, Maryland, West Virginia and District of Columbia, THE STRONG & GREEN CYCLE MFG. CO., 707 Arch St., Philadelphia.

For all other States east of the Mississippi, ALFRED FIELD & CO., 93 Chambers St., New York.



Plymouth Rock Pants Company.

HEADQUARTERS: 11 TO 25 ELIOT STREET, BOSTON, MASS.

Official State Tailors OF THE L. A. W.

Washington, D.C., Maryland, Pennsylvania, Connecticut, New Hampshire, Virginia and Missouri.

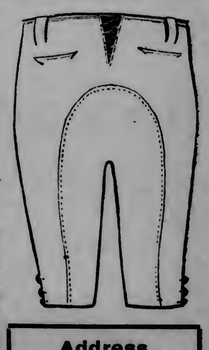
Authorized makers from the LEAGUE CLOTH.

Coat, - - - $7.50
Breeches, - 4.75 } Ordered Together, $12.25.

As per *specifications required by the Uniform Committee.*

We have Branch Stores in the following Cities where your orders will be taken.
BRANCHES: 279 Broadway, New York; 943 Penn. Ave., Washington, D. C.; 72 Adams St., Chicago, Ill.; 914 Main St., Richmond, Va.; 217 19th St., Birmingham, Ala.; 291 Main St., Worcester, Mass.; 275 Meridian St., East Boston; 508 Mulberry St., Macon, Ga.; Room 4, Y.M.C.A. Bldg., Burlington, Vt.; 282 Second St., Memphis, Tenn.; 430 Church St., Nashville, Tenn.; 820 Main St., Dallas, Tex.; 649 Broad St., Augusta, Ga.; 108 W. 3d St., Davenport, Ia.; 1109 Broad St., Columbus, Ga.; 307 Tremont St., Galveston, Tex.; 143 So. 12th St., Lincoln, Neb.; 700 Austin St., Waco, Tex.; 110 Canal St., New Orleans, La.; 6 E. Government St., Pensacola, Fla.; 39 Whitehall St., Atlanta, Ga., 68 So. Main St., Waterbury, Conn.; 970 Elm St., Manchester, N. H.; 106 N. Main St., Concord, N. H.; 104 Montgomery St., Montgomery, Ala.; 796 Chapel St., New Haven, Conn.; Main St., opp. P.O., Springfield, Mass.; 16 W. 9th St., Chattanooga, Tenn.; 134 Thames St., Newport, R. I.; 606 Main St., Kansas City, Mo.; 244 Fourth Ave., Louisville, Ky.; Exchange St., corner entrance, 2 State St., Hartford, Conn.; 910 Congress Ave, Austin, Tex.; 406 Houston St, San Antonio, Tex.; 318 So. 15th St., Omaha, Neb.; 310 E. 5th St., Dayton, Ohio.

Also Agents at most all points in every State. We will call whenever and wherever needed by your notifying Headquarters, BOSTON, MASS.



Makers of ALL STYLES OF UNIFORMS.

Address POSTAL CARD For Samples.

The * Beauty * Bundle * Carrier AND CHILD'S SEAT.

ADAPTED for all Safety Bicycles and Tricycles, attaching to either horizontal, vertical, solid or hollow posts of any diameter, without marring the same. Will carry a good-sized child, a peck of apples, an armful of books, or anything you can get in it.

Cloth, *$6.* Mackintosh, *$7.* Send for Circulars.



RICH & SAGER, 210 West Main Street, Rochester, N. Y.

IMITATION or FLATTERY, WHICH?

We cannot refrain from expressing our satisfaction that the reform we started, two years since, to inaugurate, by building bicycles of honest material and drop forgings, instead of iron castings, has proved a success, and all American builders are now following our example.

PNEUMATICS.

Delivery same day as order.

We have ready for instant delivery, in lots of one to one hundred, the celebrated

"Irwell Pneumatic Safety,"

PRICE, $150.

We shall not import any more owing to our arrangements with Mr. Featherstone. If you want any of these SPEAK QUICK.

By-the-way, did you know that away up in the northwest part of Illinois, in a city most favorably located for manufacturing, called Freeport, an enterprising firm has located there, The Stover Bicycle Mfg. Co., and they are building a bicycle that we are proud to represent. They call their wheel

"THE PARAGON,"

And it is rightly named. We visited the factory before we decided to represent the wheel, and we found that from first to last the PARAGON is an honest wheel.

In Material.
In Workmanship,
In Excellence of Design,
In Originality,
In Ease of Running

We believe that

"THE PARAGON"

Represents more true American manhood than any wheel yet put on the market. An essential point to be remembered is

"We Guarantee Every One."

The Trade in our section of the country is requested to write for Agencies.

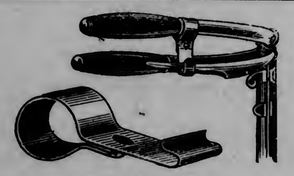
The balance of our line includes many desirable wheels, in fact it is admittedly the most complete line in the United States. Please note,

Price $25 to $300.

QUALITY, Highest Grade in Each Class.
QUANTITY, Almost Unlimited.
DELIVERY, Immediate.
TERRITORY, Guaranteed.
AGENTS, Fully Protected.

☞Send for Catalogues.

THE SWEETING CYCLE CO., Wholesale Bicycles, Philadelphia, Pa., U. S. A.



(Patent Applied For.)

USE THE ACME BRAKE GRIP

And rest your wheel any where without danger of falling. It pays for itself in a day. Over 10,000 in use. In ordering state size of handle bar.

Price, Nickeled, 25c.

S. R. WHITWELL, Great Barrington, Mass.

☞Liberal Discount to Agents.☜

$3.00 Per Pair.



$3.00 Per Pair.

It is just like this, we have a good Shoe and guarantee it Kangaroo. We are not afraid to say this, because it is true. There is plenty of higher priced Shoes you can buy, but the above guarantee is generally nix. Send for Catalogue and rules for self measurement. Liberal terms to Agents. Address,

W. B. TOULMIN, 285 Main St., Buffalo, N. Y.

SAVE YOUR PANTS!



OSTERGREN'S TROUSER GUARD.

(Patented Feb. 17, 1891.)

Three styles of finish. 15 cts. per pair, blued steel; 25 cts., enamelled; 35 cts., nickeled.

To be had of all dealers, or

A. K. & C. E. SCHAAP, - Richmond, Va.

Bicycles and Sundries.

CYCLING FOR Health and Pleasure.

CHAPTERS VII and VIII.

High gearing is a *fad* just at present (for reasons which it would require considerable space to trace), in spite of the common sense of many old riders. Chapter *VII* explains the *nature* and *effect* of gearing, so that any one who reads it can understand for himself the relative value of different gears, and form an intelligent opinion.

Chapter VIII. treats of the distinctive features of the principal types of machines; illustrates them; and discusses their merits.

230 Pages, Illustrated.

50 Cents, Postpaid.

WHEELMAN COMPANY,
PUBLISHERS.
12 Pearl St., - Boston.
Stamps not received

ELWELL EUROPEAN CYCLE TOURS

Personally conducted.—England, France, Switzerland, Germany and Holland. First class. Tour No. 1 leaves New York June 6th. No. 2 July 8. For particulars address F. A. ELWELL, 152 Pearl St., *PORTLAND, ME.*

Official Outfitters to the League of American Wheelmen.

Authorized by the Executive Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.

466, 468, 470 & 472
Broome Street,
NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.00, BREECHES, $5.25.
Cloth, $2.10 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk..... .50
Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic.4.00
No. 1, Canvas, leather trimmings.2.50

Sent post paid on receipt of price.
Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,
241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia. 1032 Chestnut St.

THE NEW COLOR LEAGUE CLOTH IS NOW READY.

Samples of same can be obtained on application to

BROWNING KING & CO., - New York.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜



L. A. W. BADGES

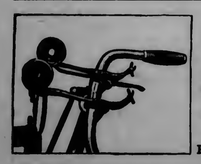
The official design in SOLID GOLD.

Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the inferior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better to. $1.50, $2.00, and $2 50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.



LAMSON'S

Luggage Carrier

NO. 1.

Convenient, durable, noiseless, cheap. $1. Sold everywhere.

Made by

C. H. LAMSON,

Portland, - Maine.

JOHN HARRIOTT.

Prize Medals Cups, Pins, Etc.

3 WINTER ST BOSTON, MASS.

WANTED—Bicycle Dealers and Agents to handle our *Official League* and other Bicyclists' emblems. Send for price list and discounts. DURYEA JEWELRY CO., wholesale jewelers, 180 B'way, N.Y.

$1.00 BUYS a copy of a famous prescription for sprains, bruises, stiffness, or hurts of any kind. A. M. SNYDER, 310 Pressman street, Baltimore, Md.

CARDS? Ours are the best. No amateur or blacksmith work goes. Don't order until you see our samples. Send stamp for 'em. B. P. Co., North Easton, Mass.

ATHLETIC GOODS!

KINGSTON KNITTING CO.,



Manufacturers for the

Trade and Clubs.

The most beautiful line of

Bicycle, Gymnasium, Tennis Costume and Sporting Goods

Made, in worsted, wool and best lisle thread stock. Unsurpassed for style, completeness, elasticity and durability, and at very low prices.

Send for catalogue and club price list, or order with entire confidence that our styles, material and prices will be entirely satisfactory.

No. 27 Kingston Street,

BOSTON, MASS

CYCLE EXHIBIT

NATIONAL L. A. W. MEET

AT DETROIT RINK,

July 16, 17 and 18,

By Detroit Wheelmen.

Manufacturers wishing space or information, address

A. F. PECK, Chairman,

139 Jefferson Avenue, Detroit, Mich.

THE UNIVERSAL WHISTLE.



Patented Dec. 11, '88.

The Best Whistle for Cyclists, Hunters, Horse-car Conductors, and every one who use Mouth Whistles. The Patent Mouth-Piece enables one to hold it in mouth without use of hands. Price, by mail, 25c. or $3 00 a dozen. A chance for any smart boy to make money. **WHITTEN, GODDING & CO., Providence, R. I.**

M. R. WARREN,

Fine Stationery,

336 Washington Street, - Boston.

I call special attention to my engraving department, in which you will find the best of workmanship, correctly and quickly executed at the lowest prices.

SATISFACTION GUARANTEED.

Wedding Invitations,
Wedding Announcements.
Reception Cards,
Visiting Cards,
Party Invitations, etc.

Sketches Furnished. Odd Novelties in Box Papers. New Style Envelopes.

Mention this paper.

A MODERN PRINTING OFFICE AND BINDERY.

The Collins Press

Gives Satisfaction Every Time.

WE PRINT

The "Technology Architectural Review,"
"Bicycling World and L. A. W. Bulletin,"
"Wade's Fibre and Fabric,"
"The Musical Herald."

PRINTERS TO THE BOSTON UNIVERSITY.

BEST OUT.

75c. for this Nickeled Toe Clip.



Every wire braces the others. Best Spring Steel. Foot never slips. No headers. Great for hill climbing. No pinching of corns or catching of foot. Solid comfort. Rubber coated, only 90 cents. The Pat. balance E, always brings Pedal and Clip right side up as per cut, only 75 cents extra.

If your Agent is dead and don't keep it, don't let him bluff you, but send price by P. O. Note. No stamps. Size 1 for boots up to No. 8. Size 2 for boots from 8 to 11. ☞AGENTS WANTED EVERYWHERE

J. A. HUNT & CO., Sole Mfgs., Westboro, Mass.

NOTICE

To Manufacturers and Agents.

LOUIS GLASEL & CO., - Coventry, Eng.

THE CONTINENTAL CYCLES

Are the Cheapest and Best in the Trade.

CUSHION SAFETIES Ready for immediate delivery. Balls throughout. Best material. Workmanship guaranteed.

LOUIS GLASEL & CO.,

Supplies also all rough and finished parts; also chains, tubes, stampings, hubs, cushion tyres, lamps, forks, rims, etc, etc.

☞ **Rock Bottom Prices.** ☜

All very cheap and only for cash. Best and prompt attention given to the smallest orders.

Mention this paper.



I. A. WESTON & CO.,

JAMESVILLE, N. Y.,

MANUFACTURERS OF

SAFETY BICYCLE WHEELS,

MADE WITH

Parallel Coned or BALL BEARINGS, Solid or Cushion Tire.

THE BEST MATERIAL and THE FINEST FINISH.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ *Cash must accompany the Order.*☜

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜

FOR SALE VERY CHEAP—A Humber Tandem Tricycle, in good condition. Write W. I. WILHELM, Reading, Pa.

WANTED—51 and 53-inch Col. L R. ordinaries. New and second-hand safeties in exchange. F. D. LEINBACH, Lebanon, Pa.

FOR SALE—$35.00—One American Safety Bicycle, used 5 miles. Address ROBT. SIEGFRIED, Nazareth, Pa.

FOR SALE—A new Lillibridge Saddle, used but a few times. Also a combination tool bag with same. Price $5 00. GEO. D. LIGHT, Purdys, N. Y.

$125—American Rambler, 1890 pattern, balls all over, good as new, $75. 1889 ball bearing Crescent, like new, $40. C. U. POWELL, Polo, Ill.

FOR SALE—One Quadrant Tandem Tricycle, new, never been ridden 5 miles; cost, with luggage carrier, $260. A beautiful wheel; all improvements; suitable for a lady and gentlemen, or two gentlemen. By a simple arrangement one rear wheel comes off and can be taken through a narrow doorway. Reason for selling: Sickness of wife. Price $160 if taken at once. A great bargain. Address, E. L. CRANE, Humboldt, Neb.

FOR SALE—New Mail Safety, 1890, in first-class condition; will sell cheap. Address, Box 74, Chillicothe, Ohio.

FOR SALE—A Columbia Tandem Tricycle, in first-class condition, with child's seat attachment, King of the Road Lamp, continuous alarm bell, luggage carrier. Very low price. Address, W. H. H., 630 Broadway, New York.

FOR SALE—A 52-inch Standard Columbia in good repair; open head, new tires. Price $40. Ball bearings. A bargain. SETH J. GRIFFIN, Cor. Moffits Avenue and 23d Street, Ogden, Utah.

FOR SALE—New Mail, $105; Rush, $70; Courier, $68; Ordinaries, cheaper. All 1890 patterns. FRED. E. McEWEN, Elgin, Ill.

FOR SALE—'91 Union No. 12 Safety; $135 machine. Never uncrated. Must sell. G. E. SMITH, Manchester Green, Conn.

FOR SALE—New Mail Safety, 1890 make, Diamond Frame in first-class order, as has been used but little. Price $87.50. Will send C. O. D. for examination on receipt of $10. Address, "Bicycle," 313 West Grace street, Richmond, Va.

WHAT A SACRIFICE!—Premier Tandem Safety, King of Tandems, for sale. Cost $200 last year. At once for $135. C. W. COWLES, Plainville, Ct.

FOR SALE—One Columbia Tandem Safety and one Ladies' Columbia, 1890 pattern. Both in good condition. Taken for debt and will be sold cheap. GEO. O. ALLEN, 133 Main Street, Fitchburg, Mass.

2 COLUMBIA SAFETIES, 1890 Pattern; Lady's $110; Gent's, $100. Both bargains; as good as new, less nickel and enamel. We guarantee to give within $10 of price of either six days after purchase if not satisfactory. Sent C. O. D., to allow examination, on receipt of $5. WILSON BROS., Jewelers, 15 Tremont row, Boston.

BRONCHO, CHAINLESS, SAFETY CYCLES; new machines, 1890 pattern, price $60 f. o. b. at Westboro. Address P. O. Box 588, Westboro, Mass.

LADY'S AND GENT'S Columbia Safety Bicycle. Cost $125.00; will sell for $100.00; as good as new. WILSON BROS., 6 Hanover street, Boston.

FOR SALE—Ten 1890 Bronchos; never ridden; perfect condition. I bought them for speculation. $55 each. Correspondence solicited. GEO. A. BIRCH, 113 Michigan ave., Chicago.

WANTED—Any first-class drop frame safety, $125, with lantern, in exchange for very fine English regulator, full cap, jeweled, with mercurial pendulum; mahogany case about nine feet high; an exceedingly fine time-piece in *A1* condition, especially suited for jewelers' use. Address J. H. N., 11 John St., New York

$100 Irwell Safety; never uncrated, for $75. 42 Special Star, $40. Shopworn Ideal Rambler, $50. Broncho; nearly new, $75. BOOKSTORE, Lititz, Pa.

$80 Buys a 52-inch Eagle, as good as new; cost $138. JOHN J. YOUNG, 911 N. Collins st., Joliet, Ill.

FOR SALE—A Quadrant Tandem Tricycle, in good order; very cheap J. E. WILKINSON, 104 Lexington Street, Baltimore, Md.

FOR SALE—50-inch Eagle; a bargain; or will exchange for Victor Safety. J. H. RABENAN, Pottsville, Pa.

50-INCH Victor L. R. Bicycle (ordinary) A1 condition; not a year old; or would exchange for Eagle, 48-inch, with nickel frame and in A1 condition; ball bearings to both machines. W. P. BEARDSLEY, Treas., 418 Broad Street, Newark, N. J. Care of H. B. Co.

FOR SALE—Bargain to bicycle dealer or club, a lot of new ball bearing guaranteed safety bicycles at less than wholesale cost. Address G. H. STREAKER, 203 Market Street, Philadelphia.

'90 NEW MAIL SAFETY, little used; new '91 Garford saddle. Pass for '91 wheel. Outside and inside perfect. W. E. BURNHAM, St. Johnsbury, Vt.

FOR SALE—Columbia L. R. '89 Safety; in good condition. H. E. S., Norfolk, Conn.

HAVE YOU SEEN THE NEW

BUTCHER CYCLOMETER?

Ask Your Dealer to Show it to You.



For Ordinary Bicycles. Price $10.00. By Mail On Receipt of Price.

For Safeties. Price $11.00. By Mail On Receipt of Price.

The unprecedented demand for this Cyclometer this season is our apology to our many customers for delays in filling orders. With enlarged facilities, we can now fill all orders promptly.

The Butcher Cyclometer Co.,

338 WASHINGTON ST., BOSTON, MASS.

FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. For sale by all Cycle Agents. Liberal discount to the trade.

JOHN W. WILSON, Cottage City, Mass.

FINE TAPS AND DIES. For Bicycle Work.



LIGHTNING AND GREEN RIVER SCREW PLATES, Bolt Cutters, Hand and Power Drilling Machines Punching Presses and Other Labor Saving Tools. Send for Price List.

WILEY & RUSSELL MFG. O., Greenfield, Mass

H. H. BROWN,

Wappingers Falls, N. Y.

Patentee and Manufacturer of

Hard Rubber Bicycle Handles and Grips



Sole Agent in New Jersey .....FOR.....

Featherstone Pneumatics.

HOWARD A. SMITH & CO.,

518 BROAD STREET, NEWARK, N. J.



BLOW YOUR OWN HORN!

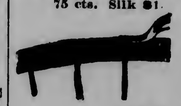
THE NEWARK

Is the Best.

Prices, $1.25, $1.60, $2 25

Woollen Touring Caps.

Just the thing for the coming warm weather. Keeps the head cool, is light, and costs you but 75 cts. Silk $1.





TIRE TAPE

Is a mighty handy article when your tire comes off and 10 miles from home. Every cycler should have it with him. Price, 20 cts.

Save Your Cycle Chain

By Using Our

GRAPHITE. ☞



THE BEST is always the cheapest.

Try Our **Standard Cement.**

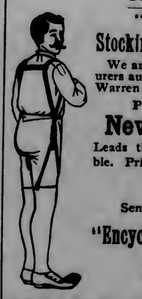




"Z & S" Bundle Carriers

Are known on both continents, and have been growing in popularity every year; light and compact; warranted.

Price, $1.25.



"Z & S" Stocking Supporters.

We are the only manufacturers authorized to use the Warren Safety Clasp.

Price, 50 cts.



Newark Spoke Grip

Leads them all, is reliable and durable. Price, 50 cents.

Send for Illustrated

"Encyclopædia of Cyclers Wants."



HOWARD A. SMITH & CO.,

518 BROAD STREET, NEWARK, N. J.

THEATRES.

BOSTON THEATRE.
Eugene Tompkins, Proprietor and Manager.
Week commencing May 11th,
"THE SOUDAN."
Evenings, 7.45. Wed. and Sat. Matinee, 2.

GLOBE THEATRE.
John Stetson, Manager.
Week commencing May 11th, Francis Wilson in "THE MERRY MONARCH."
Evenings, 7.45. Wed. and Sat. Matinee, 2.

$2.75.

I will cut a single line, steel street die, monogram or cipher, with 5 quires fine writing paper and envelopes, paper stamped in colors for $2.75; all duplicate orders filled at $1.00 less, the die to remain in my possession; will mail samples on app ication.

M. R. WARREN,
Stationer and Engraver,
336 WASHINHTON ST., BOSTON.
Mention this paper.



SAMPLE CAN, BY MAIL, 25 CENTS

Liberal Trade Discount.

GRAPHITE,
P. O. Box 1202,
NEW YORK, N. Y.



FOR TANGENT AND DIRECT SPOKES.

Nickeled, Price 75c., Postpaid.

Dealers send for Sample and Electrotype.

AVERY & JENNESS,
5756 Madison Ave., Chicago.

Erie Knitting Mills,
Erie, Pa.

Are still making the very best goods for cyclers. We know this, and others are finding it out.

This is a copy of a letter just received from the champion road rider of the United States:

ERIE KNITTING MILLS—
I cheerfully recommend your knit goods for the use of bicyclers, especially hard road-riders, as from my experience with them I have found them well-fitting, elastic and durable as iron.
Yours very truly,
WM. VAN WAGONER.

FRANK FAIRBAIRN, 513 WEST 11TH ST., ERIE, PA.

Exchange Your High Wheel
FOR A SAFETY.

Try us as a last resort. Send stamps.

CLINTON CYCLE CO.,
Clinton, Mass.



A LETTER to YOU.

Dear Sirs:
I do not know you, but I have a great desire for an introduction.
Why? I have something you need and I want you to have it.
What? A light weight worsted half-hose, which is the most comfortable for anyone to wear during the Spring, Summer and Fall.
When? Now, by return mail.
I have paid for this letter. You pay for the Sox. I did not get any reduction from the regular rates. You do. Here are the prices. Not much more than the usual price of cotton. Postpaid.

Fast Black, 25c. per Pair, 3 Pair for $1.00.
Natural Gray, 30c. " " 4 " " 1.10.

C. H. BIRD, Bethlehem, Ct.
Send for Catalogue.

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. W. E. AUGHINBAUGH, Baltic Building Washington, D. C.

FITCHBURG RAILROAD.

Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

HOOSAC TUNNEL ROUTE

THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

BICYCLES CARRIED FREE
FAST EXPRESS TRAINS

With elegant PALACE PARLOR and SLEEPING CARS to and from

BOSTON and CHICAGO and BOSTON and ST. LOUIS, via NIAGARA FALLS,
without change.

THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.
THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.
THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.
ELEGANT PALACE SLEEPING CARS to and from
BOSTON and MONTREAL,
without change.

For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at
250 Washington Street, or
Fitchburg Railroad Passenger Station, Boston.
J. R. WATSON, General Pass. Agent.

Price List of Specialties
—MANUFACTURED BY—
ELASTIC TIP CO.

Mailed Postpaid on Receipt of Price.

Dropped Forged Steel Spade Handles, all nickeled and threaded to fit any machine, $2.50 per pair.
Soft Rubber Handles, pear shaped, $1.50 per pair.
Vulcanized Handles, pear shaped, $1.50 per pair.
Boys' Soft Rubber Handles, pear shaped, $1.00 per pair.
Double Grip Pedal Rubbers, No. A, 1 inch x 3 3-4 inches, $2.00 per set of four.
Double Grip Pedal Rubbers, No. B, 1 inch x 4 inches, $1.50 per set of four.
Double Grip Pedal rubbers, No. C, 1 1-4 inch x 4 inches, $2.00 per set of four.
Pedal Rubber, round or square; made from white rubber, $1.00 per set of four. When ordering state size required.
Spade Grips, vulcanite, 50 cts. per pair.
Safety Handles, vulcanite, to fit any machine, $1.00 per pair.
Safety Handles, for Boys' Wheel, 50 cts. per pair.
Soft Rubber Grips for Safety, $1.00 per pair
Soft Rubber Grips for Boys' Safety, 50 cts. per pair.
Soft Rubber Sleeves, to fit over vulcanite grip, 75 cts. per pair.
Steel Balls, 3-16 inch, $2.00 per C.; 1-4 inch, $2.40 C.; 5-16 inch, $3.00 per C.
Imported Tire Cement, 25 cts. per box.
Tire tape for holding on tire, 25 cts. per roll
Rubber Cement, for repairing cuts in tires, 25 cts. per can.
Bicycle Spokes. Price according to quantity.
BICYCLE TIRES, SOLID or CUSHION, either red or grey; price according to size. Send for Catalogue.

ELASTIC TIP CO.,
Cor. Cornhill and Washington Street,
BOSTON, MASS., U. S. A.

REAL BICYCLE UNIFORMS.



Be sure to send for free samples and measure blanks. Club Uniforms a specialty. L. A. W. Coats, $8. Knee Breeches, $4. Punnett's celebrated Jersey Cloth Knee Breeches, only $4 a pair. Bicycle Caps, Hose, Pins, Tights, gold or silver Letters, Punnett's Invisible Pants Holders, 25c. a pair. Be sure to write now.
R. A. PUNNETT, Tailor and Athletic Outfitter,
98 & 100 West Ave., ROCHESTER, N. Y.
All strictly first-class work at moderate prices.

Send for Complete Bicycle Catalogue



MEACHAM
HIGH-GRADE
DIAMOND SAFETY

1891 PATTERN. TANGENT SPOKES.

	List Price.
Ball Bearings to Both Wheels.	$115
Both Pedals and Crank Shaft.	
Ball Bearings to Head.	Selling Price,
Hollow Steel Tubing.	$76

COMBINATION WHEEL FOR EITHER GENTLEMAN OR LADY.

WILL SUSTAIN A PERSON WEIGHING 225 LBS.
BY REMOVING TOP CROSS-BAR, CAN BE RIDDEN BY A LADY.

E. C. MEACHAM ARMS CO. ST. LOUIS, MO.

$85.00 LOVELL DIAMOND CYCLES. $85.00

High Grade Only.

All Ball Bearing,
Steel Tubing
—AND—
DROP FORGINGS.

NO BETTER MACHINE AT ANY PRICE.



Lovell Diamond,	$85.
With Cushion Tires,	95.
For Ladies,	85.
Convertible,	85.

AGENTS WANTED.

BICYCLE CATALOGUE FREE.

MANUFACTURED BY

John P. Lovell Arms Co., Boston, Mass.

The New "39" and "24" Star



NO MACHINE ON THE MARKET ITS EQUAL.
Easiest Running Wheel
—AND—
Best Hill Climbing Machine Ever Produced.

We Challenge Honest Criticism.

In this Machine we have combined ALL the advantages of a low wheel and the speed of a high one.

Send for Catalogue of STAR BICYCLES.

H. B. SMITH MACHINE CO.,
Smithville, N. J.

"PERFECT" POCKET OILER.



One-half size.

[For Bicycles, Guns, etc. No Leakage. Throws only small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50c. each. CUSHMAN & DENISON, 177 Ninth Ave., N. Y.



AS CARRIED WHILE RIDING

No more foul, greasy and collapsed tool bags.
No soiled hands or clothes
No loss of oil or one's temper
No dirty tool bags or oily tools.
No weight, no delays to oil up.
No loose tops, no rattle.
No neglected or damaged bearings.
No squeaking or pounding.
Made in sizes suited to different machines.
Pronounced by old wheelmen, the press and the trade as the BEST novelty before the cycling public for '91.
In ordering state make of wheel and give diameter of seat rod or handle bar shaft.
Price mailed, 50c.
With C. & D. Oiler $1.

The Spiral Flexible Toe CLIP is flexible, easy, adjustable, effective, indestructable, faultless. One of the best, simplest and most easily attached. Price per pair, mailed, 50c
Agents wanted everywhere.

Descriptive circular free. [Mention this paper.
J. H. BANNISTER & CO., Youngstown, Ohio.

Learn to Ride
BY USING OUR
INSTRUCTION BELT
Price, with Instructions for use, $1.25.
ST. LOUIS WHEEL COMPANY,
311 N. 14th St., St. Louis, Mo.

To Athletes, Cyclists, Baseball & Footballists, Horse-back Riders, Boxers and Oarsmen when you want to ride, run, walk, row, skate or swim a long distance, USE

ANTI-STIFF

To Strengthen the Muscles.



To Strengthen the Muscles.

It is a marvellous preparation for Strengthening the Muscular System. With Anti-Stiff there is no faith required; it goes straight for the muscles, and you can feel it at work. It has a peculiarly warming, comforting and stimulating effect on all weak or stiff muscles and sinews. Quick in action, cleanly and pleasant in use. Rub it into the muscles every night for a fortnight, and you will be pleased at its supporting and strengthening properties. There is not, nor has been, anything like it till now. It differs from all Oils, Embrocations, and Liniments, both in substance and effect. Some athletes are so fond of it that they rub it all over them.
Has a large and increasing sale throughout Great Britain

E. FOUGERA & CO., Agents for U. S.,
30 N. Williams St., N. Y.
Mention this paper.

COLUMBIAS.



Columbia Light Roadster.

SEVENTH YEAR.

This is a famous wheel, and ranks first among all machines of its class in the world.

PRICE, $125.00.



Expert Columbia.

TENTH YEAR.

Without a doubt the most widely known wheel ever made. It is a regular roadster of the finest construction.

PRICE, $110.00.



Volunteer Columbia.

FOURTH YEAR.

A high-grade wheel of best materials, but with a slight economy in construction. Sold at a low figure.

PRICE, $90.00.

In all above machines STEEL Forgings only are used. There are no castings.



Columbia Semi-Roadster.

SIXTH YEAR.

A high-grade, moderate-priced boy's wheel.

PRICE, $55.00.

The regular bicycle has not yet gone out of use. A good many riders still prefer it to the Safety. They consider it more speedy, more exhilarating, and more delightful in every way. Perhaps you are one of this number. If so, we advise you to ride an Ordinary and ride a good one. And where can you find better than COLUMBIAS? They are the original American wheels, and have won for themselves an unequalled reputation on race track and on roads, across prairies, over mountains, around the world.

Grand Rapids, Mich., March 24, 1891.

Gentlemen—I have ridden my Columbia Expert since May, 1885, with a mileage of nearly 13,000 miles. * * * With new take up sleeves put in the little wheel, and a new tire on the little wheel, it would be fit to start on a tour across the continent or around the world. It is a great satisfaction on a hard tour to ride a wheel that I know won't break down, and that I have so thoroughly proved CAN'T break down.

Yours respectfully,
L. J. BATES,
("President Bates.")

POPE MANUFACTURING CO.

77 Franklin St, Boston.

BRANCH HOUSES:
12 Warren Street, New York.
291 Wabash Avenue, Chicago.
Factory: Hartford, Conn.

THE BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXIII. Number 3. BOSTON, 15 MAY, 1891 $1.00 a Year. 5 cents a copy.

"You'll find it in all the Professions,
In pulpit, in court and in shop,
As well as in strawberry boxes;
The best ALWAYS get to the top."

As you ascend the scale of excellence, you'll find that the farther up you go the less company you'll have.

THE First of the above sage observations . . . .

OVERMAN WHEEL COMPANY

- - - MAKERS OF - - -

Victor Bicycles.

BOSTON. WASHINGTON.
DENVER. SAN FRANCISCO.

We clipped from a newspaper, the other we built specially for the occasion. As for the application—well, now do you think we would dwell on such things, as the best getting to the top, and how lonely it is up there, and all that, if we didn't believe we had put Victor Bicycles just there, at the top? No.

Look the matter up carefully and you'll agree with us.

Catalogue will assist you in your researches. Costs you nothing.

Office and Factory: - CHICOPEE FALLS, MASS.

HICKORY HALL.

Last spring we held a reception in hickory hall (possibly you were there); the occasion was so pleasant that we had intended to make it an annual affair, and about this time expected to be issuing invitations to our friends, asking them to again join us in an entertainment, consisting principally of "wind and water."

But it was not to be, and for reasons to be hereinafter specified.

When we first began the making of Hickory Wheels of course it was an "infant industry." But it didn't need any protection, it just needed an excuse for living, and this it had, in the fact that few cared whether it lived or not.

It got through its first summer with some difficulty, and soon began to attract attention. At first people came to see it, just as they go to see a three-legged chicken or a two-headed girl. Finally they came to look upon it more, as they look at a one-headed girl, (because it was real nice and they liked it.) The original factory was built twice as large as was thought necessary, then it was doubled, and later the whole thing was doubled again. Now the work has filled every part to overflowing, and it runs over into Hickory Hall.

Thus do the encroachments of business tread on the heels of sociability. Where once was heard the rhythmic "plunk" of the guitar, we now hear the prosaic "thud" of the workman's hammer. Instead of the violin solo, we have hickory piled so high that the voice of the elocutionist cannot get over it.

Gone is the piano, and in its stead the wheelwright files his saw and sighs for more hickory (which is on the way.)

We are much disappointed at being obliged to waive the "birth day party," but we can't help it.

It may not be generally known that we have a Stall in the Boston Market; it is located at 509 Tremont Street. All New England orders and enquiries should be sent there. Mr. Stall also has for sale other makes of machines, but you needn't mind that, we can't expect a man to reform all at once.

Elliott Hickory Cycle Co.,

Newton, Mass.

P. S.- Our '91 catalogue is now being mailed. It isn't a work of art. It has no scenery. It isn't handsome. It isn't embossed. It is just a plain, little, every day, ordinary catalogue, which deals briefly with a few points on the construction of Hickory Wheels. The only claim we care to make for this catalogue is, that it contains no statement which we cannot prove and we feel tolerably certain of several other things which have not been therein mentioned.

Sylph Cycles smooth the road.
Smooth roads mean fast time.
Therefore, ride the "SYLPH" if you want to get there.



DON'T think the "Sylph" three part spring frame is slow because you know of a spring fork machine that is slow. The "Sylph" frame is rigid every way but vertically, and vertical elasticity adds to the speed. Remember that the Sylph has a three-part frame, that a three-part frame is a distinctly new departure and that we own it.

Remember, also, that our spring frame is as light as most stiff frames, so that you are not losing in increased weight, the advantage gained by the springs. Remember, further, that all light carriages are built with springs, that they would have to be built heavier if they were not provided with springs, and that if you want a perfect carriage, you can find it in the "Sylph."

Liberal terms to Agents. Catalogue free.

ROUSE, HAZARD & CO., 9 G Street, Peoria, Ill.

DON'T FORGET THE

Eighth Annual Meet of the New Jersey Division, L. A. W.

ELIZABETH, N. J.

FRIDAY AND SATURDAY, MAY 29 AND 30, (DECORATION DAY.)

Come and enjoy our program of two days' pleasure, Theatre Party, Business and Officers' Meetings, Banquet, Division Parade, Photograph, Lunch, and last but not least, plenty of riding over the

Famous New Macadam Roads of Union County,

Connecting with Orange System, and making the finest and largest riding district in the United States. Come and see for yourself the fulfilment of a want long desired. We propose making this a celebration of the completion of the FIRST SYSTEM OF ROADS BUILT UNDER LAWS, the FIRST MOVEMENT for which was inaugurated by the LEAGUE OF AMERICAN WHEELMEN. See Official Program for details. If you do not get one send a postal card to the Secretary-Treasurer, GEORGE C. PENNELL, Elizabeth, N. J., for one.

NEW ENGLAND BICYCLE DEALERS.

If the UNION or WARWICK CYCLES are not represented in your territory, write us for terms. You will find them more than liberal.

A. O. VERY CYCLE CO., - - 173 TREMONT ST., BOSTON.

LACTART

ACID OF MILK.

A REFRESHING DRINK WITH WATER and SUGAR.

Call for Orange or Raspberry Lactart at the Soda Fountains.

Benson, of Corey Hill fame, says:

AVERY LACTART CO., Boston.

Gentlemen—"For several seasons I have used your Lactart and found it very satisfactory, as a quencher of thirst." Respectfully,

A. P. BENSON, Newton Club.



Union Cycles Win the Race.

Jack and Bill went up the hill,
To try their wheels at coasting;
Bill had said he'd get ahead,
But Bill, you'll see, was boasting.

Jack and Bill came down the hill
Amid derisive laughter.
Jack came down and beat the town;
And Bill, —— came trundling after.

And this is how it occurred:

FALL RIVER, MASS., May 6, 1891.

UNION CYCLE MFG. CO.,

Highlandville, Mass.,

Gentlemen—At a coasting contest open to members of the F. R. C. C., in which about fifteen wheels participated last evening, May 5, the result was as follows: L. R. Darling, Secretary of the Club, first on Union No. 10, with cushion tires; second, Mr. Norman Johnson, on Cushion tired——; third, Mr. Samuel Wood, on Cushion tired——. The Union No. 10 won by a good distance.

In my opinion the UNIONS are the easiest running machines on the market. I tested the quality of the spring frame for coasting on my sister's No. 13, with Mr. Johnson on the ——. The little ladies' machine with only 28-in. wheels, 3 4-in. tire on rear wheel and 5-8-in. tire on front wheel, beat the —— fairly. The —— having 30-in. wheels and 1 1-4 in. cushioned tires. I exchanged wheels with him, he taking the UNION and I the ——, and the UNION beat again.

Yours very truly,

(Signed) F. C. NICHOLS,

The wheels designated by a dash were not UNIONS and not "in it." Great Scott! How they coast.

UNION CYCLE MANUFACTURING CO., Highlandville, Mass.

MR. STOKES of Chicago looks after our Western business.



FEATHERSTONE'S PNEUMATICS.



Are now being sent out in quantities, and agents will be rapidly supplied. A little more patience is all that will be necessary before you will be able to get one of these Pneumatics. After you have ridden it you will be glad you waited. When you have received and tried one, write and let us know what you think of it and whether it does not prove to be all that we claim for it.

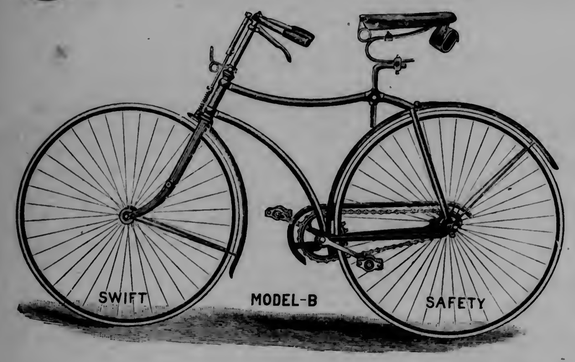
SOME OF OUR AGENTS.

WRIGHT & DITSON, Boston, Mass.
SCHOVERLING, DALY & GALES, New York.
HOWARD A. SMITH & CO, Newark, N. J.
SWEETING CYCLE CO., Phila., Penn.
CLINE BROS., Baltimore, Md.
CAPITOL CYCLE CO, Washington, D. C.
SPALDING & CO., Syracuse, N. Y.
F. L. HUGHES, Rochester, N Y.
MARTIN & STEVENS, Buffalo, N. Y.
F. L. FAIRBAIRN, Erie, Penn.
DAVIS HUNT CO., Cleveland, Ohio.
J. W. GROVE, Pittsburg, Penn.
EMIL GRAH, Toledo, Ohio.
CHARLES HANAUER, Cincinnati, Ohio.
PRINCE WELLS, Louisville, Ky.
COMBS & ROLER, Nashville, Tenn.
E. C. FENNER, New Orleans, La.
E. C. MEACHEM ARMS CO., St. Louis, Mo.
A. W. GUMP & CO., Dayton, Ohio
J. C. SHERWOOD, Columbus, Ohio.
ROUSE, HAZARD & CO., Peoria, Ill.
HODGSON CYCLE CO., Des Moines, Ia.
A. H. PERRIGO & CO., Omaha, Neb.
WM. R. BURKHARD, St. Paul, Minn.
SNOW'S BICYCLE AGENCY, Minneapolis, Minn.
JULIUS ANDRAE, Milwaukee, Wis.

A. FEATHERSTONE,

Clark and 16th Sts., and Armour Ave., - - - Chicago.

BE · WISE · IN · TIME.



If you want a wheel that pays few visits to the repair shop,

RIDE A

SWIFT

CATALOGUE FREE.

COVENTRY MACHINISTS' CO., Ltd.,

239 Columbus Avenue, Boston, Mass.

11 and 13 Madison Street, Chicago, Ill.



HANDSOMEST SAFETY MADE.

WHY is the NEW MAIL at $100

The Best Value in the Market at the Price or Anywhere Near It?

BECAUSE IT HAS Cushion Tires which annul jar and vibration, giving life and elasticity to whole wheel, and are to be the Favorite Tires for 1891, and we Warrant Them. Our Cushion Tires are Right and the Best.

BECAUSE IT HAS Tangent Spokes strongly tied and Nickelled to intersections. Stronger and handsomer than direct spokes as used on cheaper wheels. Select Tangent Spokes Always!

BECAUSE IT HAS a Brazed Frame at all joints. Look our and get a Brazed Frame always to stand road wear, and at *every point* of the frame!

BECAUSE IT HAS a Standard Easy Saddle, the Garford, which is a Favorite.

BECAUSE IT HAS the Popular New Mail Shape Handle Bars, low and well back to rider.

Study all these points on examining the wheels in the market and see if you find them in Any Other. The BEST YET!!! If your dealer has not got it ask him to show one before you decide.

WM. READ & SONS, 107 Washington St., Boston, Mass.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN Co.

☞ *Postage stamps will not be accepted hereafter in payment for Advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.* ☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 15 MAY, 1891.

WHAT a lot of arrant nonsense is being written about the A. A. U. alliance! The average cycle scribe feels that it is his bounden duty to pitch into everybody and everything, and so the alliance has to come in for its share, and once more the scribe demonstrates the worthlessness of his opinion. They tell us that the L. A. W. has "backed down," has "eaten dirt," has been "slapped in the face by the A. A. U.," and a lot of other rubbish that is easy to say but cannot be substantiated. Now let us look at what has been done. The A. A. U. has agreed to recognize the absolute jurisdiction of the L. A. W. over cycling; it has agreed to recognize and use the L. A. W. rules in all its contests; it grants the L. A. W. the privilege of electing a man who shall have a seat on the Board of Managers of the A. A. U. It does all these things, and what does it ask in return. A very simple and a very just concession. It has been possible for the Racing Board to pass sentence on a man that shall lead to his expulsion from both the A. A. U. and the L. A. W. The A. A. U. now asks that when one of their members is on trial they shall have on the Board of Judges one member who shall represent their interests. They are willing that he shall be judged by the L. A. W. rules, but since his conviction will lead to his expulsion from their organization they ask that he shall have one of his peers on the Board of Judges. Could any request be fairer? And yet because this has been granted we are told that the L. A. W. has "sold out." What does the granting of this request mean? Peace and harmony between two great bodies laboring to the same end. What would the failure to grant the request mean? War and strife and resultant damage to both bodies. If the advice of some of the hot-headed correspondents were taken we should see a pretty state of things.

THERE are those who say that the A. A. U. is ruining the sport by paying the expenses of racing men, but others say that if it were not for this we should have no good racing. Is it the business of the L. A. W. to foster racing or to kill it? Some men think the passage of a law corrects an evil, but history shows that no law can be enforced that public opinion does not sustain. We are of the party that wants to see pure amateurism prevail; but if the people are not with us we must wait till they are converted. The leading men of the A. A. U. are opposed to the expense system, and last winter they tried to take radical measures to correct the evil. We all know that they were not successful. The rank and file outvoted the leaders, and the expense system will continue. Eventually, better things will prevail, but this never can obtain with the L. A. W. and the A. A. U. at loggerheads. Peace will give better results than war, and the Alliance assures peace.

"ET TU BRUTE"—yes, and now even our good old friend and erstwhile correspondent, "The Stroller," turns his guns on us and manufactures a very spicy interview with an imaginary "well-known wheelman and writer," in which he takes occasion to empty the vials of his wrath on our devoted head and the heads of Messrs. Dunn and Bassett, and accuses us of being led by the nose by those two gentlemen. "What right," says our friend, "I would like to know has the paper" (THE WORLD) "to assure the League's eighteen thousand or twenty thousand members that this humbugging alliance is beneficial, where every men with a grain of common-sense knows that by it the League has been disgraced? * * * " By "the right," dear "Stroller" of honest conviction that the Alliance is one which cannot but accrue to the benefit of the League and cycle racing in general. By the right of the privilege we retain of expressing our candid opinion.

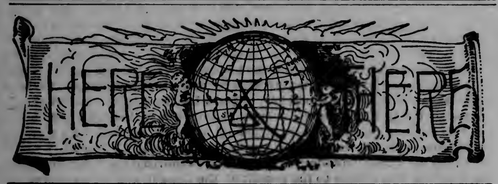
THE "Stroller" will have another chance to interview some more "prominent wheelmen and writers" when he reads our opinion of the Racing Board's action in incorporating Rule G in the new racing rules, and we have no doubt but that "Stroller" will take up the cudgels on the side of the Racing Board with as much fervor as though he were a member of that Board, though for the life of us we cannot see why he should. We may, however, do the "Stroller" injustice, and he may not be in sympathy with the prominent "wheelman" whose interview he so carefully reports. He may come out and say frankly that he is one who has not "a grain of common-sense," and he believes that the Alliance is a good one. In the mean time we shall search curiously for the reason which evidently prompts the "Stroller" to so warmly espouse the cause against the Alliance. Finally, we beg leave to assure our late valuable and interesting correspondent that our nose is in most excellent condition, and up to the present time (by the grace of Messrs. Dunn and Bassett) entirely at our own disposal; and should the Executive Committee or Mr. Bassett do any thing that was undoubtedly wrong and against the interests of the League, we would blow it to the tune of condemnation; and if, on the contrary, they do what we consider right, we shall take pleasure in sneezing our most hearty approbation.

ALL must observe with pleasure the growing fondness of the better class of Americans for athletic sports. A tendency in this direction is as much prophetic of the future greatness of the nation as is any development of mental training. The aggressive and producing nations of the past—the Greeks and Romans, who were not content with mere receptive culture, who created literature, and who made and enforced laws for a whole world—were prepared for their wonderful work by long years of persistent physical training. In modern times the two conquering nations of the earth—the two that have produced nearly all we have in music and literature, the English and the Germans—follow a systematic course of physical education. The evidence of intellectual strength in these nations is too powerful to admit of any doubt that their marked and aggressive culture has been the outgrowth of a development of body commensurate with that of the brain. Americans, ever rapid in discovering anything that may aid them in the battle of life, have at last turned their attention to the training of the body by exercise to withstand the strain it is subject to under the system of life at high pressure so much in vogue here, and true to their instincts of always getting the most and the best for their money, they have not failed to honor the bicycle with the first place in their plans for physical improvement. The choice they have made in it but adds another laurel to the wreath of their successes. To those who remain loyal to the wheel will be given that friend so rare in life, who ever remains true to those who love it, and turns not from but with them.

WE are sorry to notice that the success of the proposed racing circuit for the New York Division is threatened. The reasons for the possible abandonment of the scheme are the apparent apathy of the clubs and members, the complications which may again arise between the L. A. W. and A. A. U., and the delay in appointing the Chairman of the Division Racing Board. The matter has not advanced much beyond the stages of the original proposition, and although the racing season is now upon us the arrangements are not even in the preliminary stages

THE press all over the country are beginning to preach the true doctrine of general good in the scheme of improved highways. Even those who at one time could only see the cyclists' selfish motives in the League's efforts to bring about that desideratum, have come to the very sensible conclusion that the idea has a broader scope than the mere benefit to accrue to wheelmen alone.

IT is with pleasure that we call attention this week to the first of a series of articles on French roads, written by Mr. A. G. Collins, a writer who is always instructive as well as entertaining. These articles have been furnished the Roads Improvement Committee by Mr. Collins on the request of Mr. Potter, Chairman. They cannot fail to be of great value and interest to all interested in the matter of Roads Improvements.



"DON'T forget the Eighth Annual Meet of the New Jersey Division L. A. W. at Elizabeth, N. J., May 29-30" is good advice, and for further particulars we gladly call attention of our readers to page 66 of this issue.

STILL another cycling paper born to the troubles and trials of this work-a-day world. *The American Wheelmen* is the name of the newcomer, and it is published semi-monthly at 6019 Penn avenue, Pittsburg, Pa. It is the intention of the editor to pay special attention to the local news.

SUCCESS crowns the efforts of those who use the columns of the BICYCLING WORLD. It cannot help being so. Are YOU one of those who use it? If not, you should do so. A weekly circulation of 21,000 guaranteed,

THIRTEEN members of the Press Cycle Club of Buffalo, N. Y., and two members of the Ramblers of the same city trained it to Erie, Saturday, May 2, intending to ride the century to Buffalo. Darkness and rain at two A. M. Sunday discouraged five from starting. When seven miles out two men backed out, and when North East was reached two more had enough. This left Neumann, Brunner, Sullivan, Finley and Klipfel. The last named three arrived in Buffalo at 9.30 P. M., and Neumann and Brunner sometime later. The roads were horrible, and it was no doubt the hardest run ever made by Buffalo wheelmen.

THE clubs of Baltimore, Md., have emerged from their respective social haunts with a manifest activity, which bids fair to assure the approaching riding season as the most enjoyable and successful of cycling history hereabouts. Several new clubs have been organized since the close of last season, and all seem to be in a healthy condition, with expressed ambition, which, if carried out, will give rise to local competition in various forms that shall place "1891" on record for its many events of interesting rivalry. The captains have announced their schedules of runs, and all show great care and forethought in their arrangement; prominent in this respect is the schedule of Captain Merriam of the Chesapeake Wheelmen, who has issued to each of his "One Hundred" a very neat book announcing on the one side the run, with such points of special interest as will be met with thereon, and opposite a blank page for individual notes of incidents of the run.

As an inducement to the members of the Plainfield Bicycle Club to turn out in large numbers on the occasion of the Century Run from Newark to Philadelphia on June 13, a handsome souvenir medal, donated by F. L. C. Martin, will be given each member of the organization making the entire run.

THE Springfield, Mass., Bicycle Club celebrated the 10th anniversary of the formation of the club on the evening of May 6.

THE 4th annual ten-mile road race of the Peoria, Ill., Bicycle Club will take place on May 21. This race is open to wheelmen of Peoria. Five elegant prizes are offered, and this fact should make the race a hotly contested one.

MIDDLETOWN, Conn., Wheelmen are highly enraged at the conduct of a man, if such he can be called, in deliberately running down a young lady cycler in that place quite recently, badly damaging her wheel, but quite fortunately not injuring her. Eye witnesses to the affair say the young lady was on the right side of the road. A reward is offered for the name of the party driving the team.

"A good opportunity is often lost by delay." *Now* is the time—give us a trial and you will not regret it; 21,000 young men will read your "ad" each week. What better paper can you find for men's goods?

THE Chesapeake's of Baltimore, Md., do not hesitate to let it be known that they will be in the ring this season as last, and to this end Captain Merriam is looking up the promising "flyers" of the club, and promises to give the club teams of the Division a hard rub for any trophies that may be carried off from the "black and orange" boys. H. D. Dietz, who made the record for hill climbing last year, is again in the arena for startling events; his first accomplishment this year was to ride a distance of about 1 1-2 miles on cobble and Belgian blocks on Baltimore street hands off, encountering therein two hills and evading a constant travel of cars and vehicles. His last and greatest feat was to ride, on April 26th, from Relstertown to the Pimlico Avenue entrance of Druid Hill Park, a distance of 14 miles, "hands off," in one hour and five minutes. His special effort will, however, be to break the record of LeCato for one day's road riding, made last October, in which LeCato covered 115 miles, crossing therein two mountain ranges.

THE South Norwalk, Conn., Wheel Club have taken posession of their new rooms in the Swartz & Corbett Building. The apartments are very nicely planned and nicely furnished, and the organization is to be congratulated on the beauty of their club house.

THE Newburgh (N. Y.) Wheelmen are enjoying an immense boom. Organized a year ago with 10 members, at the present time the membership is 50 strong.

THE New Bedford, Mass., Cycle Club held a ladies' night on the evening of May 4. A large number were present, and after an excellent musical programme the company partook of a bountiful collation.

THE cyclists of Buffalo are happy in the prospect of very soon being well rid of the *dog nuisance*, as the dog tax and laws are about to be enforced; any dog found without a collar and license check will be brought to the station house in the precinct in which it is found, and will be shot.

THE annual clambake of the Columbia Bicycle Club of North Attleboro took place on May 2. The North Attleboro club was re-enforced on this occasion by the Attleboro Club, and a highly delightful time was enjoyed by all present.

THE Bergen County Wheelmen and the Palisades Wheelmen are negotiating for a team road race among members.

A CYCLE club recently organized at Jackson, Mich., starts off with 35 members.

THE Queens County Wheelmen of New York will hold their first annual road race on June 6, rain or shine. The distance is five miles, and is to be run on Broadway. Two medals, one for first place, and the other for best time, will be offered.

BUFFALO is to have a 50-mile road race in June.

THE Century Wheelmen are to hold a race meet on the Tioga track, Westmoreland Station, on June 20. In addition to a number of handicap and class races, the 1-2 and 1 mile, safety, and 2 mile, ordinary, championships assigned the Century by the State Racing Board will be run.

THE Park Avenue Wheelmen have abandoned their proposed European trip.

H. C. PEASE, of the Comet Cycle Company, who is to leave Buffalo and return to Toronto, was made the recipient of a handsome Ramblers Club badge set with a diamond. His head was also crowned with a new Knox of the style of 1876.

THE new club house of the Hudson County Wheelmen is rapidly approaching completion, and it is expected that it will be ready for occupancy about June 1.

AT the spring race meeting of the Surrey Bicycle Club of England on April 25, 106 men out of an entry of 130 started in a one-mile safety race.

THE Barre (Vt.) Bicycle Club will hold three handicap road races during the summer; a 5-mile—one to Montpelier and return, and a 25-mile race.

THE Century Wheelmen, Philadelphia, Pa., gave their fifth annual club dinner on the evening of May 4. One hundred members and guests were present, and a very enjoyable time was passed by all.

THE Press C. C. of Buffalo, N. Y., has taken possession of its new club house on Franklin street. The house is to be fitted up in handsome style, and will be made a model wheelman's home.

THE Bridgeport, Conn., Wheelmen will hold a ten-mile handicap road race on July 4.

THE McKeesport, Pa., Bicycle Club has engaged W. S. Maltby, the champion scientific and trick rider, to delight the patrons of their entertainment to be given on May 23.

A NEW club has been recently organized in Batavia, N. Y., to be known as the Batavia Wheelmen.

THE Chester County, Pa., Wheelmen are to hold a 25-mile road race the latter part of the month; it is expected that many of the crack riders will participate in the event, and an excellent race will no doubt result.

THE big race meet to be given by the Columbia Cycle Club, Hartford, Conn., at Charter Oak Park July 4, promises to be the most important held there since 1883. Crack racing men from all over the country are to be present.

THE Stamford, Conn., Wheel Club gave an entertainment on the evening of May 7 before a large and interested audience. W. S. Maltby added much to the otherwise excellent programme by his daring and fancy riding on the bicycle. Financially the affair was a grand success.

THE Bridgeport, Conn., Wheelmen will make a run to Stamford, Conn., on Sunday, May 17. The Stamford Cycle Club will meet them at Norwalk, and after dining together there will wheel to Stamford.

THE Jersey City Athletic Club has recently organized a wheeling division, some twenty members joining same on the first evening. The members are enthusiastic over the outlook, and it seems as if bicycle matters would boom this season with the J. C. A. C.

THE Palisade Wheelmen, of W. Hoboken, N. J., held a lantern parade on the evening of May 2, some 75 members participating. On their return to the clubhouse the members and guests enjoyed a bountiful spread.

THE "Kokomo Cycle Club" is the name of a new club recently organized at Kokomo, Ind. Thirty-seven members to start with is a good foundation for a splendid organization.

THE race on Memorial Day for teams from the Apollo Club of Taunton, the Fall River club and the New Bedford Cycle Club hangs fire, as many of the wheelmen of these organizations desire to attend the L. A. W. meet at Worcester on that day.

W. D. BANKER, the well known racing wheelman, has become a Buffalonian, and will perhaps ride this season under the colors of the Buffalo A. C. He has been secured as salesman by J. F. Doll & Co., the cycle dealers at No. 602 Main street, and will devote his spare time to racing.

A MASS meeting of St. Louis citizens to make arrangements and suggestions for the autumnal festivities will be held at the Exposition Entertainment Hall on Monday. The local cyclists are straining every nerve to obtain an appropriation of $500 for an illuminated parade, and they will be represented at the meeting by a committee of six.

PRESIDENT DUNN will act as Chief Marshal in the parade to take place at the Hagerstown meet, July 4th.

THE Connecticut Division has appropriated $250 for the entertainment of League members at the New Haven meet, June 8th. The nature of the entertainment has not yet been decided on.

A CYCLING club has been formed in Syracuse, N. Y., to consist only of employees of the Premier Typewriter manufactory, and to be known as the Premier Typewriter Cycling Club. It starts off with 30 members, and will join the L. A. W.

THE Century Wheelmen will soon break ground for their new gymnasium. This building will be thoroughly equipped with everything necessary for a first-class gymnasium, and will also have a stage in the rear for private theatricals.

THE Pennsylvania Bicycle Club are to make a trip to Washington on Decoration Day, and an invitation is extended to all Philadelphia wheelmen to join in the excursion. Special rates have been obtained from the Pennsylvania Railroad and hotels, and many riders are going to take advantage of the opportunity, and put in two pleasant days at the Capital and its surroundings.

THE Indianapolis Zig Zags will run a five-mile handicap road race on Decoration Day. Three gold medals, one a time medal, will be offered, besides other prizes. The course is a five-mile straight-away on the national road between Cumberland and Greenfield, about twelve miles from the city.

THE first annual road race of the Onondaga Cycling Club of Syracuse, N. Y., will take place on Wednesday afternoon, May 20th, at 3 o'clock. The run will be made from the watering trough to Centreville and return, making 10 miles. The six gold and silver prizes which will be contested for are now on exhibition in the Star Clothing Company's window. The club is the second organized in this city and is commencing to boom cycling early in the season. The road race will be held annually for the club championship.

OUR correspondent, "Wayne Scott," of Chicago, is ill with an attack of the dreadful grippe. Hence no Chicago notes this week.

REMEMBER the Tennessee Division meet at Nashville, Tenn., July 3, 4. There will be a road race on the 3d, and track races on the 4th.

A NEW cycle club called "The Tourists," of Paterson, N. J., has been formed. The charter members number twenty.

THE first lantern parade ever held in Adrian, Mich., was given by the Adrian Wheel Club of that city, Friday evening, May 8th. There were over ninety formed in line at the time of meeting, and wheelmen joined the procession all along the line of march. Wheelmen from Hillsdale, Hudson, and Tecumseh, were the guests of the club during their stay. The line of march was lined with people young and old, and several citizens along the line trimmed and lighted their houses and burned lights.

THE wheelmen of Pawtucket, R. I., met last Monday evening, and took steps towards forming a cycle club.

THE New Bedford (Mass.) Cycle Club wound up the social season by giving a ladies' night. The programme consisted of vocal and instrumental music and readings. After the entertainment an excellent supper was served.

"LITTLE pains, in a due hour employed, great profit yields." Take a few spare moments, write up an ad. and send it to the BICYCLING WORLD. If you don't get a good return from your investment, it will be a big surprise to us. A weekly circulation of 21,000 guaranteed.

DURING last season Oxford, N. Y., could boast of but one or two wheels at the most. But with the coming of spring came the bicycle fever. One by one wheels have been purchased, until now our town proudly shows a list of 33 wheelmen, among whom are several lady riders. New wheels are arriving daily, and the outlook for the coming season is most promising. Norwich, Sherburne and Greene each possess a goodly number of wheelmen, but Oxford still leads.

A WEEK or so ago the Oxford (N. Y.) wheelmen met in the parlors of the St. James Hotel in their village and formed the "Oxford Wheel Club," with a large list of members. Fine rooms have been procured in the Opera House Block, where Oxford's wheelmen are ever ready to receive a travel-stained cycler with a rousing welcome.

THE Chenango, N. Y., valley, in which Oxford village is situated, is one of the most pleasing routes offered to wheelmen. The roads are good, and for the most part kept in splendid condition. The country is rolling, giving few hard hills and many good coasts. The scenery is especially pleasing. Distant hills crowned with woods, the clear waters of the Chenango beneath, white villages rising to view, a clear sky and a good road—surely the cycler can ask no more.

W. F. WEST, the noted Philadelphia rider, has been suffering from typhoid pneumonia. Mr. West won the Irvington-Milburn race last year.

THE "Porkopolis" Wheelmen of Cincinnati elected four new members and received seven applications on the evening of May 5th. This gives them over fifty members, and the indications are that it will not be a great while till their membership will be large enough to entitle them to two representatives.

THE club house of the East Orange (N. J.) Cyclers is almost completed, and the members expected to take possession before the middle of May. The formal opening will take place May 23.

W. MURPHY appeared for the first time on the race track since the recent "misunderstanding," at the Princeton games last Saturday.

MESSRS. E. FREDERICKS AND J. H. HILL, two of New Orleans' (La.) best riders, think nothing of riding across trestle bridges. Both these gentlemen ride ordinaries, they take the track between the rails over the cross ties, which in a good many instances are from nine to ten inches apart. The Northeastern trestle bridge, which is in the neighborhood of eight miles long has been crossed by them already this season. We wonder if a description of the gentlemen's sensations in accomplishing this feat could appropriately come under the heading: "The pleasures of cycling!"

THERE is many an article of merit which men use that is unknown to the general public, simply from a lack of advertising. Have you any such articles to sell? If so, we cordially invite you to use the BICYCLING WORLD to advertise your wares. A weekly circulation of 21,000 guaranteed.

HARRY J. HALL, JR., will probably appear as a racing man for the first time "in many moons" in the Irvington-Milburn road race.

THE Richmond, Ind., livery men are complaining bitterly that the bicycle is ruining their business.

THE Providence Wheelmen will make their 4th annual pilgrimage to Boston next Monday. They leave Providence via N. Y. and N. E. at 7.30. The tour proper will commence at Mt. Bowdoin station (near Oakland Garden) at about 9.15 A. M.

"G. D. MITCHELL and E. E. STEVENS of Washington left by the Teutonic yesterday on a bicycle trip around the world. They will ride safety machines, and it is their intention to take things somewhat easy, and anticipate that it will take them two years before their *circumperambulatierrical* trip is over."—*Exchange.* [That word ough to be copyrighted.—ED.].

THE Union Cycle Club is the name of a new club formed in Boston by the members or the B. Y. M. C. U. The club starts with about twenty members. It will be a League club. All wheelmen desiring to join are requested to address C. C. Orcutt, 48 Boylston street, Boston.

THE Business Men's Cycle League of Newark, N. J., had a club run to Philadelphia on Saturday. They were taken in charge of the Park Avenue Wheelmen, who on Sunday showed them the various points of interest in Fairmount Park. President Bunnell and Captain Bilyeu made the arrangements, and the visitors departed, well satisfied with the Quaker City's hospitality.

CHAIRMAN CROWTHER of the Pennsylvania State Board will assign two of the Division Championships to the Hagerstown race meet in order that the Pennsylvania men present may have an opportunity of competing in championship events, as since the abolishment of the District Championships those races of course cannot be run as was originally intended.

TOM ROE of Chicago on Saturday created a new record from Wilmington to New Castle, Delaware. The distance is 5 1-2 miles, and Roe covered it in 19 minutes and 18 seconds, which breaks McDaniel's record of 20 minutes and 30 seconds.

THE Pennsylvania Bicycle Club will have a century run to Reading on Saturday and Sunday, June 27th and 28th, riding upon Saturday afternoon as far as Pottstown, and from Pottstown to Reading by moonlight Saturday evening, stopping at Reading over night.

THE Columbias of Buffalo will have a road race for members only. Date not decided on yet.

"THE great obstacle to progress is prejudice." Simply because our paper is devoted to the interests of cycling, is no reason why it is not a good medium for men's goods. Disabuse your minds of this prejudice and try the BICYCLING WORLD, a weekly circulation of 21,000 guaranteed.

THE Cleveland, Ohio, Wheel Club will hold their first annual 23-mile handicap road race Decoration Day, May 30th, 1891, the course being from the Y. M. C. A. Building, junction of Prospect and Erie streets, running east on Prospect street to Wilson, north on Wilson to Euclid avenue, east on Euclid to the end of the Wickcliff plank road, returning over the same route and finishing at the main entrance of Wade Park. The club extends all a hearty invitation to participate. Entries close May 27. Fee 50 cents.

OUR correspondent, "Jasper," of Detroit, notes the fact that the ordinary is regaining its temporary loss of popularity, and he says it is not an uncommon thing in a lot of wheelmen to see the "G. O. O." in the majority.

TWELVE unattached L. A. W. members, in company with other riders, are going to start from Norfolk street square, Dorchester, the morning of the 30th next, to ride to Worcester. All wishing to join this party can get further information by addressing Alfred C. Post, 54 Monadnock street, Dorcsester, or C. A. E. Long, Evans street, Dorchester.

THE arrangements for the race meeting of the Kings County (N.Y.) Wheelmen, to be held June 27 at Easton Park, are progressing finely. This club will have a strong team to compete in the first race of the Wheelmen's Racing League on June 6th.

WE wonder what make of wheel it was? "LeRoy Corser of Brattleboro, Vt., mounted his bicycle and proceeded to take a fast ride down a hill, when his machine became unmanageable and he ran into a team, breaking the bicycle and wagon, beside hurting the horse." When it gets so that wagons and horses get smashed up by collision with cycles, the horsemen will become "more respectful."

THE Springfield (Mass.) Bicycle Club will hold a field day some time in June.

AN exchange likens the pneumatic tire cycle to "a gentle gazelle clad in number twelve overshoes."

THE Fair Association of Chillicothe, Mo., have decided to omit the regular foot race, which has long been a fixture, and in its place substitute a five-mile bicycle race. Gold medals will be the prizes, and Local Consul A. J. Simpson will be glad to furnish particulars. Chillicothe is also moving towards the front in improving her streets, and the city council have lately appropriated $200,000 for this purpose. The paving material to be vitrified brick.

CYCLING is having a genuine boom in Detroit this year, and the pleasantest part of it is that a large percentage of the orders now are for ladies' safeties. Last year Detroit had less than a dozen lady riders, but now they are a common sight on the streets; several of the ladies ride, using them to and from their daily occupation.

THE annual hill climbing contest on Son-of-a-Gun-Hill, near St. Louis, Mo., which takes place on Saturday, June 6, this year, is an assured success, and not a run passes the hill but what every participant stops to try conclusions with the grade. No restrictions as to the weight or pattern

THE press all over the country are beginning to preach the true doctrine of general good in the scheme of improved highways. Even those who at one time could only see the cyclists' selfish motives in the League's efforts to bring about that desideratum, have come to the very sensible conclusion that the idea has a broader scope than the mere benefit to accrue to wheelmen alone.

IT is with pleasure that we call attention this week to the first of a series of articles on French roads, written by Mr. A. G. Collins, a writer who is always instructive as well as entertaining. These articles have been furnished the Roads Improvement Committee by Mr. Collins on the request of Mr. Potter, Chairman. They cannot fail to be of great value and interest to all interested in the matter of Roads Improvements.



"DON'T forget the Eighth Annual Meet of the New Jersey Division L. A. W. at Elizabeth, N. J., May 29-30" is good advice, and for further particulars we gladly call attention of our readers to page 66 of this issue.

STILL another cycling paper born to the troubles and trials of this work-a-day world. *The American Wheelmen* is the name of the newcomer, and it is published semi-monthly at 6019 Penn avenue, Pittsburg, Pa. It is the intention of the editor to pay special attention to the local news.

SUCCESS crowns the efforts of those who use the columns of the BICYCLING WORLD. It cannot help being so. Are YOU one of those who use it? If not, you should do so. A weekly circulation of 21,000 guaranteed.

THIRTEEN members of the Press Cycle Club of Buffalo, N. Y., and two members of the Ramblers of the same city trained it to Erie, Saturday, May 2, intending to ride the century to Buffalo. Darkness and rain at two A. M. Sunday discouraged five from starting. When seven miles out two men backed out, and when North East was reached two more had enough. This left Neumann, Brunner, Sullivan, Finley and Klipfel. The last named three arrived in Buffalo at 9.30 P. M., and Neumann and Brunner sometime later. The roads were horrible, and it was no doubt the hardest run ever made by Buffalo wheelmen.

THE clubs of Baltimore, Md., have emerged from their respective social haunts with a manifest activity, which bids fair to assure the approaching riding season as the most enjoyable and successful of cycling history hereabouts. Several new clubs have been organized since the close of last season, and all seem to be in a healthy condition, with expressed ambition, which, if carried out, will give rise to local competition in various forms that shall place "1891" on record for its many events of interesting rivalry. The captains have announced their schedules of runs, and all show great care and forethought in their arrangement; prominent in this respect is the schedule of Captain Merriam of the Chesapeake Wheelmen, who has issued to each of his "One Hundred" a very neat book announcing on the one side the run, with such points of special interest as will be met with thereon, and opposite a blank page for individual notes of incidents of the run.

As an inducement to the members of the Plainfield Bicycle Club to turn out in large numbers on the occasion of the Century Run from Newark to Philadelphia on June 13, a handsome souvenir medal, donated by F. L. C. Martin, will be given each member of the organization making the entire run.

THE Springfield, Mass., Bicycle Club celebrated the 10th anniversary of the formation of the club on the evening of May 6.

THE 4th annual ten-mile road race of the Peoria, Ill., Bicycle Club will take place on May 21. This race is open to wheelmen of Peoria. Five elegant prizes are offered, and this fact should make the race a hotly contested one.

MIDDLETOWN, Conn., Wheelmen are highly enraged at the conduct of a man, if such he can be called, in deliberately running down a young lady cycler in that place quite recently, badly damaging her wheel, but quite fortunately not injuring her. Eye witnesses to the affair say the young lady was on the right side of the road. A reward is offered for the name of the party driving the team.

"A good opportunity is often lost by delay." *Now* is the time—give us a trial and you will not regret it; 21,000 young men will read your "ad" each week. What better paper can you find for men's goods?

THE Chesapeake's of Baltimore, Md., do not hesitate to let it be known that they will be in the ring this season as last, and to this end Captain Merriam is looking up the promising "flyers" of the club, and promises to give the club teams of the Division a hard rub for any trophies that may be carried off from the "black and orange" boys. H. D. Dietz, who made the record for hill climbing last year, is again in the arena for startling events; his first accomplishment this year was to ride a distance of about 1 1-2 miles on cobble and Belgian blocks on Baltimore street hands off, encountering therein two hills and evading a constant travel of cars and vehicles. His last and greatest feat was to ride, on April 26th, from Reistertown to the Pimlico Avenue entrance of Druid Hill Park, a distance of 14 miles, "hands off," in one hour and five minutes. His special effort will, however, be to break the record of LeCato for one day's road riding, made last October, in which LeCato covered 115 miles, crossing therein two mountain ranges.

THE South Norwalk, Conn., Wheel Club have taken posession of their new rooms in the Swartz & Corbett Building. The apartments are very nicely planned and nicely furnished, and the organization is to be congratulated on the beauty of their club house.

THE Newburgh (N. Y.) Wheelmen are enjoying an immense boom. Organized a year ago with 10 members, at the present time the membership is 50 strong.

THE New Bedford, Mass., Cycle Club held a ladies' night on the evening of May 4. A large number were present, and after an excellent musical programme the company partook of a bountiful collation.

THE cyclists of Buffalo are happy in the prospect of very soon being well rid of the *dog nuisance*, as the dog tax and laws are about to be enforced; any dog found without a collar and license check will be brought to the station house in the precinct in which it is found, and will be shot.

THE annual clambake of the Columbia Bicycle Club of North Attleboro took place on May 2. The North Attleboro club was re-enforced on this occasion by the Attleboro Club, and a highly delightful time was enjoyed by all present.

THE Bergen County Wheelmen and the Palisades Wheelmen are negotiating for a team road race among members.

A CYCLE club recently organized at Jackson, Mich., starts off with 35 members.

THE Queens County Wheelmen of New York will hold their first annual road race on June 6, rain or shine. The distance is five miles, and is to be run on Broadway. Two medals, one for first place, and the other for best time, will be offered.

BUFFALO is to have a 50-mile road race in June.

THE Century Wheelmen are to hold a race meet on the Tioga track, Westmoreland Station, on June 20. In addition to a number of handicap and class races, the 1-2 and 1 mile, safety, and 2 mile, ordinary, championships assigned the Century by the State Racing Board will be run.

THE Park Avenue Wheelmen have abandoned their proposed European trip.

H. C. PEASE, of the Comet Cycle Company, who is to leave Buffalo and return to Toronto, was made the recipient of a handsome Ramblers Club badge set with a diamond. His head was also crowned with a new Knox of the style of 1876.

THE new club house of the Hudson County Wheelmen is rapidly approaching completion, and it is expected that it will be ready for occupancy about June 1.

AT the spring race meeting of the Surrey Bicycle Club of England on April 25, 106 men out of an entry of 130 started in a one-mile safety race.

THE Barre (Vt.) Bicycle Club will hold three handicap road races during the summer; a 5-mile—one to Montpelier and return, and a 25-mile race.

THE Century Wheelmen, Philadelphia, Pa., gave their fifth annual club dinner on the evening of May 4. One hundred members and guests were present, and a very enjoyable time was passed by all.

THE Press C. C. of Buffalo, N. Y., has taken possession of its new club house on Franklin street. The house is to be fitted up in handsome style, and will be made a model wheelman's home.

THE Bridgeport, Conn., Wheelmen will hold a ten-mile handicap road race on July 4.

THE McKeesport, Pa., Bicycle Club has engaged W. S. Maltby, the champion scientific and trick rider, to delight the patrons of their entertainment to be given on May 23.

A NEW club has been recently organized in Batavia, N. Y., to be known as the Batavia Wheelmen.

THE Chester County, Pa., Wheelmen are to hold a 25-mile road race the latter part of the month; it is expected that many of the crack riders will participate in the event, and an excellent race will no doubt result.

THE big race meet to be given by the Columbia Cycle Club, Hartford, Conn., at Charter Oak Park July 4, promises to be the most important held there since 1883. Crack racing men from all over the country are to be present.

THE Stamford, Conn., Wheel Club gave an entertainment on the evening of May 7 before a large and interested audience. W. S. Maltby added much to the otherwise excellent programme by his daring and fancy riding on the bicycle. Financially the affair was a grand success.

THE Bridgeport, Conn., Wheelmen will make a run to Stamford, Conn., on Sunday, May 17. The Stamford Cycle Club will meet them at Norwalk, and after dining together there will wheel to Stamford.

THE Jersey City Athletic Club has recently organized a wheeling division, some twenty members joining same on the first evening. The members are enthusiastic over the outlook, and it seems as if bicycle matters would boom this season with the J. C. A. C.

THE Palisade Wheelmen, of W. Hoboken, N. J., held a lantern parade on the evening of May 2, some 75 members participating. On their return to the clubhouse the members and guests enjoyed a bountiful spread.

THE "Kokomo Cycle Club" is the name of a new club recently organized at Kokomo, Ind. Thirty-seven members to start with is a good foundation for a splendid organization.

THE race on Memorial Day for teams from the Apollo Club of Taunton, the Fall River club and the New Bedford Cycle Club hangs fire, as many of the members of these organizations desire to attend the L. A. W. meet at Worcester on that day.

W. D. BANKER, the well known racing wheelman, has become a Buffalonian, and will perhaps ride this season under the colors of the Buffalo A. C. He has been secured as salesman by J. F. Doll & Co., the cycle dealers at No. 602 Main street, and will devote his spare time to racing.

A MASS meeting of St. Louis citizens to make arrangements and suggestions for the autumnal festivities will be held at the Exposition Entertainment Hall on Monday. The local cyclists are straining every nerve to obtain an appropriation of $500 for an illuminated parade, and they will be represented at the meeting by a committee of six.

PRESIDENT DUNN will act as Chief Marshal in the parade to take place at the Hagerstown meet, July 4th.

THE Connecticut Division has appropriated $250 for the entertainment of League members at the New Haven meet, June 8th. The nature of the entertainment has not yet been decided on.

A CYCLING club has been formed in Syracuse, N. Y., to consist only of employees of the Premier Typewriter manufactory, and to be known as the Premier Typewriter Cycling Club. It starts off with 30 members, and will join the L. A. W.

THE Century Wheelmen will soon break ground for their new gymnasium. This building will be thoroughly equipped with everything necessary for a first-class gymnasium, and will also have a stage in the rear for private theatricals.

THE Pennsylvania Bicycle Club are to make a trip to Washington on Decoration Day, and an invitation is extended to all Philadelphia wheelmen to join in the excursion. Special rates have been obtained from the Pennsylvania Railroad and hotels, and many riders are going to take advantage of the opportunity, and put in two pleasant days at the Capital and its surroundings.

THE Indianapolis Zig Zags will run a five-mile handicap road race on Decoration Day. Three gold medals, one a time medal, will be offered, besides other prizes. The course is a five-mile straight-away on the national road between Cumberland and Greenfield, about twelve miles from the city.

THE first annual road race of the Onondaga Cycling Club of Syracuse, N. Y., will take place on Wednesday afternoon, May 20th, at 3 o'clock. The run will be made from the watering trough to Centreville and return, making 10 miles. The six gold and silver prizes which will be contested for are now on exhibition in the Star Clothing Company's window. The club is the second organized in this city and is commencing to boom cycling early in the season. The road race will be held annually for the club championship.

OUR correspondent, "Wayne Scott," of Chicago, is ill with an attack of the dreadful grippe. Hence no Chicago notes this week.

REMEMBER the Tennessee Division meet at Nashville, Tenn., July 3, 4. There will be a road race on the 3d, and track races on the 4th.

A NEW cycle club called "The Tourists," of Paterson, N. J., has been formed. The charter members number twenty.

THE first lantern parade ever held in Adrian, Mich., was given by the Adrian Wheel Club of that city, Friday evening, May 8th. There were over ninety formed in line at the time of meeting, and wheelmen joined the procession all along the line of march. Wheelmen from Hillsdale, Hudson, and Tecumseh, were the guests of the club during their stay. The line of march was lined with people young and old, and several citizens along the line trimmed and lighted their houses and burned lights.

THE wheelmen of Pawtucket, R. I., met last Monday evening, and took steps towards forming a cycle club.

THE New Bedford (Mass.) Cycle Club wound up the social season by giving a ladies' night. The programme consisted of vocal and instrumental music and readings. After the entertainment an excellent supper was served.

"LITTLE pains, in a due hour employed, great profit yields." Take a few spare moments, write up an ad. and send it to the BICYCLING WORLD. If you don't get a good return from your investment, it will be a big surprise to us. A weekly circulation of 21,000 guaranteed.

DURING last season Oxford, N. Y., could boast of but one or two wheels at the most. But with the coming of spring came the bicycle fever. One by one wheels have been purchased, until now our town proudly shows a list of 33 wheelmen, among whom are several lady riders. New wheels are arriving daily, and the outlook for the coming season is most promising. Norwich, Sherburne and Greene each possess a goodly number of wheelmen, but Oxford still leads.

A WEEK or so ago the Oxford (N. Y.) wheelmen met in the parlors of the St. James Hotel in their village and formed the "Oxford Wheel Club," with a large list of members. Fine rooms have been procured in the Opera House Block, where Oxford's wheelmen are ever ready to receive a travel-stained cycler with a rousing welcome.

THE Chenango, N. Y., valley, in which Oxford village is situated, is one of the most pleasing routes offered to wheelmen. The roads are good, and for the most part kept in splendid condition. The country is rolling, giving few hard hills and many good coasts. The scenery is especially pleasing. Distant hills crowned with woods, the clear waters of the Chenango beneath, white villages rising to view, a clear sky and a good road—surely the cycler can ask no more.

W. F. WEST, the noted Philadelphia rider, has been suffering from typhoid pneumonia. Mr. West won the Irvington-Milburn race last year.

THE "Porkopolis" Wheelmen of Cincinnati elected four new members and received seven applications on the evening of May 5th. This gives them over fifty members, and the indications are that it will not be a great while till their membership will be large enough to entitle them to two representatives.

THE club house of the East Orange (N. J.) Cyclers is almost completed, and the members expected to take possession before the middle of May. The formal opening will take place May 23.

W. MURPHY appeared for the first time on the race track since the recent "misunderstanding," at the Princeton games last Saturday.

MESSRS. E. FREDERICKS AND J. H. HILL, two of New Orleans' (La.) best riders, think nothing of riding across trestle bridges. Both these gentlemen ride ordinaries, they take the track between the rails over the cross ties, which in a good many instances are from nine to ten inches apart. The Northeastern trestle bridge, which is in the neighborhood of eight miles long has been crossed by them already this season. We wonder if a description of the gentlemen's sensations in accomplishing this feat could appropriately come under the heading: "The pleasures of cycling?"

THERE is many an article of merit which men use that is unknown to the general public, simply from a lack of advertising. Have you any such articles to sell? If so, we cordially invite you to use the BICYCLING WORLD to advertise your wares. A weekly circulation of 21,000 guaranteed.

HARRY J. HALL, JR., will probably appear as a racing man for the first time "in many moons" in the Irvington-Milburn road race.

THE Richmond, Ind., livery men are complaining bitterly that the bicycle is ruining their business.

THE Providence Wheelmen will make their 4th annual pilgrimage to Boston next Monday. They leave Providence via N. Y. and N. E. at 7.30. The tour proper will commence at Mt. Bowdoin station (near Oakland Garden) at about 9.15 A. M.

"G. D. MITCHELL and E. E. STEVENS of Washington left by the Teutonic yesterday on a bicycle trip around the world. They will ride safety machines, and it is their intention to take things somewhat easy, and anticipate that it will take them two years before their *circumperambulaterrical* trip is over."—*Exchange.* [That word ough to be copyrighted.—Eb.].

THE Union Cycle Club is the name of a new club formed in Boston by the members of the B. Y. M. C. U. The club starts with about twenty members. It will be a League club. All wheelmen desiring to join are requested to address C. C. Orcutt, 48 Boylston street, Boston.

THE Business Men's Cycle League of Newark, N. J., had a club run to Philadelphia on Saturday. They were taken in charge of the Park Avenue Wheelmen, who on Sunday showed them the various points of interest in Fairmount Park. President Bunnell and Captain Bilyeu made the arrangements, and the visitors departed, well satisfied with the Quaker City's hospitality.

CHAIRMAN CROWTHER of the Pennsylvania State Board will assign two of the Division Championships to the Hagerstown race meet in order that the Pennsylvania men present may have an opportunity of competing in championship events, as since the abolishment of the District Championships those races of course cannot be run as was originally intended.

TOM ROE of Chicago on Saturday created a new record from Wilmington to New Castle, Delaware. The distance is 5 1-2 miles, and Roe covered it in 19 minutes and 18 seconds, which breaks McDaniel's record of 20 minutes and 30 seconds.

THE Pennsylvania Bicycle Club will have a century run to Reading on Saturday and Sunday, June 27th and 28th, riding upon Saturday afternoon as far as Pottstown, and from Pottstown to Reading by moonlight Saturday evening, stopping at Reading over night.

THE Columbias of Buffalo will have a road race for members only. Date not decided on yet.

"THE great obstacle to progress is prejudice." Simply because our paper is devoted to the interests of cycling, is no reason why it is not a good medium for men's goods. Disabuse your minds of this prejudice and try the BICYCLING WORLD, a weekly circulation of 21,000 guaranteed.

THE Cleveland, Ohio, Wheel Club will hold their first annual 23-mile handicap road race Decoration Day, May 30th, 1891, the course being from the Y. M. C. A. Building, junction of Prospect and Erie streets, running east on Prospect street to Wilson, north on Wilson to Euclid avenue, east on Euclid to the end of the Wickcliff plank road, returning over the same route and finishing at the main entrance of Wade Park. The club extends all a hearty invitation to participate. Entries close May 27. Fee 50 cents.

OUR correspondent, "Jasper," of Detroit, notes the fact that the ordinary is regaining its temporary loss of popularity, and he says it is not an uncommon thing in a lot of wheelmen to see the "G. O. O." in the majority.

TWELVE unattached L. A. W. members, in company with other riders, are going to start from Norfolk street square, Dorchester, the morning of the 30th next, to ride to Worcester. All wishing to join this party can get further information by addressing Alfred C. Post, 54 Monadnock street, Dorcester, or C. A. E. Long, Evans street, Dorchester.

THE arrangements for the race meeting of the Kings County (N.Y.) Wheelmen, to be held June 27 at Easton Park, are progressing finely. This club will have a strong team to compete in the first race of the Wheelmen's Racing League on June 6th.

WE wonder what make of wheel it was? "LeRoy Corser of Brattleboro, Vt., mounted his bicycle and proceeded to take a fast ride down a hill, when his machine became unmanageable and he ran into a team, breaking the bicycle and wagon, beside hurting the horse." When it gets so that wagons and horses get smashed up by collision with cycles, the horsemen will become "more respectful."

THE Springfield (Mass.) Bicycle Club will hold a field day some time in June.

AN exchange likens the pneumatic tire cycle to "a gentle gazelle clad in number twelve overshoes."

THE Fair Association of Chillicothe, Mo., have decided to omit the regular foot race, which has long been a fixture, and in its place substitute a five-mile bicycle race. Gold medals will be the prizes, and Local Consul A. J. Simpson will be glad to furnish particulars. Chillicothe is also moving towards the front in improving her streets, and the city council have lately appropriated $200,000 for this purpose. The paving material to be vitrified brick.

CYCLING is having a genuine boom in Detroit this year, and the pleasantest part of it is that a large percentage of the orders now are for ladies' safeties. Last year Detroit had less than a dozen lady riders, but now they are a common sight on the streets; several of the ladies ride, using them to and from their daily occupation.

THE annual hill climbing contest on Son-of-a-Gun-Hill, near St. Louis, Mo., which takes place on Saturday, June 6, this year, is an assured success, and not a run passes the hill but what every participant stops to try conclusions with the grade. No restrictions as to the weight or pattern

of wheels will be enforced, save that no machine will be allowed to be geared lower than 54 inches. Two gold medals will be the prizes. As the novice's climb last year caused bad feeling to be engendered, it has been decided to abolish it this year and award the medals to the first and second men making the best time. Entries for this event close on June 3, with Geo. Wilder, 1724 Olive street, St. Louis, and the entry fee is placed at fifty cents.

AT the last monthly meeting of the Ramblers of Buffalo, held on the 5th, the amendment of the constitution making the club no longer a member of the L. A. W. was ratified.

NOTHING that was ever done in St. Louis has tended to boom the sport more than the abandonment of the sprinkling, aye, slopping of the asphaltum streets, and the consternation of all our riders who use the wheel for business purposes can be imagined when last Monday the "four sloppings" per day were resumed. A committee at once waited on Street Commissioner Murphy, and he stated that the adjoining property owners were responsible for the trouble, as they refused to pay sprinkling taxbills unless the service was rendered. The department is again experimenting with a patent sweeper, and if it will do what is claimed for it, Mr. Murphy stated positively that no more sprinklings would be allowed on the asphaltum streets.

THE course of the road race at Detroit, June 6th, will be out Michigan avenue, from the Five Mile house to Wayne and return, giving the riders fifteen miles of excellent roads.

HAWKSHAW'S COLUMN.

I DON'T think I am a particularly observing individual, but I do believe that I can tell a wheelwoman at a glance whenever the lack of gallantry among men compels her to stand in a car, either elevated or surface. I know it by the ease and sureness with which she adjusts herself to the motions of the vehicle, and at the same time preserves her feminine dignity. This is a most desirable acquisition for the city woman, whom we are accustomed to see tipping and staggering about in the street cars, elevated and bridge cars when forced to stand. Thus cycling does not alone give roundness of limb and redundancy of health to such fair devotees as follow it, but it adds to all this a faculty of keeping their balance, mental as well physical, that makes them at once the envy and admiration of their less robust sisters.

There are those who would have us think that the glory of cycling is in its past, that only the fruit we have eaten is sweet, while that which our hand holds is bitter and rotten, and that on the boughs of our orchard there is no blossom that promises fresh wealth for the spring. These are but pessimists, less logical in the position they assume than those who would rob the past of the glories that are justly its own.

Poor candor! It is never right. If agreeable, it is denounced as flattery, if distasteful it is slighted as censure! Let anyone who does not think this a true statement attempt to write for the cycling press awhile, and then let him say I am not right. If one finds merit in a maker or his wheels and dares to say so, it is whispered that the writer is owned by the manufacturer; if to the contrary, he sees faults in the man or his machine which he thinks demands his censure, it is a thousand to one that the item gets "killed" by the deadly "blue pencil," or if it be lucky enough to escape with its life and see the light of publicity then the one criticised by it cries out that the writer is the tool of rival concerns.

Strange, is it not, how the man who regards a twenty-five mile ride on a bicycle as but play, will become faint and exhausted at the bare idea of wheeling a baby carriage half-way around the block?

A true lover of cycling does not mean one who tears over roads at full speed, regardless of every one's safety and convenience not his own; no, that is a very poor idea; he unites exercise with a love for the country and admiration of nature. In riding with friends he goes easily and quietly along, talking and looking about him, not merely possessed with the object of getting over as much ground as possible, and to do so scorching along, making his tire take the place of a handkerchief to remove the perspiration from his nose. The true cyclist aims to enjoy a few hours away from his desk, away from the roar and rattle of paved streets choked with the traffic of a city, and he seeks this among the quiet roads and lanes of the country, with his companions and kindred spirits. In the past ten years or more, I have stated this truism a great, great many times, and yet I much fear that I have not decreased the number of nose-grinders by so much as one.

France may well point with pride to the 400,000 miles of the finest roads in the world that are spread like a net over every portion of her possessions. To accomplish all of this, she has expended during the last ten years over $116,000,000 in the constructing and keeping in repair of her highways. An army of 50,000 laborers is constantly employed in national road work, whose labors are overseen by 5,000 road-surveyors, who in turn are directed by 1,800 government engineers who devote their entire time to the building and keeping in repair the perfect roads of the republic. We have learned many things from France, and we have yet many more to learn, and among this many, the lesson she teaches us in roadbuilding will not, I hope, be put at the bottom of the list. The roads of France, and those of the United States, are alike in one respect—they are the wonders of the world. In regard to the French roads the world wonders how they could be so perfectly built and so beautifully kept, while with the American ones it wonders how they could be called roads and yet be so different from the ones seen in every other civilized country.

"Papa, what is League politics?"

"Just now, my son, it is an everlasting, immeasurable, incomprehensible, unlimited, unmitigated, incoherent, irresponsible, and irrepressible mix, without wisdom or the spirit of understanding."

"Thanks, papa. I understand all about it now."

"What a beautiful clear day it is," remarked a wheelman who was riding through a desert in a sand storm, to an Arab who crouched in the sand to save his life from the clouds of dust that filled the air. "Allah be praised! The infidel is bereft of reason," muttered the Arab as he covered his head and crouched still nearer to the earth. But the rider wasn't crazy, not much; but you see he had been used to riding on New York streets, and the sand storm of the desert was so slight in comparison to the one he usually rode in, that he did not notice it. "HAWKSHAW."

FRENCH HIGHROADS—THEIR CONSTRUCTION AND MAINTENANCE.

BY A. G. COLLINS.

FRENCH highroads are divided into three great classes. The first and most important class is that of the *Grandes Routes Nationales*, or Grand National Routes, created and maintained by the General Government.

The second class is the *Routes Departmentales* or Departmental Routes, built and maintained by the different departments of France.

The third class is that of the smaller roads in the villages and communes, called *Routes Communales*.

All of these roads are under the supervision of the Governmental Department of Bridges and Roads (*Ponts et Chaussees*), at the head of which is the Minister of Public Works.

An elaborate system of organization pervades this Department, and the work is carried on as methodically as in the War or Navy Departments. A direct responsibility rests upon all in the department for duty to be done, and when it is not done, somebody suffers.

It is unnecessary to go into detail as to the origin of these roads or of the system by which they are kept up. Let us take them as we find them at the present day, and endeavor to learn something from them to the profit of the people of the United States.

The system of grand routes is in its origin essentially military, and was begun by Napoleon I., who tore up the old pavement, some of which dated from Roman times, and converted the huge blocks into broken stone, with which the roads were macadamized.

Their general character is almost uniform throughout France.

Crossing the level country in perfectly straight lines, they often turn miles to avoid a hill; and, where unavoidable, they surmount it by grades so long and easy that artillery can travel with ease.

In the mountainous districts the most wonderful engineering skill is displayed in circling up mountain sides, crossing ravines, and tunnelling through projecting crags or shoulders of the mountain. Always solid, always in good repair, these magnificent national roads never fail to excite the admiration of the American tourist or engineer.

Connecting all the large cities with each other, and passing through the principal secondary towns and cities, the *Routes Nationales* cross the country throughout its entire length and breadth with a network, which can only be compared with the lines of a spider's web or the spokes of a wheel.

Let us examine in detail a small section of a *Route Nationale*, which will serve to give us an idea of them all.

This section we may almost choose haphazard, either near Havre in Normandy, near Paris, near Geneva, in the East, or in the *Midi* near Marseilles.

We shall find in any case a broad, smooth, white-surfaced avenue, free from dust, mud, ruts, or the smallest loose stone.

This, if the country be level, will most likely stretch away before us in a dead straight line to the horizon. We shall find the edges of this wide white road bordered by grassy strips about twenty feet wide, at the further side of which is a deep ditch or gutter, with the earth which has been excavated thrown up on the side farthest from the road, in order to keep water from the fields and hills away.

On each side of the road a row of tall poplars is planted in the grass, sometimes a double row on each side, which add much of the peculiar character of stateliness which these roads have.

The poplars, sixty or more feet high, are kept trimmed of all branches for thirty feet from the ground, and their feathery tops almost meeting in mid-air, give one the sensation of looking down a long vista in some princely domain. The grass plots are cut every hundred feet by smaller gutters which carry rain water from the road to the large ditches.

The roadway in most cases has curbstones on either side and paved gutters, and sometimes, for many miles, there is a well made macadamized sidewalk beneath the trees, although this may be far from any town.

Thus at first, one is constantly imagining that one is travelling through some vast park, and that presently this avenue will end, and one will get to the real country roads and the expected stone, ruts and mud. It is hard at first to realize that that magnificent avenue over which you take a drive of a few miles, goes on and on, through distant Lyons to the shores of the blue Mediterranean, always the same beautiful surface, always equally good! It is hard to realize (indeed, well nigh impossible for an American) that while one may be driving in a closed carriage muffled in furs, during the cold of a winter in Northern France, that the same smooth pathway you are rolling over extends itself far, far away to the fair land of Provence, where its southern portion is bathed in sunshine and overhung by the palms, the olives, the orange blossoms of Nizza La Bella! Strange but true!

When shall come the day when the shivering inhabitant of Northern New England can warm himself with the thought that outside his cottage door runs the National Highroad which he has only to follow long enough in order to arrive among the magnolias of Jacksonville, or the roses and jasmines of Los Angeles? Speed the day!

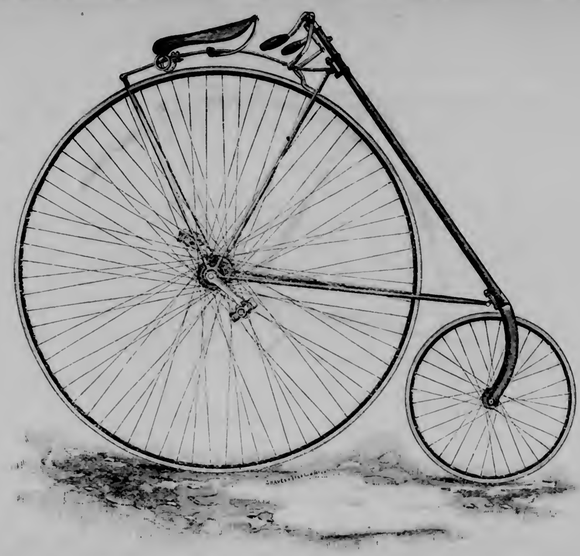
The traveller from America will also be agreeably surprised to find that, if he be not blind and knows to what town he wishes to go, there is no possibility of his going astray. This is because on all the grand routes (and the departmental routes as well) he will find by the roadside at the end of each kilometre, five-eighths of a mile, a substantial stone set up.

This kilometre stone is about two feet high, one foot wide and eight inches thick.

Upon the face, and following the curve of the rounded top, he will find cut in the stone, and painted black, the words "Grande Route Nat'l., No. 5-7," or whatever the number may be. Below this, if the route, for instance, is between Paris and Rouen, he will see in larger characters the words, "Paris, so many kilometres; Rouen, so many;" thus giving him the exact distance from the stone he is looking at to the large cities at either end of the road.

Upon the side of the stone nearest him, as he travels on, he will find the name and distance to the next town of any importance, and on the further side the name and distance he has travelled from the last good sized town.

Not only are these kilometre stones uniform and always in place, but there are also ten smaller stones, about ten inches square, to each kilometre, making one every hundred meters or about three hundred feet



THE EAGLE

Begins early and carries off the honors at Berkeley Oval, May 2d.

Intercollegiate Games. One mile Handicap, C. C. N. Y.

Won from scratch by E. Shahr, in 3.03 1-5, breaking the College Record.

TWO MILE OPEN TO ALL COLLEGES.

Won by E. Shahr, in 6.23 3-5.

THE EAGLE RACER

IS A BIRD.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

THE



THE MOST POPULAR MACHINE IN AMERICA.

AMONG RIDERS OF THE BEST JUDGMENT.

We carry Seven Styles. Pneumatic, Cushion and Solid Tires. Light weight, rigidity and beauty. . . . . .

"The Rover Safety made by Messrs. J. K. Starley & Co., Ltd., Coventry, England."

Get our Quotations on SUNDRIES.

The JOHN WILKINSON COMPANY, 269-271 STATE STREET, CHICAGO.

Sixteenth Year in America.

1876 1891

The First Cycles in the United States

The Largest Cycle Manufactory in the World

Roxbury, April 24, 1891.

To Singer & Co.,

Dear Sirs:—I have used your 1891 pattern wheel, with the one inch wired tire, and have no hesitation in stating that it gives more satisfaction than any cushion tire that I have ever tried, and as for hill climbing, it is unsurpassed.

Yours truly,
JAMES KELTIE,
Captain Roxbury Bi. Club.

SINGER & CO., 6 and 8 BERKELEY STREET and 2 WARREN AVENUE, BOSTON, MASS.

These are numbered from one to ten, and thus the traveller knows within a fraction of three hundred feet the exact distance he has journeyed.

Cyclometers, pedometers, and such automatic measuring machines, are thus rendered unnecessary, and their sale is almost nul.

(TO BE CONTINUED.)

Copyrighted, 1891.

A SUMMER VACATION AWHEEL IN THE HARZ MOUNTAINS.

BY WM. HEYNY, JR.

(CONTINUED.)

THE panorama of the plain, the very same which we saw last night, but how different does it appear this morning! Watch the sunbeams as they steal up to the steeples of the churches, gilding the weathercock, and, creeping lower, set the brick roofs and walls aglow, and finally putting high lights on the greens of the woods! The vicinity of the "Tanzplatz" is very romantic. Straying towards the "Laviere's Hoche," a viewing point one fine day, I discovered what I at first mistook for the ruins of a gigantic castle; on closer examination, however, it proved to be of natural rock. This is indeed surprising. Walls, hundreds of feet in height, hewn out by the hand of nature! But this is not all. While climbing about to obtain a good point of view I saw a slender stem of granite standing erect in the centre of the "Giant Castle," only a few feet in circumference, broadening out towards the top, and showing fully 25 feet above the tree tops. The "Giant King" slowly crumbling away, will no doubt tumble over ere long.

While engaged at sketching my attention was arrested by peals of merry laughter and, was it possible? yes,no doubt, English words greeted my ear like music. Coming down from my lofty position and bending the branches aside I suddenly found myself face to face with a handsome young miss. "Oh mama"—How I frightened her! She did not faint, however, for when I addressed "Mama" they all hovered about, three, four, fair, slender maidens, one prettier than the other, and a bright boy to turn over the pages of my sketchbook exclaiming, "Oh, isn't this lovely," and "Ah, where is this," and "what is that," and finally stopping at my last sketch a fair damsel asked me whether it was one of the rocks of the Brocken. "Oh no, that's right here," and I amused myself a little while to see them look around puzzled. Then I took the whole family through the bushes and in face of the "Giant Castle." Of course they all went into ecstasies over this wonder, and when I left them the elderly lady thanked me for having shown them one of the grandest sights, and had it not been for me they should have remained entirely ignorant of the existence of such. This little episode goes to show how some of the finest views are lost to the visitor.

I had not gone very far when the little boy came running after me: "Excuse me, sir, would you not partake of some nice English cheese cake with us?" The party had seated themselves in the green and spread their lunch a la picnic. I was really sorry to have to decline, but I was obliged to make haste in order to reach my destination before dark, and thus end what might have turned out a romantic little love story for my fair readers.

From the "Laviere's Hoche" we descend by a romantic and easy graded walk down to the "Koenigs Ruhe" (king's rest) inn. This pretty path through the "Hirschgrund" (deer ground), disclosing most lovely views, is shaded by tall trees and handsome shrubbery, and at almost every turn a bench invites to rest.

Reaching the Bode again we follow it upward on the left bank, and now come upon the "Teufelsbrucke" (devil's bridge), where the foaming and roaring stream dashing infuriated against the rocky wall has hollowed out a great basin, the "Bodekessel" (Bode kettle). We may extend our walk way up the valley, passing the great solid range of the "Gewitter klippen" (storm cliffs), to "Wilhelms blick" (Williams view), and return by the path along the opposite bank to the "Schurre" (slide) which leads up to the "Rosstrappe" rock. Here some 600 feet above the Bode we have a great view of the opposite "Hexentanzplatz" and all the other rocks.

On the flattened top of this tower-like rock, the form of a huge horse shoe is impressed, said to have been occasioned by the old Druids, who celebrated their rites and worshipped the "holy white horse" here. The legend says differently: Wild King Bode came here and fell in love with a giant princess. Brunhildis, frightened by his violent passion, fled on horseback, followed by the dissolute fellow. Arriving at the plateau where the witches hold their nightly orgies, the horse rears, but, pressed by her assailant, the young giantess spurs her animal, and dares the terrible leap over the yawning abyss, reaching the opposite ledge safely. But the imprint of the horse's hoof was left deep in the rock, and hereafter it was called "Rosstrappe." The king failed in his leap and tumbled down into the wild stream, which was named after him "Bode."

From the "Rassmannshoehe," near by, an old veteran shoots off pistols for the entertainment of visitors. The echo comes back, thundering through the valley like the report of hundreds of cannon in a battle.

A short ride through pretty scenery, and in a mould, where the valley opens, and the "Bode" and "Luppbode" unite, lies Treseburg, a pretty village, built on a rocky ledge. Opposite, on a precipitous rock, is the "Weisse Hirsch" (white deer) Hotel, from where we can overlook the village and its surroundings. The heights are bestrewn with great oaks and slender pines. Coming down from here and crossing over the bridge in the cool, quiet valley, at twilight, one can sometimes watch a herd of deer, as they come to drink. First, a stately buck steps forth from the dark of the forest, stops, sniffling the air, and, advancing to the water's edge, drinks. Then he will carefully step on the bowlder in the brook, and, with an elegant bound, clear it, posting himself on the opposite bank. Another deer appears beyond, two sentinels, pricking up their ears at the least sound, and keeping a sharp lookout, while presently the whole herd walk out to the brink of the water and quench their thirst. A pretty picture; who would disturb it? But some young tourists, on the other side, are enjoying the pleasant evening in their way. They "jodel," to wake the magnificent echo, and thus unawares, spoil our pretty scene. With one, two great bounds the whole herd plunge into the darkness of the forest, and have vanished from sight.

But let the merry have their fun,
And don't be angry, brother;
Remember: What gives joy to one,
Ofttimes chagrins the other.

TO BE CONTINUED.

DISTRICT AFFAIRS.

SUNDAY bicycle racing must be stopped. Why? ask some few. Well, for the pure and simple reason that it degrades the sport. Two clubs in this section called club road races for last week Sunday. Rain prevented their being held, but even so a howl has arisen from some persons through the daily press, protesting against the continuance of such contests upon the Sabbath. Now I see that one of the clubs in question has called their postponed races to be run this coming Sunday. Let us watch, and heed whether they will display their better qualities, and wisely conclude that these events can be just as well run off on other than Sundays. The people of Irvington have wisely concluded that any wheelmen found racing in scant costume through their town limits will be dismounted, and initiated into the mysteries of a county jail, providing a fine is not forthcoming. Should this custom be practised in other sections, it might eventually do the sport a world of good, insomuch as it would probably curb the racing propensities of our young riders on Sunday.

The Kings County Wheelmen have, I think, acted very unwisely in deciding to run no outside club races, as done heretofore on their programme this year. Their reason for omitting these races this year is unknown to me, but I should naturally surmise that the addition of club races would do much to add to the attendance at a meet. Most assuredly, club members not acquainted with the champions, Tom, Dick, or Harry, would much sooner attend a race meeting where their club members are competing than they would to see perfect strangers, and particularly so if they were new to cycling. At present clubs should always arrange their programmes with an eye to attractiveness for outsiders, as cycling is just at that stage when it is necessary to make race meetings popular. It is true that the Kings County Wheelmen's meeting last season was prolonged late into the evening, but by efficient management that could have been averted. While it is, no doubt, too late now to include either the Long Island or Brooklyn club races on the programme should these clubs even so desire, it might be well for tournament management to display some amount of discretion, and where it is possible add an outside club event or two, not too many, of course, as that might prove monotonous, to their meetings.

"TREE"

A WHEEL INTO THE INDIAN COUNTRY, NO. 5.

BY C. W NORTHROP.

OFF FOR PINE RIDGE.

AFTER dinner we bid good bye to our friends at the Agency, and with many hearty wishes for a safe journey to Pine Ridge, wheel away westward. Again we find the road a perfect one, and spin along up and down the grades, overhauling many wagons laden down with beef from the issue. For two hours we ride at a ten mile gait, for our stopping place to-night is a squaw man's, forty miles toward the setting sun; and failing to reach there, we can expect no covering other than that of the blue vault over head. Suddenly the road which has been running due West, turns sharply to the north, and a mile ride on a descending grade brings us to a river ford of considerable width. Our road plan—a rough map kindly made by the inspector—shows forty miles to the first crossing of the White river, which is marked "bridged." Clearly we are off the track, so retracing our way a short distance we take the first road to the right. This seems little travelled, but we follow it for a half hour until it becomes a path, and finally ends in a settlement close by the river. Had we been asked at that time as to the principal products of an Indian village we should have certainly answered "dogs and children," and of these the number is legion. The children follow us at a little distance shouting at the top of their voices, while the dogs, ugly, half-grown little curs, come to closer quarters in their endeavors to reach a portion of our anatomy. Among the older inmates of the village we notice one wearing the blue uniform of the Rosebud police, and from him try to obtain information as to our route, but without success. Either the fellow cannot understand what we wish to learn, or else, is unwilling to air his stock of English, for nothing can be got from him but a few grunts and shakes of the head. Even the offer of a little silver, that "open sesame" to the hearts of many savages, is without effect here, and finally, thoroughly disgusted with this blue coated know nothing, we turn and wheel back toward the agency.

The sun is low on the horizon as we dismount in front of the blacksmith's shop, and an invitation within to a seat close by the forge, is thankfully accepted, for truth to tell, a bicycling costume with knee breeches, long stockings and low shoes, is a trifle airy for this frigid climate. The blacksmith is one of many with whom we talk at the agency who has nothing but good words to say for the noble red man. He speaks especially of the Sioux as superior, both mentally and physically, to any of the other northwestern tribes. If slower to learn and adopt the ways of the whites, it is owing to an intense hatred of constraint rather than to any lack of brains. As an example of the strict rules in force at the agency, the blacksmith tells a little anecdote of two editors who had come up from Valentine the year before, to witness and write up an account of the "beef issue" for their papers. As no liquor is allowed at the agency these gentlemen were careful to bring their pocket flasks with them; and during the evening preceding the issue, started off to paint the agency red. Their hilarity was nipped in the bud, however, by the appearance of a squad of Indian police, who promptly arrested and placed them in confinement. And on the following morning, while the issue was in progress, they were taken South under guard of the same red men to the Nebraska line, and there dismissed with a warning to keep off the reservation hereafter, under penalty of fine and imprisonment. The story is hardly concluded when we are called outside by a half-breed who acts as interpreter for a wily old brave who has a handsome pony he wishes to trade for our bicycle. After considerable palaver another pony is added to the first, and to this price we agree, with the proviso that the buyer will ride his new horse a short distance before taking it away. We feel safe in making this offer and not without reason, for the old fellow is evidently actuated by the feeling common to novices of a lighter color, who prefer learning in secret the mysteries of the steed of steel. Even an offer to help him mount and start away is refused with a decided shake of the head. So the trade is declared off, to our satisfaction and the evident disappointment of many of the onlookers.

A few words here regarding our impression of the Sioux, gathered during three days spent on the reservation, may be of interest to the readers of the BICYCLING WORLD. They are not offered as authority, but only as the views of a careful observer. We found the red men even tempered and intelligent, quick and eager to learn, and evidently appreciating the advantages civilization would be to them. That they are dirty and lazy in a certain sense no one can deny; but living as they do in crowded teepees, cleanliness is the most difficult of the virtues to practice. Their laziness is a matter of education, and being brought up to believe manual labor a disgrace, they are only too ready to apply the epithet "squaw" to white men who marry their women and then go to work. It is the custom of some writers to speak of the Indians as "treacherous looking," but this is as fair as it would be to call all sheep black. We noted faces particularly, and hardly found one that impressed us as disagreeably as many seen among the Italians in our crowded cities. In repose the faces of a majority of the Sioux are dull and stolid, but they can brighten wonderfully under excitement, or when the owner is interested. Many have faces that show intelligence of a high order, and a few we saw, if a little lighter in color might easily have been called noble looking. We were as favorably impressed with the supplies issued by the government to the Indians here as we were with the character of the red men. In a storehouse full of goods we noticed barrels of extra flour and granulated sugar, chests of fragrant tea, and bags of Rio and Java coffee, bales of cotton cloth, with piles of heavy woolen blankets and comfortable clothing, besides many other articles, apparently all of the best that money could buy. We could not but think that many an Eastern man would consider himself fortunate if he could afford equally good food and clothing with that given to the Sioux at the Rosebud Aaency.

(TO BE CONTINUED.)

HANDICAPPING "CUSHIONS."

EDITOR BICYCLING WORLD: The Syracuse Cycling Club were somewhat worked up upon receiving their entry blanks for the Rome races on Memorial Day. It seems that cushions are required to give a handicap of 50 yards per mile, and pneumatics 100 yards per mile. We think that this is putting it on altogether too thick, especially on cushions. Every racing man in the Syracuse Cycling Club (including Fitts) rides a cushion, with the exception of Benjamin, who has a pneumatic, and it is reported that our Rome and Utica friends are somewhat backward, still sticking to their solid tires. Many moons will change, no doubt, before Penn, Hatt, and the rest of the Syracuse racers will give 1000 yards on the 20-mile handicap. As a consequence, unless things are changed somewhat, it is doubtful if the S. C. C. go to Rome in as large numbers as expected.

Your correspondent understands that "Jesse" Eccleston made the Parker House, Cicero, from "Pard" Orton's hotel, a distance of seven miles, in 29 1-2 minutes, and to South Bay in 46 minutes on May 10th, '91. This is good time for solid tires over this road, and in close proximity to Benjamin's pneumatic record.

"SALINA."

THE DETROIT WHEELMEN'S CANADIAN TOUR.

ARRANGEMENTS with the Custom's authorities have been completed whereby the wheels of those joining the Detroit Wheelmen tour through Canada will be checked in at Niagara and out again at Sarina. Bonds will be furnished by the club for the faithful performance of all the requirements of the Custom House, and the riders will be subject to no annoying delays generally experienced by wheelmen not familiar with the Custom's rules. Many riders who attempted to ride through Canada last year will appreciate these arrangements. All persons wishing to join this tour will do well to send in their names as soon as possible, as only a limited number can be accommodated. For full particulars address C. H. Smith, 211 Putnam avenue, Detroit, Mich.

"JASPER."

THE ATHLETIC MEETING IN BUFFALO, N. Y.

THE tournament of the Iroquois Athletic Club of Buffalo, June 15, 16, 17, will include a splendid programme of all branches of sport, and the prizes will be A1 in every respect.

The special committee, appointed to take charge of the 50-mile Road Race, which will be one of the features of the out-door championship games in June, met at the Ramblers' rooms and made final arrangements.

It was decided that the course be as follows: Start to be made on the 1-2 mile track at the driving park, and after one lap to take Humboldt Parkway to parade grounds; thence to Fillmore avenue; down Fillmore avenue to Best street; thence to city line; thence by Batavia Road to Corfu. The turn to be made at Corfu Hotel, and returning by the same route and finish on the mile track at the driving park. It will be a handi-

PRICE, - - - - $100.00.

THE HARTFORD SAFETY.



—MANUFACTURED BY—

THE HARTFORD CYCLE CO.,

HARTFORD, - CONN.

Ball Bearings, Interchangeable, Strong, Durable and Well Finished.

THE HARTFORD LADIES' SAFETY.



Send for 1891 Catalogue.

NOTICE

To Manufacturers and Agents.

LOUIS GLASEL & CO., - Coventry, Eng.

THE CONTINENTAL CYCLES

Are the Cheapest and Best in the Trade.

CUSHION SAFETIES Ready for immediate delivery. Balls throughout. Best material. Workmanship guaranteed.

LOUIS GLASEL & CO.,

Supplies also all rough and finished parts; also chains, tubes, stampings, hubs, cushion tyres, lamps, forks, rims, etc, etc.

Rock Bottom Prices.

All very cheap and only for cash. Best and prompt attention given to the smallest orders.

Mention this paper.

FINE TAPS AND DIES



For Bicycle Work.

Send for Price List.

WILEY & RUSSELL MFG. CO.,

Greenfield, - - Mass.



Patented Harderfold Hygienic Underwear.

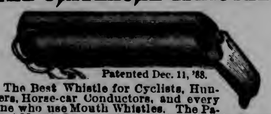
Ventilated Inter-Air-Spaced Clothing.

Adapted to all climates and all variations of temperature. Sold by leading merchants in all principal cities. Illustrated catalogue mailed free on application to

HARDERFOLD FABRIC CO., TROY, N.Y.

Mention this Magazine.

THE UNIVERSAL WHISTLE.



Patented Dec. 11, '88.

The Best Whistle for Cyclists, Hunters, Horse-car Conductors, and every one who use Mouth Whistles. The Patent Mouth-Piece enables one to hold it in mouth without use of hands. Price, by mail, 25c. or $2 00 a dozen. A chance for any smart boy to make money. WHITTEN, GODDING & CO., Providence, R. I.

PIERCE, SMALL & CO.,

Randolph, Mass.

We are exclusive owners of all patents pertaining to Flexible Bicycle Shoes with clipped heel corners. Dealers are warned against imitations or infringements.

Dealers' Retail Price List of

"S. & P.," "Boston" and "P. S. & Co."

SPORTING SHOES.



Custom Workmanship. Hand Welt, Sewe and Stitched.

MEN'S BICYCLE SHOES.

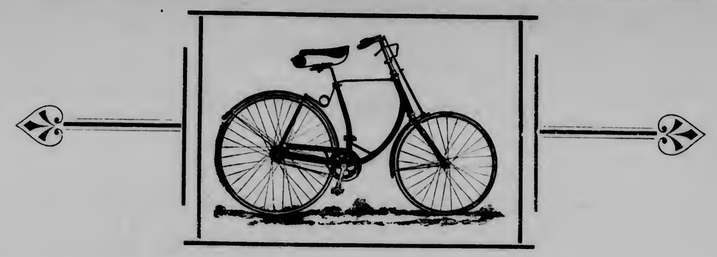
	TOP.	SOLES.	HOW MADE.	
No. 1	Kangaroo	White Oak	Hand Sewed	$5 00
No. 2	Kangaroo	Union	Hand Sewed	3.50
Racing	Horse Hide.	Oak	Hand Sewed	5.00

High Cut Bicycle Shoe, $6.00, $5.00, $4 50.
Boys' Bicycle Shoes, $3.50, $3.00.

LADIES' TRICYCLE SHOES.

No. 1, Glove Kangaroo, high, Oak, Hand Sewed, $6.50
No. 2 Glove Kangaroo, low, Oak, Hand Sewed, 4.50

Mention this paper.



THOSE BEARINGS and . . . .

THAT SMALL FRONT WHEEL!

HOW THEY DO ASSERT THEMSELVES.

POUGHKEEPSIE, N. Y., April 15, 1891.

* * * My Rambler to-day ran away from a ——— , coasting as if someone had pushed my machine. Was it the cushioned tire or is it the bearings?

I find the Rambler easier to ride without hands than any safety I ever mounted; the steering is beautiful. It has almost destroyed my love for a high wheel.

Yours truly,

THEO. W. ROBERTS.

(L. A. W. member since 1883.)

EVER TRY A RAMBLER, READER?

GORMULLY & JEFFERY MFG. CO.,

MAKERS OF "THE AMERICAN CYCLES"

222-228 N. FRANKLIN STREET, CHICAGO, ILL.

1325 14th STREET, N. W., Washington, D. C.

174 and 178 COLUMBUS AVENUE, Boston, Mass.

cap race, and open to all recognized amateurs. Cushioned and solid tired wheels will be on an equal basis, but the penalty for pneumatic-tired wheels will not be decided upon until after the Pullman-Millburn races, which will take place on Decoration Day.

The entrance fee in the athletic and wheel events will be 50 cents for each entry, and for the base-ball, foot-ball, and lacrosse contests, and four-oared rowing races, the figure will be $2.50.

"JASPER."

THE PIKE COUNTY (MO.) TOUR.

THE downpour of rain on the day before the tour unfortunately kept many from attending the Pike County tour, May 3d. Had these men known that the rain was needed to put the roads in the very pink of condition, they would undoubtedly have attended. Sunday, May 3, opened clear and bright; after a 7 o'clock breakfast at Louisiana came the photograph. Then the ride to Clarksville, with 107 men in line, was started. Jacksonville had 37 men in line and St. Louis 23, the balance scattering. The total, 107, is the largest attendance on record. After the town was cleared the roads were found to be superb, and the riders gave vent to their joy by cheers.

A halt for refreshments was made at the Dover toll gate, and then 54 of the 107 started for a ride round the belt road. Clarksville was reached in due time without accident, and, after a most excellent lunch provided by the Clarksville riders, the return trip to Louisiana was commenced. Promptly at 3 P. M. the road race was started. Tom Graham was sent along at 3 P. M. Then followed Ray Tidd, handicap 1m. 25s.; J. H. Borgess, handicap 1m. 20s.; Geo. Tivy, handicap 50s.; Will Cox, handicap 45s.; R. M. Milford, handicap 30s.; O. L. Rule, handicap 15s.; and Bert Harding, the local champion, scratch. At the telephone station, three miles from the start, the order was Borgess, first; Tidd, second; Graham, third. Tidd took a bad header at this point and dropped out. Meantime the fast men were coming on with a rush, and three miles further Borgess was passed by Cox, Harding and Milford in the order named. Harding and Milford made every effort to head Cox, but the best they could do was not sufficient and they finished, Cox, first; Harding, second; Milford, third, not ten feet apart, the time being 33m. 22s. Actual time, Cox, 32m. 7s.; Harding, 31m. 50s.; Milford, 31m. 50s. The balance of the afternoon was spent in making short runs through the city and to points near by. The smoker occupied the early part of the evening and the prizes were presented by Mr. Fleming of Louisiana. The genial Dr. Birkhead then came forward with a proposition of the Louisiana Fair Directors to give several hundred dollars' worth of prizes for a track race meeting to be held at Louisiana later in the season. Messrs. Sheridan and Holm were appointed a committee on dates and arrangements. Three rousing cheers were then given for the citizens of Louisiana for their great liberality in providing prizes as well as entertainment for the tourists, and the meeting adjourned and the tour was ended.

"LINNEUS."

THE BOSTON ROAD RACING CLUB.

SIX clubs in the Boston riding district have formed a road racing association. The clubs are Charlestown Rovers, Cambridgeport, Hyde Park Ramblers, Waltham Cycle and Medford. The first race will be June 27, and the course will probably be the same as issued by the B. A. A. C. Clubs can enter as many men as they desire, and the club getting three men nearest the first will win the cup which will become its permanent property. Medals will also be awarded to first, second and third. For further information address Mr. Geo. H. Perry, Secretary Medford Cycle Club, Medford, Mass.

THE WHEELMEN'S RACING LEAGUE.

The new Wheelmen's Racing League, formed of clubs of the Metropolitan District, has elected H. C. Raymond, of the Brooklyn Bicycle Club, President, and G. M. Nisbett, Treasurer and Secretary of the association. The first race will be held over the Milburn course on June 6.

RACING AT SYRACUSE, N. Y.

THE 15-mile handicap road race of the Syracuse, (N. Y.) Cycling Club took place last week Thursday. Dr. G. E. Nearing with a handicap of ten minutes won the race in 1h. 8m. 30s. Geo. Penn, the scratch man, finished second in 1h. 10s.; Fred Penn third, handicap 7m. in 1h. 9m. 3s.

ROAD RACE AT ST. LOUIS.

EVERYTHING is in readiness for the holding of our first annual Forest Park road race on Saturday, (23), and it promises in time to become the classic event for this part of the country. The course covers the best gravel roads in the park, and is 3.56 miles long. Contestants will have to make the circuit five times to cover the requisite 17 1-2 miles. At a recent meeting it was decided to make the race open to all amateurs; to place cushion and solid tired machines on the same basis; to penalize pneumatics three minutes, and not to allow pace making. The Prize Committee have made the following selection of prizes: First, gold watch; second, diamond scarf pin; third, sterling silver watch; fourth, mantel clock; fifth, silver headed silk umbrella, and sixth, pair of riding shoes. The entry fee has been placed at $1, and all entries close with Geo. Wilder, 1724 Olive street at six P. M., May 18. No event that has been given here in the spring has claimed so much of the riders' attention as this, and at least twenty of our local cracks are in hard training for it. In addition to the prizes named, the Track Association will give a gold medal costing not less that $30 to the rider making the fastest time.

"LINNEUS."

(SEE SUPPLEMENT.)



HARVARD UNIVERSITY
Cycling Association.

SECOND ANNUAL SPRING MEETING

ON HOLMES FIELD,

CAMBRIDGE, MASS., SATURDAY, MAY 23d, 1891.

EVENTS:

1. **ONE MILE ORDINARY,** Scratch—Open.
2. **ONE MILE SAFETY,** Handicap—Open. Pneumatic and Solid Tyres.
3. **ONE MILE SAFETY,** Scratch—Open. Solid.
4. **HALF MILE ORDINARY**—Handicap—Open.
5. **ONE MILE TANDEM SAFETY,** Handicap—Open.
6. **ONE MILE ORDINARY,** Interscholastic Scratch—Open to all Preparatory Schools in New England.
7. **TWO MILE ORDINARY,** Intercollegiate Handicap—Open to I. C. A. A. A. A., N. E. I. C. A. A. and M. I. T.
8. **ONE MILE SAFETY,** Scratch—Open. Pneumatic.

Three very valuable medals (gold, silver, and bronze), struck from special dies owned by the association, will be given as first, second and third prizes in the two-mile Intercollegiate and in all open events, with the exception of the Tandem Handicap, in which there will be no third prizes, and silver cups will be substituted for gold medals.

A solid Silver Cup will be given to the Club scoring the most points in the open events, to be counted as follows: First place, five; second, three; third, one.

Entries close Saturday, May 16, at 12 P. M. Address, F. L Olmsted, Jr., 13 Wadsworth House, Cambridge, Mass.

GALES * DIAMONDS.



Fine Easy Running-Wheels.

A perfect Diamond Frame, with a strong centre brace. The most successful frame on the market to-day.

SOLID TIRES, $85.

CUSHION, $95.

Gales, Model '90, $70.

STRAIGHT FRAME.

Send for Catalogue of Sundries and Boy's Wheels.

SCHOVERLING, DALY & GALES, 302 Broadway, New York.

HOWARD BIC



Sole U. S. Agents for the King Bicycle Support and Brake Lock. SEND FOR CATALOGUE.

"PERFECT" POCKET OILER



One-half size.

For Bicycles, Guns, etc. No Leakage. Throws only small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50c. each. CUSHMAN & DENISON, 172 Ninth Avenue, N. Y.

NEW KODAK CAMERAS---FOR WHEELMEN.



"YOU PRESS THE BUTTON, WE DO THE REST."

(OR YOU CAN DO IT YOURSELF.)

SEVEN NEW STYLES and SIZES

ALL LOADED WITH

TRANSPARENT FILM.

☛For sale by all Photo. Stock Dealers. *Send for Catalogue.*

THE EASTMAN COMPANY, Rochester, N. Y.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street, BROOKLYN, N. Y.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - - Room 20

ABBOT BASSETT, Secretary,

OFFICERS FOR 1890—91.

PRESIDENT,

JAMES R. DUNN,

40 Wall st., Room 63, New York.

FIRST VICE PRESIDENT,

MAJOR CHAS. L. BURDETT,

Hartford, Conn.

SECOND VICE PRESIDENT,

DR. G. CARLETON BROWN,

116 Broad Street, Elizabeth, N. J.

TREASURER,

W. M. BREWSTER,

117 No. 4th Street, Quincy, Ill.

SECRETARY,

ABBOT BASSETT,

12 Pearl Street, Boston, Mass.

Standing Committees.

Membership Committee.

Sanford Lawton.....Springfield, Mass.
George C. Pennell.....Elizabeth, N. J.
Hon. L. L. Perkins.....Box 103, Providence, R. I.

Committee on Improvement of Highways.

Isaac B. Potter.....Potter Bldg., New York

Committee on Rights and Privileges.

Geo. A. Perkins.....5 Pemberton Sq., Boston
L. S. Dow.....28 State St., Boston
Chas. F. Possum.....Poughkeepsie, N. Y.

Committee on Rules and Regulations.

T. J. Kirkpatrick.....Springfield, O.
A. B. Richmond.....Grand Rapids, Mich.

Transportation Committee.

Albert Mott.....203 Lenox St., Baltimore, Md.
Joseph T. Chism.....190 Mosher St., Baltimore, Md.
Burley B. Ayres, Rand, McNally Bldg. Chicago, Ill.
Thomas Savage Clark.....Savannah, Ga.
Amzi T. Dodd.....70 Park Place, Newark, N. J.
John B. Seybard.....35 Mill Street, Boston
Chas. A. Sheehan.....5 Vanderbilt Ave., New York

Racing Board.

Charles E. Randall.....3709 Ellis Ave., Chicago, Ill
George S. Atwater.....Washington, D. C.
.....424 Penn. Ave.
George Pollister.....47 Euclid Ave., Cleveland, O.
Abbot Bassett.....12 Pearl St., Boston
Lewis A. Miller.....Meriden, Conn.

12th Annual Meet of the L. A. W.

DETROIT, MICH., JULY 16, 17, 18, 1891.

Address Chairmen as below at Detroit for information relating to the work of the committees:

Chairmen of Committees:

Reception—C. H. Smith, 211 Putnam avenue;
B. J. Holcombe, 222 Woodward ave
Races and Transportation—
Jos. Bresler, 22 Lafayette Avenue.
Exhibit—A. F. Peck, 143 Jefferson avenue.
Hotels—J. Hoffner, 243 Woodward avenue.
Parade—F. L. Abel, 187 Charlotte ave.

The Renewal Season.

The renewal season is now open, and we are ready to receive the annual dues of members.

We have opened the books for 1891-2, and applicants for membership may now send $2 and they will be put upon the roll for the year ending April 30, 1892.

All memberships expire April 30, and must be renewed before July 1st.

We publish a renewal blank which we hope will be universally used. A blank of this kind is more satisfactory for filing than a notice of renewal written in letter form. If a member has no blank and does not care to mutilate his paper, he will oblige us by sending renewal on paper the size of the blank and made out after the same form. The same applies when two or more names are sent.

Every League club has been supplied with sheets to send renewals on, and also a renewal of the club. Since many non-League clubs send in lists of names, a list of names is no indication that a League club renews its membership, and we must have the regular certificate of renewal as per blank furnished every club before we can issue our certificate of membership.

Club Secretaries will be supplied with renewal sheets for club lists on application.

Consuls, Agents, Club Officers, etc., who desire renewal or application blanks should procure them of the Secretary-Treasurers of their respective Divisions. See addresses in BULLETIN.

L. A. W. Uniform Cloth.

A contract has been made with the Burlington Mills for a cloth, steel gray in color, which will be used for the regulation League uniforms. This cloth is now kept in stock by the Secretary, and will be supplied to League members only at $2.10 per yard, cash with order. The Regulation League button will be supplied by the Secretary at 5 cents for the large and 3 cents for the small size. The cloth is 54 inches wide.

ABBOT BASSETT, Secretary.

Connecticut.

A meeting of the Board of Officers of this Division was held in the parlors of the New Haven Bicycle Club, New Haven, Thursday evening, May 7, 1891.

Meeting was called to order by Chief Consul Dean at 8.30 o'clock, and the following members responded to roll call: Chief Consul A. A. Dean, Vice Consul A. G. Fisher, Secretary-Treasurer E. A. DeBlois, Representatives L. C. Graves, Joseph Goodman, Henry Goodman, D. J. Post, L. A. Miller, Fred Atwater, C. Latham, C. E. Remer, W. T. Eastwood, F. Thompson, G. F. Booth, H. W. Huke, F. H. Cryzier, H. H. Chapman, C. L. Burdett, J. Knous, A. L. Allen, A. L. Ulrich, C. W. King and P. W. Westlake.

Minutes of last meeting were read and accepted.

On motion it was voted to appropriate a sum not exceeding $250, to be expended in entertaining Division members at New Haven on the occasion of our spring meet, June 8th, and the Chief Consul was given power to appoint a committee of five, consisting of three members of the New Haven Bicycle Club, one Rover Club member, and one unattached League member, who should take charge of and disburse this amount to the best advantage of the members at large.

It was also voted to accept an invitation from the Hartford Wheel Club to hold the Fall meeting of the Division at Hartford, September 7 and 8th.

Mr. Calhoun Latham, Chairman of the Rules Committee, presented for discussion draft of a new Constitution which, with several amendments recommended by the Board, will be introduced for adoption at the next meeting of the Division.

The Chief Consul was then empowered to appoint a committee of three to make all arrangements for transporting Division members to the National meeting at Detroit July 16, 17 and 18 with power to expend a sum not exceeding $50.

Mr. Henry Goodman, Chairman of the Racing Board, reported that they had established the following State Championships: Quarter, half and one mile ordinary; quarter, half and one mile safety; and one mile tandem safety.

It was then voted that the Rights and Privileges Committee assisted by Division Attorney be instructed to present to Board of Officers a draft of a suitable offer stating conditions under which a reward will be paid for the detection of and bringing to justice of a thief who steals a member's wheel.

As no further business was presented the meeting adjourned at 10.30 o'clock.

EDWARD A. DEBLOIS, Sec.-Treas.

Connecticut.

The Division Board of Officers having made a suitable appropriation of money for entertainment of League members on the occasion of the Tournament of the New Haven Bicycle Club in New Haven, June 8, I hereby announce a spring meet of the Conn. Division in connection with the Annual Business Meeting of the Division at above place and date.

Members will find it to their advantage to be present on this occasion. Important business is to be transacted; and this means you are to transact business as a part of your right and duty in the government of the Division. Interesting reports will be read, and it is intended to so *hold* every one that none will care to "leave the building."

The interlinking and firmer welding of friendships; the zest which comes of increased knowledge of, and participancy in the affairs of the L. A. W. will more than pay any member, to say nothing of "good times" enjoyed by the individual, or of the polish in general wheeling matters which comes of this rubbing together of kindred loves. Get there on the early train.

ARTHUR ALLEN DEAN, Chief Consul.

Danielsonville, May 9, 1891.

Connecticut Division.

I hereby officially announce appointment of a special committee which will take charge of the Division's interest in the Spring Meet of the Div. at New Haven, June 8, this year.

The committee: Frank Thompson, chairman; A. G. Fisher, C. E. Larom, Geo. F. Booth, Wm. L. Cooper.

As instructed by Board of Officers.

ARTHUR ALLEN DEAN,
Danielsonville, May 9, 1891. Chief Consul.

Connecticut Will Be There.

The transportation committee of the Connecticut Division L. A. W. is arranging for special rates and accommodations for all Connecticut League members who wish to attend the National Meet of the L. A. W. at Detroit, Mich., July 16, 17, and 18, 1891.

Full particulars in regard to above will be announced in THE BULLETIN as soon as arrangements have been completed.

Respectfully yours, E. B. BEERS,
Chairman Comm. Conn. Div.

New Haven, Conn., April 24th, 1891.

Ohio Consul.

Toledo—H. L. Hahn, care of Spitzer & Co.

WILLIAM D. KEMPTON, Sec.-Treas.

Cincinnati O., May 8.

Ohio.

To the Members:

Seventy-eight new members during April is doing well, but forty-five new members during the first week in May is doing much better. That is the kind of work that tells. What we want to do is to keep up the good work. We want to make it so uncomfortable for every wheelman who is not a member of the L. A. W. that he will be compelled to join for the sake of peace.

Do not forget to renew! We want all the old members to renew so that we will have a "dead sure thing" on getting two thousand members before Christmas. Fraternally,

M. A. HIGH, Chief Consul.

Cincinnati, May 8, 1891.

Ohio Hotel.

Circleville, Pickaway House. Day, $1.50. Meals or lodging, 40 cents each.

Louisville, Lesh House. Day, $1.25. Meals or lodging, 35 cents. Fraternally,

WM. D. KEMPTON,
Cincinnati, May 6, 1891. Sec.-Treas.

Ohio Consul.

Winton Place—Prof. H. W. Males.

Fraternally, WM. D. KEMPTON,
Cincinnati, April 30, 1891. Sec.-Treas.

Missouri Wants 475 Renewals.

To Consuls and Members:]

There are still a number of people in the 19th century who have never heard of Julius Cæsar, Alexander the Great, and many other heroes of history, and this is also the case, no doubt, with a great many cyclists who have not heard of our organization. We have just issued a 10-page Recruiting Pamphlet replete with interesting matter for the benefit of these people. A copy will soon be mailed to every member of this Division, and if he will take the little trouble necessary to show it to one of his wheeling friends who is not a member, and thus secure his application, the mission of the little work will be most acceptably filled. In addition to the pamphlet the envelope will contain a renewal blank which every one of the Division's 475 members who have to renew should fill out promptly and mail to Secretary Bassett. We can't afford to again lose a large number of members on account of non-renewals as it will place grand old Missouri so far back in the procession of progress that she won't be in the race at all. Renewals can be left at D. Snitzer's 1118 Olive street, representative M. J. Gilbert, 205 N. 4th street, and with Representative W. P. Laing, 1924 Olive street. Don't fail to renew promptly.

Fraternally yours, RON'T. HOLM,
St. Louis, May 2, 1891. Chief Consul.

Missouri Division.

I have appointed the following hotels:

Marionville—Metropolitan. L. A. W. rate $1.00 per day; meals and lodging, 25 cents.

Chillicothe—The Henrietta. L. A. W. rate $1.70 per day; meals and lodging, 50 cents.

Macon City—The Palace Hotel. L. A. W. rate $2.00 per day; meals and lodging, 50 cents.

Fraternally yours, RON'T HOLM,
May 7, 1891. Chief Consul.

Wisconsin Division.

Members of this Division are requested to send in their renewals as soon as possible. Do not put off 'till the morrow what can be done to-day.

Members and all bicycle riders in the Michigan Peninsula are cordially invited to join the Wisconsin Division.

Such riders are practically cut off from their own State, as a look at the map will show, and can only enjoy advantages of membership by joining our Division. We have our annual meet at Green Bay in July, and would like to see every bicycle rider in Wisconsin and the upper peninsula present. Fraternally,

FRANK J. MORAWETZ,
Milwaukee, May 8, '91. Sec.-Treas.

Massachusetts Division L. A. W.

Spring Meet at Worcester on Decoration Day, May 30, 1891.

See programme in L. A. W. BULLETIN of May 1st, and notify Chairman of Committee if you propose to attend. Fraternally,

ARTHUR W. ROBINSON,
21 Milk street. Chief Consul.

Massachusetts Division L. A. W.

Special Notice to Lady Members:

I have appointed Mrs. N. W. Metcalf, No. 3053 Washington street, Boston, Mass., Division Tailoress for Massachusetts; and she has contracted to furnish Bicycle Suits to Lady Members of the L. A. W. only at the following prices.

1. Blouse waist, plain skirt, and knickerbockers, made of best quality of gray flannel or alpaca, for $8.00.

2. Norfolk waist, trimmed skirt, and knickerbockers, materials as above, $10.00.

3. Tight fitting basque, vest front, trimmed skirt, and knickerbockers, materials as above, $12 to $15.

Caps to match, 75 cents.

Work to be done in first-class manner, and lining and trimmings to be of good quality.

Fraternally yours, ARTHUR W. ROBINSON,
Chief Consul.

Massachusetts Division, L. A. W.

The following consuls have been appointed for localities mentioned.

Hatfield—Fred T. Craig, Shattuck's Gin Works.
Hopkinton—C. E. Claflin.
Winchester—Warner S. Doane, Walnut street.

Fraternally, ARTHUR W. ROBINSON,
Chief Consul.

Massachusetts Division L. A. W.

I have appointed the following staff for the morning parade at Worcester on Decoration Day.

Chief of staff—V. C. Geo. A. Perkins.

STAFF.

Ex-Chief Consul Herbert L. Hayes, Cambridge.
A. D. Peck, Boston.
Dr. W. G. Kendall, Boston.
J. S. Dean, Boston.
A. C. Copeland, Worcester.
J. Fred Adams, Haverhill.
C. G. Wells, Roxbury.
I. E. Moultrop, Roxbury.
W. L. Palmer, New Bedford.
W. L. Hathaway, New Bedford.
W. W. Griffin, Lynn.
J. W. Bean, Cambridgeport.
G. H. Kehew, Cambridgeport.
Fred I. Gorton, No. Attleboro.
P. L. Hassenforder, Taunton.
H. M. Farr, Holyoke.
J. S. Lowell, Roxbury.
C. B. Bird, Hyde Park.
E. B. Pillsbury, Boston.
C. W. Pierce, Brighton.
A. M. Gooch, Newton Centre.
C. E. Whitten, Lynn.
A. H. Carsley, Lynn.
B. A. Lemont, Worcester.
B. A. Barber, Worcester.
J. L. Blackmer, Medford.
F. H. McKee, No. Adams.
W. J. Emerson, Somerville.
D. E. Miller, Springfield.
F. A. C. Adams, Waltham.
C. M. Platt, Pittsfield.

Fraternally, ARTHUR W. ROBINSON,
Chief Marshal.

Massachusetts Division.

The following committee has been appointed for the annual meet at Cottage City.

A. W. Robinson, Geo. A. Perkins, Abbot Bassett.

Fraternally, A. W. ROBINSON.

Illinois.

At the last regular meeting of the Quincy Bicycle Club, Mr. W. M. Brewster was elected representative to the meeting of board of officers of the Illinois Division, L. A. W. Mr. Frank W. Osborn of this club is an appointed representative. Fraternally, RON'T. B. WHITE,

Quincy, Ill., May 7, 1891. Secretary.

Wheelmen! You Can Reach Detroit.

From New York, Boston, Philadelphia, Baltimore, Albany, Utica, Syracuse, Rochester, Springfield, Lowell, Worcester, and all cities in New York and Massachusetts via Buffalo, take Grand Trunk or Michigan Central Railroad, the Lake Superior transportation line of boats, or the Detroit Wheelmen tour. All cities west of Baltimore and Washington via Pittsburg and Cleveland, thence by Detroit and Cleveland Co.'s boats. From Cincinnati and all points South via C. H. and D. R. R. All cities South and West of St. Louis, Mo., via Wabash and St. Louis or Pacific Railroad. All cities West and Northwest of Chicago via Michigan Central, Wabash, St Louis and Pacific; Chicago and Grand Trunk or the Lake Shore Railroad, also by boat. Canadian wheelmen via Grand Trunk and Canadian Pacific.

DETROIT WHEELMEN.

C. J. Appel.

C. J. Appel of Rochester, N. Y., is hereby suspended from the race track, pending investigation of charges preferred against him for violation of clause a and b of the amateur rule. Amateurs are warned against competing with C. J. Appel.

CHARLES E. RANDALL,
April 30, 1891. Chairman Racing Board.

Official Handicappers.

Mr. Henry Goodman, Drawer 9, Hartford, Conn., has been appointed official handicapper for the New England States.

Mr. F. P. Prial, Box 444, New York City, has been re-appointed official handicapper for New York and New Jersey.

Mr. S. A. Miles, Caxton Bld'g, Chicago, Ill., has been appointed official handicapper for Indiana, Illinois, Michigan, and Wisconsin.

Until further announcements handicappers now in office will continue to act.

CHARLES E. RANDALL,
April 30, 1891. Chairman Racing Board.

The Renewal Season.

The renewal season is now open and will continue till June 30.

We are about five days behind in issuing tickets, and members are asked to patiently await their reception.

Applicants are notified that the Secretary's receipt will pass for a ticket at the Decoration Day meets.

Rhode Island Consuls.

The following Consuls have been appointed:

Apponaug—J. T. Lockwood.
Auburn—H. A. Potter.
Barrington—H. M. Gardiner.
Bristol—W. L. Manchester.
Central Falls—G. I. McAllen.
East Greenwich—A. W. Howland.
East Providence—F. E. Bucklin.
Georgiaville—C. T. Lakey.
Howard—Allen Aldrich.
Jamestown—H. E. Nason.
Johnston—C. P. Johnson.
Lonsdale—J. H. Howes.
Natick—W. O'Donnell.
Newport—N. B. Brayton; C. H. Weld.
Narragansett—W. H. Caswell.
Pawtucket—J. W. Micklejohn; J. E. Dawson; H. L. Spencer.
Pawtuxet—H. G. Lee.
Phenix—W. A. Lewis.
Portsmouth—B. F. Simon.
Providence—C. E. Doe; L. B. Ballou; A. F. Titus; G. F. Woodley, Jr.; J. H. Taipe; Mrs. A. C. Barker; B. T. Bruce; H. F. Campbell; W. W. Whitten; A. Harris; D. Towle.
Saylesville—H. Walker.
South Kingstown—F. G. Ferry.
Warren—C. F. Gladding.
Washington—C. A. Foster.
Westerly—O. Stillman.
Woonsocket—E. R. Darling.

GEO. L. COOKE,
Providence, R. I., May 11, 1891. Chief Consul.

Rhode Island Division Road Maps.

Members are hereby notified that the supply of Road Books is exhausted. At the last meeting of the Division it was voted to issue Road Maps. A contract has been made for these, and each member will receive one as soon as issued; but it will take some time to complete them.

GEO. L. COOKE, Chief Consul.

Rhode Island Division Tailor.

I hereby appoint George Christopher, 379 Broad street, Providence, R. I., Division Tailor. Prices:
Coat, $8.25.
Breeches, $4.75.
Coat and breeches, $12.75.
Vest, $3.25.
Mr. Christopher will visit the following localities to take measurements, for six or more orders in each place: East Greenwich, Newport, Phenix, Wakefield, Warren, Westerly, and Woonsocket.

GEO. L. COOKE,
Providence, R.I., May 12, 1891. Chief Consul.

Tennessee Division L. A. W.

To the Officers of the Tennessee Division:
Walter F. Yates is hereby appointed State Representative, vice Thos. J. Deupree, Jr., resigned.

Tennessee Division L. A. W.

Thomas J. Deupree, Jr., is hereby appointed to fill the unexpired term of Secretary and Treasurer, vice B. A. Patch, resigned.
Mr. Deupree's post office address is 383 Fourth street, Memphis, Tenn. Fraternally yours,

CHARLES J. SCHERER,
May 9th, 1891. Chief Consul.

"Touring Party from Worcester to Boston May 31."

There will be a tour from Worcester to Boston on Sunday, May 31, under the auspices of the Touring Committee Massachusetts Division. It will be divided into two Divisions, one for the "hustlers" starting at 9.30 A. M., sharp, and one for those who wish to take an easy pace, starting at ten A. M., both from the Lincoln House. This will enable the party to be better accommodated at Bailey's, So Natick, for dinner. All intending to participate will please notify the committee on or before Thursday May 28.

H. W. ROBINSON, Chairman,
89 State street, Boston.
J. S. CARTWRIGHT,
239 Columbus avenue, Boston.
A. M. GOOCH,
Newton Centre.

New League Clubs

The following clubs have qualified as League clubs and filed the certificate required in the office of the Secretary:
327—Manchester Wheel Club, Manchester, N. H. H. L. Dodge, Secretary.
328—Columbia Cycle Club, Worcester, Mass. R. G. Smith, Secretary.
329—Rochester Bicycle Club, Rochester, N. Y. B. H. Punnett, Secretary.
330—Vineland Wheelmen, Vineland, N. J. Fred Barnes, Secretary.

Michigan Consul.

Mr. H. J. Ostrander is hereby appointed Local Consul for Calumet, Mich.

A. B. RICHMOND, C. C.
Grand Rapids, Mich., May 2, '91.

Pennsylvania Division.

The Summit Grove House at Bryn Mawr is the League hotel at that place. Rates—meals, 50 cents each; lodging, 50 cents each. Light refreshments may also be had at all times.
The above rates are reduced for League men only, and can be procured only upon presentation of League ticket. SAMUEL A. BOYLE,
Philadelphia, 4 May, 1891. Chief Consul.

Nebraska Local Consul.

Avoca—C. E. Teft. Fraternally,
C. B. NICODEMUS, Sec.-Treas.
Fremont, Neb., May 5, '91.

To Members Touring In Europe—Customs Regulations.

No customs charges are made on machines ridden by cycle tourists in the following countries of Europe, provided the tourists enter these countries awheel, and declare that they intend taking their machines out of the country again with them.
Great Britain, i.e., England, Scotland, Ireland, Wales, and the Channel Islands, etc.
The German Empire, Norway, Denmark, Holland, Belgium, Austria; provided the tourist is riding a cycle, or wearing club uniform if in a railroad train. Otherwise (i.e. in ordinary dress) a duty of $12.50 is levied, returnable on leaving the country, provided the tourist states that he intends taking his machine away with him, and the receipt given him is produced, and the leaden seals attached to his machine are in position.
Sweden: a duty of 15 per cent. is chargeable, but is never exacted.
France: the duty is $24.00 per 200 pounds (100 kilo's), about $10.00 per machine. It is rarely exacted at Dieppe, Boulogne, Havre, Cherbourg, and some other ports of entry. It is always charged at Calais. The cycle, however, must be accompanied by its owner, and must not be expressed beyond the frontier town of entry. If the duty is exacted it will be returned on leaving the country.
If the tourist is leaving France for a short time and intends to again return with his machine, he should apply at the frontier customs house for a *Passavant Descriptif*, which will enable him to return without again paying, on presenting this paper at the frontier station where he may again enter.
Switzerland: The duty is 10 per cent., returnable on leaving the country with wheel.
Portugal: 27 per cent. on entry, returnable on taking the machine away from that country.
Spain: The duty is about $1.00, which the tourist is advised to pay. It is returnable on leaving the country, but it is not worth the trouble entailed.
Italy: Duty about $15.00, returnable, but only after much trouble and delay.
Russia, Greece, and Turkey, no definite information.
No baggage should ever be expressed over a frontier.
Riders taking back with them to the United States English wheels must pay duty on them, unless they can prove that they have been used abroad for one year or more.
Tourists are requested to comply with all customs regulations in force on the Continent of Europe, both for their own convenience and that of all others who may follow them.
Many things may appear strange, and even absurd, in the methods adopted by officials, but these methods must be respected by the tourist if he wishes to travel freely and unrestrictedly.
Passports are most desirable. They are frequently necessary to obtain letters, and are indispensable for artists and photographers.
Finally join the Cyclists Touring Club before leaving the United States by applying to F. W. Weston, Savin Hill, Boston, Mass.

JOSEPH PENNELL,
Foreign Marshal.

Correspondents are reminded that American stamps are of no use to me.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:
"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an intiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League the applicant shall become a member."
Tickets will be issued fourteen days after the publication of names.
Candidates will please notice if their names and addresses are correct.
Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.
The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Total 506.

BOSTON, May 15, '91.

CALIFORNIA DIVISION—7.

Hollister Cyclists (unattached.)
23849 *Lowe, Miss Lona E.*, 19 Monterey st., Hollister

Oak Leaf Wheelmen (unattached.)
23850 Amyx, Robert F., 254 Wash. st., Stockton
23851 Smyth, H. J., "

Unattached.
23575 Taylor, Wm. A., Duarte
23667 Lancaster, Jos., 1662 Webster, Oakland
23576 Petit, Frank, Visalia
23852 Marshutz, Isidor, 204 Main, Stockton

CONNECTICUT DIVISION—48.

Park Avenue Ins. Club (unattached.)
23853 Jones, Seth B., 176 Park ave., Bridgeport

Colt Bi. Club.
23854 Sandgren, A., 30 Main st., Hartford

N. H. Bi. Club.
23869 Gamble, Davis S. Jr., W. Chapel st., New Haven
23870 Johnson, Chas. A., 127 Cedar Hill ave., "
23871 McKenna, Eugene P., 164 Franklin, "

Rovers Wheel Club.
23872 Bishop, Harry, 16 Crown st., "
23873 Bixby, Ezra M., 99 Eagle, "
23874 Dewell, Robert P., 400 Orange, "
23875 Mautte, John J., 268 York, "
23876 Randall, Geo. C., 107 Greenwich, "
23877 Squires, E. W., 347 Orchard, "
23878 Taylor, A. E., 74 Dickerman, "

Elm City B. C. (unattached.)
23879 Sholtz, Otto, 61 Dixwell ave., "

Unattached.
23668 Foote, Henry G., 157 Fairfield ave., Bridgeport
23855 Bullard, G. H., 29 Sherwood ave., "
23856 Fish, Thomas, 39 Cottage, "
23858 Libby, Chas. L., 98 Black Rock ave., "
23859 Johnson, Albert, 50 Olive st., "
23860 Wedge, Arthur E., 221 Warren st., "
23861 Wright, Stephen H., 502 R.R. ave., "
23738 Griffith, Russell W., Carpentersville
23519 Proctor, Harry C., 36 Hopkins, Hartford
23862 Bennett, M. Toscan, 300 Farmington ave., Hartford
23863 Forbes, Henry S., 246 Westersfield ave., Hartford
23864 Goodwin, Chas., 103 Woodland st., "
23865 Mann, F. D., 301 Park, "
23866 Mayer, Dr. Nathan, 268 Main st., "
23867 Murphy, Peter, 60 Jefferson st., "
23868 *Roberts, Miss L. B.*, " "
23857 House, Albert L., Milford
23520 Rutland, Thos. C., 51 Prospect, New Britain
23577 Butler, Geo. H., 98 Howe st., New Haven
23880 Baldwin, E. H., 37 Gill st., " "
23881 Boyce, James, 50 Collis st., " "
23882 Butricks, Willis N., Box 607, " "
23883 Leete, Clarence E., Room 69, W. Divinity Hall, New Haven
23669 Bassett, E. G., Plainville
23670 Germain, D. F., "
23671 Mitchell, Edwin, " "
23672 Price, A. D., "
23673 Stevenson, F. G., "
23674 Trumbull, John, "
23675 Woodruff, C. S., "
23578 Cadman, Edw. L., So. Manchester
23579 May, Geo. Wm., "
23737 Weston, Fred P., Torrington
23884 Cooper, E. B., "
23885 Clark, Alfred H., "

DISTRICT OF COLUMBIA DIVISION—3.

Columbia C. C.
23580 Sacks, John, 1136 7th st., N. W., Washington

Unattached.
23676 Lerch, Robert Lee, 1917 6th st., N. W., "
23581 Taylor, Walter I., 2203 M st., N. W. "

ILLINOIS DIVISION—33.

Columbia Wheelmen (unattached.)
23895 Carmody, J. J., 218 La Salle st., Chicago

Chicago C. C. (unattached.)
23896 Bode, Wm. F., 4216 Berkley ave., "
23898 Cameron, W. F., 189 La Salle st., "
23899 Clare, J. J., 3212 Wabash ave., "
23890 Dickerson, Chas. B., 74 Wabash ave., "
23892 Greathead, E. E., 244 Franklin, "
23893 Hutchinson, W. I., 2709 Prarie ave., "
23894 Sage, C. F., 17 E. 40th st., "

Capital City C. C. (unattached.)
23833 Kessberger, Geo. P., 107 No. 5th, Springfiel

Ashland C. C.
23993 Hurdle, A. Lansing, Box 116, Chicag
23994 Wentworth, Geo. O., 53 Warren ave., "

Fairbury Bi. Club (unattached.)
23989 Bull, H. B., Fairbu
23990 Churchill, Frank L., "
23991 Cook, Harry C., "
23992 Earnheart, Frank, Box 614, "

Illinois C. C.
24016 Gilroy, W. F., 1244 Wilcox ave., Chica
24017 Peard, F. F., 196 La Salle, "
24018 Smith, F. E., 1236 Fillmore, "
24019 Stiles, A. B., 1048 Adams, "

[CONTINUED IN SUPPLEMENT.]



BUILT ON HONOR. - - -

Fitted with Cushion Tires on Hollow Rims.

MADE FROM WROUGHT STEEL.

And Fully Guaranteed. Dust-Proof Ball Bearings.

Long Graceful Handle Bars. Large Comfortable Saddle. Lightest and Best Wheel Made.

WARWICK CYCLE MFG. COMPANY,
SPRINGFIELD, MASS.

"MOST AUTHORS STEAL THEIR WORK OR BUY."
—*Pope.*



AS an illustration, turn to the different machines advertised in the different papers, you will see a very *marked* resemblance, *one* to *another*, with a few exceptions. The most conspicuous of these exceptions is the PARAGON. You will notice that it is *original* from tyre to handle bar, and we assure you that it is as "good as it is beautiful."

SEND FOR CATALOG.

STOVER BICYCLE MFG. CO., Freeport, Ill.

"Finest Quality Produced in the World."

TRADE "CREDENDA." MARK.

THE * CREDENDA * SEAMLESS

STEEL * TUBE * Co., * Ltd.,
BIRMINGHAM,
ENGLAND.

W. C. STIFF, Managing Director.

TELEGRAMS:—"CREDENDA" BIRMINGHAM.

L. A. W. SPECIAL.

All Shoes Stamped with this Trade Mark are of the Celebrated Norman & Bennett make. They are the best Fitting and Most Comfortable Shoe ever produced for Wheelmen.

FOR SALE BY

THE LEADING DEALERS

From Maine to California.





NEW YORK BELTING & PACKING CO Limited.

JOHN H. CHEEVER, J. D. CHEEVER, F. CAZENOVE JONES, } Managers. WM. T. BAIRD, Secretary.

15 PARK ROW, NEW YORK.

Oldest and Largest Manufacturers in the U. S. of

VULCANIZED-RUBBER FABRICS

FOR MECHANICAL PURPOSES.

We are prepared to execute orders for the ONLY PERFECTED

CUSHION TIRE

AND ANY ARTICLES OF SOFT RUBBER FOR

WHEELS.

Correspondence Solicited.

Princess No. 1, 30-inch, balls all over, -	$85 00	Climax No. 2, 28-inch, ball bearing, - -	$60 00
Princess No. 2, 28-inch, " " -	$75 00	Prince No. 1, 26-inch, " " - -	$45 00
Princess No. 3, 26-inch, " " -	$60 00	Prince No. 2, 24-inch, " " - -	$35 00
Climax No. 1, 30-inch, ball bearing, - -	$65 00		

These Wheels Are Built for Our Trade.

Agents Wanted all Over the World.

J. E. POORMAN, Agt., Cincinnati, O.

A NEW DEPARTURE.

"THE BICYCLE INN,"

194 and 196 Columbus Avenue, Boston.

Bicycles Boarded, Cleaned AND Cared For

BY THE DAY OR WEEK.

Competent Attendance and Moderate Charges

Dressing, Toilet and Coat Rooms in connection with the only "BOARDING STABLE" for Bicycles in Boston, where you can leave or take your wheel at any hour of the day or evening.

E. E. BROWN, Manager.

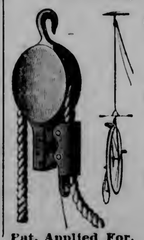


FRONT VIEW

Indispensable to Bicyclists, Athletes and the Gymnasium

Call's No. 5 Supporters (jock strap) with elastic back, lace front and adjustable back straps. A sure fit. No. 5 (same as cut), 75c. No 6, with pockets on each side of lacing, $1.00. No. 7, with hose supporter attached to sides, $1.00. Number 8, pockets and hose supporter, $1.25. Order by number and give tight measure top of hips. Postpaid on receipt of price. S. B. CALL, 358 Main Street, Springfield, Mass.

"SAFETY CYCLE HOIST."



Pat. Applied For.

The BEST Way in Holding the Safeties.

KEEP THE WEIGHT OFF THE TIRES.

Owners of PNEUMATICS and CUSHIONS Take Notice.

Price, Postpaid, *$1.00.*

Ask Your Dealer for it.



Pat. Applied For.

HOLLAND & HAVENER, Manufacturers, Worcester, Mass.

CHOICE OF THE EXPERTS.

"U. S." Gallery Ammunition.

Manufactured by the

United States Cartridge Co., - Lowell, Mass.

"THE GIANTESS." . . .

Spring Fork, Spring Frame, Balls all Over, 28-inch rear, and 26-inch Front Wheels. Price only $75.00. Is now ready for delivery. Universally conceded to be the novelty of the season.

H. A. LOZIER & CO., Cleveland, Ohio. | Catalogue on Application.



Every rider of the

Eclipse Safety Bicycle

will tell you it is the finest machine he ever sat on.

You can make more miles over rough or smooth roads, in a day, with less effort, than on any wheel made.

The construction of the wheel is such as to remove all jar, and give the rider a machine that is as easy as a buggy.

The frame is made of material that cannot be broken.

The workmanship is first-class, ball bearing throughout, tangent spokes, and elegantly nickel plated.

Do not fail to see the ECLIPSE before buying. Price $100.

STEEL PULLEY & MACHINE WORKS,

Patentees and Sole Makers,

INDIANAPOLIS, IND.

A FEW WANTS.



YOU WANT a high grade wheel.

YOU WANT an easy running wheel.

YOU WANT as little vibration as possible.

YOU WANT a spring-frame Paragon.

—AND—

YOU WANT IT NOW.

While other people were *making experiments,* our people were MAKING BICYCLES. We therefore are filling orders *promptly.*

SIDWELL & SABEN, New England Agents,

243 COLUMBUS AVENUE, BOSTON, MASS.

$85.00 $85.00



LOOK! LOOK AT THE WHEEL!

THE ONLY

Referee Pattern Diamond Frame Safety on the Market for $85

Just think, it is ball-bearing all round, including head. Warranted ALL STEEL forgings, and high grade in every respect. Call and see the wheel. Men's, $85; Boys' (same machine, only 26-inch wheels), $50. Discount to dealers.

W. J. NEWMAN, Referee Depots: 46 COLUMBUS AVENUE, BOSTON, And HARVARD SQUARE, CAMBRIDGE.

Cambridge Store Open Evenings.

GENDRON.

The Gendron
No. 1—$40.00
No. 2—$50.00
No. 3—$75.00
No. 4—$90.00
No. 5—$110.00



HIGHEST GRADE AT MEDIUM PRICES.

SEND FOR CATALOGUE.

The Gendron NO. 6 $100.00.

The Gendron NO. 7 $115.00.



Eastern Office and Wareroom: 107 Chambers St., New York.

GENDRON IRON WHEEL COMPANY,

Factory and Home Office: Toledo, Ohio.



Dealers and Riders,

Have you examined the fine points in our 40-pound, Cushion-Tyred

"METEOR" SAFETY.

BANKER & CAMPBELL CO.,

(LIMITED.)

12 Murray St., N. Y. 1786 Broadway, N. Y. 1311 Bedford Ave., Brooklyn.

SEND FOR CATALOGUE.

STANDARD CYCLE CO.,

588 Main Street, - Buffalo, N. Y.

JOBBERS AND DEALERS IN

CYCLES and SUNDRIES. ALL GRADES. BEST MAKES.

LOWEST PRICES.

Sole Agents in Buffalo for FEATHERSTONE'S PNEUMATICS and WARWICK "PERFECTION." Liberal Discounts to Dealers. Agents wanted in every locality. Send for our Catalogue.

THE TOURIST.



Simplicity in Construction. Ease in Running. Cushion Tyres. Bown's Ball Bearings. No Cast Metal. Manufactured for us by Wm. Bown, Birmingham, England.

Also General Agents for the

Warwick, Kenwood, Psycho, Referee AND THE St. Nicholas

Line of Medium Grade Wheels.

MANUFACTURERS OF THE

Perfection Bicycle Alarm,

Tire Heaters and

Bidwell Cyclometer.

Good Agents Desired. Send for Catalogue and Terms.

George R. Bidwell Cycle Co.,

Chicago: 270 and 272 Wabash Avenue. 308 and 310 W. 59th St., New York City



No. 2.

"Buy Direct of the Manufacturers."

We Make Our Own Goods. Send for Complete Catalogue.



No. 10.

Boston Bicycle Caps.

No. 1. Fine Flannel, all colors, - $1.00
No. 2. Fine Yacht Cloth, all colors, - 1.50



All Colors.

Jerseys.

Hand Knit, solid colors, - - - $4.00
" " Striped, - - - - 4.25
" " Lace front, - - - 4.50
Machine Knit, solid colors, - - 2.50



Sweaters.

No. 3. Hand Knit, medium weight, - $3.50
No. X. Hand Knit, heavy weight, - 4.50
No. XX. Hand Knit, extra heavy, - 5.50

Fatigue Caps.

No. 10. Fine Flannel, all colors, - $ .75
No. 11. Fine Cheviot, all colors, - 1.00

All Sizes.



Full Tights.

Hand Knit, solid colors, - $3.50
Hand Knit, double seated, - - 4.50
Machine Knit, solid colors, - - 2.50

Above Goods Sent by Mail on Receipt of Price.

Rock Bottom Prices to Dealers. Write us.

WRIGHT & DITSON, Manufacturers,

578 and 580 Washington St., - - - Boston, Mass.

WESTERN * WHEEL * WORKS.

1891 · CATALOGUE · NOW · READY.

—SEND FOR IT.—

BEST LINE OF WHEELS FOR THE MONEY EVER MADE.

STEEL TUBING AND DROP FORGINGS.

LIGHT, STRONG, GRACEFUL, NEATLY FINISHED AND PERFECTLY FITTED.

R. L. COLEMAN & CO., 35 Barclay St., 40 Park Place, New York.

Agents,—Eastern, Middle and Southern States.

The "POPULAR" DIAMOND SAFETY $85 HIGH GRADE.



AGENTS for New York State and Northern part of New Jersey,
BANKER & CAMPBELL CO., Limited, 12 Murray Street, New York City.
For other territory apply to
PERCIVAL TATTERSFIELD, 12th and Oxford sts., Philadelphia, Penn.
See Machine at our Local Agents' before purchasing. Send for Catalogue.



WE WANT MORE SCALPS.

Our assortment of Agents' scalp locks is good—we still have room for more—but this time we want to "raise the ha'ar" on the retail customer. Now is the time to buy —we are the people to buy from. Printed matter, telling how to "Save Money on Bicycles" furnished free. Don't purchase till you have read it.
N. B. Installments if desired.



A. W. GUMP & CO., - - Dayton, Ohio.



Bicycle Riders, Base Ball Players, Athletes, Gymnasts, tell us that it is the best and most satisfactory supporter made.

Let Every Sportsman Try Them. Price, $1.00.

Will send by mail on receipt of price. Send size of waist and hip.



KNEE PANTS.

(Patented.)

810. Heavy Rib.

Improved double seat and pocket.

FULL PANTS.

(Patented.)

828.

HEAVY RIB.

Improved Double Seat, Strap and Pocket.





No.		Each.
970.	Heavy Sweater,	$5 00
967.	" "	4 00
767.	" "	3 50



3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50.
3—1. Black, navy, grey mixed, stocking, $1.25.
1—1. Black, navy, grey mixed, stocking, $1.00.

ATHLETIC and GYMNASIUM GARMENTS Manufactured by HOLMES & CO., 109 Kingston Street, Boston.
SEND STAMP FOR CATALOGUE.

GOOD OLD TOE CLIP.

Rankin's Patent.



OTHERS TRY TO IMPROVE.

We do quite a little Sundry Business. Send for Cat. and List.

RANKIN & BRUCE, P. O. BOX 103, 23 Custom House Street, *Providence, R. I.*

Factory and Repair Shop, 36 Potter Street.

W. C. BOAK & CO.,

301 Main Street, Buffalo, N. Y.,

Manufacturers, Importers and Jobbers in

CYCLE + SUNDRIES.

Catalogue now ready. Dealers send us your address. We are the only dealers in this country that handle Sundries exclusively. We sell at manufacturers' prices.

"The Cycle for Women."

Write for a Copy.

WE SELL AN EXCELLENT

Ladies' Safety for $45.00.

Other Bicycles in Proportion.

D. SNITJER,

St. Louis, Mo.

ANNUAL EUROPEAN CYCLE TOURS,
CONDUCTED BY WM. HEYNY, JR.
Through the HARZ MOUNTAINS, Germany.
60 Days. Total Cost $200.
First Cabin Passage. Sail July 4th
At 5 A. M., by the new steamer "DANIA."
Address Wm. Heyny, Jr., 301 Sixth St., N. Y. City.

SMITH'S "'91" TOUR
THROUCH EUROPE.
80 days. - - - Total Cost $300.
Sail July 29th, 1891.
Address C. H. SMITH,
211 Putnam Avenue, - - Detroit.

QUADRANTS!!

It you are wise, you will place your orders for "Quadrants" at once, as the demand is sure to be far beyond the supply.

Our line for this season includes all kinds of wheels, from $100 to $145. You all know the quality.

The *Quadrant* Cushion Tyres, which were in use all last season, have proved themselves to be what they were represented.

Dealers please communicate with our wholesale agents and you will receive every information and attention.

The Quadrant Tricycle Co., Birmingham, Eng.

WHOLESALE AGENTS:

For New England, New York, Pennsylvania, New Jersey, Delaware, Maryland, West Virginia and District of Columbia, THE STRONG & GREEN CYCLE MFG. CO., 707 Arch St., Philadelphia.

For all other States east of the Mississippi, ALFRED FIELD & CO., 93 Chambers St., New York.



Plymouth Rock Pants Company.

HEADQUARTERS: 11 TO 25 ELIOT STREET, BOSTON, MASS.

Official State Tailors OF THE L. A. W.

Washington, D.C., Maryland, Pennsylvania, Connecticut, New Hampshire, Virginia and Missouri.

Authorized makers from the LEAGUE CLOTH.

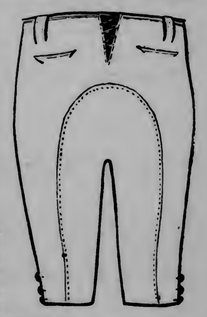
Coat, - - - $7.50
Breeches, - 4.75 } Ordered Together, $12.25.

As per *specifications required by the Uniform Committee.*

We have Branch Stores in the following Cities where your orders will be taken.

BRANCHES: 279 Broadway, New York; 943 Penn. Ave., Washington, D. C.; 72 Adams St., Chicago, Ill.; 914 Main St., Richmond, Va.; 217 19th St., Birmingham, Ala.; 291 Main St., Worcester, Mass.; 275 Meridian St., East Boston; 508 Mulberry St., Macon, Ga.; Room 4, Y.M.C.A. Bldg., Burlington, Vt.; 282 Second St., Memphis, Tenn.; 430 Church St., Nashville, Tenn.; 820 Main St., Dallas, Tex.; 619 Broad St., Augusta, Ga.; 108 W. 3d St., Davenport, Ia.; 1109 Broad St., Columbus, Ga.; 307 Tremont St, Galveston, Tex.; 143 So. 12th St., Lincoln, Neb.; 700 Austin St., Waco, Tex.; 110 Canal St., New Orleans, La.; 6 E. Government St., Pensacola, Fla.; 39 Whitehall St., Atlanta, Ga., 68 So. Main St., Waterbury, Conn.; 970 Elm St., Manchester, N. H.; 106 N. Main St., Concord, N. H.; 104 Montgomery St., Montgomery, Ala.; 706 Chapel St., New Haven, Conn.; Main St., opp. P.O., Springfield, Mass.; 16 W. 9th St., Chattanooga, Tenn.; 134 Thames St., Newport, R. I.; 636 Main St., Kansas City, Mo.; 244 Fourth Ave, Louisville, Ky.; Exchange St., corner entrance, 2 State St., Hartford, Conn.; 910 Congress Ave, Austin, Tex.; 406 Houston St, San Antonio, Tex.; 318 So. 15th St., Omaha, Neb.; 310 E. 5th St., Dayton, Ohio.

Also Agents at most all points in every State. We will call whenever and wherever needed by your notifying Headquarters, BOSTON, MASS.



Makers of ALL STYLES OF UNIFORMS.

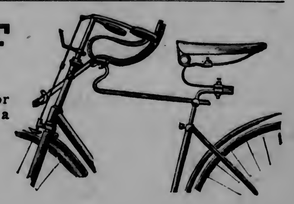
Address POSTAL CARD For Samples.

The * Beauty * Bundle * Carrier AND CHILD'S SEAT.

ADAPTED for all Safety Bicycles and Tricycles, attaching to either horizontal, vertical, solid or hollow posts of any diameter, without marring the same. Will carry a good-sized child, a peck of apples, an armful of books, or anything you can get in it.

Cloth, $6. Mackintosh, $7. **Send for Circulars.**

RICH & SAGER, 210 West Main Street, Rochester, N. Y.



SPECIAL NOTICE TO THE TRADE.

The Manchester Cycle Company, Limited,

OF MANCHESTER, ENGLAND.

Have much pleasure in announcing that they have a large stock of the celebrated **"Irwell Safety"** on hand, ready for immediate delivery. Material and workmanship of the best. Guaranteed for twelve months against imperfections of any kind. The **"Irwell"** is the machine so popular in England for touring, on account of its strength, combined with lightness.

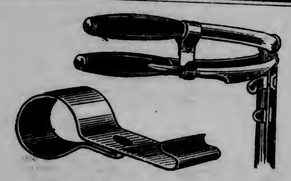
The Manchester Cycle Co., Ltd., are very desirous of introducing these wheels into every section of the country, and to do this quickly, and save correspondence, this announcement is made:

The price of the **"Irwell" is *$100*,** the discount to the trade is **25 per cent.** The Company want to sell through the trade only, and therefore will not supply any at retail in any town after an agent is appointed. *However*, until an agent is appointed, sample wheels will be furnished to any applicant at *$75* net, this being the lowest wholesale price. The machines will be crated, and are fitted with Garford saddle, tool-bag, oiler, wrench and bell. Built of Credenda steel tube, drop forgings and ball bearings all over.

After an Agent is appointed in any town, *no more* wheels will be *Retailed* at *Wholesale* prices.

Wheels sent C. O. D., with privilege of examination, on receipt of $10. Guaranteed Superior to most, and equal to any in material, workmanship and finish. Address,

The Manchester Cycle Co., Ltd., of Manchester, England. || American Office, 101 NORTH SEVENTH ST., Philadelphia, Pa., U. S. A.



(Patent Applied For.)

USE THE ACME BRAKE GRIP

And rest your wheel any where without danger of falling. It pays for itself in a day. Over 10,000 in use. In ordering state size of handle bar.

Price, Nickeled, 25c.

S. R. WHITWELL, Great Barrington, Mass.

Liberal Discount to Agents.

$3.00 Per Pair.



$3.00 Per Pair.

It is just like this, we have a good Shoe and guarantee it Kangaroo. We are not afraid to say this, because it is true. There is plenty of higher priced Shoes you can buy, but the above guarantee is generally nix. Send for Catalogue and rules for self measurement. Liberal terms to Agents. Address,

W. B. TOULMIN, 285 Main St., Buffalo, N. Y.

MUNN & CO. SCIENTIFIC AMERICAN AGENCY for

PATENTS

A pamphlet of information and abstract of the laws, showing How to Obtain Patents, Caveats, Trade Marks, Copyrights, *sent free.* Address **MUNN & CO.** 361 Broadway, New York.

NOW READY!

New Edition Revised

OF

Mr. Porter's Excellent and Remarkably Successful Handbook of the Wheel and Everything Connected with its Use.

Brought down to date with Special Reference to Tires and Vibration.

CYCLING

FOR

Health and Pleasure

A Complete Guide to the Use of the Wheel.

230 Pages, Illustrated.

PRICE, 50 CENTS, POSTPAID.

WHEELMAN COMPANY,
PUBLISHERS,
12 Pearl St., - Boston.
Stamps not Received.

NOW IS THE TIME To Advertise in the BICYCLING WORLD AND L. A. W. BULLETIN.

Official Outfitters to the League of American Wheelmen.

Authorized by the Executive Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.



466, 468, 470 & 472 Broome Street, NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.00, BREECHES, $5.25.
Cloth, $2.10 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk.....40
Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic.4.00
No. 1, Canvas, leather trimmings.2.50

Sent post paid on receipt of price,
Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,
241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia, 1032 Chestnut St.

THE NEW COLOR LEAGUE CLOTH IS NOW READY.

Samples of same can be obtained on application to

BROWNING KING & CO., - New York.

M. R. WARREN,

Fine Stationery,

336 Washington Street, - Boston.

I call special attention to my engraving department, in which you will find the best of workmanship, correctly and quickly executed at the lowest prices.

SATISFACTION GUARANTEED.

Wedding Invitations,
Wedding Announcements.
Reception Cards,
Visiting Cards,
Party Invitations, etc.

Sketches Furnished. Odd Novelties in Box Papers. New Style Envelopes.

Mention this paper.

A MODERN PRINTING OFFICE AND BINDERY.

The Collins Press

Gives Satisfaction Every Time.

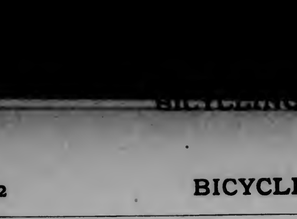
WE PRINT

The "Technology Architectural Review,"
"Bicycling World and L. A. W. Bulletin,"
"Wade's Fibre and Fabric,"
"The Musical Herald."

PRINTERS TO THE BOSTON UNIVERSITY.

BEST OUT.

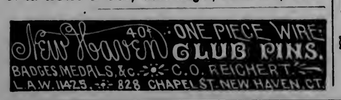
75c. for this Nickeled Toe Clip.



Every wire braces the others. Best Spring Steel. Foot never slips. No headers. Great for hill climbing. No pinching of corns or catching of foot. Solid comfort. Rubber coated, only 90 cents. The Pat. balance E, always brings Pedal and Clip right side up as per cut, only 75 cents extra.

If your Agent is dead and don't keep it, don't let him bluff you, but send price by P. O. Note. No stamps. Size 1 for boots up to No. 8. Size 2 for boots from 8 to 11. AGENTS WANTED EVERYWHERE

J. A. HUNT & CO., Sole Mfgs., Westboro, Mass.



ATHLETIC GOODS!

KINGSTON KNITTING CO.,



Manufacturers for the

Trade and Clubs.

The most beautiful line of

Bicycle, Gymnasium, Tennis Costume and Sporting Goods

Made, in worsted, wool and best lisle thread stock. Unsurpassed for style, completeness, elasticity and durability, and at very low prices.

Send for catalogue and club price list, or order with entire confidence that our styles, material and prices will be entirely satisfactory.

No. 27 Kingston Street,

BOSTON, MASS.

John F. Morrill & Co.

DIVISION TAILORS

Of the L. A. W. for Massachusetts.



COAT, - - $5.75
PANTS, - - 3.75
CAP, - - - .85
SHOES, $3.00 to 3.75
SHIRTS, Flannel, $2.50 upwards
SHIRTS, Cheviot, 87c. upwards

Cloth, $2.10 Per Yard.
Large Buttons, 5c. each.
Small Buttons, 3c. Each.

Manufacturers and Dealers in

BASE BALL, TENNIS, BICYCLE, GYMNASIUM, ATHLETIC and

SPORTING GOODS.

We make a specially of all styles of outing clothing.

We issue a Bicycle, General and Gymnasium Catalogue. Send for a copy.

12 Bromfield St., Boston.

Members of Western Massachusetts can have measurements taken by and give orders to GEORGE S. DAVIS, Main street, Worcester, Mass.



I. A. WESTON & CO.,

JAMESVILLE, N. Y.,

MANUFACTURERS OF

SAFETY BICYCLE WHEELS,

MADE WITH

Parallel Coned or BALL BEARINGS, Solid or Cushion Tire.

THE BEST MATERIAL and THE FINEST FINISH.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜



L. A. W. BADGES

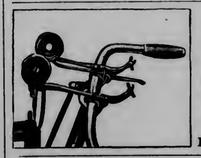
The official design in **SOLID GOLD.**

Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the inferior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better to $1.50, $2.00, and $2.50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.



LAMSON'S

Luggage Carrier NO. 1.

Convenient, durable, noiseless, cheap. $1. Sold everywhere.

Made by

C. H. LAMSON,

Portland, - Maine.



JOHN · HARRIOTT ·

PRIZE MEDALS CUPS,

BADGES AND PINS · ·

3 WINTER ST. BOSTON ·

DROP FORGINGS are all right for bicycles, but no forgings or blacksmith work goes on OUR new L. A. W. Address Cards. Send stamp for samples. B. P. Co., North Easton, Mass.

FOR SALE—52-inch Champion, shop worn; 52-inch Volunteer Col., shopworn; 50 inch Champion L. R., shopworn; 52 inch Champion L. R., good condition; 52-inch Expert, good condition; 52-inch Cornell, good condition; 52-inch Rudge L. R., good condition; 48-inch Special Col., fair; 48-inch Standard Col., fair; 38-inch Ideal, fair; 38-inch Mustang Col., fair; 48 inch Champion L. R., splendid condition; and a few People's Type-writers, new; no reasonable offer refused. EDMANS & SON, Troy, N. Y.

WANTED—Bicycle Dealers and Agents to handle our *Official League* and other Bicyclists' emblems. Send for price list and discounts. DURYEA JEWELRY CO., wholesale jewelers, 180 B'way, N.Y.

$1.00 BUYS a copy of a famous prescription for sprains, bruises, stiffness, or hurts of any kind. A. M. SNYDER, 310 Presstman street, Baltimore, Md.

CARDS? Ours are the best. No amateur or blacksmith work goes. Don't order until you see our samples. Send stamp for 'em. B. P. Co, North Easton, Mass.

RARE CHANCE—Brand new '91 Diamond "Warwick." $135. Need funds. Best offer will be accepted. Address this office, H. R. F.

WANTED—At once, six bicycle mechanics; wages $2.50 to $3 per day. Address, with experience, "Bicycling World, 12 Pearl st., Boston.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ Cash must accompany the Order.☜

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜

WANTED—51 and 53 inch Columbia L. R. ordinaries. Also a tandem bicycle. Have second-hand safeties to offer in exchange. LEINBACH BROS., Lebanon, Pa.

FOR SALE—A 48 inch American Light Champion in A1 condition; a bargain at $75.00; or will trade for high grade safety. P. W. HALL, Sheldon, Iowa.

FOR SALE—1vel Tandem Safety; cost $200. Recently fitted with Columbia steering. Little used; in perfect order. Best offer takes it, or will exchange for good safeties. CHAS. E. SIMANION, Washington, N. J.

FOR SALE—Columbia 1890 Safety, new last August, used at L. A. W. meet at Niagara Falls; has not been ridden 500 miles. Price $105 cash. J. CLYDE SWIGERT, Newville, Pa.

FOR SALE—No. 2 Springfield Roadster, but little used, with Excelsior cyclometer, carrier, tools, etc A bargain; $75.00. Also Smith Am. Organ, 6 stops, without a graze, $40. P. O. Box 245, Clinton, Conn.

COLUMBIA TANDEM SAFETY, good as new, $140. C. W. EDGERTON, Fort Wayne, Ind.

BE QUICK!—$99 buys a $135 Broncho Safety, 1891 pattern; big improvement over 1890 pattern advertised for less money; prime condition; only run 25 miles. Reason for selling so cheap, taken for debt. Address Box 408, Westboro, Mass.

FOR SALE—A 48-inch Eagle, new August 1, '90; cost $127.50; and a 51 inch New Rapid, cost $145. Both ball bearing and in good condition. Will sell cheap for cash. R. H. BUMP, 51 Prospect St, New Britain, Conn.

FOR SALE—50-inch Expert Columbia, in perfect condition; new enamel and nickel finish; Butcher cyclometer included. H. P. MONTGOMERY, 6 Pleasant Street, Portsmouth, N. H.

FOR SALE—First cash offer of over $82.50 takes 52-inch half nickeled Eagle; run less than 200 miles; in No. 1 condition; or will exchange for safety. Write C. W. MACKENBACH, Portland, Ind.

FOR SALE—Or exchange for "safety," a light, side-bar carriage in fine condition. Cost $325. Address Box 1120, Pittsfield, Mass.

VICTOR SAFETY—'91 Model B. Never uncrated. $130 cash. M. W. B., No. 1 Spruce st., Waltham, Mass.

FOR SALE—Victor Safety, 1890 pattern, in first-class condition. A bargain at $100 cash. S. T. JONES, Oakland, Maryland.

A BARGAIN—New '91 $100 Swift, ridden less than 10 miles. Best cash offer takes it. F. R. HUNTINGTON, Watertown, N. Y.

FOR SALE—Full nickeled 54-inch Eagle, in good condition; bearings and frame perfect; for $70. Address W. W. DEUPREE, P. O. Box 114, Jackson, Tenn.

FOR SALE—Singer Tandem Safety, 1890 model, ridden but little; cost $220. Highest offer over $155 cash takes it. Address C. G. MILLER, 158 W. Dominick Street, Rome, N. Y.

FOR SALE—New 52-inch Eagle at a bargain. Will exchange for tandem safety. Address Box 44, Sinking Spring, O.

SINGER TANDEM Tricycle; in good condition; cost $260; owner has no use for it and will sell cheap. C. W. SPINNEY, Fitchburg, Mass.

$10 SAVED! I have taken in trade one Col. Lt. Roadster Safety and one Victor Safety, both new; cushion tires; 1891 pattern; never taken from crates; will sell for $125 each C. O. D. A. E. HARRIS, Ashburnham, Mass.

TAKEN in exchange, one Giant Safety; never uncrated; will sell at a discount. GEO. O. ALLEN, Fitchburg, Mass.

FOR SALE—A copy of a prescription for sprains, bruises, hurts and stiffness for 25 cents. E., Box 190, Brandon, Vt.

FOR SALE—54-inch half-nickel Eagle; good as new; make your offers. A. R. EDMISTON, 45 Burr Building, Lincoln, Neb.

STOLEN—One Victor Safety Bicycle, No. 1427; no saddle on wheel when taken; $10 reward. SHADER'S drug store, Lincoln, Neb.

FOR SALE VERY CHEAP—A Humber Tandem Tricycle, in good condition. Write W. I. WILHELM, Reading, Pa.

2 COLUMBIA SAFETIES, 1890 Pattern; Lady's $110; Gent's, $100. Both bargains; as good as new, less nickel and enamel. We guarantee to give within $10 of price of either six days after purchase if not satisfactory. Sent C. O. D., to allow examination, on receipt of $5. WILSON BROS., Jewelers, 15 Tremont row, Boston.

BRONCHO, CHAINLESS, SAFETY CYCLES; new machines, 1890 pattern, price $60 f. o. b. at Westboro. Address P. O. Box 588, Westboro, Mass.

LADY'S AND GENT'S Columbia Safety Bicycle. Cost $135.00; will sell for $100.00; as good as new. WILSON BROS., 6 Hanover street, Boston.

FOR SALE—Ten 1890 Bronchos; never ridden; perfect condition. I bought them for speculation. $55 each. Correspondence solicited. GEO. A. BIRCH, 113 Michigan ave., Chicago.

WANTED—Any first-class drop frame safety, $135, with lantern, in exchange for very fine English regulator, full cap, jeweled, with mercurial pendulum; mahogany case about nine feet high; an exceedingly fine time-piece in A1 condition, especially suited for jewelers' use. Address J. H. N., 11 John St., New York

HAVE YOU SEEN THE NEW BUTCHER CYCLOMETER?

Ask Your Dealer to Show it to You.

For Ordinary Bicycles. Price $10.00. By Mail On Receipt of Price.



For Safeties. Price $11.00. By Mail On Receipt of Price.

The unprecedented demand for this Cyclometer this season is our apology to our many customers for delays in filling orders. With enlarged facilities, we can now fill all orders promptly.

The Butcher Cyclometer Co.,

338 WASHINGTON ST., BOSTON, MASS.

FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. For sale by all Cycle Agents. Liberal discount to the trade.

JOHN W. WILSON, Cottage City, Mass.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.



Sole Agent in New Jersey .....FOR.....

Featherstone Pneumatics.

HOWARD A. SMITH & CO.,

518 BROAD STREET, NEWARK, N. J.



BLOW YOUR OWN HORN!

THE NEWARK

Is the Best.

Prices, $1.25, $1.60, $2 25

Woollen Touring Caps.

Just the thing for the coming warm weather. Keeps the head cool, is light, and costs you but

75 cts. Silk $1





TIRE TAPE

Is a mighty handy article when your tire comes off and 10 miles from home. Every cycler should have it with him. **Price, 20 cts.**

Save Your Cycle Chain

By Using Our

GRAPHITE. ☞



THE BEST is always the cheapest.

Try Our **Standard Cement.**

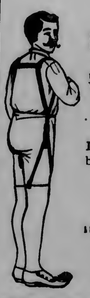




"Z & S" Bundle Carriers

Are known on both continents, and have been growing in popularity every year; light and compact; warranted.

Price, $1.25.



"Z & S" Stocking Supporters.

We are the only manufacturers authorized to use the Warren Safety Clasp.

Price, 50 cts.



Newark Spoke Grip

Leads them all, is reliable and durable. Price, 50 cents.

Send for Illustrated

"Encyclopædia of Cyclers Wants."



HOWARD A. SMITH & CO.,

518 BROAD STREET, NEWARK, N. J.

THEATRES.

BOSTON THEATRE.
Eugene Tompkins, Proprietor and Manager.
Week commencing May 18th,
THE WOLVES OF NEW YORK.
Evenings, 7.45. Wed. and Sat. Matinee, 2.

GLOBE THEATRE.
John Stetson, Manager.
Week commencing May 18th,
WORK AND WAGES.
Evenings, 7.45. Wed. and Sat. Matinee, 2.

$2.75.

I will cut a single line, steel street die, monogram or cipher, with 5 quires fine writing paper and envelopes, paper stamped in colors for $2.75; all duplicate orders filled at $1.00 less, the die to remain in my possession; will mail samples on app ication.

M. R. WARREN,
Stationer and Engraver,
336 WASHINHTON ST., BOSTON.
Mention this paper.



SAMPLE CAN, BY MAIL, 25 CENTS

Liberal Trade Discount.

GRAPHITE,
P. O. Box 1202,
NEW YORK, N. Y.



FOR TANGENT AND DIRECT SPOKES.
Nickeled, Price 75c., Postpaid.
Dealers send for Sample and Electrotype.
AVERY & JENNESS,
5756 Madison Ave., Chicago.

Erie Knitting Mills,
Erie, Pa.

Are still making the very best goods for cyclers. We know this, and others are finding it out.

This is a copy of a letter just received from the champion road rider of the United States:

ERIE KNITTING MILLS—
I cheerfully recommend your knit goods for the use of bicyclers, especially hard road-riders, as from my experience with them I have found them well-fitting, elastic and durable as iron.
Yours very truly,
WM. VAN WAGONER.

FRANK FAIRBAIRN, 513 WEST 11TH ST., ERIE, PA.

Exchange Your High Wheel
FOR A SAFETY.
Try us as a last resort. Send stamps.
CLINTON CYCLE CO.,
Clinton, Mass.



A LETTER to YOU.

Dear Sirs:
I do not know you, but I have a great desire for an introduction.
Why? I have something you need and I want you to have it.
What? A light weight worsted half-hose, which is the most comfortable for anyone to wear during the Spring, Summer and Fall.
When? Now, by return mail.
I have paid for this letter. You pay for the Sox. I did not get any reduction from the regular rates. You do. Here are the prices. Not much more than the usual price of cotton. Postpaid.

Fast Black, 35c. per Pair, 3 Pair for $1.00.
Natural Gray, 30c. " " 4 " " 1 10.

C. H. BIRD, Bethlehem, Ct.
Send for Catalogue.

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. W. E. AUGHINBAUGH, Baltic Building Washington, D. C.

FITCHBURG RAILROAD.

Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

HOOSAC TUNNEL ROUTE

THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

BICYCLES CARRIED FREE
FAST EXPRESS TRAINS

With elegant PALACE PARLOR and SLEEPING CARS to and from

BOSTON and CHICAGO and BOSTON and ST. LOUIS, via NIAGARA FALLS,
without change.

THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.
THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.
THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.

ELEGANT PALACE SLEEPING CARS
to and from
BOSTON and MONTREAL,
without change.

For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at
250 Washington Street, or
Fitchburg Railroad Passenger Station, Boston.
J. R. WATSON, General Pass. Agent.

Price List of Specialties
—MANUFACTURED BY—
ELASTIC TIP CO.

Mailed Postpaid on Receipt of Price.

Dropped Forged Steel Spade Handles, all nickeled and threaded to fit any machine, $2.50 per pair.
Soft Rubber Handles, pear shaped, $1.50 per pair.
Vulcanized Handles, pear shaped, $1.50 per pair.
Boys' Soft Rubber Handles, pear shaped, $1.00 per pair.
Double Grip Pedal Rubbers, No. A, 1 inch x 3 3-4 inches, $2.00 per set of four.
Double Grip Pedal Rubbers, No. B, 1 inch x 4 inches, $1.50 per set of four.
Double Grip Pedal rubbers, No. C, 1 1-4 inch x 4 inches, $2.00 per set of four.
Pedal Rubber, round or square; made from white rubber, $1.00 per set of four. When ordering state size required.
Spade Grips, vulcanite, 50 cts. per pair.
Safety Handles, vulcanite, to fit any machine, $1.00 per pair.
Safety Handles, for Boys' Wheel, 50 cts. per pair.
Soft Rubber Grips for Safety, $1.00 per pair.
Soft Rubber Grips for Boys' Safety, 50 cts. per pair.
Soft Rubber Sleeves, to fit over vulcanite grip, 75 cts. per pair.
Steel Balls, 3-16 inch, $2.00 per C.; 1-4 inch, $2.40 C.; 5-16 inch, $3.00 per C.
Imported Tire Cement, 25 cts. per box.
Tire tape for holding on tire, 25 cts. per roll
Rubber Cement, for repairing cuts in tires, 25 cts. per can.
Bicycle Spokes. Price according to quantity.
BICYCLE TIRES, SOLID or CUSHION, either red or grey; price according to size. Send for Catalogue.

ELASTIC TIP CO.,
Cor. Cornhill and Washington Street,
BOSTON, MASS., U. S. A.

REAL BICYCLE UNIFORMS.



Be sure to send for free samples and measure blanks. Club Uniforms a specialty. L. A.W. Coats, $8. Knee Breeches, $4. Punnett's celebrated Jersey Cloth Knee Breeches, only $4 a pair. Bicycle Caps, Hose, Pins, Tights, gold or silver Letters, Punnett's Invisible Pants Holders, 25c. a pair. Be sure to write now.
R. A. PUNNETT, Tailor and Athletic Outfitter,
98 & 100 West Ave., ROCHESTER, N. Y.
All strictly first-class work at moderate prices.

Send for Complete Bicycle Catalogue



MEACHAM
HIGH-GRADE
DIAMOND SAFETY

1891 PATTERN. TANGENT SPOKES.

Ball Bearings to Both Wheels.
Both Pedals and Crank Shaft.
Ball Bearings to Head.
Hollow Steel Tubing.

List Price. $115
Selling Price, $76

COMBINATION WHEEL FOR EITHER GENTLEMAN OR LADY.

WILL SUSTAIN A PERSON WEIGHING 225 LBS.
BY REMOVING TOP CROSS-BAR, CAN BE RIDDEN BY A LADY.

E. C. MEACHAM ARMS CO. ST. LOUIS, MO.

$85.00 LOVELL DIAMOND CYCLES. $85.00

High Grade Only.

All Ball Bearing,
Steel Tubing
—AND—
DROP FORGINGS.

NO BETTER MACHINE AT ANY PRICE.



Lovell Diamond, $85.
With Cushion Tires, 95.
For Ladies, 85.
Convertible, 85.

AGENTS WANTED.

BICYCLE CATALOGUE FREE.

MANUFACTURED BY
John P. Lovell Arms Co., Boston, Mass.

ELWELL EUROPEAN CYCLE TOURS

Personally conducted.—England, France, Switzerland, Germany and Holland. First class. Tour No. 1 leaves New York June 6th. No. 2 July 8. For particulars address F. A. ELWELL, 152 Pearl St., PORTLAND, ME.

TO THE TRADE.

We take this means of notifying you that we have granted Bevin Bros. Mfg. Co., of East Hampton, Conn., exclusive license to manufacture, on royalty, our "Ostergren" Trouser Guard, under patents numbered 446, 819 and 20,058.

Orders may be directed to East Hampton, or to us, as may be most convenient.

Yours respectfully, etc.,
A. K. & C. E. SCHAAP.

Richmond, Va., May 5, 1891.

25 CENTS BUYS

ROAD BOOK and MAP of Boston and Vicinity. Gives correct Routes and Distances to all Cities, Towns and Points of Interest within Fifty Miles of Boston. Distance Chart, Bicycle Records, Identification Card, Mileage Memorandum, Hints on Repairs, L. A. W. Consuls, Repair Shops and Hotels, Etc.

G. A. UNDERWOOD, Jamaica Plain, Mass.



AS CARRIED WHILE RIDING

No more foul, greasy and collapsed tool bags.
No soiled hands or clothes
No loss of oil or one's temper.
No dirty tool bags or oily tools.
No weight, no delays to oil up.
No loose tops, no rattle.
No neglected or damaged bearings.
No squeaking or pounding.

Made in sizes suited to different machines.

Pronounced by old wheelmen, the press and the trade as the BEST novelty before the cycling public for '91.

In ordering state make of wheel and give diameter of seat rod or handle bar shaft.

Price mailed, 50c.
With C. & D. Oiler $1.

The Spiral Flexible Toe CLIP is flexible, easy, adjustable, effective, indestructable, faultless. One of the best, simplest and most easily attached. Price per pair, mailed, 50c Agents wanted everywhere.

Descriptive circular free. [Mention this paper.
L. H. BANNISTER & CO., Youngstown, Ohio.

Learn to Ride
BY USING OUR
INSTRUCTION BELT

Price, with instructions for use, $1.25.
ST. LOUIS WHEEL COMPANY,
311 N. 14th St., St. Louis, Mo.

To Athletes, Cyclists, Baseball & Footballists, Horse-back riders, Boxers and Oarsmen; when you want to ride, run, walk, row, skate or swim a long distance, USE

ANTI-STIFF

To Strengthen the Muscles.



To Strengthen the Muscles.

It is a marvellous preparation for Strengthening the Muscular System. With Anti-Stiff there is no faith required; it goes straight for the muscles, and you can feel it at work. It has a peculiarly warming, comforting and stimulating effect on all weak or stiff muscles and sinews. Quick in action, cleanly and pleasant in use. Rub it into the muscles every night for a fortnight, and you will be pleased at its supporting and strengthening properties. There is not, nor has been, anything like it till now. It differs from all Oils, Embrocations, and Liniments, both in substance and effect. Some athletes are so fond of it that they rub it all over them.

E. FOUGERA & CO., Agents for U. S.,
30 N. Williams St., N. Y.
Mention this paper.

COLUMBIAS.



Columbia Light Roadster.

SEVENTH YEAR.

This is a famous wheel, and ranks first among all machines of its class in the world.

PRICE, $125.00.



Expert Columbia.

TENTH YEAR.

Without a doubt the most widely known wheel ever made. It is a regular roadster of the finest construction.

PRICE, $110.00.



Volunteer Columbia.

FOURTH YEAR.

A high-grade wheel of best materials, but with a slight economy in construction. Sold at a low figure.

PRICE, $90.00.

In all above machines STEEL Forgings only are used. There are no castings.



Columbia Semi-Roadster.

SIXTH YEAR.

A high-grade, moderate-priced boy's wheel.

PRICE, $55.00.

The regular bicycle has not yet gone out of use. A good many riders still prefer it to the Safety. They consider it more speedy, more exhilarating, and more delightful in every way. Perhaps you are one of this number. If so, we advise you to ride an Ordinary and ride a good one. And where can you find better than COLUMBIAS? They are the original American wheels, and have won for themselves an unequalled reputation on race track and on roads, across prairies, over mountains, around the world.

Grand Rapids, Mich., March 24, 1891.

Gentlemen—I have ridden my Columbia Expert since May, 1885, with a mileage of nearly 13,000 miles. * * * With new take up sleeves put in the little wheel, and a new tire on the little wheel, it would be fit to start on a tour across the continent or around the world. It is a great satisfaction on a hard tour to ride a wheel that I know won't break down, and that I have so thoroughly proved CAN'T break down.

Yours respectfully,
L. J. BATES,
("President Bates.")

POPE MANUFACTURING CO.

77 Franklin St, Boston.

BRANCH HOUSES:
12 Warren Street, New York.
291 Wabash Avenue, Chicago.
Factory: Hartford, Conn.

THE BICYCLING WORLD & L. A. W. BULLETIN.

FOUNDED 1878

DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXIII. Number 4. BOSTON, 22 MAY, 1891 $1.00 a Year. 5 cents a copy.

Do you know the important part this plays in a High Grade Safety Bicycle?



VICTOR SPRING FORK.

We will tell you later. Meantime, don't you want an Art Catalog?

OVERMAN WHEEL CO.

CHICOPEE FALLS, MASS.

Boston. *Washington.* *Denver.* *San Francisco.*

A QUESTION

Has come to us from a source which we are bound to respect. It is this: "Why will you persist in saying damaging things about wire wheels?" Then the writer proceeds to say: "We acknowledge your right to praise your own product to any extent, but it is unfair to cast reflections on the goods turned out by others." This is certainly one of the encouraging "signs of the times," and indicates, as does plenty of other evidence, that the time is not far off when it *would* be improper for us to say naughty things about wire wheels. And when that time comes it would also be *unnecessary*.

Occasionally some imitative individual bobs up and says he is the Messiah. Who cares? No one. Why? You tell.

When Mr. Keely said he could spit in a little cast iron skillet and generate enough "vapor" to run a steamship across the ocean did the makers of steam engines lose any sleep? Certainly not. It isn't what any man *says* that counts, not in the line of machinery at least. When Mr. Carey said a few years ago that he had discovered an antidote for magnetism, people said "let us see it," failing in which, he was laughed at.

When butter was first made from the relatives of the cow on her father's side, it was regarded as a good joke, but when the *quality* of it was improved until it affected the sale of the orthodox article, then the "farmer's alliance" asked to be protected. Who ever heard of a setting hen protesting against an incubator? No more does Jack Frost care how much artificial ice is made. Why? Because the original industry is safe.

Now to the gentleman who asked the above question, for he *is* a gentleman and a friend. You smiled complacently one day in '87, as you said of the writer to a mutual friend, "Oh, he's harmless." I remember trying to argue with you one day at that time, and you said, "No! talk is too cheap, wait and see." Talk is as cheap now as then, possibly cheaper, and if those first wheels *had* gone to pieces, you wouldn't care *how* much we had to say about other kinds.

Bye and bye you will hear of other makers of wooden bicycles. There are always enough people who are willing to stand back and let some one else club the tree (and even express grave doubts as to the result) and who will make a very undignified rush to help pick up the Hickory nuts after they have fallen.

Elliott Hickory Cycle Co.,

Newton, Mass.

P. S—Orders are now being filled promptly for Hickory Wheels, also for catalogues. We make a special discount to those who always believed in the superiority of Hickory and *never* thought metal wheels were best. We also make a discount to men who still think a wire wheel the proper thing, the only condition being that they *prove* it.

SPRINGFIELD ROADSTERS Retailed at 40 per cent. off.

AMERICAN IDEALS at 50 per cent. off.

LIBERAL DISCOUNTS TO THE TRADE.

Having had a large lot of Springfield Roadsters made to our order by the Union Cycle Co. this spring, and having purchased of G. & J. their entire remaining stock of these ever popular American Ideals, we are now selling them at the following prices:

	REGULAR PRICE.	OUR PRICE.		REGULAR PRICE.	OUR PRICE.
30-inch IDEAL, -	$20.00	$10.00	46-inch IDEAL, -	$45.00	$25.00
34 " " - -	25.00	12.00	48 " " - -	50.00	30.00
38 " " - -	30.00	13.50	50 " " -	55.00	35.00
42 " " - -	35.00	17.00			

We carry an immense line of all makes, and sell on easy payments with no extra charge. Catalogue free.

ROUSE, HAZARD & CO., 9 G Street, Peoria, Ill.

Jobbers of Sundries. Headquarters for Western Wheel Works' goods.



WE ALSO CONTROL

GIANTS

—AND—

BRONCHOS

For Eastern New York.

NEW ENGLAND BICYCLE DEALERS.

If the UNION or WARWICK CYCLES are not represented in your territory, write us for terms. You will find them more than liberal.

A. O. VERY CYCLE CO., - - 173 TREMONT ST., BOSTON.

LACTART

ACID OF MILK.

A REFRESHING DRINK WITH WATER and SUGAR.

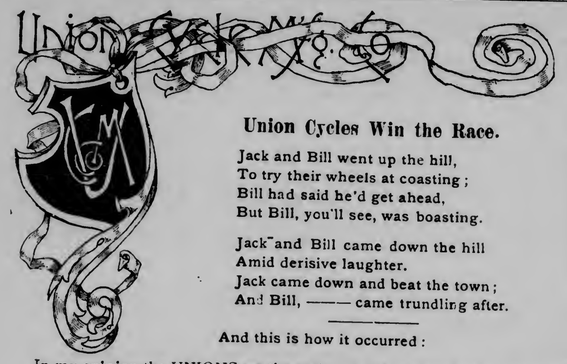
Call for Orange or Raspberry Lactart at the Soda Fountains.

Benson, of Corey Hill fame, says:

AVERY LACTART CO., Boston.

Gentlemen—"For several seasons I have used your Lactart and found it very satisfactory, as a quencher of thirst." Respectfully,

A. P. BENSON, Newton Club.



Union Cycles Win the Race.

Jack and Bill went up the hill,
To try their wheels at coasting;
Bill had said he'd get ahead,
But Bill, you'll see, was boasting.

Jack and Bill came down the hill
Amid derisive laughter.
Jack came down and beat the town;
And Bill, —— came trundling after.

And this is how it occurred:

In my opinion the UNIONS are the easiest running machines on the market. I tested the quality of the spring frame for coasting on my sister's No. 13, with Mr. Johnson on the ——. The little ladies' machine with only 28-in. wheels, 3 4-in. tire on rear wheel and 5-8-in. tire on front wheel, beat the —— fairly. The —— having 30-in. wheels and 1 1-4 in. cushioned tires. I exchanged wheels with him, he taking the UNION and I the ——, and the UNION beat again.

FALL RIVER, MASS., May 6, 1891.

UNION CYCLE MFG. CO.,

Highlandville, Mass.,

Gentlemen—At a coasting contest open to members of the F. R. C. C., in which about fifteen wheels participated last evening, May 5, the result was as follows: L. R. Darling, Secretary of the Club, first on Union No. 10, with cushion tires; second, Mr. Norman Johnson, on Cushion tired——; third, Mr. Samuel Wood, on Cushion tired——. The Union No. 10 won by a good distance.

Yours very truly,

(Signed) F. C. NICHOLS,

The wheels designated by a dash were not UNIONS and not "in it." Great Scott! How they coast.

UNION CYCLE MANUFACTURING CO., Highlandville, Mass.

MR. STOKES of Chicago looks after our Western business.



FEATHERSTONE'S

PNEUMATICS.



Are now being sent out in quantities, and agents will be rapidly supplied. A little more patience is all that will be necessary before you will be able to get one of these Pneumatics. After you have ridden it you will be glad you waited. When you have received and tried one, write and let us know what you think of it and whether it does not prove to be all that we claim for it.

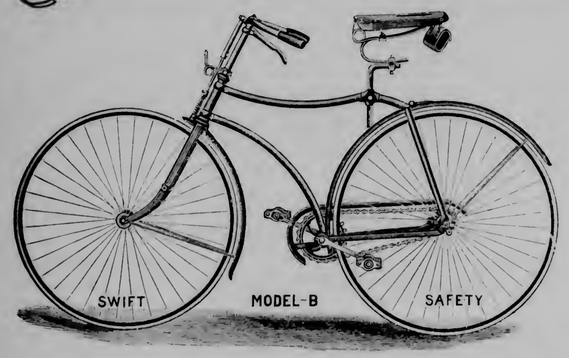
SOME OF OUR AGENTS.

WRIGHT & DITSON, Boston, Mass.
SCHOVERLING, DALY & GALES, New York.
HOWARD A. SMITH & CO, Newark, N. J.
SWEETING CYCLE CO., Phila., Penn.
CLINE BROS., Baltimore, Md.
CAPITOL CYCLE CO, Washington, D. C.
SPALDING & CO., Syracuse, N. Y.
F. L. HUGHES, Rochester, N Y.
MARTIN & STEVENS, Buffalo, N. Y.
F. L. FAIRBAIRN, Erie, Penn.
DAVIS HUNT CO., Cleveland, Ohio.
J. W. GROVE, Pittsburg, Penn.
EMIL GRAH, Toledo, Ohio.
CHARLES HANAUER, Cincinnati, Ohio.
PRINCE WELLS, Louisville, Ky.
COMBS & ROLER, Nashville, Tenn.
E. C. FENNER, New Orleans, La.
E. C. MEACHEM ARMS CO., St. Louis, Mo.
A. W. GUMP & CO., Dayton, Ohio
J. C. SHERWOOD, Columbus, Ohio.
ROUSE, HAZARD & CO., Peoria, Ill.
HODGSON CYCLE CO., Des Moines, Ia.
A. H. PERRIGO & CO., Omaha, Neb.
WM. R. BURKHARD, St. Paul, Minn.
SNOW'S BICYCLE AGENCY, Minneapolis, Minn.
JULIUS ANDRAE, Milwaukee, Wis.

A. FEATHERSTONE,

Clark and 16th Sts., and Armour Ave., - - - Chicago.

BE · WISE · IN · TIME.



If you want a wheel that pays few visits to the repair shop,

RIDE A

SWIFT

CATALOGUE FREE.

COVENTRY MACHINISTS' CO., Ltd.,

239 Columbus Avenue, Boston, Mass.

11 and 13 Madison Street, Chicago, Ill.



HANDSOMEST SAFETY MADE.

WHY is the NEW MAIL at $100

The Best Value in the Market at the Price or Anywhere Near It?

BECAUSE IT HAS Cushion Tires which annul jar and vibration, giving life and elasticity to whole wheel, and are to be the Favorite Tires for 1891, and we Warrant Them. Our Cushion Tires are Right and the Best.

BECAUSE IT HAS Tangent Spokes strongly tied and Nickelled to intersections. Stronger and handsomer than direct spokes as used on cheaper wheels. Select Tangent Spokes Always!

BECAUSE IT HAS a Brazed Frame at all joints. Look our and get a Brazed Frame always to stand road wear, and at *every point* of the frame!

BECAUSE IT HAS a Standard Easy Saddle, the Garford, which is a Favorite.

BECAUSE IT HAS the Popular New Mail Shape Handle Bars, low and well back to rider.

Study all these points on examining the wheels in the market and see if you find them in Any Other. The BEST YET!!! If your dealer has not got it ask him to show one before you decide.

WM. READ & SONS, 107 Washington St., Boston, Mass.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN CO.

☞ *Postage stamps will not be accepted hereafter in payment for Advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.* ☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 22 MAY, 1891.

THE Chicago *Referee* is amusingly fond of calling attention to our supposed disloyalty to the League, when it cannot find anything else in our columns to criticise. The latest cause for complaint by our worthy Chicago contemporary is our suggestion and hope that now the A. A. U. clubs could not take in members outside its own district, we hoped to see certain New England flyers ride under the colors of the B. A. A. And by the way, while speaking of this new rule of the A. A. U., our attention has been called to the fact which we had overlooked, that the new rule only applies to those who were not already members prior to April 1st. All riders who were members of A. A. U. clubs prior to April 1st, no matter from what district they hailed, can continue to ride under the colors of the club to which they belonged prior to that date.

THE Chicago *Referee* claims to see the handiwork of "at least one member of the Rights and Privileges Committee" in our editorial notes of two weeks ago on the constitutionality of Rule G, but the editor of the *Referee* rather questions the soundness of the conclusions reached by the supposed author of our editorial. The mentioning of the Rights and Privileges Committee in connection with this matter, puts us in mind to respectfully inquire why Chairman Randall of the Racing Board has not referred this matter to the Committee of Rights and Privileges instead of to a lawyer who is not officially connected with the L. A. W.? The Committee of Rights and Privileges is, we should think, the proper one for the Racing Board to appeal to where a question like the present one comes up. It would seem to us to be more in the line of good taste had the Racing Board submitted the question of the constitutionality of Rule G to one of the L. A. W. Committees, and not gone outside to get an opinion. Of course, we cannot deny the right of Mr. Randall or any other member of that Board to get advice from any source he or they may see fit, but we do most respectfully suggest that legal advice is at the service of League members on all matters appertaining to the League and its government, and that to ignore same is liable to be construed as discourteous, though we are free to admit that we believe Mr. Randall and his fellow-members of the Board did not mean any slight.

OUR Chicago contemporary says that the Racing Board in framing Rule G has not made a rule which is "forbidden" by the Constitution. "Forbidden" is not the word to use, Mr. Miles. The words you should have used were "not provided for" or "not authorized." Rule G is not authorized or provided for by the Constitution; it is not in harmony with same, hence it should not stand. The Racing Board met in Chicago May 14th, and amended this Rule G to read:

"A competitor in amateur events shall not accept or receive in any way from his own club or any other club, or from any club promoting sports at which he competes, the amount of his entrance fees, his expenses while in training, his travelling expenses, or expenses of any kind incurred by him as such competitor, unless such club shall first have the special sanction in writing of this Board to make such payments. A violation of this rule shall work a suspension from the track for such time as this Board may determine."

The only difference we can discern in this amended rule and the one printed two weeks ago seems to be that the special naming of the Athletic Clubs is omitted, and the specification of the kind of expenses which clubs are not allowed to pay without sanction of the Racing Board. The rule as amended is practically the same as the original one; and our objections to the first rule as presented, hold good in their application to the rule as amended and as printed above.

ABUSE and personalities are never good arguments, hence we regret exceedingly to notice that some of our contemporaries are pitching into each other in a way not quite in line with the dignity of true and proper argument. It would be strange if our opinion on things always met with universal approval, and to meet our contemporaries in good fair argument is to a certain extent a pleasure, but preserve us from a wordy war in which downright personal abuse forms the chief burden of the song. Strong arguments cannot be carried on without treading on some one's toes, but there is no reason why one should lose his temper. One of the chief points of strength in a boxer is to keep cool. The same rule can be applied to those who enter the arena of argument.

AMONG the papers that come to us complaining of the "price paid" for the Alliance with the A. A. U. is the Providence *Journal*. Let us if we can make perfectly clear the ground on which the suspensions were made and raised.

The Racing Board of 1890 suspended the men on the ground that they had forfeited their amateur status as defined under Article II., section 9 of the Constitution. The Racing Board of 1891 removed the suspensions on the ground that the said Article II., section 9 had *not* been violated by any of the seventeen men. The "price paid," therefore, was simply the "price paid" in justice to the suspended men according to the Constitution of the L. A. W. In the Constitution we find the fundamental reason for our objection to Rule G. This rule is based on the amateur status of a member as defined by the Constitution, if it is based on anything. Its enforcement would deprive a member of certain of his rights on the race track because of his receiving expenses from a club which the Constitution does not forbid. The rule cannot be said to be a "Track Rule," it must be based on the question of the member's standing as an amateur. This being the case the Constitution and the Constitution only, *must* be the only guide. Hence as the amateur status, under the Constitution, of the seventeen men was not effected by the acceptance of expenses from the A. A. U. clubs, the Racing Board in attempting to interfere with the amateur standing of members by making Rule G, is adopting a rule not in harmony with the Constitution.

AN effort is being made to readjust the freight rates on cycles so that in cases when these goods are crated or boxed and knocked down they will be rated as "first class" goods instead of "double first class" as at present. We hope to see the attempt to readjust the rate successful.

THE body of Baron Drais, who invented the original of the bicycle, "the hobby horse," was removed the other day from an obscure resting-place, and given burial among the tombs of illustrious Germans at Carlsruhe. A funeral cortege of about four hundred persons of both sexes, mounted on bicycles of all classes, and wearing the uniform of their respective clubs, followed the body to the grave.



SCAN our fixture column for a list of events to come off May 30.

THE Woonsocket, (R. I.) Wheelmen will hold their second annual tournament on June 6th at Agricultural Park.

THE third annual meet of the Central Pennsylvania Wheelmen will be held at Lewisburgh, May 30. The programme will consist of a hill climbing contest, ten-mile road race over a perfect course, novice races, both ordinary and safety open events, ordinary and safety championships of Central Pennsylvania, championship of Union county, boys' races, fancy riding, street parades, lantern parade, evening sociable, etc.

BUFFALO, N. Y., has a cycle repair firm which has a novel way of advertising by placing the wrecked wheels in parts in the shop window, and upon them a placard bearing this legend, "We fix 'em."

THE Washington Cycle Club of Chicago, Ill., is one of the most wide awake clubs of the country, and in the issuance of its '91 Road Book is an evidence of praiseworthy enterprise. Not only does it contain exhaustive information in relation to the roads of Chicago and vicinity, but it contains many special articles from the pens of such writers as S. Elliott, Hawkshaw and others; hints on touring, repairs, care of wheels, lists of hotels, and a lot of other valuable information. The work is worthy of the Washington Club, and that is the best praise we can give it.

MR. E. C. HODGES of Boston was married last week Tuesday to Ethel Adams Kohler. The wedding took place at the Walnut Avenue Church, Roxbury, Mass. We tender Mr. Hodges our most hearty congratulations.

FOR the 50-mile road race, Buffalo, N. Y., in June there will be three time prizes, and the handicap will be limited to twenty minutes. Several first class prizes will also be disposed of in this race.

WHERE, oh where, shall we go on the 30th of May? A look at the fixtures makes one dizzy in trying to make up one's mind. We take this occasion to thank the many who have so kindly and urgently invited us to be present, but not being ubiquitous we shall have to forego the pleasure of "being everywhere" on Decoration Day.

THE St. Paul (Minn.) Cycle Club elected officers last week Tuesday. After the meeting adjourned the members made a vigorous attack on a fine lunch. Then the members made the air blue with the smoke from "fragrant Havanas."

THE Twin City Wheelmen of St. Paul, Minn., will hold their first annual tournament on May 30. The programme includes a day parade, photograph, banquet, races, lantern parade, and dance. Just think of that for one day's fun. Those Westerners must be made of sterner stuff than we of the effete East. A day's frolic like that would lay out an average man. By the way, we notice among the racing events a one-mile race for girls and boys under 13 years of age. We do not approve of having girls appear on the race track, and especially putting them to the strain of riding a mile as hard as they can.

THE Grand Rapids (Mich.) Wheelmen will hold a 20-miles road race on Decoration Day. Address Perkins & Richmond, Grand Rapids, Mich. The course will be to Plainfield and return.

F. M. BRINKER AND JOHN MILLEY, "two scorchers," have resigned from the Buffalo Bicycle Club. The resignation of Brinker was accepted, while that of Milley was held over for one month.

THE Evansville (Ind.) Cyclers are arranging for a 10-mile road race, to run parallel with the driving track, and a special observation train will be run for the accommodation of those who wish to see the race from start to finish. The date of race was not furnished us.

ON April 14th John Faust of Norristown, Pa., was run into by a "funeral hack," and his machine was demolished and he himself seriously hurt. The driver's name is McCoy, and the hack is owned by livery-man Wilson. The driver is charged with criminal carelessness, and the affair is in the hands of the Pennsylvania Division, which will bring suit for damages.

THE decision of the road officers of the Kings County Wheelmen to the effect that their team in the Wheelmen's Racing League shall be made up from the six men making the best time in the Decoration Day handicap, has had the effect of waking up the members, many of whom would have otherwise remained idle. Owing to the rule of the Racing League, which bars athletic club men from the contests, some of the clubs will, perhaps, be at a temporary disadvantage, but, however, the ruling will have the effect of bringing out new material, of which there is always plenty, and from among whom may come the leader of them all.

THE Orange Wheelmen will give a gold medal to the member attending the greatest number of regular club runs this season, also one to the member riding the greatest number of miles, cyclometer measure.

THE annual tour of the Yonkers (N. Y.) Bicycle Club will start August 1st. The party will train it to Philadelphia, and from thence by wheel on through Coatsville, York, Gettysburg, Hagerstown, Winchester, Newmarket, Staunton, National Bridge, Richmond and Old Point Comfort, returning by boat to New York. The average riding will be sixty miles a day.

THE Brooklyn (N. Y.) Bicycle Club were the guests of the New Haven Bicycle Club last Sunday.

A LARGE party of the Hudson Co. (N. J.) Wheelmen will take a two days' trip in July to Greenwood Lake.

A NEW club has been formed at Vincennes, Ind., with 30 members. The new club will be a League club.

THE Buffalo Bicycle Club will have their sixth annual century run on Decoration Day. Many of the members have signified their intention of making the run.

The Milwaukee (Wis.) Bicycle Club held its annual banquet last week at the Plankington House. The Hon. John Johnstone acted as toastmaster. In one of the speeches it was suggested that the Zouave costume be used by lady cyclists. The speaker thought that anything which would induce women to escape from pianos, fancy work, and close rooms, and spin about on wheels, should be encouraged, even if it did shock the shockable part of the community to see rosy cheeked, bright eyed, stout limbed, healthy women clad in a Zouave uniform a thousand per cent. more modest than many that are worn in society by those who esteem themselves the thick, rich, yellow cream of the highest type of our best circles.

THE Ansonia (Ct.) Wheel Club will hold a "Field Day" June 6, at the Derby driving park. There are 16 events on the programme, covering every branch of athletics. Eight of the events are for the bicycle.

THE official programme of the Massachusetts Division L. A. W. meet at Worcester, May 30th, is out, and members of the Division have no doubt received copies ere this.

THE Wanderers Bicycle Club of Buffalo will on the 20th inaugurate a series of bicycle races for club members only. There are three prizes offered. The distance for this first race will be a little over six miles.

THE Wheelman's Hand Book" of Essex, Co., Mass., has reached its fifth edition. The last edition was issued in 1887, and it has proved one of the most successful books of the kind ever published. It is issued by G. Chinn, 15 Vanderwater street, New York.

WE are in receipt of a fine sample of medalion work by S. D. Childs & Co. of Chicago. The sample sent is an aluminum medal with an exquisitely cut copy of the Grant statue in Chicago. It is one of the finest pieces of work of this class we ever saw.

FRANK E. KLIPPEL of Buffalo, N. Y., on the 10th added another century run to his already long list of long runs, making the eleventh century for him by wheeling from Buffalo to Le Roy (50 miles) and return.

W. J. PACKWOOD AND GUS G. BUSE of the Wanderers of Buffalo, N. Y., on the 15th, made a century run, by wheeling from Buffalo to Le Roy and return. Their actual riding time was eight hours and twenty minutes.

IN all this trouble and discussion about the whys and wherefores of "Rule G" there is no necessity of becoming personal.

THE Manchester (N. H.) Wheel Club organized with charter membership of 26 members. The club voted to join the League.

RECENTLY Mr. J. Deane and F. P. Hines of the Fall Ramblers and A. W. Swan of the New Bedford Cycle Club made long runs. Deane's and Swan's mileage for the day was 135 1-8 miles and Hines' 100 1-8. On the 70th mile Hines fell and broke his machine and hurt his hand. He took train to Providence and met Swan and Deane, then continuing on with them to the finish.

MESSRS. Starr, Mead, Bradley and Macteer will probably represent the Brooklyn, N. Y., Bicycle Club in the inter-club race, June 6.

TO-MORROW, May 23, there will take place the Harvard Cycling Association second annual race meeting. The event promises to be one of the most exciting, and local wheelmen should give the Association a good send off by being present in goodly numbers.

THE Cleveland Wheel Club is having a phenomenal boom this season. Its membership has already increased three hundred per cent. since March 1st, twenty-two new applicants having been elected to membership at the last regular meeting of the club and a number of applications are now on file. As the directors have secured desirable quarters in the Case Building, which they are now furnishing in a neat and comfortable manner, the club will soon have a home of which it may well be proud. A membership of a hundred or more is confidently expected within a short time. The Cleveland Wheel Club intends to become the "banner League club" of Ohio, and the vim and vigor of its members promise to place it pretty close to the head of the procession.

WE are sorry to learn that the grip which attacked our Chicago correspondent, "Wayne Scott," has developed into a case of typhoid fever. We hope to be able to chronicle soon that he is "up and at it" again.

LADIES! look at this. Mr. C. H. Smith writes: "I don't think it is generally understood that ladies are specially invited on the Smith European Tour. This is, however, the case and several are already booked. Our tour is going to be a big success and we are looking forward with pleasure to July 29th, the day we start from New York."

A RECENT estimate of the value of cycling property in the United States places it at $15,000,000.

THE wheelmen of Council Bluffs, Ia., have organized a cycle club and start off with a membership of 30.

THE members of the various committees having charge of the tournament of the Denver Cyclists' Union, to take place May 30 and 31, are hard at work, and the affair promises to be a great success.

THE bicycle races to be given by the Waltham, Mass., Bicycle Club on Decoration Day, promise to be very interesting contests.

MR. GEORGE D. GIDEON has been appointed Official L. A. W. handicapper for Pennsylvania.

THE team race between the Orange Wheelmen and the Business Men's Cycle League will probably occur June 6—distance 25 miles; each club puts up $25, the winner to withdraw its money, expending the balance for medals for the winning team, and also a banner.

THE Pequot Wheelmen is the name of a new cycling club recently formed at New London, Conn.

THE spring meet of the Maine Division of the L. A. W. will be held at Belfast on Memorial Day. The meet was originally to have been here, but the railroad accommodations were so poor it was decided to hold it in Bangor instead. Belfast people, however, took the matter in hand, and have got a special train for the occasion, and now they are O. K., and the wheelmen are making every arrangement to receive visiting wheelmen in a manner befitting the occasion.

BICYCLE riders are forbidden the sidewalk running from Girard avenue bridge to Pennsylvania club house (Phila.) on account of the careless riding.

HENRY T. SWEETING of the Sweeting Cycle Co. has resigned his position as President of the Philadelphia Outing Club.

THE alterations on the New York club house of the Hudson County Wheelmen, at 111 Belmont avenue, Jersey City Heights, will be completed by June 1.

THE ladies' run of the Pennsylvania Bicycle Club on Saturday afternoon was the largest of the season, numbering fourteen ladies and gentlemen. The run was to Ardmore.

MR. W. W. Galey, Secretary of the Columbia Cyclers of Philadelphia, has resigned from the club. He leaves here for Chester where he expects to start in the cycle business.

J. L. KIMBALL won the five-mile road race given by the Eagle Wheelmen of Philadelphia. Time was sixteen minutes. Second, R. P. Rich; time, 17.01.

THE committee having in charge the race meet of the South End Wheelmen of Philadelphia is as follows: C. A. Dimon, Chairman; Gordon Chambers, H. M. Green, W. J. Green, George Caryl and H. S. Pratt.

THE Wissahickon Wheelmen of Germantown, Pa., will hold their second annual century run on Memorial Day from Harrisburg to Germantown, a distance of 104 miles.

THE Brooklyn Bicycle Club will enter a strong team in the inter-club contest of June 6.

THE Poughkeepsie Bicycle Club propose to ride from Poughkeepsie to Rhinebeck and return, a distance of 75 miles, on Decoration Day.

SCHIMMELL of Detroit will enter the Cleveland road race Decoration Day, and Osborn and some of the other Detroit members will go into the Grand Rapids race, the Detroit Wheelmen having postponed their club race till June 6th for that purpose.

THE tour proposed for the members of the Yonkers Bicycle Club for the summer is through the Shenandoah Valley. It is proposed to leave for Philadelphia on August 1, and then wheel by easy stages through the valley to Old Point Comfort, Va., and return by steamer to New York; the trip to take two weeks.

THE Long Island Wheelmen of Brooklyn, N. Y., expect to be well represented at the Hagerstown meet, and will probably make the trip awheel.

THE Harlem Wheelmen are working hard to place an invincible team in the first race of the Wheelmen's Racing League; they have four men in active training now, upon whom they pin their faith, Johnson, Macy, Bryan and Olmsted.

ONE of the races in the schedule of the Columbia club tournament at Charter Oak Park on July 4 will be a one mile race exclusively for reporters. A gold medal will be given to the winner.

A RACE meet will be held at Forepaugh's Park (Phila.) by the South End Wheelmen on the 27th of June.

THE Utica, N. Y., Cycling Club offers a prize to the member who is present at the greatest number of runs during the season.

THE New Orleans Bicycle Club expect to break ground for their new club house about June 1.

THE Hartford, Conn., Wheel Club has a membership of nearly 200.

NINE wheelmen and one lady cyclist were under arrest at Washington, D. C., on the night of May 13 for violation of an ordinance of the District which requires cyclists to carry a light after nightfall.

THE Wanderers Bicycle Club of Buffalo, N. Y., will have a series of road races, including both city and country roads, this season, the first taking place May 23.

THE regular meeting of the Outing Wheelmen (Phila.) was held last week.

A NEW cycling club has been formed at Carbon lale, Pa.

THE cyclists of Attleboro, Mass., are talking up a lantern parade, and if the plan meets with sufficient encouragement will take place soon.

W. WINDLE is the proud owner of the first pneumatic tired ordinary.

THE New York Athletic Club's bicycle team will compete in the Harvard University Cycling Association's race to-morrow.

THE Wissahickon Wheelmen will have a century run from Harrisburg to Philadelphia, arriving there about eight P. M. A lunch will be prepared for them on their arrival in that city.

LAST Sunday the roads in the vicinity of New York, Brooklyn, and Jersey City were filled with cyclers. The New York Bicycle Club took a run to Staten Island. The Riverside Wheelmen went to Dobbs Ferry. Captain Weiner of the Gotham Wheelmen took a large party down to Coney Island. The members of the Harlem Wheelmen rode to Millburn, N. J. Many Brooklyn riders took runs to Coney Island. The Brooklyn club went to Stillwell's. A party of the Long Island Wheelmen took a trip to Plainfield. The Kings County Wheelmen rode to Millburn, N. J., and the Bedford Cycling Club to Hempstead, L. I. In Jersey there was great activity. The Hudson County Wheelmen scorched it to Caldwell, while members of the Orange, Plainfield and Atalanta Wheelmen rode to Milburn.

A NEW club called the Providence (R.I.) Cycling Club has been formed. The club will probably include both sexes in its membership. The club will be devoted exclusively to the increase of interest in cycling and eschew all allurements of the ordinary cycling club house, such as pool, etc.

THE Boston (Mass.) Rovers enjoyed a run to Riverside, Mass., last Sunday. Arriving at 12 o'clock, boating parties were made up, and a row up river was indulged in. Returning to the boat house, lunch was served, when boats were again in order, after which a run home finished a good day's outing. The Rovers will be represented at Worcester, May 30th.

THE Chester and Darby (Pa.) Road Company have started to macadamize the bad stretch of the road between Chester and Darby.

ONE rider who enters in the Irvington-Milburn race has sent in his entry for solid, cushion, and pneumatic wheels, proposing to ride under whichever application may be acted upon most favorably.

WE notice our exchanges are teeming with complaints against the sidewalk riders. It seems a hopeless task to ever be able to impress the riders that this practice does more harm to the cause of cycling than any other one thing.

THE club house of the Hudson County (N.J.) Wheelmen is not yet in condition to hold an entertainment in, but as soon as the repairing is completed, which will be in a few weeks, arrangements will be made for an old-fashioned house warming. Liquor is not sold in, nor allowed to enter the club house of the H. C. W.

THE "lamp ordinance" is being rigidly enforced in Washington, D.C.

THE Secretary is on a regular record-breaking crusade. Up to the beginning of the present year the largest list ever published was 454. The last three lists number 489, 506, 508. The largest single State list was 99. Massachusetts has broken the record three weeks running, 105, 169, 129.

THE Riverside Wheelmen of New York city have perfected arrangements by which in early June they will take possession of a house on W. 104th and the Boulevard. Their new home will be nicely fitted up, and a house warming will take place when all is in readiness.

A FIVE-MILE handicap road race, under the auspices of the Zig Zag Cycling Club of Indianapolis, Ind., will be run on Decoration Day. Three gold medals are offered as prizes, and wheelmen from all over the State are expected to attend. The club hopes by this method to revive the old-time interest in the sport which has lagged somewhat the last few years.

THE Atlantic City Wheelmen will hold their meet on Decoration Day, all rumors to the contrary, notwithstanding.

A NEW cycle club has been formed at Norwich, N. Y., to be known as the Norwich Wheel Club, and starts out with twenty-seven active members.

"SETAGEC," who now claims Detroit as his abiding place, compares Buffalo and Detroit as follows: "Detroit has not the fine asphalt pavements of Buffalo, but will have in time, as there is now nearly ten miles of asphalt laid, while the rest of the pavements here are better than those of Buffalo. There is but little stone pavement in Detroit, the prevailing paving being like Chicago, of creosoted cedar blocks well laid and quite well taken care of. The streets are mostly avenues, (pardon the Hibernianism) that is to say, they are lined with shady trees, and in many cases two hundred feet wide. We have not the beautiful surrounding park systems of Buffalo and Chicago, but we have got a boulevard on three sides of the city, though the city has grown well beyond it."

A. C. BATCHELDER started on the 10th inst. to ride from Boston to Denver, Col. Mr. Batchelder is an experienced wheelman and expects to enjoy a pleasant trip.

THE Columbia Cycle Club and the Washington Jockey Club have made arrangements to give a series of bicycle and trotting races on May 30 at Benning's track. A great deal of interest is being shown by the wheelmen of the district in regard to the bicycle races, and a large number of entries are expected. Prizes to the value of $500 will be given.

THE Brooklyn Bicycle Club will, on Sunday, May 24, pay a visit to the New Haven Club, and both clubs participate in a run to Mansfield's Point, where a banquet will be held.

WE take pleasure in acknowledging receipt of cards for the marriage of Mr. C. H. Sieg, of the C. F. Stokes Co., to Miss Edna M. Bates, also of Chicago. The ceremony will take place June 2d.

IN a description of Detroit "Setagec" says: "The club house of the Detroit Wheelmen is on Washington avenue, which was laid out by the government for the residence of the governor and State judges. The Capital has gone away from the city, but three blocks of this grand boulevard remains, though the business portion which has absorbed part is reaching out for the rest. At one end of Washington avenue is Grand Circus Park, with its fountains and green, a roomy breathing spot for the busy marts of trade to the south and east of it. At the business end of this wide avenue is the Cadillac Hotel, a grand building and a fit monument to the French pioneer of The City of the Straits."

THE Tioga Athletic Association will have a race meet on their grounds at Westmoreland Station (Pa.) on June 9th.

DUTY ON ENGLISH WHEELS.

WE noticed the fact some time ago that unless a foreign made wheel had been used by its owner for a year or more, it could not be passed into this country free of duty. We now have our attention called to the case of a gentleman who took his English wheel to Bermuda from this country and returned a month after with the same wheel. The Custom House authorities in New York charged full duty before they would allow the wheel to pass in. An appeal was made to the Treasury Department, and the Secretary referred the complainant to the National Board of General Appraisers. Appeal was made to the Board, and it sustained the action of the New York Collector.

This seems rather unjust, as the bicycle had already been entered and the duty paid on same by the importer. It seems to us that the Government ought to afford relief in such cases as this providing the traveller registers the number and description of his wheel when leaving the country, so that when he returns the wheel can be entered free as already having paid duty.

HAWKSHAW'S COLUMN.

"CAN I come in?" asked a spirit who had knocked at the gates, to Saint Peter who replied to the summons. "Yes, I suppose so, but you can't bring that racing wheel in here, we don't want any amateur-professional argument started here," answered he of the keys, as he discovered that the applicant carried a racing wheel under his nigh wing.

I had a man argue an hour with me the other evening trying to prove to me that a unicycle ought to beat any other form of wheel on the track because it could never be as long on it as they, and I was such a mutton head I couldn't see the logic of his arguments.

I never ask a young lady the way when I am touring. And why not pray? Because if I do I am sure to be miss-directed.

Now if you hadn't bought that wheel of mine you would not have been able to enjoy the ride we are taking. True! and if you hadn't sold it to me you would still own the worst old bone shaker in this country. True! How fortunate we have been in meeting each other.

Askem—What ever became of Slobsy who started to ride from New York to San Francisco?

Tellyer—When last we heard from him he was somewhere in South Dakota, and it is feared that he may have been killed by hostile Indians.

Askem—Oh, there's no danger of that, Indians never molest an imbecile you know, and even an Indian is aware that no one but an idiot ever undertakes such trips and calls them pleasure tours.

What a balm it must be to the souls of the wind baggers to see the United States Government set aside $300,000 for the purchase of two pneumatic gun carriages.

The expense of cycling, the topic most thought of and least talked of, is in reality the chiefest obstacle in the way of its rapid development in public favor. Non-riders are apt to look at the outlay of money for a bicycle as a total loss, as they fail to consider the compensation of pleasure, the economy of time and labor, and the compound interest of health. And they are apt to underestimate its pecuniary value because they cannot understand the difficulties of mechanical construction in the machine. Their estimate of its value depends in most cases upon some preconceived ideal—anything from a horse to a wheelbarrow—with which they compare it, and if it falls short in this test they do not think it worthy of any other. Whenever a man can be led to comprehend that the worth of a wheel depends not upon its practicability for road travel, its strengthening and invigorating qualities, or its inexhaustible fund of pleasure—not upon any of these alone, but upon all of them—that it combines within itself a variety and abundance of such resource nowhere else to be found, its true worth will dawn upon him.

Care should be taken in the forming of a club that it is not organized, as many are, simply to gratify the ambition of one or two individuals who want to hold office. Such a club at the best can seldom be more than a small clique, and can never be expected to occupy a high position in the wheel world. There is already more than enough of such organizations endeavoring to keep life into their shrunken frames, for any need of additions to the number thereof being made. Important, though, as it is, that a club should be formed upon a sound basis, yet the good management thereof, when formed, is perhaps not less necessary, and this must rest upon the officers. In order that they may do their duty to the satisfaction of the members and for the well-being of the club, they should as far as possible, at club meetings as well as in other ways, consult the feelings and views of the whole body of members. The work and intentions of the officers should not always be kept entirely to themselves. Election to an office does not make a Solomon of a member, despite the belief some club members hold to the contrary; hence, a discussion when occasion offers, on any particular subject, may often assist in coming to a satisfactory decision. Too often it happens that a real good club member is ruined through being elected to office; the position seems to swell his head while it shrinks his brain; he forgets that he is the servant, not the master of the club, and like a pea in a tin pan rattles around, making considerable noise, but doing little else of value to the organization. Verily, it is difficult to warn clubs, and their promoters or supporters, of the many varied and hidden dangers that beset the path of these organizations from their inception to their death or success.

The association of literature with so rigorous an out-of-door sport as cycling, is less inharmonious than might be supposed. Not only are a large number of riders, professional journalists, or possessed of considerable literary taste, but there is a stimulus in the sport itself which must bear fruit. In no other sport, nor in all of the others combined, is there the number of professional men, artists, doctors, lawyers, ministers, professors, etc., that there is in cycling, and these elements demand, and create by their demand, a literature of a higher grade than ever a pastime before secured. In consequence, cycling has had born to it a distinctive literature; this has passed through the primary stages of development, and to-day occupies and fills a position of its own. Whether it will preserve its present character, and whether it will take a more recognized status, are questions that only the future can decide; but there is no doubt that up to the present its growth has been marked by a rapid and creditable progress, and that no writers have a more enthusiastic and appreciative audience than those who are now giving cycling literature the product of their pens. It has often been said: "Show me the friends of a man and I will tell you what he himself is;" so, if you read the journals devoted to a sport, business, profession, or trade, can you at a glance determine the grade of those who are interested in it. Judged by such a standard, and it is a true one, where is there a sport in all the world that compares with cycling? "HAWKSHAW."

THE POLICY OF THE FITCHBURG R. R. COMPARED WITH THE BOSTON & ALBANY.

EDITOR BICYCLING WORLD: A thing that has been ever unintelligible to me is that the New England wheelmen are always ready to favor the railroads that snub them, at the expense of those that favor them. I see that this year the Massachusetts Division meet is to be held on the line of the Boston and Albany road, which is willing enough to carry wheels free at such a time, but charges an exorbitant rate for them on all other occasions. Indeed, at one time its rate was higher than that of any other road in the country. On the other hand the Fitchburg, which gets little recognition from wheelmen, always carries wheels free. I believe if the New England wheelmen had shown a little spirit in this matter and had given evidence that they were able to remember their friends over night, they would now be as well situated as the Buffalo wheelmen, who are not obliged to pay for the carriage of their wheels on any railroad that runs out of their city. Respectfully, FRED. J. SHEPARD.

A WHEEL INTO THE INDIAN COUNTRY, NO. 6.

BY C. W. NORTHROP.

ACROSS THE FRONTIER.

OUR evening is spent in the smaller of the agency stores talking with one of the proprietors, a young man about our own age, who has been at Rosebud two or three years. He is much interested in our bicycle and, as is natural with wheelmen when they have a good listener, we enlarge upon the possibilities of speed and endurance contained in the steel horse. We quote accounts of many century rides, and even tell of our own experience in wheeling 68 miles between Glens Falls, N. Y., and Williamstown, Mass., in seven hours. All this is listened to with attention, but when we have finished our companion tells of an incident so remarkable that we willingly give him the seat of honor and turn listener for the balance of the evening. The feat is that of a young Brule who, on a half broken broncho, rode from Rosebud to Pine Ridge, 125 miles, a portion of the way over an indifferent road between sunrise and sunset of an August day. The story seems hardly credible, but as it is vouched for twice afterwards, and evidently believed by many of the auditors, we see no good reason to doubt its truth. A question asked as to the number of Indians attending the issue, brings out the fact that we have witnessed the largest gathering seen at the agency for more than a year. By actual count 7800 of the Sioux, men, women and children have been in Rosebud to-day. No wonder the whites were invisible in such a crowd, as there is less than a score of them here, and probably not more than half a dozen attended the issue. How easy it would have been on such an occasion for the Indians by concerted action to have wiped out every one not of their own blood as completely as at the Custer massacre, where none were left to tell the story. Before leaving for the hotel it is a comfort to learn we shall have company to-morrow for 20 miles on our way, in the person of a half-breed, in fact the very one who acted as interpreter but a few hours before. The following morning is a cold one even for this altitude. Ice has formed an inch thick, and the sky so intensely blue yesterday is now of the even dull gray tint that betokens an approaching storm. At breakfast we are told that our promised companion has postponed his trip because of the uncertain weather, and we are advised to follow his example. It seems that a week earlier than the present time two years ago Rosebud had been visited by a blizzard that blocked the roads and left the agency snow-bound for a fortnight. To ride 125 miles through an unknown and almost uninhabited country in the face of such chances appears foolhardy. Equally impossible is it to risk being snowed under here for an indefinite period. What can we do? Our bicycle is neither a snow plow nor a sleigh, and if there is one thing we dread encountering more than another it is a fall of snow. Half the morning is spent waiting for a brighter outlook, but to no purpose, and then with a feeling of keen disappointment at the failure to accomplish the last lap of our tour, we turn and start towards home. All day the weather is threatening but it grows warmer slowly, and late in the afternoon a smart shower wets us through and through but clears the atmosphere.

At nightfall we are again on the "old government trail" ten miles east of Fort Niobrara, and nearly 50 from Rosebud. For three days we wheel through the ever narrowing strip of country between the Keya Paha and Niobrara rivers. It is literally a ride through the frontier, for less than a year ago there we not half a dozen settlers in a radius of a hundred miles. To-day we find the country fairly well peopled by a majority of Americans and a few foreigners. One night is passed at Springview, a typical frontier town of only one hundred inhabitatants, yet boasting three hotels, a half dozen saloons and an equal number of eating houses. We had thought the name of the place a pretty one until obliged to draw a bucket from a 130 foot well to get a drink of very poor water. This was nothing, however, to a well at Norden, a few miles further on where we handled 190 feet of rope for the same purpose. After this second experience we no longer wonder that the favorite beverage of the people is "whisky straight." Springview is spoken of as a thriving business "center," but from personal observation we should say the principal business is gambling, and the combined hotels and grog shops the "centers." At the —— house where we stop, all bills appeared to be settled by a throw of the dice. The landlord holds the cup and the dice decide whether the enstomer is to pay a dime for a poor five cent cigar, a dollar for a 50-cent lodging or get them free of cost. In such a crowd a "tenderfoot" is regarded with ill-concealed contempt, and as in our wheeling costume we appear a rather tender specimen of this tender class, we are fortunate in getting away without other damage than a few slashes in the rubber tire of our bicycle.

Early on the fourth day after leaving Rosebud we approach the point of land formed by the junction of the Keya Paha and Niobrara rivers. All the morning we have been hesitating between two possible routes, one over the Indian reservation in South Dakota to Niobrara city, the other through the newly settled country south of the Niobrara river to the town of Running Water. At the last house on "the point" we stop to have a lunch put up against possible need, and at the same time ask a few deciding questions: Which of the two roads is the better and which the shorter route? Is there any place on the reservation to spend the night? Are we liable to encounter any wild animals? All the answers favor the northern route. We can secure a night's lodging 40 miles east, and as to any danger: "Nothing worse than wild cats on the reservation, young man, and they won't hurt you unless you try to run over them with that new fangled machine." This last is said half quizzically, as though our courage is doubted, and we decide at once that it will take something worse than wild cats to frighten us into choosing a poor road, even though it does lead through a civilized country. If we could have looked ahead but a few hours, how different might have been our decision. But we are anticipating. Following directions we ford the Keya Paha, which is 100 yards wide and waist deep here, and then climb the winding path to the "ridge road" on the reservation. We find this of hard clay, and although often rough, furnishing tolerably good wheeling. For the balance of the morning and until the middle of the afternoon we ride along at a fair pace, and then the



THERE ARE SOME THINGS . . .

THAT ARE CONVINCING. . .

The Eagle is one of these things, and it is daily convincing wheelmen that it is the wheel for speed.

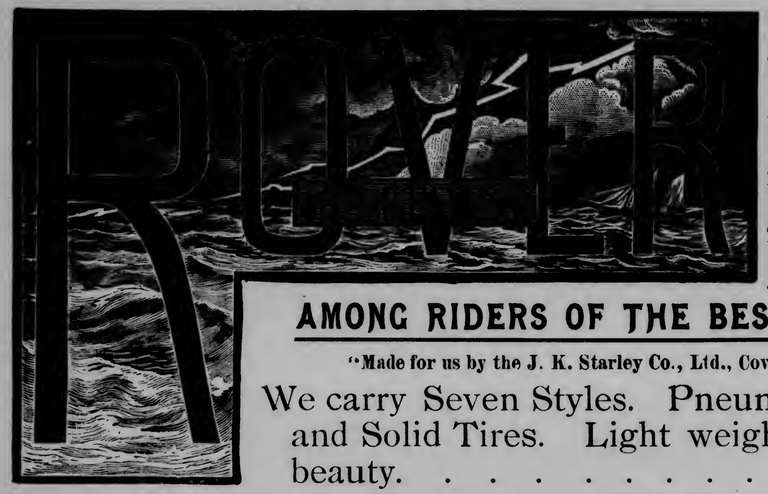
What is more convincing than to see a wheel glide past you when you are doing your best in a road race? This has convinced hundreds. There must be speed in a wheel that took the first five and the first ten places in two of the best contested 25 mile races of last season, and that also holds the American road records for 5, 25 and 100 miles. That it is the wheel for touring is F. E. Weaver's tour last season from New Haven to San Francisco, and Mr. Nelson A. Bradt's record this spring of 800 miles in ten days from New York to Chicago.

Our Catalogue costs you nothing and tells you all about the "Bird." You will find it readable and convincing. Send for it.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

THE



THE MOST POPULAR MACHINE IN AMERICA.

AMONG RIDERS OF THE BEST JUDGMENT.

"Made for us by the J. K. Starley Co., Ltd., Coventry, England."

We carry Seven Styles. Pneumatic, Cushion and Solid Tires. Light weight, rigidity and beauty. . . . . .

Get our Quotations on SUNDRIES.

The JOHN WILKINSON COMPANY, 269-271 STATE STREET, CHICAGO.

Sixteenth Year in America.

1876 1891

The First Cycles in the United States

Roxbury, April 24, 1891.

To Singer & Co.,

Dear Sirs:—I have used your 1891 pattern wheel, with the one inch wired tire, and have no hesitation in stating that it gives more satisfaction than any cushion tire that I have ever tried, and as for hill climbing, it is unsurpassed.

Yours truly,
JAMES KELTIE,
Captain Roxbury Bi. Club.

The Largest Cycle Manufactory in the World

SINGER & CO., 6 and 8 BERKELEY STREET and 2 WARREN AVENUE, BOSTON, MASS.

road, which for sometime has shown little travel, comes to an end at a roofless and deserted log cabin. A faint trail leads off to the right, and we follow this down the ridge to an Indian village close by the river. The settlement is of considerable size, and fenced pastures and fields of grain and corn stubble show the owners are becoming partly civilized. A log stable here and there suggests the family cow, so at one of the cabins we stop and ask for a glass of our favorite beverage. This is not forthcoming, but we are invited in and offered a plate of biscuits yellow with saleratus, and a dark looking liquid supposed to be coffee. Too hungry to be fastidious we sit down on a rough bench, and with three of the red men smoking a few feet away and watching our every motion we manage to make out a tolerable lunch. The inquiry as to "how much" there is to pay is replied to by one of the Indians with a nickel shown in the right hand and three fingers of the left.

(TO BE CONTINUED.)

FRENCH HIGHROADS—THEIR CONSTRUCTION AND MAINTENANCE.

BY A. G. COLLINS.

(CONTINUED.)

At every cross road solidly built signboards in metal, painted blue with white lettering, give names and distances to the nearest towns. Whenever the road passes from one department to another a large stone over a yard high gives all the information as to names and distances in each direction. Arrows are always used to indicate the direction upon the signboard, the indicator of which, lettering, arrows, and all, is of one solid metallic casting, so that time and weather cannot efface the directions.

More than this, there are other stones which give distance to frontier of the department, and there are stones to indicate the grade of hills, and to show where the duty of the tow-horses (which are maintained for hire at the foot of steep hills or much travelled roads) may legally end.

On arriving at a village one will always find a regulation blue and white metallic sign upon the first house as he enters the village, upon the last one as he leaves it, and if in the town there is any turning or cross-road likely to lead the travellers astray, the signboard is always on hand and in abundance.

Indeed, I have noticed villages where there were five signboards on the same road within a distance of five hundred yards, although there seemed no possible means of any one getting off the main road by accident.

These village signboards give the name and number of the road; then the name of the village in larger letters, followed by the names of the towns in each direction with arrows and the distance in kilometres and fractions!

In France the signboards don't deceive you, even in parts of a kilometre.

As our suppositious traveller wends his way, he meets every mile or two a man in a blue blouse and a sort of uniform cap with a number on it, at work on the road.

If it be spring time or late winter, the man may be breaking the broken stone still smaller which one sees stacked in mathematically exact piles all along the roads at all seasons of the year. Or he may be sweeping the surface with his enormous broom of twigs, or gathering up the very rare loose pebbles, the droppings, scraps of papers, or anything which may have scattered from passing vehicles. If he be breaking stone, and the day be very hot or very windy, he will probably have up his screen or fence of osiers to shelter him as he works away. An iron rod with a small metallic sign bearing his number, is stuck in the grassy plot near by. He trims the edges of the grass plots with the aid of a line staked down as carefully as any private gardener would do. If he be working at a distance from any town he will have his little sentry-box of a house on wheels near at hand. This is pulled along the road as his work progresses, and in it he sleeps and eats.

Infact, this humble but very competent workman or "cantonnier," as he is called, lives on and belongs to his mile or two of road. His is a life office so long as he does his duty and keeps his road up to the mark. The inspectors who go the rounds continually may visit him at any moment and call him to account. Thus the care of the roads being in the hands of competent men who do nothing else the year round, and who have been specially trained for their work, is in good hands, and the results are what we have shown them to be.

The second class or Departmental Roads connect the large towns of each department with each other and with the national roads. They are somewhat narrower than the first class, but the surface will average almost as good; the kilometre stones and signboards are the same, and in most cases, but not all, they are bordered by the same rows of tall poplars. They are more sinuous than the great roads as they condescend to make a detour in order to pass through the larger towns, even though off their direct line.

We have nothing in America any better than they and few roads as good; the road upon the east bank of the Hudson from Hudson to Poughkeepsie may in good weather serve to give an idea of them, but does not by any means equal them.

The third class, that of "Routes Communales," is the least important, but by far the largest class of French roads.

This class comprises all the smaller town and village roads, except those streets under the municipal direction of towns.

They connect village with village, farm with farm, lead to mills on the river banks, form short cuts from one larger road to another, and in fact run wherever there is a public need for a public road.

They are maintained by and at the expense of the townships or communes in which they lie, under the supervision of government inspectors and engineers.

They traverse forests, climb hills, and wind in and out to accommodate scattered farm houses. They are usually of the width of American country roads, which is to say, they permit two vehicles to pass, without one turning out into the ditch.

They are macadamized and not dirt roads, properly constructed and drained, promptly repaired when necessary, and in surface are usually good, and in many cases excellent.

That their construction is thorough and scientific I can vouch for, as I have more than once seen them made.

Last October, while stopping in a village near Fontainbleau, the road which formed the main street of the village was transformed from a paved to a macadamized way. During the six or eight weeks that the work was under way I was enabled to study and admire the systematic method pursued.

A section of about one thousand feet of this pave was pulled up. The great blocks measuring eight inches square on their top surfaces and implanted in the soil to a depth of about sixteen inches, had been in place since when it is difficult to say. Probably three hundred or more years, perchance twice that time. As they were dislodged by the first party of workmen, a second party set to work to break them into pieces as large as a man's fist. A third squad came after, breaking the stones still smaller to about the size of a hen's egg. This occupied some days, and at the end the road-bed was covered with two feet of this broken stone and was a foot higher than its ancient level.

The curve of the surface was carefully looked to, being high in the middle and low at the sides when paved gutters, cesspools, and curbstones were laid as the work went on.

These ancient paving blocks seemed very soft, and were easily broken (much of them into powder) except on the top, which seemed to have hardened with exposure to the elements.

(TO BE CONTINUED.)

NEW EDITION OF "CYCLING FOR HEALTH AND PLEASURE."

THERE have been four notable contributions to cycling literature made by American wheelmen, each volume unique in its way, and each one in its own peculiar and individual field unapproached by any foreign work. In fact, these works have no rivals in scope, completeness, or practical treatment of their respective subjects. We refer to Pratt's "American Bicycler," published prior to 1880, which was the pioneer handbook and most valuable in its day; to Karl Kron's "Ten Thousand Miles on a Bicycle," a curious and monumental compilation up to about 1886; to Scott's "Cycling Art," a valuable mechanical treatise; and to Porter's "Cycling for Health and Pleasure," the new and revised edition of which is before us.

We noticed this book at some length when it was published last summer, and spoke then in high terms of both the matter and manner of the author. Our favorable opinion of it has been increased by longer acquaintance, and our good opinion has been endorsed by the hundreds of veteran riders who have read it. We would now repeat and emphasize the fact that it is full, intelligible, and thoroughly practical on every subject connected with the use and care of the wheel; that it has many interesting and profitable special discussions; and brings into relief many important points which old riders confess to have overlooked. It also contains a most valuable chapter on "Cycling for Health."

The revisions in this edition are not very numerous. The lady's bicycle is illustrated. Some minor points are noted, and an explanatory note is appended to one chapter. The most important additions are the new articles on tires and vibration in the last chapter. These articles deal carefully and somewhat conservatively with two subjects which have received much attention of late and sum up the matter.

We cannot urge our readers too strongly to read the volume carefully. It is advertised in our columns.

Copyrighted, 1891.

A SUMMER VACATION AWHEEL IN THE HARZ MOUNTAINS.

BY WM. HEYNY, JR.

(CONTINUED.)

LEAVING Treseburg for Blankenburg our road, partly hewn into the solid rock, leads past the "Withelmsblick," then slightly ascending and afterwards affording some excellent coasting through the villages of Wienrode and Kattenstedt.

From afar the ragged range of the "Teufelsmauer" (devil's wall) rocks now looms up; they assume the shape of battling giants, and other curious groups as we draw nearer. One high rock, the last in the row, is said to have resembled King Louis XVIII. of France in profile, and therefore called "Ludwigsfelsen." Observe the sharp outlines while we are leisurely bowling towards it. Passing along the great long line of heavy blocks, packed on top of each other, we dismount at the first and highest cliff, the "Grossvater" (grandfather.) It has an observation platform and flagstaff on the top, and from here we can view the picturesque surroundings, the pretty town crowned by the castle, and in the distance the ruins of Regenstein Castle. Looking back over the top of the Teufelsmauer rocks we have the "Gegensteine" in line with them, also Quedlinburg, Halberstadt, and other towns and villages more to the north. The "Loebbeckenstieg" (L.'s path) affords a very pleasant stroll over the top of the Teufelsmauer, winding through the high cliffs. Wild shrubbery and huckleberry bushes are growing all over the dry and rocky height. On one of the huge rocks we find an inscription in memory of Loebbecke, who built this lovely promenade. Our path continues way down to the "Sautrog" (sow's trough), a deep, dark hollow, at one time the scene of secret tribunals of criminal justice. Then we return to the "Grossvater."

The height below the "Teufelsmaur" cliffs is the wooded "Heidelberg" (from "Heidelbeere," Huckleberry, and not to be confounded with the famous old University.) Here we rest in a charming spot, the hotel "Zum Heidelberg," in midst of the three interesting groups, the "Teufelsmauer" to the left, the "Regenstein" to the right, while ahead and in front of us lies the town and castle of Blankenburg. A stroll through the town is very interesting on account of the many old historical buildings and the military barracks of "Kaserne." The castle is famous as the birthplace of Empress Maria Theresia.

The "Regenstein" is reached after a ride of fifteen minutes over a highway lined on both sides by fine plum trees (oh, what a feast!) Through a little forest we finally ascend to the outer wall, which hides the ruins from view; but on passing under the arched gateway, over which the coat of arms of the Count of Regenstein is chiseled into the keystone, we suddenly have the whole complex of the old battered stronghold before us. Here

are the ruins of the chapel, a few arched windows; there the massive, rocky fortress or castle with its dilapidated tower, and between both a little "Wirthshaus" squatted, with four or five green trees in front of it, a vivid contrast. From the innkeeper we obtain an old, big, rusty key to enter the castle and get a view from the tower.

The "Regenstein" or "Reinstein" is one of the most interesting natural fortifications of early mediæval times. Its traditional founders either made use of existing caverns in the high rock or had them chiseled out, thus rendering a great number of the apartments of this extensive castle indestructible. It was built in 1160 by the Counts of Blankenburg, and, later on, passed over to a collateral lineage. The Counts of Reinstein are prominent in all mediæval battles and feuds, and the legends often mentioned the old tower, the dark apartments and prisons of the rock, in connection with the martial knights of those days. One Count Albert of Reinstein especially was forever fighting and quarrelling with the citizens of Quedlinburg. In 1336 he was captured and kept imprisoned in a strong wooden cage in Quedlinburg for eighteen months. This cage is still shown at the City Hall in Quedlinburg. In the seven-years-war the fortifications were destroyed so far as possible by the Prussians.

At the entrance to a subterranean passage way (to the Blankenburg Castle) an inscription of the year 1090 was discovered recently. Adjoining is a dungeon over 70 feet deep, but the most curious is a well bored through the live rock so deep that you cannot see to the bottom of it. To demonstrate the great depth the guide takes a glass of water. "Listen," he says, then he throws the water into the well. Nearly four seconds elapse before the clashing informs us that the contents of the glass have reached the surface of the water below.

(TO BE CONTINUED.)

MR. WOODCOCK, OF D. RUDGE & CO., DEAD.

THROUGH the courtesy of the Overman Wheel Co., we are advised that they have received a cablegram from England announcing the death, on May 18th, of Mr. Woodcock, the proprietor of D. Rudge & Co.'s works, Coventry. The cable gives the cause as "influenza pneumonia," probably the influenza terminating in pneumonia. Mr. Woodcock was one of the most prominent cycle manufacturers of Coventry, has for many years been connected with the Rudge Co., and has for the past few years been sole proprietor of the company. This company was at one time one of the largest of importers of cycles to this country; but since Messrs. Stoddard, Lovering, & Co. went out of the bicycle business, the Rudge Co.'s business in this country has been practically nothing.

DETROIT LEAGUE MEET NOTES.

"THE Judge," who has so ably discharged the duty of correspondent for the WORLD from this city, has asked me to take up the work he has had to lay down, on account of business and lack of time.

The club's genial treasure of a Treasurer W. T. Watson, who has taken upon himself the correspondence work for several weeks past, has also asked me to act as the BICYCLING WORLD'S correspondent. With much pleasure I will again take my place in the WORLD'S columns.

We want lots of things for the coming League meet, and we want all wheelmen, whether members of the League or not, to come.

We want Bassett, poetry, fife, and wife, his cousins, sisters, and friends.

We want all the editors, yea, even Sam Miles and anti-ring rule *Sporting Review* Robbins.

We want Pendragon covered with ribbon badges, and "Hawkshaw" in tights.

We want Brinker, "Zimmy," 'Quilla, Gassler, and by all means both the Vans.

We want Banker Brothers, Murphy Brothers, Wilhelm Brothers, Thorne Brothers, and all other brothers.

In fact we want the earth, and as much else as we can buy, beg, borrow, or steal, for we are going to break the record in League meets.

A number of new ideas will be brought out. Among these will be electric timing of the races.

No programmes of the League meet will be sent out, as has been the case in the past, but instead, each League member coming to the meet will be given a finely gotten up souvenir of the meet, illustrated with sketches of Detroit past and present, with bits from the city's strange history, for Detroit is much older than Boston or Plymouth; in fact, with the exception of one city, Detroit is the oldest in the country, and has been possessed by the French, English and Indians, time and again, and has witnessed many bloody scenes.

"SETAGEC."

THIS IS CORDIAL!!

AT a City Council meeting of Elizabeth, N. J., the following resolution, which was offered by Mr. Campbell, was unanimously adopted:

Resolved, That the City of Elizabeth, through its representatives in Council, desires to extend to the New Jersey Division of the League of American Wheelmen a hearty welcome upon the occasion of the annual meet on the 29th and 30th of May, and

Resolved, That his Honor the Mayor, the President of the Council and the City officials be requested to offer to the members of the New Jersey Division such courtesies as may lie within their power during their stay within the city's limits, and

Resolved, That a copy of these resolutions be transmitted to the New Jersey Division through Messrs. G. Carleton Brown and D. B. Bonnett, committee.

THE RHODE ISLANDERS' VISIT TO BOSTON.

THE next time the Rhode Island Cyclists come to Massachusetts and invite you to join them don't fail to accept if you wish to enjoy a first class time. Especially if you are a lady cyclist you will be shown every attention, and you need not remain at home for lack of an escort. The two Massachusetts ladies who joined the party of May 18th at Mt. Bowdoin for a 17-mile run to Auburndale can testify that the Rhode Island cyclists are gentlemen, and I want to tell you also that they understand the art of being friendly without being familiar.

Capt. Smith and his staff attended us from the time we mounted at Mt. Bowdoin until they saw us safely on the home-bound train.

The roads, the hotel, the dinner all were first class, and we enjoyed the honor of being taken in to dinner by the "Captain."

But don't attempt a "run" with the Rhode Island ladies unless you can *ride*; they know how, and they are in excellent training. They ride up hills by the dozen without dismounting, and they talk about their trips from Providence to Brockton as if the latter was a neighboring town.

This is my first trip since joining the L. A. W., and I enjoyed every bit of it (except when facing the wind), and I hope to enjoy many more.

ONE OF THE MASSACHUSETTS LADIES WHO WAS THERE.

ROUTES.

I NOTICE in the WORLD the route from Washington to Staunton is wanted; having been over this stretch I send it gladly. From Washington to Mechanicsville 22 miles, Damascus 13 miles, New Market 11 miles; where you strike Baltimore pike 8 miles to Frederick; next stop Middletown after crossing Catoctin Mt. 8 miles from Frederick; 4 miles farther is top of South Mountain; from there Hagerstown is 12 miles; next stop Williamsport 6 miles; crossed Potomac River; to Martinsburg next, 14 miles; from there to Winchester 22 miles; Middletown, 12 1-4 miles; Strasburg, 5 miles; Woodstock 11 miles; Mt. Jackson, 13 miles; New Market, 7 miles; Harrisonburg, 18 miles; Willow Spring, 17 miles; Staunton, 8 miles. Road all the way from Washington to Staunton is excellent. I rode from Washington to Winchester in one day. Bike was in good condition.

No. 14073.

Wheelmen in Northeastern Indiana and Northwestern Ohio, will find below a good route to Detroit.

Fort Wayne and Auburn, Ind., via Hicksville, Bryan, West Unity, and Fayette, Ohio, and Morenci, Adrian, Tecumsah, Macon, Saline, Ypsilanti, and Wayne, Mich. Distance from Hicksville, Ohio, 144 miles; via Ann Arbor, Mich., about 155 miles; Defiance, Ohio, via Bryan and above route, about 165 miles.

Will leave Hicksville, Ohio, July 11th, and join Hunt's tour at Ann Arbor, Mich., and tour with them to Detroit.

I want company on the above tour, and will be pleased to hear from any one near here, who contemplates touring to Detroit. W. F. Horton, Hicksville, Ohio.

A CORDIAL INVITATION

Is given to wheelmen in general to partake of the hospitalities of the Grand Rapids, Mich., Bicycle Club on Decoration Day. Chief Consul A. B. Richmond gives a twenty mile road race on that day, and the Grand Rapids Bicycle Club have decided to make it a general Wheel Day, escorting the visitors through the places of interest in the afternoon of Saturday, winding up with a grand ball and supper in the evening. Sunday will be devoted to short runs out of the city to places of interest.

P. S. HUNT, Chairman Entertainment Committee.

PROPOSED BIG PARADE IN BROOKLYN, N. Y.

THE clubs of Brooklyn met last Wednesday night to make arrangements for a big bicycle parade to take place about the 13th of June in Prospect Park. President Dunn has given his support, and the lady riders are enthusiastic. The Park Commissioners have given their promise to do all in their power to make the affair a success. The New York papers have taken up the matter and will keep up the interest. Wheelmen from New York, Jersey, and vicinity, will be on hand in large numbers, and it is expected that at least 1000 wheels will be in line, and from assurances already received there will be not less than 100 ladies in line.

KENTUCKY DIVISION MEET.

THE programme for the meet of Kentucky Division at Louisville, June 26 and 27, is out at last, after many unavoidable delays. It contains thirty-two pages, and is as neatly gotten up as any programme yet seen. There are to be seven races on the first day and ten on the second. Of these, three are for ordinaries and one mixed on the first day, while on the second day three ordinary races and one club mixed race.

No mention is made of tires, but it is understood the Race Committee will penalize pneumatics 80 yards in a mile. Racing wheels will be admitted.

The races will be run by electric light at night, on the new auditorium bicycle track.

THE PROPER THROW FOR LADIES' CYCLES.

EDITOR BICYCLING WORLD: Referring to the article on "Proper Throw for Ladies' Cycles," April 14th, I fail to see Mr. Lewis' *tremendous mechanical mistake*. The short crank and low geared wheel is just as effective as a long crank and high gear It also enables the rider to ascend a hill slower, consequently with less fatigue, as the crank revolves faster and passes the dead centres more quickly. I don't admire long cranks on any wheel.

L. A. W. 9977. ED. WHITTEMORE.
Grand Rapids, Mich.

AT HARTFORD, SEPTEMBER 7TH AND 8TH.

THE Hartford Wheel Club's dates are September 7 (Labor Day) and 8th.

The Wheel Club proposes to have the great Hartford fall event what it always has been—THE tournament of the season.

At Hartford on the same dates will be held the annual fall meet of the Connecticut Division L. A. W.

Tournament Committee: Joseph Goodwin, chairman; L. A. Tracy, treasurer, J. J. Grace, secretary.

THOSE BEARINGS!

"G. & J. BEARINGS ARE NO GOOD"

Writes a gentleman from Colorado, and then he hastens to add, "as muscle producers," and as he rides a Light Champion he ought to know.

"What do you put in them that makes 'em run so easily," writes another (who rides a Rambler,) from Snow Hill, Md.

And these are but two of many. The G. & J. Bearings made a name for themselves at the very beginning, and have remained an easy first ever since. Given a wheel with the G. & J. Automatic aligning bearings, G. & J. spring frame, long steering-head and small front wheel, and it is not to be wondered that to-day the RAMBLER is above the top notch.

GORMULLY & JEFFERY MFG. CO.,

MAKERS OF

"The American Cycles."

222-228 N. FRANKLIN STREET, - - CHICAGO, ILL.

Chicago Retail Store, 85 MADISON STREET.

1325 14th STREET, N. W.,
Washington, D. C.

174 and 178 COLUMBUS AVENUE,
Boston, Mass.



Something New in Oils!

Premier Lantern Oil. The Finest Compound for Cycle Lamps ever offered. Brilliant, Clean and Safe. Pint Cans, patent screw top. Price, 50 cents.



Premier Cycle Oil. Especially designed for Cycle Bearings. Pure, smooth, lasting. The best lubricating oil made. Every cycler should use it. 4 oz. cans, with screw nozzle and spring bottom. Price, 25 cts. The trade supplied by the case. Send for quotations.

PREMIER CYCLE COMPANY, 846 Eighth Avenue, New York.

PROGRAMME OF HAGERSTOWN RACES.

JULY 3.

ONE mile novice, ordinary; one mile safety, District of Columbia Division championship; one mile ordinary, Maryland Division championship; half-mile heat race, open, first heat; (first, second and third men to qualify for final.) Half-mile heat race, second heat; one mile ordinary or safety 3.20 class; one mile safety, open; fancy riding; two mile handicap, open, ordinary; one mile ordinary, Third District; one mile team race, bicycle clubs; one mile Virginia Division championship; half-mile safety, Pennsylvania Division championship.

JULY 4.

One mile ordinary, Pennsylvania Division championship; one mile ordinary, District of Columbia Division championship; one mile safety, Maryland Division championship; one mile tandem safety, open; one mile Hagerstown Bicycle Club championship; half-mile heat race, final; trick riding; one mile ordinary championship Hagerstown meet; fatmen's race, Harry Hodgson's race; half-mile ordinary, Pennsylvania Division championship; one mile ordinary, Delaware Division championship; one mile team race, open; one mile safety, Third District.

DETROIT WHEELMEN'S ROAD RACE.

THE handicap fifteen mile road race of the Detroit Wheelmen will be run on Saturday, June 6th, instead of Decoration Day as first announced.

The start will be at Birmingham, an adjoining town fifteen miles away, and the finish will be at the corner of Woodward and Baltimore avenues. It will be open to members of the Detroit Wheelmen only. Those who desire to see the start will go out by train to Birmingham. They can also get back by train in time to see the finish. There will be three or more prizes, besides a time medal. The time medal and first prize will be of gold. Some of the probable starters are Metzger and Schimmel on pneumatic-tired wheels, Osborn on a rational ordinary, Jones, Mackay, Marks and several others on ordinaries, and a number on safeties, both solid and cushion tired. It is almost impossible to pick the winner, as most of the riders are in splendid condition and keep in training.

"SETAGEC."

CENTURY RUN—NEWARK TO PHILADELPHIA.

THE "Century Run" committee had a meeting last Tuesday evening at the club house of the Elizabeth Wheelmen, at which time Capt. Martin of Plainfield and myself reported having ridden over the course, finding the roads in splendid condition; the only bad spots being a stretch of about 1 1-2 miles between New Market and Bound Brook, and the first two miles on Bristol Pike after leaving Trenton. A little rain will make them O. K.

For those returning to New York, the following special rates have been made with the Philadelphia & Reading R. R. for parties of ten or more. Trenton, 68 cents; Elizabeth, $1.52; Newark, $1.64; and New York, $1.80 These tickets will be good only on train specified on ticket, and will be sold by the committee only, and cannot be purchased at railroad ticket offices. Any member of the run having purchased one of these tickets and unable to use it, can have money refunded upon application.

We have secured the entire Continental Hotel in Newark (where all will please report), also the United States and the American House.

The Park Avenue Wheelmen of Philadelphia have secured the Park House, and the New York Bicycle Club will sleep in Orange; the Orange Wheelmen, Cranford Wheelmen, and Atalantas of Newark, will all remain at their own homes, and also take some friends with them.

The Atalanta and Orange Wheelmen both think they have a good chance to secure the prize offered for the largest club represented, while the Brooklyn's, Kings County, and Long Island Wheelmen are all working quietly and confidently.

Capt. Haynes of the Manhattan Athletic Club is sure the "cherry diamond" men will win one prize, while all the New York clubs are sanguine of securing some prize.

This is not a race! and any member or members riding ahead of the pace makers or main body will be considered out of the run, and will not be checked on route. We guarantee to take all who stick by the schedule through to Philadelphia on what will prove to have been the biggest thing of its kind ever gotten up.

There will be twenty lady riders on the run.

The committee adopted a design for a souvenir (silver medal), somewhat similar to those issued last year. They will only be given to those riding the entire distance and will cost $1.25 each.

WALDO E. FULLER, Chairman Committee.

THE COLUMBIA'S TOURNAMENT.

THE chief topic among Hartford Wheelmen is the Columbia Club's big event at Charter Oak Park, July 4, which promises to be one of the most important race meets of the year. Following is the list of races:

One mile safety, 3.20 class, pneumatic barred; one mile safety, City Reporters, pneumatic barred; one mile ordinary, State Championship; one mile safety, handicap; one mile ordinary, handicap; fancy riding; one mile safety, open; one-half mile safety, State championship; one mile ordinary, open; one mile safety, championship of Hartford, pneumatic barred; fancy riding, amateurs; two mile safety, handicap.

THE CLEVELAND WHEEL CLUB'S DECORATION DAY RACE.

FROM present indications the Cleveland Wheel Club's Decoration Day handicap road race will be a pronounced success. Within a week after the announcing of the race some twenty of the racers have entered, while as many more have signified their intention of riding.

The race is open to all amateurs, and as a dozen handsome prizes are offered, the race is bound to be a big one and hotly contested. The limit men will be started at nine o'clok sharp from the new Y. M. C. A. Building corner of Prospect and Erie streets. Don't forget the date, Decoration Day, May 30th, and make your entry promply to J. P. Petty, Box R, Cleveland, Ohio.

TRADE NOTES.

WHO'LL GET IT?

MESSRS. GORMULLY & JEFFERY of Chicago, manufacturers, have written through their manager at Washington, Mr. L. B. Graves, that they have decided to donate a Standard Light American Rambler safety bicycle, value $135, to be contested for in the meet races in this city in July. The liberality of this firm attests their thorough cycling spirit as well as their good feeling for Hagerstown.—*Hagerstown Globe.*

WHAT'S up? A Baltimore correspondent sends us the following: "The movements of business men prominently connected with the cycle industry are full of suggestions at times. One of the best known of this class dropped into the Reinert Hotel at Baltimore last week. A few telegrams were handed out as he registered a little later, and one by one dealers from various parts of the South were ushered up to his room. A popular league official was amongst their number. A quiet talk in vigorous English, a thorough knowledge of the trade and the men in it, a good cigar, make up a combination which, intelligently applied, produce good results. I am looking for something to drop. The name on the register was A. Kennedy-Child, and oh, how quiet he was."

ROUSE, HAZARD & Co., Peoria, Ill., enjoy an immense trade on cycles and sundries, both as retailers and jobbers. They have a large local trade in their own city which is very enthusiastic over the wheel, while their out-of-town trade extends to every State, Territory and Canada.

MR. W. F. DURYEA of the Duryea Jewelry Co. of New York, has been making a business trip through New England in the interests of his firm. Mr. Duryea showed us a fine line of samples of L. A. W. pins and emblems, and he reported having done an excellent business with the trade. He was in Boston for several days.

G. W. SHAMP, a Buffalo, N. Y., mechanic and inventor, has just produced another style of wheel. He has already gotten out two styles of a light convertible tandem, a splendid spring fork, four styles of saddles, new form of solid tire, claimed equal to a cushion tire, a self-oiling chain, and many other bright practical wheel inventions. This last wheel of his is a true diamond frame with 30-inch tangent spoke wheels, Shamp self-oiling chain, Shamp saddle, Shamp bearings, Shamp tires, Shamp hubs, and connecting parts of Shamp castings, which he claims is stronger and better than drop forgings or cast steel. This wheel, all ready for the road, will weigh under 35 pounds and is very strong.

[[SEE SUPPLEMENT FOR TRADE NOTES AND FIXTURES.]]

PRICE, - - - - $100.00.

THE HARTFORD SAFETY.



—MANUFACTURED BY—

THE HARTFORD CYCLE CO.,

HARTFORD, - CONN.

Ball Bearings, Interchangeable, Strong, Durable and Well Finished.

THE HARTFORD LADIES' SAFETY.



Send for 1891 Catalogue.

CALES * DIAMONDS.



Fine Easy Running Wheels.

A perfect Diamond Frame, with a strong centre brace. The most successful frame on the market to-day.

SOLID TIRES, $85.

CUSHION, $95.

Cales, Model '90, $70.

STRAIGHT FRAME.

Send for Catalogue of Sundries and Boy's Wheels.

SCHOVERLING, DALY & CALES, 302 Broadway, New York.

DON'T FORGET THE

Eighth Annual Meet of the New Jersey Division, L. A. W.

ELIZABETH, N. J.

FRIDAY AND SATURDAY, MAY 29 AND 30, (DECORATION DAY.)

Come and enjoy our program of two days' pleasure, Theatre Party, Business and Officers' Meetings, Banquet, Division Parade, Photograph, Lunch, and last but not least, plenty of riding over the

Famous New Macadam Roads of Union County,

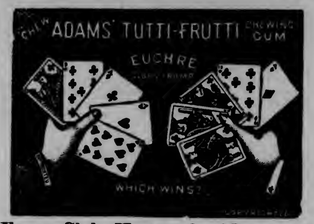
Connecting with Orange System, and making the finest and largest riding district in the United States. Come and see for yourself the fulfilment of a want long desired. We propose making this a celebration of the completion of the FIRST SYSTEM OF ROADS BUILT UNDER LAWS, the FIRST MOVEMENT for which was inaugurated by the LEAGUE OF AMERICAN WHEELMEN. See Official Program for details. If you do not get one send a postal card to the Secretary-Treasurer, GEORGE C. PENNELL, Elizabeth, N. J., for one.



A Shot with the Kodak.

Send to The Eastman Company, Rochester, N. Y., for a copy of "Do I want a Camera," (illustrated) free by mail.

Take a Kodak with you.



Every Club House should nave an Automatic Box.

Address ADAMS & SONS, 150 Sand Street, BROOKLYN, N. Y.

PIERCE, SMALL & CO.,

Randolph, Mass.

We are exclusive owners of all patents pertaining to Flexible Bicycle Shoes with clipped heel corners. Dealers are warned against imitations or infringements.

Dealers' Retail Price List of

"S. & P.," "Boston" and "P. S. & Co." SPORTING SHOES.



Custom Workmanship. Hand Welt, Sewed and Stitched.

MEN'S BICYCLE SHOES.

	TOP.	SOLES.	HOW MADE.	
No. 1....	Kangaroo...	White Oak	Hand Sewed..	$5 00
No. 2....	Kangaroo...	Union.....	Hand Sewed..	3.50
Racing..	Horse Hide.	Oak.....	Hand Sewed..	5.00

High Cut Bicycle Shoe, $6.00, $5.00, $4 50.
Boys' Bicycle Shoes, $3.50, $3.00.

LADIES' TRICYCLE SHOES.

No. 1, Glove Kangaroo, high, Oak, Hand Sewed, $6.50
No. 2 Glove Kangaroo, low, Oak, Hand Sewed, 4.50
Mention this paper.

John H. Morrill & Co.,

Division Tailors of the L. A. W. for Massachusetts.

Coat, - - -	$5 75
Pants, - - - -	3 75
Cap, - - - -	85
Shoes, - - -	$3 to 3.75
Shirts, Flannel,	$2.50 upwards
Shirts, Cheviot, -	87 upwards

Manufacturers and Dealers in

Base Ball, Tennis, Bicycle, Gymnasium, Athletic and Sporting Goods.

We make a specialty of all styles of outing clothing.

12 Bromfield Street, Boston.

Members of Western Massachusetts can give orders to GEORGE S. DAVIS, Main Street, Worcester, Mass.

OUR $500 IS UP.

We put it up for a catalogue and now it's ready to mail you. There is no Chinese puzzle in it, but lots of wholesome food for cyclists to digest and a line of machines that show up like 4 time winners. Drop us a card for catalogue, and pour into our sympathizing ears all your woes about that old mount of yours.

Knight Cycle Co.,

907 N. 10th Street, - St. Louis, Mo.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 20

ABBOT BASSETT, Secretary,

OFFICERS FOR 1890—91.

PRESIDENT,
JAMES R. DUNN,
40 Wall st., Room 63, New York.

FIRST VICE PRESIDENT,
MAJOR CHAS. L. BURDETT,
Hartford, Conn.

SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN,
116 Broad Street, Elizabeth, N. J.

TREASURER,
W. M. BREWSTER,
117 No. 4th Street, Quincy, Ill.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committees.

Membership Committee.

Sanford Lawton.....Springfield, Mass.
George C. Pennell.....Elizabeth, N. J.
Howard L. Perkins.....Box 103, Providence, R. I.

Committee on Improvement of Highways.

Isaac B. Potter.....Potter Bldg., New York

Committee on Rights and Privileges.

Geo. A. Perkins.....5 Pemberton Sq., Boston
J. S. Dean.....28 State St., Boston
Chas. F. Cossum.....Poughkeepsie, N. Y.

Committee on Rules and Regulations.

T. J. Kirkpatrick.....Springfield, O.
A. B. Richmond.....Grand Rapids, Mich.

Transportation Committee.

Albert Mott.....203 Lenox St., Baltimore, Md.
Joseph T. Chism....120 Mosher St., Baltimore, Md.
Burley B. Ayres, Rand, McNally Bldg. Chicago, Ill.
Thomas Savage Clay.....Savannah, Ga.
Amzi T. Dodd.....70 Park Place, Newark, N. J.
John B. Seward.....35 Milk Street, Boston
Chas. A. Sheehan....5 Vanderbilt Ave., New York

Racing Board.

Charles E. Randall....3709 Ellis Ave., Chicago, Ill
George S. Atwater.....1424 Penn. Ave., Washington, D. C.
George Collister....147 Ontario St., Cleveland, O.
Abbot Bassett.....12 Pearl St., Boston
Lewis A. Miller.....Meriden, Conn.

12th Annual Meet of the L. A. W.

DETROIT, MICH., JULY 16, 17, 18, 1891.

Address Chairmen as below at Detroit for information relating to the work of the committees:

Chairmen of Committees:

Reception—C. H. Smith, 211 Putnam avenue; B. J. Holcombe, 222 Woodward ave
Races and Transportation—Jos. Bresler, 22 Lafayette Avenue.
Exhibit—A. F. Peck, 143 Jefferson avenue.
Hotels—J. Hoffner, 243 Woodward avenue.
Parade—F. L. Abel, 187 Charlotte ave.

The Renewal Season.

The renewal season is now open, and we are ready to receive the annual dues of members.

We have opened the books for 1891-2, and applicants for membership may now send $2 and they will be put upon the roll for the year ending April 30, 1892.

All memberships expire April 30, and must be renewed before July 1st.

We publish a renewal blank which we hope will be universally used. A blank of this kind is more satisfactory for filing than a notice of renewal written in letter form. If a member has no blank and does not care to mutilate his paper, he will oblige us by sending renewal on paper the size of the blank and made out after the same form. The same applies when two or more names are sent.

Every League club has been supplied with sheets to send renewals on, and also a renewal of the club. Since many non-League clubs send in lists of names, a list of names is no indication that a League club renews its membership, and we must have the regular certificate of renewal as per blank furnished every club before we can issue our certificate of membership.

Club Secretaries will be supplied with renewal sheets for club lists on application.

Consuls, Agents, Club Officers, etc., who desire renewal or application blanks should procure them of the Secretary-Treasurers of their respective Divisions. See addresses in BULLETIN.

L. A. W. Uniform Cloth.

A contract has been made with the Burlington Mills for a cloth, steel gray in color, which will be used for the regulation League uniform. This cloth is now kept in stock by the Secretary, and will be supplied to League members only at $2.10 per yard, cash with order. The Regulation League button will be supplied by the Secretary at 5 cents for the large and 3 cents for the small size. The cloth is 54 inches wide.

ABBOT BASSETT, Secretary.

Amendment to General Racing Rules.

At a meeting of the Board held in Chicago May 14th, '91, Messrs. Atwater, Collister, and Randall present, Rule G was amended to read as follows:

Rule G. A competitor in amateur events shall not accept or receive in any way from his own club or any other club, or from any club promoting sports at which he competes, the amount of his entrance fees, his expenses while in training, his travelling expenses, or expenses of any kind incurred by him as such competitor, unless such club shall first have the special sanction in writing of this Board to make such payments.

A violation of this rule shall work a suspension from the track for such time as this Board may determine.

CHARLES E. RANDALL,
May 16, 1891. Chairman Racing Board.

Massachusetts Division.

The annual meet of the Massachusetts Division will be held at Cottage City August 13, 14, 15. A full programme of events will be published later. We hope to welcome friends from all the New England States this year, and we extend an especial invitation to our New York friends to sail across the Sound and revel with us.

A. W. ROBINSON, Chief Consul.

Spring Meet Massachusetts Division, L. A. W.

IMPORTANT.

Wheelmen going to Worcester on the 8.30 train from the B. & A. depot, must notify me *at once*, in order that proper arrangements may be made for the transportation of *wheels*.

Captains of clubs will please notify for their club.

Wheels must be returned (free) on the 6 P. M. train from Worcester.

Tickets are good on any regular train on the 30th and 31st, but wheels will be subject to extra charge except on above specified train.

Applicants for membership in the L. A. W. on or before May 30th, will be furnished with credentials in order that they may enjoy the privileges of accepted members.

Fraternally, ARTHUR W. ROBINSON,
Chief Consul.

Massachusetts Division L. A. W.

The following Consuls have been appointed for the localities mentioned:

Milford—Clinton L. Barnard.
Maynard—Crawford Letham.
Bridgewater—Albert Cushman.
Foxboro—F. H. Alden.
Leominster—F. W. Gray.
Arlington—Geo. Freeman.
Winchester—Warren S. Davis.
Middleboro—E. T. P. Jenks.

Fraternally, ARTHUR W. ROBINSON,
Chief Consul.

Official Handicappers.

The following official handicappers have been appointed:

District No. 3.—Pennsylvania, Maryland, Delaware, District of Columbia, Virginia, North Carolina and South Carolina.

1. Geo. D. Gideon, 17 North Seventh street, Philadelphia, Pa.

District No. 4.—Tennessee, Alabama, Georgia and Florida.

1. Charles J. Scherer, 211 Main street, Memphis, Tenn.
2. T. L. Ingram, 141-2 Eleventh street, Columbus, Ga.

District No. 5.—Mississippi, Louisiana, Texas and Arkansas.

1. A. M. Hill, 115 Canal street, New Orleans, La.

District No. 6.—Missouri, Kansas and Indian Territory.

1. C. H. Stone, 3129 Franklin avenue, St. Louis, Mo.
2. Geo. M. Wilder, 1724 Olive street, St. Louis, Mo.

District No. 7.—Ohio, Kentucky and West Virginia.

1. John T. Huntington, Brush Electric Co., Cleveland, Ohio.
2. M. J. Fleck, No. 332 East Walnut street, Louisville, Ky.

District No. 13.—California and Nevada.

1. Fred Russ Cook, 415 Market street, San Francisco, Cal.
2. H. C. F. Smith, Los Angeles, Cal.

CHARLES E. RANDALL,
May 16, 1891. Chairman Racing Board.

New League Clubs

The following clubs have qualified as League clubs and filed the certificate required in the office of the Secretary:

331—The Bloomington Cycling Association, Bloomington, Ill. L. G. Whitmer, Secretary.
332—Roanoke Cycling Club, Roanoke, Va. Chas. R. Evans, Secretary.
333—Morris County Wheelmen, Rockaway, N. J. H. J. Herbert, Secretary.
334—Roselle Ramblers, Roselle, N. J. Oscar F. Peck, Secretary.

Ohio.

To the Members:

Eighty applications from Ohio in the second week in May. That shows that there is still some spurt left in Ohio. Let some of the localities which have been dormant wake up and do their part. What we want is a general and concerted spurt on the part of every locality in the state. Local Consuls! on you depends a great deal. You are in a position to help us. Go right to work now and get a list of all the wheelmen in your locality, and send it to Dr. Wm. D. Kempton, 53 W. 9th street, Cincinnati. We have some printed matter that ought to be in the hands of every wheelman in the State who is not a League member.

Fraternally, M. A. HIGH,
May 12, 1891. Chief Consul.

Ohio.

T. J. Kirkpatrick has been added to the committee having in charge the amendment of the constitution and by-laws of the Ohio Division.

The Secretary-Treasurer of the Ohio Division still has a few copies of the handbook of the Ohio Division of the edition of 1886 (the last edition issued) which, with the map of Ohio and "addenda," will be sent postpaid to the address of any L. A. W. member on the receipt of fifty cents.

Fraternally, WILLIAM D. KEMPTON,
Cincinnati, May 16, 1891. Sec.-Treas.

Racing Board.

By unanimous vote of the Racing Board Mr. George F. Waldron of Omaha, Neb., has been reinstated as an amateur.

CHARLES E. RANDALL,
Chairman Racing Board.
Chicago, May 12, 1891.

By unanimous vote of the Racing Board Mr. E. M. Mooar of Grand Rapids, Mich., has been reinstated as an amateur.

CHARLES E. RANDALL,
Chairman Racing Board.
Chicago, May 12, 1891.

Maryland Division Racing Board.

Messrs. S. T. Clark, chairman; C. L. Mitchell and H. B. Irwin have been appointed members of the Maryland Division Racing Board.

CHARLES E. RANDALL,
Chairman Racing Board.
Chicago, May 12, 1891.

Rhode Island Division Tailor.

I hereby appoint George Christoph, 379 Broad street, Providence, R. I., Division Tailor. Prices:

Coat, $8.25.
Breeches, $4.75.
Coat and breeches, $12.75.
Vest, $3.25.

Mr. Christoph will visit the following localities to take measurements, for six or more orders in each place: East Greenwich, Newport, Phenix, Wakefield, Warren, Westerly, and Woonsocket.

For cap, shirt and stockings apply to A. G. Spalding & Bros., 241 Broadway, N. Y., L. A. W. outfitters.

GEO. L. COOKE,
Providence, R.I., May 12, 1891. Chief Consul.

Wisconsin Division—Notice.

Following committees are hereby appointed:

Rights and Privileges—Wm. Foster, chairman, Loan and Trust Building; C. H. Keeney, Dr. E. W. Beebe, all of Milwaukee.

Transportation—Chas. Gorton, chairman, Racine Basket Co.; E. D. Wright, H. Van Arsdale, all of Racine.

Road Improvement—G. M. Linderman, chairman; W. F. Grunewald, J. G. Morris, all of Oshkosh.

League Hotel—Commercial House, Plymouth, Wis., $1.20 per day.

All members intending to go to meet at Detroit, or meet at Green Bay, should address Chas. Gorton, Racine, without delay, so that names may be listed in time to secure transportation for self and wheel.

Membership renewals should be in. Local Consuls can secure needed stationery of sec'y-treas., or use bulletin blanks.

Local Consuls will find much new timber to work on for applications for membership. We want 500 Wisconsin League members at the Green Bay meet. Spring oratory is now in order.

Fraternally, W. L. SIMONDS,
May 13, 1891. Chief Consul.

Minnesota Hotels.

I have appointed the following League hotels:

At Anoka—The Commercial Hotel; regular rates, $2.00; L. A. W., $1.50; breakfast or supper, 35 cents; dinner or lodging, 40 cents.

At Hastings—The Bailey House; regular rates, $2.00 and $2.50; L. A. W., $1.50; single meals or lodging, 40 cents.

T. M. STOSSON,
Minneapolis, May 14, 1891. Chief Consul.

Kansas Consuls and Hotels.

The following new Local Consuls have been appointed by me: Harry Johnson, Garnett; M. L. Andrews, Arkansas City; Chas. H. Raltzell, Parsons.

I have also appointed the following League hotels, and issued certificates for same: Interstate Hotel, F. N. Scott; and Mathewson House, Parsons. Regular rate of each $2.50 and $3.00 per day; rate to L. A. W. members, $2.00 each.

CHAS. S. DAVIS,
May 11, '91. Chief Consul.

Kentucky Division Racing Board.

Messrs. Phil. E. Allison, 448 Main street, Louisville, Ky.; Wm. E. Castle, Second and Jefferson streets, Louisville, Ky.; and Chas. M. Hanauer, 163 West Fourth street, Covington, Ky., are appointed members of the Kentucky Division Racing Board, Mr. Allison, Chairman.

CHARLES E. RANDALL,
May 16, 1891. Chairman Racing Board.

Texas Division.

The following Local Consuls have been appointed to date for Districts designated:

No. 1—S. J. VonKoenneritz, Austin.
No. 2.—F. W. Dumble, Houston.
No. 3.—George Bound, Fort Worth.
No. 4. W. B. Truslow, Tyler.
No. 5.—Ed V. Hughes, Greenville.
No. 6.—W. A. Parker, Waco.
No. 7.—C. L. Reierson, San Antonio.

I want a local consul in every place in Texas where there are one or more League members, and in the latter instance would like to have the expression of each member as to his choice of man for the position. We want no drones, but enthusiastic and energetic workers, who will do persistent work in the recruiting line. The increase in membership for this Division has been 150 per cent. since last September, and every week now brings new names.

A great many of those who joined lately came in on the $1.50 rate, and were renewed for another year without any cost to them, as were in fact all who held membership at the close of the League year just passed; each one of you should show your appreciation of this by securing at least one new member during the present year. We can easily have at least 300 members before the first of January next if every man does his duty. Out of thirteen eligible wheelmen Sherman has twelve League members; what is the matter with every other place doing as well? Fraternally,

E. W. HOPE, Chief Consul.
Sherman, Texas, May 13th, 1891.

Renew!—Missouri—Renew!

Renewals are coming in entirely too slow from this Division. Local Consuls are again requested to call on all their resident members *at once* and secure their renewals. We cannot afford to lose a single member. St. Louis members can leave their renewals at the following places, and receipt will be given: Local Consul Wainwright, 1118 Olive street; Representative Laing, 1724 Olive street; Representative M. J. Gilbert, 209 North 4th street. Aid us by renewing promptly.

Fraternally yours, ROHT. HOLM, C. C.
May 16, 1891.

Missouri Appointments.

J. M. Becker, City Hall, St. Louis, is hereby appointed Representative, vice A. C. Woodruff resigned.

F. E. Ives, care Consol. Coal Co., Laclede Bldg., is hereby appointed Chairman of the Touring Committee, vice H. G. Wolzendorf resigned.

A. J. Gregory is appointed Local Consul for Louisiana, Missouri, and vicinity.

Fraternally yours, ROB'T. HOLM,
Chief Consul.

Massachusetts Division, L. A. W.

I hereby appoint the Mellen House the L. A. W. hotel for Fall River. Rates $2.50 to $3 per day; 75 cents for dinner.

Previous appointments are hereby revoked.

Fraternally, ARTHUR W. ROBINSON,
Chief Consul.

Missouri's Need is Hustlers.

To Consuls and Members:

In looking over our membership list I find that compared to last year we are falling behind in our recruiting work. In April, 1890, we had 31 ap-

plications; this year we had but 26. You can easily perceive that this will not do, and in order to place our Division inside of the 600 mark by July 1, an average of ten applications per week or forty per month is necessary.

You must be aware of the fact that a good, live, hustling, local consul holds the most important position in the Division as far as recruiting is concerned, and you must realize that if you yourself are inactive it only adds to the general recruiting stagnation. Every local Consul is part of the cog wheel which keeps the Division machinery in running order, and if only one fails to do the duty required of him, the whole Division is thrown out of gear.

Two thousand recruiting pamphlets have been mailed to all riders in the State, and I am sure that personal solicitation will gain us many new members. I therefore make an earnest appeal to every member and officer of this Division to start in and aid in the good work with all the energy you are capable of. If proper support is given us the figures 600 should be left far in the background.

"Act well your part. There all the honor lies."

Fraternally yours, ROB'T. HOLM,
St. Louis, May 16, 1891. Chief Consul.

New York State Division Racing Board.

The State L. A. W. Championships shall be as follows:

1-4 mile, 1-2 mile, and 1 mile, ordinary bicycle.
1-4 mile, 1-2 mile, and 1 mile, safety bicycle, and 1 mile tandem safety bicycle,
to conform with the National L. A. W. Championships.

In addition to the above there will be a 2 mile ordinary, and a 2 mile safety State championship.

The 1-4 mile and the 1-2 mile ordinary, and the 2 mile safety championships have been awarded to the Rome Cyclists' race meet, to be contested at Rome, N. Y., May 30, 1891.

Bicycle clubs and promoters of race meets desiring any of the remaining championships assigned to them should apply as soon as possible to A. B. Barkman, chairman, 241 Broadway, New York. A. B. BARKMAN,
New York, May 18th, 1891. Chairman.

From Foreign Marshal.

In answer to several queries as to European road books and maps, I would like to state, for the benefit of tourists, that the first volume of the Cyclists' Touring Club road books for Great Britain is published to-day. It contains the whole of England south of London, covering about seven thousand miles of riding. The remaining volumes will not be issued for some time. This work is the most thorough and complete that has been issued in England. It is sold to members of the C. T. C. at five shillings. Americans can join the C. T. C. and then obtain this book by applying to F. W. Weston, Savin Hill, Boston, Mass.

Other books are Paterson's—very good (but not originally prepared by or for cyclists); Spencer's, etc., which are on sale in book stores and can be obtained on landing.

Maps.—The best road maps are to be had from Edward Stanford, Cockspur Street, Charing Cross, London, but small local country maps obtainable everywhere, price six pence, are the most useful. These are published by Smith, Letts, Iliffe & Son, *Wheeling*, 152 Fleet Street, etc.

The C. T. C. map for the whole of England is not yet ready.

Guide books, for the whole of Europe, Baedeker & Murray are the best—in fact the only complete ones.

The C. T. C. has published a three-volume road book—The Continental—which covers the whole continent. It contains all the main routes one can want. Many books have been brought out in France. The best is the Guide Itenerarie de France by A. Jacquot, published by the *Velocé Sport* of Bordeaux. But only one volume, that for the Pyrenees, has appeared. This, however, is almost perfect. Price, 5 francs—$1.00.

The most complete yet issued, and very good, is Baroncelli's *Guide Routier du Velocéman* which covers the whole country. His *Guide des Environs de Paris* is most useful, as it gives in an abridged form the information in the former, including direct routes from Calise Dieppe, etc., to Paris, thence to Geneva, etc., just what the tourist wishes. It is published by the author, 18 Rue Roquepine, Paris. Price, 5 francs, $1.00.

The German Cyclists Union publishes a road book which I believe is very good.

There are many road books published by private individuals of more or less importance. The most useful of which is the *Belgian*, published by G. H. Bossut, 30 Rue de Pelican, Blussello. Price, 2 francs, 50 cents.

Government maps are the best in the continent of Europe, but their users are sometimes looked upon by the authorities with suspicion, although they can be freely bought. The best are those of the *Etat Migem*, to be supplemented by the local ones—in France those of the Geographic Joanne are excellent and cost but 10 cents. With membership in the C. T. C., and its road book, good maps, the hand-book of that club and Baedeker's guide book, one should be able to travel as cheaply and much more comfortably and independently than on any personally conducted party.

I cannot help saying that the attractions, both of the roads and scenery of the Black Forest, have been over-rated in some late numbers of the BULLETIN.

JOSEPH PENNELL, Foreign Marshal.
May 9, 1891.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an intiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Total 508.

BOSTON, May 15, '91.

CALIFORNIA DIVISION—9.

Los Angeles Wheelmen.

24232 Jenkins, W. M., care Haas, Barrich & Co., Los Angeles
24233 Meyer, Frank O., Carrier 10, "
24234 Percival, J. Phil, Box 2757, "
24235 Tufts, Will A., 132 So. Spring, "

Garden City Wheelmen (unattached).

24141 Summers, R. O., Box 639, San Jose

Oakland Bi. C. (unattached).

24026 Hunt, W. B., 1320 Filbert, Oakland
24025 Clark, A. H., 1003 Pine st., "

Unattached.

24140 Cummings, Geo. E, 153 Pierce ave., San Jose
24348 Salbach, Fred, 306 Fremont, Stockton

CONNECTICUT DIVISION—61.

Bridgeport Wheel Club.

24349 Anderson, J. J., 278 State st., Bridgeport

Columbia C. C.

24350 Stanton, Geo. F., 188 Capen st., Hartford

N. B. Wheel Club (unattached).

24351 Atwell, Guy Hicks, 74 West Main, New Britain
24352 Judd, Oliver N., Box 915, "

Rover Wheel Club.

24353 Bunce, Edward J., 323 State, New Haven
24354 Farnsworth, H. W., 90 Henry, "
24355 Jones, Chas. D., 46 Elm, "
24356 Kohrer, Geo. H., 33 County st., "
24357 Smith, Chas. S., 56 Porte st., "
24358 Williams, Thos. H., 107 Liberty st., "
24359 Winchell, H. B., Box 1665, "

Norwalk Wheel Club (unattached).

24360 Wheeler, Leroy E., So. Norwalk

Thomaston C. C. (unattached).

24361 Benjamin, Lester N., Thomaston

Meriden Wheel Club.

24236 Allen, W. Burton, Meriden
24237 Curtis, Clarence A., "
24238 Meeks, Arthur D., "

Stratford Wheel Club (unattached).

24028 Aspell, Preston H., Stratford
24029 Fryer, Melancthon, "
24030 Judson, John E., "

Unattached.

24077 Valentine, F. S., 280 Main st., Birmingham
24078 Beach, C. H., 118 Derby ave., Derby
24079 Albrige, Aaron, 18 Bank st., Waterbury
24080 Lyman, Chas. H., Jr., 35 Waterville st., "
24298 Hardy, John B., Chester
24297 Cadotte, Frank, 31 1-2 E. Main, Meriden
24362 Briden, Samuel J., Box 1780, Bridgeport
24363 Hanford, Lewis H., 21 Lake ave., Danbury
24364 Batterson, Geo. S., 370 Asylum st., Hartford
24365 *Mague, Mrs. Mary G.*, 15 Grand, "
24366 *Hanna, Miss Sara A.*, 48 Cedar, "
24367 Hollister, Winifred I. (P. O. 128 E. 121 st., New York), Hartford
24368 Nichols, George, Drawer 43, "
24369 Pease, Alliron L., Box 838, "
24370 Prentice, Frank I., Box 925, "
24371 Starr, Thomas K., 2 Beacon st., "
24372 Ward, C. Clayton, 335 Main, "
24373 Lincoln, Chas. F., Highland Park
24374 Chamberlain, Fred. S., New Britain
24375 Chase, Chas. F., "
24376 Canmer, R., 31 Franklin, "
24377 Fitch, F. K., 43 Cedar, "
24378 Parsons, Andrew S., Box 884, "
24379 Ainscoe, James, 323 State, New Haven
24380 *Ainscoe. Mrs. James*, 323 State, "
24381 *Beers, Miss Lillie M.*, 630 State, "
24382 Butricks, Minott A., 307 Columbia ave., New Haven
24383 *Peal, Miss Carrie B.*, 14 Congress ave., "
24384 Rogers, Geo. H., Ivoryton
24385 Cowles, Dwight, Kensington
24386 Kellogg, Frank P., Norwalk
24387 *Stanley, Miss Fannie B.*, "
24388 Vogel, W. A., "
24389 Wilson, Edward L., "
24390 *Jones, Miss Lilian F.*, East "
24391 Dixon, David, South "
24392 Randle, Samuel, South "
24393 Seymour, Samuel M., South "
24394 Smith, John A., 10 Haviland, "
24395 Wheeler, Lester B., 133 Water, "
24396 Clark, Arthur L., West Winsted
24027 *Lee, Mrs. H. K.*, (P. O. address 4051 Lancaster ave.) Phila. Pa.

DISTRICT OF COLUMBIA DIVISION—4.

Unattached.

24142 Ellis, Wm. T., 608 E st. S. E., Washington
24239 Hughes, W. J., 17 K st. N. W., "
24143 Miller, Louis K., 1427 F st. N.W., "
24397 *Williams, Miss Grace*, 761 7th st. S. E., "

ILLINOIS DIVISION—47.

Illinois C. C.

24398 Van Zandt, Geo., 110 W. Wash. st., Chicago
24399 Affolten, George, Daily News, "

Olney B. C. (unattached).

24401 Mitchell, H. L., Box 422, Olney

Danville C. C.

24215 Hendrich, Frank, Ladies' Bazaar, Danville
24246 Woodbury, James C., 14 Pine st., "

Rushville C. C.

24247 Hammond, Charles, Rushville

Rockford B. C.

24402 Troxell, Geo. A., Peoples Bank, Rockford

Lincoln C. C. (unattached).

24165 Maus, John B., 627 Sedgewick st., Chicago

Peoria B. C.

24144 Addison, A. H., 723 3d st., Peoria
24145 Albressen, Chas. F., 106 So. Adams, "
24146 Beasley, Chas. L., 400 Sixth, "
24147 Bourland, B. P., 306 Y. M. C. A. Bld'g., "
24148 Bowman, Lewis J., 400 Sixth st., "
24149 Bowman, Wm. J., 400 Sixth st., "
24150 Davis, Harry, care Kellogg & Davis, "
24151 Drysdale, K. P., care Bradstreet Co., "
4152 Hazard, S.B., care Rouse, Hazard & Co., "
24153 Leisey, A. E., 709 No. Water, "
24154 Lewis, W. T., 226 Main, "
24155 Miles, B. E., 322 Sixth, "
24156 Nichol, J. T., care C. R. I. & P. R'y Co., "
24157 Ouken, Bennett H., care Troy Laundry, "
24158 Pierce, H.H., Jr., Rouse, Hazard, & Co., "
24159 Smith, Chas. A., Bergner & Potter, "
24160 Smith, Geo. A., 707 No. Adams, "
24161 Stone, W. E., Jr., First Nat'l Bank, "
24162 Tripp, Chas. H., 100 Y. M. C. A. Bld'g., "
24163 Tripp, Wm. H., 206 Main, "
24164 Whitford, Frank E., Troy Laundry, "

Unattached.

24244 Cleveland, M. A., 319 Monroe st., Abingdon
24167 Chambers, Frank L., Box 477, Augusta
24299 Blanke, Otto H., 547 Warren ave., Chicago
4241 Lee, Joseph L., 50 Best ave., "
24240 Ferson, E. B., 395 58th st., "
24400 Redelings, Julius H., 545 Warren ave., "
24300 Robertson, F. C. N., Auditor Pullman Car Co., Chicago
24166 Halladay, Wm. E., De Kalb
24232 Nelson, Chas. A., 628 Main st., "

[CONTINUED IN SUPPLEMENT.]



BUILT ON HONOR.

Fitted with Cushion Tires on Hollow Rims.

MADE FROM WROUGHT STEEL.

And Fully Guaranteed. Dust-Proof Ball Bearings.

Long Graceful Handle Bars. Large Comfortable Sadd'le. Lightest and Best Wheel Made.

WARWICK CYCLE MFG. COMPANY,

SPRINGFIELD, MASS.

"MOST AUTHORS STEAL THEIR WORK OR BUY."

—*Pope.*



AS an illustration, turn to the different machines advertised in the different papers, you will see a very *marked* resemblance, *one* to *another*, with a few exceptions. The most conspicuous of these exceptions is the PARAGON. You will notice that it is *original* from tyre to handle bar, and we assure you that it is as "good as it is beautiful."

SEND FOR CATALOG.

STOVER BICYCLE MFG. CO., Freeport, Ill.

"Finest Quality Produced in the World."

TRADE "CREDENDA." MARK.

THE * CREDENDA * SEAMLESS

STEEL * TUBE * Co., * Ltd.,
BIRMINGHAM,
ENGLAND.

W. C. STIFF, Managing Director.

TELEGRAMS:—"CREDENDA" BIRMINGHAM.

L. A. W. SPECIAL.

All Shoes Stamped with this Trade Mark are of the Celebrated Norman & Bennett make. They are the best Fitting and Most Comfortable Shoe ever produced for Wheelmen.

FOR SALE BY

THE LEADING DEALERS

From Maine to California.







The Incomparable, "BRONCHO" Chainless, Noiseless, Safety Bicycle.

"Just Five Years Ahead of Time."

What, "BRONCHO!" That's what one of the largest and best builders of cycles in America says of "Broncho." Why did "Broncho" come *too soon*? Did said maker think "Broncho" would interfere with the quick and easy filling of his bushel basket with golden eagles? We leave it for *the riding public* to determine. Meantime, the BEST is *never too soon*. Every rider wants the *best*, therefore write for full particulars, prices, discount to Agents, etc. Send for Cat. Ask all the questions you can think of, the more the better, and *do it at once*.

Explanations of all seeming discrepancies, irrelevancies, and Ads. of "Broncho" at *"ruinously low rates,"* given to all interested parties on application.

Meanwhile, "Broncho" Light Roadster continues to be sold at the same old price, $135, and we cannot keep up with our orders.

Address all correspondence to

M. V. LIVINGSTON CYCLE MFG. CO., - 245 Columbus Avenue, Boston, Mass.

Princess No. 1, 30-inch, balls all over, -	$85 00	Climax No. 2, 28-inch, ball bearing, - -	$60 00
Princess No. 2, 28-inch, " " -	$75 00	Prince No. 1, 26-inch, " " - -	$45 00
Princess No. 3, 26-inch, " " -	$60 00	Prince No. 2, 24-inch, " " - -	$35 00
Climax No. 1, 30-inch, ball bearing, - -	$65 00		

These Wheels Are Built for Our Trade.
Agents Wanted all Over the World.

J. E. POORMAN, Agt., Cincinnati, O.



Ventilated Inter-Air-Spaced Clothing.

Adapted to all climates and all variations of temperature. Sold by leading merchants in all principal cities. Illustrated catalogue mailed free on application to

HARDERFOLD FABRIC CO., TROY, N. Y.
Mention this Magazine.



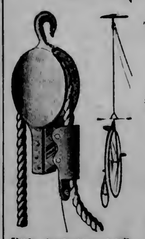
BACK VIEW

Indispensable to Bicyclists, Athletes and the Gymnasium

Call's No. 5 Supporters (jock strap) with elastic back, lace front and adjustable back straps. A sure fit. No. 5 (same as cut), 75c. No 6, with pockets on each side of lacing, $1.00. No. 7, with hose supporter attached to sides, $1.00. Number 8, pockets and hose supporter, $1.25. Order by number and give tight measure top of hips. Postpaid on receipt of price. S. B. CALL, 358 Main Street, Springfield, Mass.

THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as THE CYCLIST does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmey. $2.50 per year, including postage. Office: Coventry, England.

"SAFETY CYCLE HOIST."



Pat. Applied For.

The BEST Way in Holding the Safeties.

KEEP THE WEIGHT OFF THE TIRES.

Owners of PNEUMATICS and CUSHIONS Take Notice.

Price, Postpaid, *$1.00.*

Ask Your Dealer for it.



Pat. Applied For.

HOLLAND & HAVENER, Manufacturers, Worcester, Mass.

CHOICE OF THE EXPERTS.

"U. S." Gallery Ammunition.

Manufactured by the

United States Cartridge Co., - Lowell, Mass.



WHAT IS HIGH WATER MARK?

We started in this year with an idea of making **12,000** GIANT SAFETY BICYCLES. We have already actually sold over **10,000** and have so increased our facilities that we shall turn out **16,000.** Is that the figure above referred to? We think so, and it behooves any agent or dealer who desires quotations on these goods to be somewhat lively in his movements. Catalogue cheerfully mailed on application.



H. A. LOZIER & CO., - - Cleveland, Ohio.



Every rider of the

Eclipse Safety Bicycle

will tell you it is the finest machine he ever sat on.

You can make more miles over rough or smooth roads, in a day, with less effort, than on any wheel made.

The construction of the wheel is such as to remove all jar, and give the rider a machine that is as easy as a buggy.

The frame is made of material that cannot be broken.

The workmanship is first-class, ball bearing throughout, tangent spokes, and elegantly nickel plated.

Do not fail to see the ECLIPSE before buying. Price $100.

STEEL PULLEY & MACHINE WORKS,

Patentees and Sole Makers,

INDIANAPOLIS, IND.

A FEW WANTS.



YOU WANT a high grade wheel.

YOU WANT an easy running wheel.

YOU WANT as little vibration as possible.

YOU WANT a spring-frame Paragon.

—AND—

YOU WANT IT NOW.

While other people were *making experiments*, our people were MAKING BICYCLES. We therefore are filling orders *promptly*.

SIDWELL & SABEN, New England Agents,

248 COLUMBUS AVENUE, BOSTON, MASS.

$85.00 $85.00



LOOK! LOOK AT THE WHEEL!

THE ONLY

Referee Pattern Diamond Frame Safety on the Market for $85

Just think, it is ball-bearing all round, including head. Warranted ALL STEEL forgings, and high grade in every respect. Call and see the wheel. Men's, $85; Boys' (same machine, only 26-inch wheels), $50. Discount to dealers.

W. J. NEWMAN, Referee Depots: 46 COLUMBUS AVENUE, BOSTON, And HARVARD SQUARE, CAMBRIDGE.

Cambridge Store Open Evenings.

GENDRON.

The Gendron
No. 1—$40.00
No. 2—$50.00
No. 3—$75.00
No. 4—$90.00
No. 5—$110.00

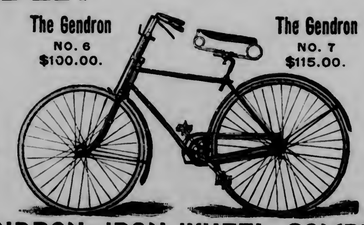


HIGHEST GRADE AT MEDIUM PRICES.

SEND FOR CATALOGUE.

The Gendron NO. 6 $100.00.

The Gendron NO. 7 $115.00.



Eastern Office and Wareroom: 107 Chambers St., New York.

GENDRON IRON WHEEL COMPANY,

Factory and Home Office: Toledo, Ohio.



Dealers and Riders,

Have you examined the fine points in our 40-pound, Cushion-Tyred

"METEOR" SAFETY.

BANKER & CAMPBELL CO.,

(LIMITED.)

12 Murray St., N. Y. 1786 Broadway, N. Y. 1311 Bedford Ave., Brooklyn.

SEND FOR CATALOGUE.

STANDARD CYCLE CO.,

588 Main Street, - Buffalo, N. Y.

JOBBERS AND DEALERS IN

CYCLES and SUNDRIES. ALL GRADES. BEST MAKES.

LOWEST PRICES.

Sole Agents in Buffalo for FEATHERSTONE'S PNEUMATICS and WARWICK "PERFECTION." Liberal Discounts to Dealers. Agents wanted in every locality. Send for our Catalogue.

THE TOURIST.



Simplicity in Construction. Ease in Running. Cushion Tyres. Bown's Ball Bearings. No Cast Metal. Manufactured for us by Wm. Bown, Birmingham, England.

Also General Agents for the

Warwick, Kenwood, Psycho, Referee AND THE St. Nicholas Line of Medium Grade Wheels.

MANUFACTURERS OF THE

Perfection Bicycle Alarm,

Tire Heaters and

Bidwell Cyclometer.

Good Agents Desired. Send for Catalogue and Terms.

George R. Bidwell Cycle Co.,

Chicago: 270 and 272 Wabash Avenue. 308 and 310 W. 59th St., New York City



No. 2.

"Buy Direct of the Manufacturers."

We Make Our Own Goods. Send for Complete Catalogue.



No. 10.

Boston Bicycle Caps.

No. 1. Fine Flannel, all colors, - $1.00
No. 2. Fine Yacht Cloth, all colors, - 1.50



All Colors.



Fatigue Caps.

No. 10. Fine Flannel, all colors, - $ .75
No. 11. Fine Cheviot, all colors, - 1.00

All Sizes.



Full Tights.

Hand Knit, solid colors, - $3.50
Hand Knit, double seated, - - 4.50
Machine Knit, solid colors, - - 2.50

Jerseys.

Hand Knit, solid colors, - - - $4.00
" " Striped, - - - 4.25
" " Lace front, - - - 4.50
Machine Knit, solid colors, - - 2.50

Sweaters.

No. 3. Hand Knit, medium weight, - $3.50
No. X. Hand Knit, heavy weight, - 4.50
No. XX. Hand Knit, extra heavy, - 5.50

Above Goods Sent by Mail on Receipt of Price.

Rock Bottom Prices to Dealers. Write us.

WRIGHT & DITSON, Manufacturers,

578 and 580 Washington St., - - - Boston, Mass.

WESTERN * WHEEL * WORKS.

1891 · CATALOGUE · NOW · READY.

——SEND FOR IT.——

BEST LINE OF WHEELS FOR THE MONEY EVER MADE.

STEEL TUBING AND DROP FORGINGS.

LIGHT, STRONG, GRACEFUL, NEATLY FINISHED AND PERFECTLY FITTED.

R. L. COLEMAN & CO., 35 Barclay St., 40 Park Place, New York.

Agents,—Eastern, Middle and Southern States.

The "POPULAR" DIAMOND SAFETY $85 HIGH GRADE.



AGENTS for New York State and Northern part of New Jersey,
BANKER & CAMPBELL CO., Limited, 12 Murray Street, New York City.
For other territory apply to
PERCIVAL TATTERSFIELD, 12th and Oxford sts., Philadelphia, Penn.

See Machine at our Local Agents' before purchasing. Send for Catalogue.



WE WANT MORE SCALPS.

Our assortment of Agents' scalp locks is good—we still have room for more—but this time we want to "raise the ha'ar" on the retail customer. Now is the time to buy —we are the people to buy from. Printed matter, telling how to "Save Money on Bicycles" furnished free. Don't purchase till you have read it.
N. B. Installments if desired.



A. W. GUMP & CO., - - Dayton, Ohio.



Bicycle Riders, Base Ball Players, Athletes, Gymnasts, tell us that it is the best and most satisfactory supporter made.

Let Every Sportsman Try Them. Price, $1.00.

Will send by mail on receipt of price. Send size of waist and hip.



KNEE PANTS.

(Patented.)

810. Heavy Rib.

Improved double seat and pocket.

FULL PANTS.

(Patented.)

828.

HEAVY RIB.

Improved Double Seat, Strap and Pocket.





No.		Each.
970.	Heavy Sweater,	$5 00
967.	" "	4 00
767.	" "	3 50



3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50.
3—1. Black, navy, grey mixed, stocking, $1.25.
1—1. Black, navy, grey mixed, stocking, $1.00.

ATHLETIC and GYMNASIUM GARMENTS Manufactured by HOLMES & CO., 109 Kingston Street, Boston.

SEND STAMP FOR CATALOGUE.

GOOD OLD TOE CLIP.

Rankin's Patent.



OTHERS TRY TO IMPROVE.

We do quite a little Sundry Business. Send for Cat. and List.

RANKIN & BRUCE, P. O. BOX 103, 23 Custom House Street,
Providence, R. I.

Factory and Repair Shop, 36 Potter Street.

W. C. BOAK & CO.,

301 Main Street, Buffalo, N. Y.,

Manufacturers, Importers and Jobbers in

CYCLE + SUNDRIES.

Catalogue now ready. Dealers send us your address. We are the only dealers in this country that handle Sundries exclusively. We sell at manufacturers' prices.

"The Cycle for Women."

Write for a Copy.

WE SELL AN EXCELLENT

Ladies' Safety for $45.00.

Other Bicycles in Proportion.

D. SNITJER,

St. Louis, Mo.

ANNUAL EUROPEAN CYCLE TOURS,

CONDUCTED BY WM. HEYNY, JR.

Through the HARZ MOUNTAINS, Germany.

60 Days. Total Cost $200.

First Cabin Passage. Sail July 4th

At 5 A. M., by the new steamer "DANIA."

Address **Wm. Heyny, Jr.,** 301 Sixth St., N. Y. City.

Bicycle Tour Through Europe.

For Ladies and Gentlemen.

SAIL FROM NEW YORK JULY 29TH.

COST $300 FOR 80 DAYS.

Party filling up. Those who are going must decide soon. Address

CLARENCE H. SMITH, 211 Putnam Ave, Detroit, - - Mich.

QUADRANTS!!

If you are wise, you will place your orders for "Quadrants" at once, as the demand is sure to be far beyond the supply.

Our line for this season includes all kinds of wheels, from $100 to $145. You all know the quality.

The *Quadrant* Cushion Tyres, which were in use all last season, have proved themselves to be what they were represented.

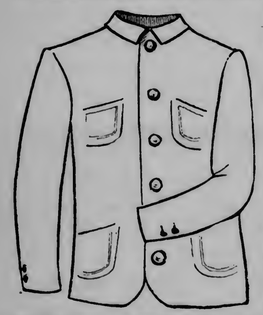
Dealers please communicate with our wholesale agents and you will receive every information and attention.

The Quadrant Tricycle Co., Birmingham, Eng.

WHOLESALE AGENTS:

For New England, New York, Pennsylvania, New Jersey, Delaware, Maryland, West Virginia and District of Columbia, THE STRONG & GREEN CYCLE MFG. CO., 707 Arch St., Philadelphia.

For all other States east of the Mississippi, ALFRED FIELD & CO., 93 Chambers St., New York.



Plymouth Rock Pants Company.

HEADQUARTERS: 11 TO 25 ELIOT STREET, BOSTON, MASS.

Official State Tailors OF THE L. A. W.

Washington, D.C., Maryland, Pennsylvania, Connecticut, New Hampshire, Virginia and Missouri.

Authorized makers from the LEAGUE CLOTH.

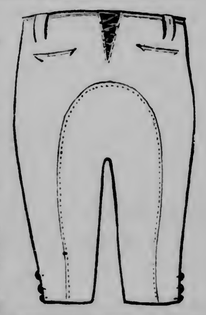
Coat, - - - $7.50
Breeches, - 4.75 } Ordered Together, $12.25.

As per *specifications required by the Uniform Committee.*

We have Branch Stores in the following Cities where your orders will be taken.

BRANCHES: 279 Broadway, New York; 943 Penn. Ave., Washington, D. C.; 72 Adams St., Chicago, Ill.; 914 Main St., Richmond, Va.; 217 19th St., Birmingham, Ala.; 201 Main St., Worcester, Mass.; 275 Meridian St., East Boston; 508 Mulberry St., Macon, Ga.; Room 42 Y.M.C.A. Bldg., Burlington, Vt.; 282 Second St., Memphis, Tenn.; 430 Church St., Nashville, Tenn.; 820 Main St., Dallas, Tex.; 630 Broad St., Augusta, Ga.; 108 W. 3d St., Davenport, Ia.; 1109 Broad St., Columbus, Ga.; 307 Tremont St, Galveston, Tex; 143 So. 12th St., Lincoln, Neb.; 700 Austin St., Waco, Tex.; 110 Canal St., New Orleans, La.; 6 E. Government St., Pensacola, Fla.; 39 Whitehall St., Atlanta, Ga., 68 So Main St., Waterbury, Conn.; 970 Elm St., Manchester, N. H.; 106 N. Main St., Concord, N. H.; 104 Montgomery St., Montgomery, Ala.; 706 Chapel St., New Haven, Conn.; Main St., opp. P.O., Springfield, Mass.; 16 W. 9th St., Chattanooga, Tenn.; 134 Thames St, Newport, R. I.; 606 Main St, Kansas City, Mo.; 244 Fourth Ave, Louisville, Ky.; Exchange St., corner entrance, 2 State St., Hartford, Conn.; 910 Congress Ave, Austin, Tex.; 406 Houston St, San Antonio, Tex.; 318 So. 15th St., Omaha, Neb.; 310 E. 5th St., Dayton, Ohio.

Also Agents at most all points in every State. We will call whenever and wherever needed by your notifying Headquarters, BOSTON, MASS.



Makers of ALL STYLES OF UNIFORMS.

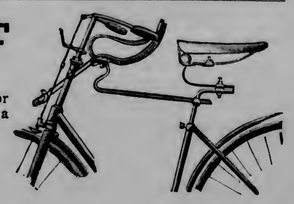
Address POSTAL CARD For Samples.

The * Beauty * Bundle * Carrier AND CHILD'S SEAT.

ADAPTED for all Safety Bicycles and Tricycles, attaching to either horizontal, vertical, solid or hollow posts of any diameter, without marring the same. Will carry a good-sized child, a peck of apples, an armful of books, or anything you can get in it.

Cloth, $6. Mackintosh, $7. Send for Circulars.

RICH & SAGER, 210 West Main Street, Rochester, N. Y.



SPECIAL NOTICE TO THE TRADE.

The Manchester Cycle Company, Limited,

OF MANCHESTER, ENGLAND.

Have much pleasure in announcing that they have a large stock of the celebrated **"Irwell Safety"** on hand, ready for immediate delivery. Material and workmanship of the best. Guaranteed for twelve months against imperfections of any kind. The **"Irwell"** is the machine so popular in England for touring, on account of its strength, combined with lightness.

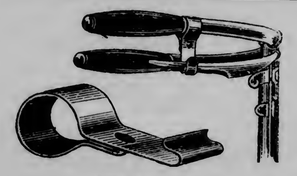
The Manchester Cycle Co., Ltd., are very desirous of introducing these wheels into every section of the country, and to do this quickly, and save correspondence, this announcement is made:

The price of the **"Irwell" is *$100*,** the discount to the trade is **25 per cent.** The Company want to sell through the trade only, and therefore will not supply any at retail in any town after an agent is appointed. *However*, until an agent is appointed, sample wheels will be furnished to any applicant at ***$75*** net, this being the lowest wholesale price. The machines will be crated, and are fitted with Garford saddle, tool-bag, oiler, wrench and bell. Built of Credenda steel tube, drop forgings and ball bearings all over.

After an Agent is appointed in any town, *no more* wheels will be *Retailed* at *Wholesale* prices.

Wheels sent C. O. D., with privilege of examination, on receipt of $10. Guaranteed Superior to most, and equal to any in material, workmanship and finish. Address,

The Manchester Cycle Co., Ltd, of Manchester, England. || American Office, 101 NORTH SEVENTH ST., Philadelphia, Pa., U. S. A.



(Patent Applied For.)

USE THE ACME BRAKE GRIP

And rest your wheel any where without danger of falling. It pays for itself in a day. Over 10,000 in use. In ordering state size of handle bar.

Price, Nickeled, 25c.

S. R. WHITWELL, Great Barrington, Mass.

☞Liberal Discount to Agents.☜

$3.00 Per Pair.



$3.00 Per Pair.

It is just like this, we have a good Shoe and guarantee it Kangaroo. We are not afraid to say this, because it is true. There is plenty of higher priced Shoes you can buy, but the above guarantee is generally nix. Send for Catalogue and rules for self measurement. Liberal terms to Agents. Address,

W. B. TOULMIN, 285 Main St., Buffalo, N. Y.

MUNN & CO SCIENTIFIC AMERICAN AGENCY for

PATENTS

A pamphlet of information and abstract of the laws, showing How to Obtain Patents, Caveats, Trade Marks, Copyrights, *sent free.* Address **MUNN & CO. 361 Broadway, New York.**

NOW READY!

New Edition Revised

— OF —

Mr. Porter's Excellent and Remarkably Successful Handbook of the Wheel and Everything Connected with its Use.

Brought down to date with Special Reference to Tires and Vibration.

CYCLING

— FOR —

Health and Pleasure

A Complete Guide to the Use of the Wheel.

230 Pages, Illustrated.

PRICE, 50 CENTS, POSTPAID.

WHEELMAN COMPANY,
PUBLISHERS.
12 Pearl St., - Boston.
Stamps not Received.

STOLEN.

May 12th, by a short, thick-set colored man, about 25 or 30 years of age, wearing light overcoat, derby hat and dark trousers, a Royal Singer Safety Bicycle, No. 57702, 1889 pattern, 30x26. Liberal reward for recovery of same by JOHN T. KEANE, 3 Belvidere St., Boston. Information thankfully received.

Official Outfitters to the League of American Wheelmen.

Authorized by the Executive Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.



406, 408, 410 & 412 **Broome Street,** NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.00, BREECHES, $5.25.
Cloth, $2.10 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk.....40
Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic.4.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price,
Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,
241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia. 1038 Chestnut St.

THE NEW COLOR LEAGUE CLOTH IS NOW READY.

Samples of same can be obtained on application to

BROWNING KING & CO., - New York.

M. R. WARREN,

Fine Stationery,

336 Washington Street, - Boston.

I call special attention to my engraving department, in which you will find the best of workmanship, correctly and quickly executed at the lowest prices.

SATISFACTION GUARANTEED.

Wedding Invitations,
Wedding Announcements.
Reception Cards,
Visiting Cards,
Party Invitations, etc.

Sketches Furnished. Odd Novelties in Box Papers. New Style Envelopes.

Mention this paper.

A MODERN PRINTING OFFICE AND BINDERY.

The Collins Press

Gives Satisfaction Every Time.

WE PRINT

The "Technology Architectural Review,"
"Bicycling World and L. A. W. Bulletin,"
"Wade's Fibre and Fabric,"
"The Musical Herald."

PRINTERS TO THE BOSTON UNIVERSITY.

BEST OUT.

75c. for this Nickeled Toe Clip.



Every wire braces the others. Best Spring Steel. Foot never slips. No headers. Great for hill climbing. No pinching of corns or catching of foot. Solid comfort. Rubber coated, only 90 cents. The Pat. balance E, always brings Pedal and Clip right side up as per cut, only 75 cents extra.

If your Agent is dead and don't keep it, don't let him bluff you, but send price by P. O. Note. No stamps. Size 1 for boots up to No. 8. Size 2 for boots from 8 to 11. AGENTS WANTED EVERYWHERE

J. A. HUNT & CO., Sole Mfgs., Westboro, Mass.



ATHLETIC GOODS!

KINGSTON KNITTING CO.,



Manufacturers for the

Trade and Clubs.

The most beautiful line of

Bicycle, Gymnasium, Tennis Costume and Sporting Goods

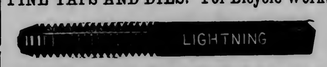
Made, in worsted, wool and best lisle thread stock. Unsurpassed for style, completeness, elasticity and durability, and at very low prices.

Send for catalogue and club price list, or order with entire confidence that our styles, material and prices will be entirely satisfactory.

No. 27 Kingston Street,

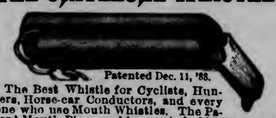
BOSTON, MASS

FINE TAPS AND DIES. For Bicycle Work.



LIGHTNING AND GREEN RIVER SCREW PLATES.
Bolt Cutters, Hand and Power Drilling Machines Punching Presses and Other Labor Saving Tools. Send for Price List.
WILEY & RUSSELL MFG. CO., Greenfield, Mass.

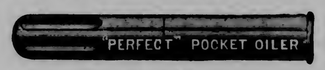
THE UNIVERSAL WHISTLE.



Patented Dec. 11, '88.

The Best Whistle for Cyclists, Hunters, Horse-car Conductors, and every one who use Mouth Whistles. The Patent Mouth-Piece enables one to hold it in mouth without use of hands. Price, by mail, 25c. or $2.00 a dozen. A chance for any smart boy to make money. **WHITTEN, GODDING & CO., Providence, R. I.**

"PERFECT" POCKET OILER.



One-half size.

For Bicycles, Guns, etc. No Leakage. Throws only small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price 50c. each. CUSHMAN & DENISON, 172 Ninth Avenue, N. Y.

NOW IS THE TIME To Advertise in the BICYCLING WORLD AND L. A. W. BULLETIN.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜



L. A. W. BADGES

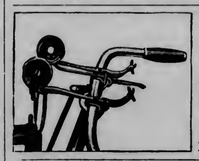
The official design in **SOLID GOLD.**

Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the inferior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better to. $1.50, $2.00, and $2.50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.



LAMSON'S

Luggage Carrier

NO. 1.

Convenient, durable, noiseless, cheap. $1. Sold everywhere.

Made by

C. H. LAMSON,

Portland, - Maine.



JOHN HARRIOTT.

PRIZE MEDALS CUPS, BADGES AND PINS.

3 WINTER ST. BOSTON.

WANTED—Bicycle Dealers and Agents to handle our *Official League* and other Bicyclists' emblems. Send for price list and discounts. DURYEA JEWELRY CO., wholesale jewelers, 180 B'way, N.Y.

$1.00 BUYS a copy of a famous prescription for sprains, bruises, stiffness, or hurts of any kind. A. M. SNYDER, 310 Presstman street, Baltimore, Md.

RARE CHANCE - Brand new '91 Diamond "Warwick," $135. Need funds. Best offer will be accepted. Address this office, H. R. F.

HERE'S YOUR CHANCE! Humber Tandem, little used, $65; like new. Two Eagles, B finish, one 54, with cyclometer; one 50; both in fine shape; best offer over $75 takes either. O. W. SWIFT, Danbury, Conn.

WANTED—A Tandem Bicycle; Safeties in exchange Col. Trike to trade for Ordinary or other wheels. LEINBACH BROS., Lebanon, Pa.

SEND stamp for samples of our new L. A. W. Address Cards. B. P. CO., North Easton, Mass.

The Victor Trouser Guard

IS THE LATEST OUT.

Attached instantly. Prevents pants from bagging at the knee.

20 Cents Per Pair.

Money refunded if not satisfactory.

GREENE & DEWEY,

83 Washington Street, Watertown, N. Y.



I. A. WESTON & CO.,

JAMESVILLE, N. Y.,

MANUFACTURERS OF

SAFETY BICYCLE WHEELS,

MADE WITH

Parallel Coned or BALL BEARINGS, Solid or Cushion Tire.

THE BEST MATERIAL and THE FINEST FINISH.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ *Cash must accompany the Order.*☜

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜

FOR SALE—Victor Safety, 1890 pattern, in first-class condition. A bargain at $100 cash. S. T. JONES, Oakland, Maryland.

A BARGAIN—New '91 $100 Swift, ridden less than 10 miles. Best cash offer takes it. F. R. HUNTINGTON, Watertown, N. Y.

$100.—Warwick Safety, '90 pattern, and Garford saddle. Nearly new. A bargain for some one. FRED. D. SWASEY, 273 Commercial Street, Portland, Me.

$35 BUYS 48-inch Special Star; hollow framing, rim and bars. Good condition. Lock Box 6, Spencer, Iowa.

FOR SALE—New '91 Paragon safety; ridden one month; prime condition. First cash offer over $110. W. P. SWARTZ, York, Penn.

WANTED—To buy a second-hand tandem safety, in good condition. WM. E. STIEREN, 544 Smithfield street, Pittsburgh, Pa.

FOR SALE—1890 Ladies' Columbia, in the best of condition; used but little; cash price $115. F. B. CATLIN, Winsted, Ct.

FOR SALE—Victor 1888 Safety; used two seasons. Garford saddle. Good condition; $75. H. A. DUNBAR, Box 1316, Pittsfield, Mass.

WANTED—High Grade Safety Bicycle or Tricycle in exchange for 30-inch Backus Water Motor, in perfect order. Address F. R. WEBB, Claverack, N.Y.

NO. 12 Spring Frame Union for sale; ridden very little; good as new; cash price only $110. Sub. Office Box 382, Winsted Ct.

BUTCHER CYCLOMETER, 50-inch, fine order, $5.00. F. B. GLOVER, Sag Harbor, N. Y.

BUTCHER CYCLOMETER - For safety, 28-inch; price $7.00; been used 435 miles. P. L. HASSENFORDER, Taunton, Mass.

WANTED—A convertible safety, an "Elliott Hickory" preferred. Send full description and lowest cash price to Dr. DOW, 507 1-2 Cong. st., Portland, Me.

STOLEN—One Victor Safety Bicycle, No. 1427; no saddle on wheel when taken; $10 reward. SHADER'S drug store, Lincoln, Neb.

2 COLUMBIA SAFETIES, 1890 Pattern; Lady's $110; Gent's, $100. Both bargains; as good as new, less nickel and enamel. We guarantee to give within $10 of price of either six days after purchase if not satisfactory. Sent C. O. D., to allow examination, on receipt of $5. WILSON BROS., Jewelers, 15 Tremont row, Boston.

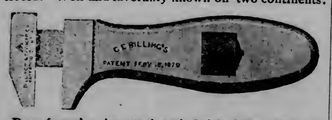
LADY'S AND GENT'S Columbia Safety Bicycle. Cost $135.00; will sell for $100.00; as good as new. WILSON BROS., 6 Hanover street, Boston.

WANTED—Any first-class drop frame safety, $135, with lantern, in exchange for very fine English regulator, full cap, jeweled, with mercurial pendulum; mahogany case about nine feet high; an exceedingly fine time-piece in A1 condition, especially suited for jewelers' use. Address J. H. N., 11 John St., New York

LANTERN—A new Rambler Lamp, *never used*, costing $3.50, sent C. O. D. for $2.75. Address G. B. PECK, Montpelier, Vt.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.

For sale by a Cycle manufacturers and dealers.

HAVE YOU SEEN THE NEW

BUTCHER CYCLOMETER?

Ask Your Dealer to Show it to You.

For Ordinary Bicycles. Price $10.00. By Mail On Receipt of Price.

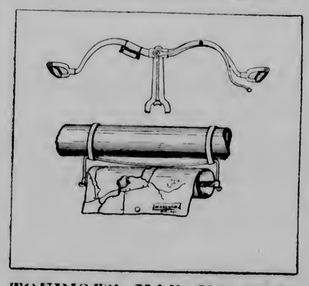


For Safeties. Price $11.00. By Mail On Receipt of Price.

The unprecedented demand for this Cyclometer this season is our apology to our many customers for delays in filling orders. With enlarged facilities, we can now fill all orders promptly.

The Butcher Cyclometer Co.,

338 WASHINGTON ST., BOSTON, MASS.



TOURISTS' MAP HOLDER.

No dismounts necessary to examine your map. Rolls up like a spring curtain. Lay a strip of transfer paper over a map of your route for the day and mark route on paper, which you pin on to the ribbon. This holder is suspended on rubber and cannot rattle. Patent applied for. Sent by return mail for **$1.00.** Address

D. H. SMITH, 235 High Street, Holyoke, Mass.

FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. For sale by all Cycle Agents. Liberal discount to the trade.

JOHN W. WILSON, Cottage City, Mass.

H. H. BROWN,

Wappingers Falls, N. Y.

Patentee and Manufacturer of

Hard Rubber Bicycle Handles and Grips

FOR CYCLE MANUFACTURERS.



Sole Agent in New Jersey .....FOR.....

Featherstone Pneumatics.

HOWARD A. SMITH & CO.,

518 BROAD STREET, NEWARK, N. J.



BLOW YOUR OWN HORN!

THE NEWARK

Is the Best.

Prices, $1.25, $1.60, $2.25

Woollen Touring Caps.

Just the thing for the coming warm weather. Keeps the head cool, is light, and costs you but 75 cts. Silk $1



TIRE TAPE

Is a mighty handy article when your tire comes off and 10 miles from home. Every cycler should have it with him. **Price, 20 cts.**

Save Your Cycle Chain

By Using Our

GRAPHITE. ☞



THE BEST is always the cheapest.

Try Our

Standard Cement.





"Z & S" Bundle Carriers

Are known on both continents, and have been growing in popularity every year; light and compact; warranted. **Price, $1.25.**



"Z & S"

Stocking Supporters.

We are the only manufacturers authorized to use the Warren Safety Clasp.

Price, 50 cts.



Newark Spoke Grip

Leads them all, is reliable and durable. Price, 50 cents.

Send for Illustrated

"Encyclopædia of Cyclers Wants."



HOWARD A. SMITH & CO.,

518 BROAD STREET, NEWARK, N. J.

THEATRES.

BOSTON THEATRE.
Eugene Tompkins, Proprietor and Manager.
Week commencing May 25th.
THE WOLVES OF NEW YORK.
Evenings, 7.45. Wed. and Sat. Matinee, 2.

GLOBE THEATRE.
John Stetson, Manager.
Week commencing May 25th,
THE HORNETS NEST.
Evenings, 7.45. Wed. and Sat. Matinee, 2.

$2.75.

I will cut a single line, steel street die, monogram or cipher, with 5 quires fine writing paper and envelopes, paper stamped in colors for $2.75; all duplicate orders filled at $1.00 less, the die to remain in my possession; will mail samples on app ication.

M. R. WARREN,
Stationer and Engraver,
336 WASHINHTON ST., BOSTON.
Mention this paper.



SAMPLE CAN, BY MAIL, 25 CENTS

Liberal Trade Discount.

GRAPHITE,
P. O. Box 1202,
NEW YORK, N. Y.



FOR TANGENT AND DIRECT SPOKES.
Nickeled, Price 75c., Postpaid.
Dealers send for Sample and Electrotype.
AVERY & JENNESS,
5756 Madison Ave., Chicago.

Erie Knitting Mills,
Erie, Pa.

Are still making the very best goods for cyclers. We know this, and others are finding it out.

This is a copy of a letter just received from the champion road rider of the United States:

ERIE KNITTING MILLS—
I cheerfully recommend your knit goods for the use of bicyclers, especially hard road-riders, as from my experience with them I have found them well-fitting, elastic and durable as iron.
Yours very truly,
WM. VAN WAGONER.

FRANK FAIRBAIRN, 513 WEST 11TH ST., ERIE, PA.

Exchange Your High Wheel
FOR A SAFETY.
Try us as a last resort. Send stamps.
CLINTON CYCLE CO.,
Clinton, Mass.

NOTICE
To Manufacturers and Agents.
LOUIS GLASEL & CO., - Coventry, Eng.
THE CONTINENTAL CYCLES
Are the Cheapest and Best in the Trade.
CUSHION SAFETIES Ready for immediate delivery. Balls throughout. Best material. Workmanship guaranteed.

LOUIS GLASEL & CO.,
Supplies also all rough and finished parts; also chains, tubes, stampings, hubs, cushion tyres, lamps, forks, rims, etc, etc.

Rock Bottom Prices.
All very cheap and only for cash. Best and prompt attention given to the smallest orders.
Mention this paper.

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. W. E. AUGHINBAUGH, Baltic Building Washington, D. C.

FITCHBURG RAILROAD.
Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the
HOOSAC TUNNEL ROUTE
THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

BICYCLES CARRIED FREE
FAST EXPRESS TRAINS
With elegant PALACE PARLOR and SLEEPING CARS to and from
BOSTON and CHICAGO and BOSTON and ST. LOUIS, via NIAGARA FALLS,
without change.
THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.
THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.
THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.
ELEGANT PALACE SLEEPING CARS
to and from
BOSTON and MONTREAL,
without change.
For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at
250 Washington Street, or
Fitchburg Railroad Passenger Station, Boston.
J. R. WATSON, General Pass. Agent.

Price List of Specialties
—MANUFACTURED BY—
ELASTIC TIP CO.
Mailed Postpaid on Receipt of Price.
Dropped Forged Steel Spade Handles, all nickeled and threaded to fit any machine, $2.50 per pair.
Soft Rubber Handles, pear shaped, $1.50 per pair.
Vulcanized Handles, pear shaped, $1.50 per pair.
Boys' Soft Rubber Handles, pear shaped, $1.00 per pair.
Double Grip Pedal Rubbers, No. A, 1 inch x 3 3-4 inches, $2 00 per set of four.
Double Grip Pedal Rubbers, No. B, 1 inch x 4 inches, $1.50 per set of four.
Double Grip Pedal rubbers, No. C, 1 1-4 inch x 4 inches, $2.00 per set of four.
Pedal Rubber, round or square; made from white rubber, $1.00 per set of four. When ordering state size required.
Spade Grips, vulcanite, 50 cts. per pair.
Safety Handles, vulcanite, to fit any machine, $1.00 per pair.
Safety Handles, for Boys' Wheel, 50 cts. per pair.
Soft Rubber Grips for Safety, $1.00 per pair
Soft Rubber Grips for Boys' Safety, 50 cts. per pair.
Soft Rubber Sleeves, to fit over vulcanite grip, 75 cts. per pair.
Steel Balls, 3-16 inch, $2.00 per C.; 1-4 inch, $2.40 C.; 5-16 inch, $3.00 per C.
Imported Tire Cement, 25 cts. per box.
Tire tape for holding on tire, 25 cts. per roll
Rubber Cement, for repairing cuts in tires, 25 cts. per can.
Bicycle Spokes. Price according to quantity.
BICYCLE TIRES, SOLID or CUSHION, either red or grey; price according to size. Send for Catalogue.
ELASTIC TIP CO.,
Cor. Cornhill and Washington Street,
BOSTON, MASS., U. S. A.

REAL BICYCLE UNIFORMS.

Be sure to send for free samples and measure blanks. Club Uniforms a specialty. L. A. W. Coats, $8. Knee Breeches, $4. Punnett's celebrated Jersey Cloth Knee Breeches, only $4 a pair. Bicycle Caps, Hose, Pins, Tights, gold or silver Letters, Punnett's Invisible Pants Holders, 25c. a pair. Be sure to write now.
R. A. PUNNETT, Tailor and Athletic Outfitter,
98 & 100 West Ave., ROCHESTER, N. Y.
All strictly first-class work at moderate prices.

Send for Complete Bicycle Catalogue



MEACHAM
HIGH-GRADE
DIAMOND SAFETY
1891 PATTERN. TANGENT SPOKES.
Ball Bearings to Both Wheels.
Both Pedals and Crank Shaft.
Ball Bearings to Head.
Hollow Steel Tubing.
List Price.
$115
Selling Price,
$76
COMBINATION WHEEL FOR EITHER GENTLEMAN OR LADY.
WILL SUSTAIN A PERSON WEIGHING 225 LBS.
BY REMOVING TOP CROSS-BAR, CAN BE RIDDEN BY A LADY.
E. C. MEACHAM ARMS CO. ST. LOUIS, MO.

$85.00 LOVELL DIAMOND CYCLES. $85.00

High Grade Only.
All Ball Bearing,
Steel Tubing
—AND—
DROP FORGINGS.
NO BETTER MACHINE AT ANY PRICE.



Lovell Diamond, $85.
With Cushion Tires, 95.
For Ladies, 85.
Convertible, 85.

AGENTS WANTED.
BICYCLE CATALOGUE FREE.

MANUFACTURED BY
John P. Lovell Arms Co., Boston, Mass.

ELWELL EUROPEAN CYCLE TOURS
Personally conducted.—England, France, Switzerland, Germany and Holland. First class. Tour No. 1 leaves New York June 6th. No. 2 July 8. For particulars address F. A. ELWELL, 152 Pearl St., *PORTLAND, ME.*

AMBERG'S
CABINET LETTER FILE.
IT Files your Letters, Bills and all Office Papers, so you can always find the paper wanted at once.
Is it Not Worth Investigation?
Send for an Illustrated Catalogue and Price List.
AMBERG FILE & INDEX CO.,
79 and 81 Duane St., New York.
N. NUNN, - Boston Agent,
23 Doane Street.
CHICAGO. LONDON.
Mention this paper.



AS CARRIED WHILE RIDING
No more foul, greasy and collapsed tool bags.
No soiled hands or clothes
No loss of oil or one's temper.
No dirty tool bags or oily tools.
No weight, no delays to oil up.
No loose tops, no rattle.
No neglected or damaged bearings.
No squeaking or pounding.
Made in sizes suited to different machines.
Pronounced by old wheelmen, the press and the trade as the BEST novelty before the cycling public for '91.
In ordering state make of wheel and give diameter of seat rod or handle bar shaft.
Price mailed, 50c.
With C. & D. Oiler $1.

The Spiral Flexible Toe CLIP is flexible, easy, adjustable, effective, indestructable, faultless. One of the best, simplest and most easily attached. Price per pair, mailed, 50c
Agents wanted everywhere.
Descriptive circular free. [Mention this paper.
L. H. BANNISTER & CO., Youngstown, Ohio.

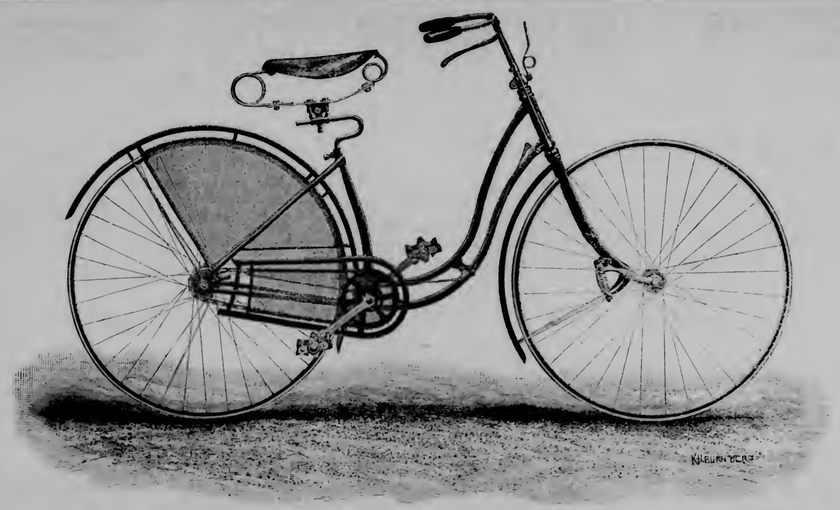
Learn to Ride
BY USING OUR
INSTRUCTION BELT
Price, with instructions for use, $1.25.
ST. LOUIS WHEEL COMPANY,
311 N. 14th St., St. Louis, Mo.

To Athletes, Cyclists, Baseball & Footballists, Horse-back riders, Boxers and Oarsmen; when you want to ride, run, walk, row, skate or swim a long distance, USE
ANTI-STIFF
To Strengthen the Muscles.



To Strengthen the Muscles.

It is a marvellous preparation for Strengthening the Muscular System. With Anti-Stiff there is no faith required; it goes straight for the muscles, and you can feel it at work. It has a peculiarly warming, comfortin and stimulating effect on all weak or stiff muscles an sinews. Quick in action, cleanly and pleasant in use Rub it into the muscles every night for a fortnight, and you will be pleased at its supporting and strengthening properties. There is not, nor has been, anything like it till now. It differs from all Oils, Embrocations, and Liniments, both in substance and effect. Some athletes are so fond of it that they rub it all over them.
E. FOUGERA & CO., Agents for U. S.,
30 N. Williams St., N. Y.
Mention this paper.



COLUMBIA LADIES' SAFETY.

" A thing of beauty is a joy forever;
Its loveliness increases; it will never
Pass into nothingness."—KEATS.

JOHN KEATS probably never intended his lines to be applied to a bicycle, but had he lived to see the one shown above, he would have made no dissent. Graceful in every line of design, combined with the greatest strength, made of the very best obtainable materials, and finished to the highest point of perfection yet attained—it stands as the embodiment of mechanical beauty. And ever "its loveliness increases" to the eye of the beholder.



Send for Catalogue and study the description. See the machine in all its beauty. You will then be convinced, as have thousands of others.

Pope Manufacturing Co.,

77 Franklin Street,

Boston.

Branch Houses:
12 Warren Street, New York.
291 Wabash Avenue, Chicago.
Factory, Hartford.

1890 PATTERN.

We still have on hand a few of the 1890 pattern Columbia Light Roadster Safety, that made such a splendid record last year, which we can deliver immediately. Price reduced to $125 each. The stock will not last long, and orders should be sent at once.

POPE MFG. CO.

THE BICYCLING WORLD & L. A. W. BULLETIN.

FOUNDED 1878

DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXIII. Number 5. BOSTON, 29 MAY, 1891 $1.00 a Year. 5 cents a copy.

The great resiliency and size of the Victor Cusion Tire has caused many wheelmen to erroneously suppose that a puncture would work the same disaster as in the pneumatic tire. The Victor Tire "isn't built that way."

STICK A PIN IN IT.



VICTOR CUSHION TIRE.

Everybody is invited to see for themselves.

OVERMAN WHEEL CO., CHICOPEE FALLS, MASS.

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

CONCERNING THE LENGTH (AND THICKNESS) OF "CRANKS."

Did you ever see a person "with a twenty inch arm trying to eat with a thirty inch spoon?" No? But you *have* seen people who were "geared up" about right for a five inch crank trying to use one that was seven inches long.

What would you say of a man who had a number five head (of course a man with a larger head wou'dn't do it) and who should buy a number eight hat and draw it in with a band until he could wear it, and all because he though that *some time* some one with a larger head *might* want to "adjust" it to his size. Of course this is a hypothetical case, for no man with a number eight head would want an adjustable hat.

It doesn't seem to be generally known that the "gear" of a machine (i. e., the distance it will move for each revolution of the cranks) has anything to do with the *length* of the cranks, while it is a fact that these two things depend on each other wholly. There is some particular length of crank that is best adapted to a person having a given length of joints. Just what that length is, even the rider "its self" cannot always tell without some experimenting.

About two years ago there was quite a craze for long cranks and it was a common thing to see riders holding their knees apart to prevent hitting their chins. Excessive knee action is not only tiresome, it is not simply ungraceful, but (especially in the case of ladies) it is *abominable*, and should be prohibited by law. That, and the wearing of a "Mother Hubbard" on the street, ought to be punishable with instant death, and for the second offence something worse, as for instance, being obliged to see themselves as others see them.

No lady should be granted a permit to ride on the streets with cranks longer than five and three quarters inches, and then if she will keep her knees down by using her ankles, (riding of course a Hickory Wheel) much good might result both to herself and to the cause of cycling.

Some one has said "A woman has every right that a man has and one more, viz., the right to be protected." If she wants to insure this right, so far as the remarks of the small boy are concerned, let her sit erect, have her saddle high enough, learn the full benefits of ankle motion, avoid "conspicuosities" in dress and by that strongest defence, modesty, she will go through life, *even on a bicycle*, without exciting other than favorable comment. Remember that when anything outlandish appears, it strikes all about alike. The small boy and the older loafer remark aloud, because of their respective innocence and ignorance, while the gentleman, by a sort of polite hypocrisy, keeps his *real* thoughts to himself, but (don't forget it) he *thinks* them just the same. Lower gear (within reasonable limits) accomplishes precisely what the use of longer cranks does, except that the former tends to comeliness and comfort and the latter to aching and awkwardness.

The cranks on Hickory Bicycles are *not* adjustable, but they are the best average lengths gotten from observing and testing a large number of riders. They (the cranks) are stronger, handsomer, lighter, and better every way than any adjustable crank can be.

We have frequent letters from people who want to exchange their present metal wheel for a Hickory. We are compelled to decline these offers as our conscience would not allow us to offer the wire wheels for sale even on our bargain counter.

Elliott Hickory Cycle Co.,
Newton, Mass.

P. S.—Be wise in time and invest now in that which you would not be tired of next year.

P. S. No. 2.—*HICKORY.*

WHY IS THE PNEUMATIC FAST?

This was asked us some time since, and we replied that it was not, but that it permitted its rider to be fast. Our questioner thought this was a distinction, but could not see any difference. We explained as follows: "Any soft tire requires muscle to compress it, and a portion of the rider's energy is expended in compressing the tire against the road, or in other words the rider of a soft tire is constantly climbing a small hill. Part of the energy so used is stored in the rubber and given out in the form of push against the road just back of the point of contact. At a standstill the amount used in compression and the amount given back are equal, but in motion the amount given back is much less, and if the speed of the cycle be such that the rim leaves the ground as fast as the tire tends to resume its shape, there will be no energy given back. Therefore, the amount of loss depends on the amount of compression, the speed of the cycle, and the liveliness of the rubber, but there is always a loss even at the slowest speed and with the most lively tire, and this loss is what tends to make the pneumatic slow. On the other hand it effectually destroys the paralyzing vibrations found on the smoothest tracks when very small tires are used and permits the rider to use his muscles to the best advantage. His gain in the saving of nervous energy and the consequent better use of his muscles is what enables him to make better time on the pneumatic."

We offer this solution as the correct one of the time made on pneumatic tired bicycles, and simply suggest that a properly constructed spring frame is a better vibration destroyer than any soft tire, and is free from loss through compression. We also offer the Sylph three-part spring frame as perfectly filling the above requirements.

Send for Catalogue. Live agents wanted.

ROUSE-DURYEA CYCLE COMPANY, - - 9 G Street, Peoria, Ill.

NEW ENGLAND BICYCLE DEALERS.

If the UNION or WARWICK CYCLES are not represented in your territory, write us for terms. You will find them more than liberal.

A. O. VERY CYCLE CO., - - 173 TREMONT ST., BOSTON.

NEW YORK BELTING & PACKING CO Limited.

15 PARK ROW, NEW YORK.

JOHN H. CHEEVER, } Managers.
L. D. CHEEVER, }
F. CAZENOVE JONES, }
WM. T. BAIRD, Secretary.

Oldest and Largest Manufacturers in the U. S. of

VULCANIZED-RUBBER FABRICS
FOR MECHANICAL PURPOSES.
We are prepared to execute orders for the ONLY PERFECTED
CUSHION TIRE
AND ANY ARTICLES OF SOFT RUBBER FOR
WHEELS.





Correspondence Solicited.

LACTART
ACID OF MILK.

A REFRESHING DRINK, WITH WATER and SUGAR.
Call for Orange or Raspberry Lactart at the Soda Fountains.

Benson, of Corey Hill fame, says:

AVERY LACTART CO., Boston.

Gentlemen—"For several seasons I have used your Lactart and found it very satisfactory, as a quencher of thirst." Respectfully,
A. P. BENSON, Newton Club.

UNION CYCLES WIN THE RACE.

We remember how the Spanish adventurer of bygone days sought in vain for the well spring of perpetual youth, at which he might drink and rise rejuvenated from the ashes of an old mortality. How in this late day an Elixir of Life was supposed to have been discovered. Neither venture proved successful. The Spainard departed this life when his time came, and, less fortunate, the Elixir proved in some cases fatal. Neither venture was successful in its object, although, like the problem of Perpetual Motion, it bore deceptive evidence of being capable of solution. What then? Since we cannot, when once old, become young, let us put off old age until the latest possible moment, by seizing every opportunity for healthful open air recreation.

The best tonic for a broken down constitution is Bicycling. The best style of bicycle for pleasure and speed is the anti-vibratory, with either spring frame or cushion tires. The best spring frame or cushion tired bicycles are UNIONS.

DOCTORS RIDE THEM. **PROFESSORS RIDE THEM.**

MINISTERS RIDE THEM. **EDITORS RIDE THEM.**

They everlastingly "get there" at the races, and are unhesitatingly recommended by Brain, Muscle and the

UNION CYCLE MANUFACTURING CO., Highlandville, Mass.



FEATHERSTONE'S
PNEUMATICS.



Are now being sent out in quantities, and agents will be rapidly supplied. A little more patience is all that will be necessary before you will be able to get one of these Pneumatics. After you have ridden it you will be glad you waited. When you have received and tried one, write and let us know what you think of it and whether it does not prove to be all that we claim for it.

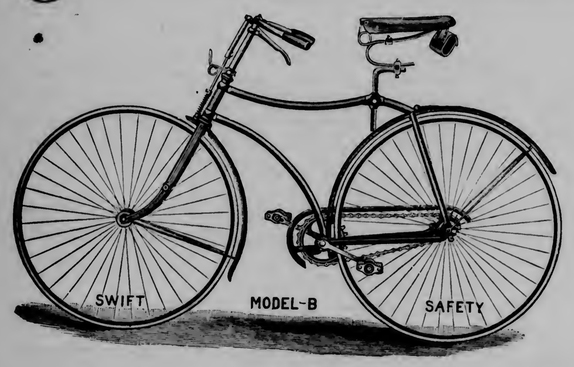
SOME OF OUR AGENTS.

WRIGHT & DITSON, Boston, Mass.
SCHOVERLING, DALY & GALES, New York.
HOWARD A. SMITH & CO., Newark, N. J.
SWEETING CYCLE CO., Phila., Penn.
CLINE BROS., Baltimore, Md.
CAPITOL CYCLE CO, Washington, D. C.
SPALDING & CO., Syracuse, N. Y.
F. L. HUGHES, Rochester, N. Y.
MARTIN & STEVENS, Buffalo, N. Y.
F. L. FAIRBAIRN, Erie, Penn.
DAVIS HUNT CO., Cleveland, Ohio.
J. W. GROVE, Pittsburg, Penn.
EMIL GRAH, Toledo, Ohio.
CHARLES HANAUER, Cincinnati, Ohio.
PRINCE WELLS, Louisville, Ky.
COMBS & ROLER, Nashville, Tenn.
E. C. FENNER, New Orleans, La.
E. C. MEACHEM ARMS CO., St. Louis, Mo.
A. W. GUMP & CO., Dayton, Ohio
J. C. SHERWOOD, Columbus, Ohio.
ROUSE, HAZARD & CO., Peoria, Ill.
HODGSON CYCLE CO., Des Moines, Ia.
A. H. PERRIGO & CO., Omaha, Neb.
WM. R. BURKHARD, St. Paul, Minn.
SNOW'S BICYCLE AGENCY, Minneapolis, Minn.
JULIUS ANDRAE, Milwaukee, Wis.

A. FEATHERSTONE,

Clark and 16th Sts., and Armour Ave., - - - Chicago.

BE · WISE · IN · TIME.



If you want a wheel that pays few visits to the repair shop,

RIDE A

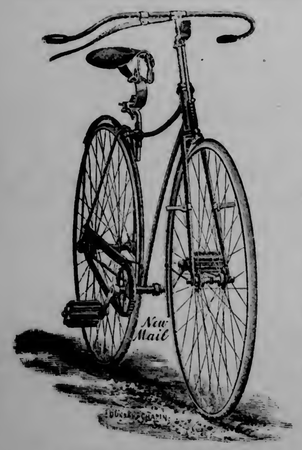
SWIFT

CATALOGUE FREE.

COVENTRY MACHINISTS' CO., Ltd.,

239 Columbus Avenue, Boston, Mass.

11 and 13 Madison Street, Chicago, Ill.



HANDSOMEST SAFETY MADE.

WHY is the NEW MAIL at $100

The Best Value in the Market at the Price or Anywhere Near It?

BECAUSE IT HAS Cushion Tires which annul jar and vibration, giving life and elasticity to whole wheel, and are to be the Favorite Tires for 1891, and we Warrant Them. Our Cushion Tires are Right and the Best.

BECAUSE IT HAS Tangent Spokes strongly tied and Nickelled to intersections. Stronger and handsomer than direct spokes as used on cheaper wheels. Select Tangent Spokes Always!

BECAUSE IT HAS a Brazed Frame at all joints. Look our and get a Brazed Frame always to stand road wear, and at *every point* of the frame!

BECAUSE IT HAS a Standard Easy Saddle, the Garford, which is a Favorite.

BECAUSE IT HAS the Popular New Mail Shape Handle Bars, low and well back to rider.

Study all these points on examining the wheels in the market and see if you find them in Any Other. The BEST YET!!! If your dealer has not got it ask him to show one before you decide.

WM. READ & SONS, 107 Washington St., Boston, Mass.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN CO.

☞ *Postage stamps will not be accepted hereafter in payment for Advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.* ☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 29 MAY, 1891.

AN EXPRESSION OF CONFIDENCE.

GEO. P. ROWELL & Co. of New York, the publishers of the American Newspaper Directory, undertake to rate the newspaper circulations very much as the mercantile agencies report the capital and credit of the business community. About one publisher in ten tells his exact issue with truthful precision. Some of the other nine decline to tell the facts because they assert that those who do tell are in the habit of misrepresenting. Rowell & Co., after an experience of more than twenty years, have come to the conclusion that this view cannot be sustained. In the twenty-third annual issue of their book issued in April they designate every paper that is rated in accordance with a detailed statement from the publisher; and offer to pay a hundred dollars for every instance which can be pointed out of a misstatement for which a publisher is responsible. The BICYCLING WORLD AND L. A. W. BULLETIN is one of the papers that is willing to have it known how many it prints and whose good faith the Directory publishers will guarantee.

MUCH comment has been caused by the action of Chief Consul Brown of New Jersey in discouraging the Milburn-Irvington road race, and the gentleman has been rather roundly rated for his attitude. Dr. Brown as a member of the League and a dual official in the organization is consistent in his opposition because the League as a body must discourage road racing as a principle. It is, however, to be said on the other hand that circumstances alter cases, and that there are exceptions to rule which governs one in the opposition to road racing as a general thing. The circumstances and exceptions in this case are the facts that the people and authorities who live on and control the roads over which the race is to take place are heartily in favor of the event. We have always held that wheelmen must be careful and not indulge in this branch of the sport when the consent of the inhabitants along the route of proposed race and the officials who controlled same were withheld. The least opposition shown should be scrupulously regarded by wheelmen, as defiance of the wishes of the public at large, is very likely to result disastrously to the welfare of cycling and impede the progress of the League in its efforts to procure better roads. We do not fear that in consequence of the violation of local laws in using the highways for racing purposes will result in legislation restricting or forbidding the use of the highways to cyclers other than the laws which govern the users of other vehicles. That cannot be done, and the most that can be done is to arrest and fine cyclers for racing and reckless riding precisely the same as though the cycler were a horseman.

THE right to use the highways in common and under the same restrictions as govern other users cannot be taken away from the wheelmen. The danger lies in the fact that prejudice may be aroused by the improper or forbidden use of the highways for racing purposes to the extent of awakening opposition to the efforts wheelmen are making towards Roads Improvement Legislation. There is the danger, and it must not be ignored or belittled.

ONE of the points which is made against Roads Improvement schemes in the Legislatures of the different States is to have some Solon object to the proposed bill on the ground that the scheme is one which comes from "those bicycle fellows who want good roads for the purpose of racing over them." A very foolish and unfounded objection, no doubt, but it is one that carries unreasonable weight with it among those who are willing to see a nuisance in the use of the bicycle, anyway. We cannot afford to put trump cards into the hands of our opponents, as we are playing this game of Roads Improvement for all it is worth, and the time will come when the country at large will acknowledge that the wheelmen are to be thanked for their determined efforts in the direction of getting better roads. The League's attitude therefore must be against road racing as a rule, and which, in such cases as the Irvington-Milburn race, they can afford to ignore it, as the people and the officials want it. The officers of the League cannot officially afford to encourage even such events as the one under discussion, and be consistent and in line with the best interest of the L. A. W.

OF the two, the man who devotes his life to getting the greatest possible enjoyment out of it is wiser than the one who adopts the reverse rule. Some men work because they love it and hate play. They do not shine in society; they have no conversation; the earth and nature are not passing fair to their distorted vision; the frescoed ceiling of their office and its fittings devoted to the mighty dollar, are more attractive to them than the fairest landscapes or bluest skies. They are under the agreeable thrall of no diverting hobbies. In heaven's name, let such men work all through the day, if they like it. They accumulate money, and even though they may be miserly in their lifetime, when they die some one benefits by it. A man of this kind on an enforced holiday is a very compassionable object. We have been told of one such, whose doctor ordered him to take up riding as a means of exercise, and for the freeing of his mind from business cares. He honestly told him that if he did not do so that he would die. The patient obeyed the letter of the injunction but not the spirit. He used to mount his wheel and ride to the nearest road-house where there was a stock "ticker," and there remain absorbed in calculations of what he made or lost as the ever unfolding tape passed through his nerveless hands, with its story of the gambling that it recorded, lettered upon it. The sequel! Oh, yes, he died a little while after, of paralysis of the brain, or something of the kind, due to too much work and too little play.

THE improper filching of the *nom de plume* of well known writers is decidedly bad taste to say the least, and we apply our criticisms to the correspondent in the *Referee* who has taken unto himself the name of the "Stroller." We have it on the best of authority that the "Stroller" of the *Referee* and the "Stroller" of the BICYCLING WORLD are entirely different people, and we hasten to make the *amende honorable* to the gentleman who so ably contributed Chicago notes for this paper under the well known *nom de plume*. The *Referee* contributor can scarcely plead ignorance of the fact that the name had been adopted by another, and we hope in justice to the original "Stroller" and to the WORLD that he will see fit to adopt a *nom de plume* not already selected by another.

RECORD BREAKING has already begun in England on the road and track, and before the season closes we expect to see nearly every, if not every, record stand to the credit of the air tire.

DECORATION DAY opens the racing season in good earnest in this country, and we are a little sorry to find the season open with every indication of trouble ahead caused by the now celebrated Rule G. While we know not for certain we opine muchly that many of the racing men who attended the race meet at Harvard last Saturday had their expenses paid by the athletic clubs they represented, and with the almost certain fact before us that the athletic clubs did not obtain sanction of the L. A. W. Racing Board to pay same we do not see but that the *casus belli* is right

here, in that the L. A. W. Racing Board will have to suspend the athletic club men. So here we are at the very outset of the racing season with a heap o' trouble on our hands.

GREAT BRITAIN has had its little row between the race controlling associations. The N. C. U. of England and the Scottish Cyclists' Union have been having it hot and heavy for the past two years. The N. C. U. objected to the later comer (the S. C. U.) having control over racing in the Land of the Thistle, but after due consideration the N. C. U. has decided to recognize the Scotch organization in its jurisdiction over the Scotch races and cycling matters. Each organization will recognize suspensions as made by the other, and so all is happy and joyous, and the two Unions will pull together. Alas, we wish we could look forward to a like permanent and peacefull solution of our own little difficulty.

THE effects of coca as a sustainer of prolonged physical exertion comes up for discussion again in England, and *Wheeling* has this to say in regard to the matter. Quoting Dr. Mantegazza:

"It stimulates the stomach and assists digestion (an organ frequently deranged by prolonged exertion); in large doses it may produce fever and slight constipation, while in medium doses, which he states at one to four drachms, it stimulates the nervous system, increasing muscular power, rendering it independent of external influences, and inducing a happy state of tranquility, which it confers without any impairment of strength. He further states that he used it himself for two years without any injurious effects; that under its influence he remained for forty hours without requiring food or experiencing any inconvenience or weakness. In short, he recommends it as an antispasmodic for colic, flatulence, diarrhœa, and impaired digestion, etc. He considers that in sustaining nervous forces it is superior to all other known agents. Dr. Weddell also writes of its power of sustaining the strength without other food, questions the accounts given by some writers of its injurious effects, states as the result of daily observation that it did not impair the appetites of the Indians who accompanied him in his travels, chewing it incessantly; but in the evening, if provided with food, they would eat ravenously. Its action on himself he described as confined to producing a slight excitement, and of a character quite different from that produced by all other stimulants, especially alcohol, which is temporary though powerful, while the effect of coca is gentle and sustained—characters which depend much on the form in which it is taken, an infusion of the leaves acting very differently from chewing them. He considers that in moderate doses it has no action on the brain, as tea and coffee have, but its effect is diffused over the nervous system, and affords a support without possessing any true nutritive properties, but quite different from all ordinary stimulants—not injurious, not transient, nor followed by the reaction which attends all other known forms imparting a 'diffused stimulus.'"

ISN'T it pretty strange kind of patriotism which carps at the League management for joining forces with outside influences, and aiding same to bring about any improvement or advantage that the L. A. W. are working for? In union there is strength, and if the League as the King Pin of the movement can strengthen its hand by working in harmony with any outside influences, or aiding same in the cause of Roads Improvement, why in the name of that same "patriotism" should it not do so?

If our "patriotism" is so over-weaningly strong and pompous that it cannot brook the idea of outside influence, then we ought to stop preaching to the farmers, the manufacturers, and the general citizen to use their influence in the matter of procuring beneficial road improvement legislation. It is arrant nonsense to assume that we can do this thing all alone. We must induce outside influences by argument, and money if necessary, to join forces with us. "There are more flies caught with molasses than with vinegar," as the homely phrase goes, and much more good can be done by securing the good-will and co-operation of every possible outside influence by aiding same, whether for racing or Road Improvements, than by antagonizing with vinegary independence.

The League is too large and strong to be belittled by invoking and soliciting outside aid or extending same, but it would become ridiculous by assuming that we are not dependant to a very large degree on whatever co-operation we can secure from outside sources. The League as a nucleus for a powerful joint combination will be a power indeed, but single handed, ignoring and flouting the attempt to secure such combination, it will be comparatively impotent.

"CIRCULATION DON'T COUNT."

HERE is another specimen letter which came to hand the other day:

"WHEELMEN COMPANY:

Gentlemen—For heaven's sake stop my ad. I am flooded with letters. Sold the wheels long ago and supposed the ad. was out. Received 60 letters about this ad. yesterday and several hundred last week. Yours, —"

This isn't a bogus letter, but can be seen together with others which we have on file all "singing the same song."

AN "Entertainment Unique," complimentary to Mr. Charles Hopkins, will take place at Meinaon Hall, Boston, June 16. We are pleased to notice that on this occasion "Mrs. O'Grady" will appear at great expense to the management. It is unnecessary for us to introduce Mrs. Charles F. Hopkins to Boston cyclists as being one of the cleverest amateurs in character sketches in these parts, and the entertainment is bound to be a success artistically and also in point of attendance. We will "enlarge" on the programme to be offered in a later issue.



MESSRS. VAN NOSTRAND of the Queens County (N.Y.) Wheelmen, and Andrews of the Bohemians, start on their White Mountain tour on June 6.

HAY, Hunter, and Koerner of the Zig-zags of Indianapolis, Ind., have been doing some good preparatory riding for the road race on Decoration Day. They have done 34 miles in 2h. 15m. Not bad riding, considering the roads.

SAN JOSE, Cal., has a new club called "The Cyclers." It is a League club.

THE Crescent Cycle Club of Rochester, N.Y., celebrated its first anniversary on the evening of May 22 with a banquet at the Whitcomb House. About 75 persons including invited guests sat down to the tables, and the affair was voted a grand success by all who were present; the club has on its first birthday a membership of 75 and a handsomely furnished club house at 114 Savannah street.

W. S. MALTBY has been engaged to give an exhibition of fancy riding at the Columbia Cycle Club races at Hartford on July 4.

RECENT heavy rains in St. Louis County have done material damage to the roads. Last Wednesday night the large culvert under the Manchester road just east of the town of Manchester gave way under the heavy strain placed upon it, and caused considerable damage to surrounding property.

THE picnic given by the St. Louis Cycling Club was such a pronounced success last year it has been decided to repeat it on May 31 at the romantic Indian Cave. A large number of the lady friends will go down by train, via Cliff Cave station, while the road riders will reach the picnic grounds awheel via the Telegraph road.

M. A. HOLBEIN broke the twelve-hour tricycle road record over the North Road, England, May 7. He made 174 1-2 miles, and he rode a pneumatic tire trike. The best previous, also on a pneumatic, was 164 miles, by G. R. White, September, 1890, also an English record.

CYCLING round the world is getting to be a very common fad. The latest tourist to start around the world on a bicycle is Jacob Bauer, of Louisville, Ky. None of the tourists now started on this trip will stick to the cycle as religiously as did Tom Stevens. They will utilize other means of transportation when the country affords very bad riding or is dangerous. They will not cycle through Persia or Afghanistan, as did the great Stevens.

THE Kentucky Division Racing Board will penalize pneumatics 50 yards in the mile.

J. W. ENGLAND and G. B. Pulver rode from New York to Albany and back in three and a half days.

SUNDAY, May 24, a few members of the Onondaga Cycling Club of Syracuse, N. Y., made a run to Auburn, going by way of Elbridge, and returning through Port Byron, Weedsport and other places, making a distance of about 70 miles.

AT a special meeting of the Missouri Bicycle Club of St. Louis, held last Thursday, 50 of the Missouri Amateur Athletic Club members were admitted to membership in the bicycle club, and at the June meeting a committee will revise the Constitution and By-Laws, and change the name of the organization to the Missouri Bicycle and Athletic Club. The consummation of this deal makes the early establishment of fine athletic grounds within easy distance of the central portion of the city very probable, equipped with a fine quarter-mile track, dressing rooms, grand stand and base ball grounds. The membership limit will be raised. The Missouri Bicycle Club has secured the very cream of the local athletes, the bicycle feature remains just as prominent as before, and all, including the use of the proposed grounds, will be given to riders for half of the present dues of the club. The magnificent quarters of the Missouris are still in the hands of the painters, but will soon be finished.

MOONLIGHT RUNS seem to be "all the rage" among wheeling clubs in New Jersey. The fine nights of this month and the good roads both tended toward large attendances, long runs and lots of fun. As most of the riders in this State go to New York every day to business and do not get much daylight at home, these moonlight runs are becoming very popular.

A COMPANY is being organized in Buffalo for the protection of wheels from damage, theft and fire. There is very little doubt of its success, the field covered by the idea is so broad and liberal that it will be "a go" from the start.

IT is stated on good authority that two of the officers of the Bergen Co. (N. J.) Wheelmen will offer a gold medal to members making largest mileage during season of '91, also one to member attending largest number of club runs. This should be an incentive to members to attend.

ON Wednesday, May 20, Mrs. C. W. Dalsen, Captain of the Fairmount Lady Cyclers of Philadelphia, accompanied by Messrs. A. H. Allen, M. N. Keim, Jr., J. W. Maull and C. F. Feurer of the Century Wheelmen made a run of 124 miles. The route, a very rough and hilly one, was through Gulf Mills, Norristown, Collegeville, Trappe, Black Rock, Roger's Ford, Phœnixville, Valley Forge, Centreville, Berwyn, and returning on Lancaster Pike and making 36 miles in Fairmount Park, climbing Strawberry Hill three times in the last 25 miles. Will this 124 miles stand as the American one day record for a lady? We do not know of anything that equals it.

SAYS "Treb": "Billy Murphy of the New York Athletic Club is riding in splendid form, but some believe there is a possibility of his going wrong before the summer is closely settled. His rapid development of speed after a winter of inactivity is regarded by many as a bad sign, and doubts are expressed of his continued good condition. Murphy has always been able to get in fairly good condition at short notice, and I don't believe his surprising speed shown at this early stage of the racing season is any prediction that he will go stale from over training."

DURING the brief month in which St. Louis Wheelmen enjoyed a cessation of the 4-hourly "sloppings," cyclists could be seen tearing down the asphaltum at a fearful rate, and last Thursday evening Secretary Bowman of the Missouris, while scorching on the Cardinal avenue asphaltum ran into a vehicle while crossing Pine street. His wheel was badly wrecked and he was considerably bruised by the vehicle passing over him. This should be a warning to all cyclists to abstain from racing on the asphaltum

THE managers of the Kings County Wheelmen race meet on June 27 have decreed that no bicycles shall be offered as prizes.

THE Troy, N. Y., Bicycle Club was presented on the evening of the 19th inst. with an elegant silk banner as a trophy of its victory in the bowling contests of last winter.

THE century run of the Hartford Wheel Club is set down for some time in August.

THE L. A. W. club of Lockport, N. Y., are talking of constructing by-paths all over the county for the use of wheelmen. These paths will, if made, follow the main road and will be made in good shape so as to make riding a luxury. The expense is to be borne by the wheelmen and others interested in cycling.

THE Portland, Me., Wheel Club will hold a tournament at Presumpscott Park on Labor Day; arrangements are at present under way, and a successful affair is assured.

A NEW cycle club has been recently organized at Moncelona, Mich.

CAPT. HINNERS, Frank Keyes, Frank Bennett and George Hinners of the Bergen Co. (N. J.) Wheelmen each have one century run placed to their credit this season. They each expect to make many more before close of season.

MESSRS. MAGEE and COWLESHAW of the Queens County Wheelmen will start on a tour of the White Mountains on June 13.

THE first race between members of the Citizens Bicycle Club for their elegant challenge cup will take place on June 6.

A CYCLING CLUB has been formed in Winthrop, Me., and starts off with an excellent membership.

A CYCLING organization has been recently formed at Clyde, N. Y.

THE Scranton, Pa., Bicycle Club celebrates its tenth anniversary on June 21.

THE Crescent Cycle Club of Rochester, N. Y., held a ladies' night on the evening of the 19th. A large number were in attendance, and an enjoyable time was passed by all.

THE Harrisburg Wheel Club held a smoker on the evening of the 20th.

THE Norristown, Pa., Wheelmen desire to state that the announcement in some papers that there would be a meet at Oakview Park on Decoration Day under their auspices is untrue, and that the announcement was made without consulting them.

THE Kings County Wheelmen will hold their meet on June 27 at Washington Park instead of Eastern Park as previously announced. The Washington Park track will be put in good condition for record breaking.

W. J. KUNTZSCH won the gold medal offered as first prize by the Onondaga Cycling Club in their ten miles road race; time, 35m. 20s.

THE initial steps toward holding a mammoth cycling parade through Prospect Park, Brooklyn, have been made, and the date has been fixed, June 20. Invitations are to be sent to all clubs within a radius of fifty miles, and it is expected that the affair will be a grand success.

AT the Catford Cycle Club meet held at Paddington, Eng., on May 9, the 1-4 mile record flying was broken by P. Scheltema Beduin, who made the distance in 31 1-5s. against 31 4-5s by Jones on August 18, 1890.

AT the races of the Ulster, Ire., Cycling Club the half-mile championship of Ireland was won by A. DuCros, he defeating Mecredy and Lester; time 1.16 4-5. The 5-mile open handicap race was captured by DuCros also, Mecredy and McGladery also starting; time, 15m.

THE Buffalo Rambler Bi. Club is going to change its uniform. This club is very much dissatified at the large number of wheeling clubs who have adopted the black cheviot since they did.

THE "Porkopolis" Wheelmen of Cincinnati are talking of running a race meet on July 4th. If they conclude to run it, they will spare no pains to make it a success. "Whole hog or none" is their motto.

ZANESVILLE, Ohio, is having a bicycle boom. A new club, the Muskingum County Wheelmen, which is a League club, elected officers last week. The Y. M. C. A. of same place, also organized a club on May 18th and elected officers. While this is not a League club nearly all the members belong to the L. A. W. Zanesville will be well represented at the Detroit meet. The local wheelmen will make a bid for the State meet in '92. The city is being splendidly paved.

TENNESSEE members should remember the dates of the annual races and meet at Nashville, July 10 and 11.

A LADIES' bicycle club of ten members has been formed at Sandusky, Ohio, of which Mrs. Pierre Van Alstyne is captain, Miss Everett is president, and Miss Mary Lockwood is lieutenant.

THE Sandusky (Ohio) Cycling Club will soon take action on some plan for entertaining any visiting L. A. W. on their way to the Detroit meet.

A CHURCH PARADE is being talked of in Buffalo, N. Y., the intention being to invite all the wheelmen, organized and unattached, to unite in a monster parade from a certain point to a church of some one of the prominent clergyman, and have him preach a sermon to the wheelmen. The idea is meeting with much favorable comment, and the first run will take place at no very distant day.

ARRANGEMENTS have been made whereby a cheap rate may be from Sandusky to Detroit via water. The "Kirby," whose run this the fastest boat on the lakes. This and the beautiful ride make it a enjoyable trip.

THE Juniata Wheelmen of Huntington, Pa., is a live League club of some 40 members. The annual election took place lately. The club expects to have a parade of wheels on July 4th, and will do their utmost to make it interesting for any visitors who will join their ranks.

ON Saturday, June 20th, 1891, the Century Wheelmen of Philadelphia propose holding their first annual race meet on the grounds of the Tioga Athletic Association, 22d and Westmoreland streets. There will be fourteen events, including the quarter and one mile safety and two mile ordinary State Championships. There will also be run a two mile handicap club race. The track has been put in excellent condition and fast time should be made.

THE Poorman handicap road race at Cincinnati will be run, rain or shine, on the morning of the Fourth of July as sure as that day arrives. Mr. Poorman is very much put out at a report that has been circulated to the effect that the race was off. There will be two high grade safeties offered. One will be given to the first ordinary, and one to the first safety and a gold medal will be given to the one making the best time.

TOURISTS and cyclists of Pennsylvania with their cameras will be pleased to know that the proprietor of the Peters House, Bushkill, Pike Co., Pa., has recently fitted up a convenient and well appointed dark room for the use of amateur photographers, to which all are welcome.

AT the international road race, May 23, from Bordeaux to Paris, distance 358 miles, G. P. Mills won easily in 26h. 35m. The Frenchmen were badly beaten.

THE Columbia Bicycle Club of Buffalo will have a ten mile road race on Decoration Day.

THE first race of the Interclub Racing Association of Boston and vicinity will take place June 27. The start will be from the Faneuil House, Brighton, and the route will be from that point practically the same as that used by the B. A. A.

THE Central City Wheelmen is the name of a cycling club recently organized at Jackson, Michigan.

THE Pequot Wheelmen of New London, Conn., expect to have 45 names on the charter list, which is to be closed at the next meeting of the organization.

THE lady cyclists of Geneva, N.Y., are considering the advisability of organizing into a cycling club.

THE Montclair (N.J.) Bicycle Club held its first annual picnic at the opera house on the evening of May 19. A large number of out of town wheelmen were present.

THE Wheelmen of Attleboro, Mass., are talking up the matter of a bicycle club. There are upwards of 100 riders in the town, many of whom are enthusiasts on wheeling.

A CLUB of cyclers is to be formed at Johnston, R. I. About 25 have already signified their intention of becoming members of the organization.

THE Ladies Cycle Club of Hartford, Conn., is in a flourishing condition. During the winter season the membership has increased largely, and meetings of the organization are held monthly in the parlor of the Hartford Cycle Club.

ONEIDA (N. Y.) has a curious looking bicycle. It was built for a one-legged man. It is steered with one hand and propelled with one foot and the other hand.

ON invitation of Mr. Martin, the Cambridgeport Cycle Club wheeled to Millis on Sunday last and took dinner at Oak Grove Farm.

THE Rovers Wheel Club of New Haven, Conn., is rapidly coming to the front as one of the largest, and has at present 119 members.

Minneapolis, Minn., is to have a cycle club composed of business and professional men. About 30 persons have thus far signified their intentions of becoming members.

ABOUT 50 members of the Rhode Island Wheelmen made the annual May run to Boston on the 18th instant. The party wheeled from Mt. Pleasant to Highlandville, where the Union Cycle Works were thoroughly inspected, after which Auburndale was visited and dinner partaken of. The party then headed for Boston, and many of the members visited the theatre in the evening, returning on the midnight train to Providence

JAMES T. POWERS, the well-known comedian, is an enthusiastic cyclist and rides through Central Park daily.

THERE are 226 entries for the Pullman road race to be run on Decoration Day.

THE Illinois Club, of Chicago, has a run in the middle of June that covers 103 miles. All the members who finish will receive a bronze or gilded silver medal.

WESTFIELD, Mass., has a new cycle club known as Westfield Wheelmen. The club starts off with 20 members.

THE Detroit Wheelmen will hold their first '91 handicap club road race on June 6, distance 15 miles. The time and first prizes will be gold medals.

THE Fall River Cycle Club will hold an athletic tournament some time in June. The organization expects to occupy its new quarters in July.

THE Park Avenue Wheelmen of Philadelphia will have a heavy weight tandem team this season. Simpson Hoffman, 210 pounds, and Wm. C. [illegible], 230 pounds. They are desirous of making a race with any team of their weight.

THE Y. M. C. A. of Medina, N. Y., has organized a cycle club, with 25 members to begin with.

FOND DU LAC, Wis., has a newly organized cycling club with an initial membership of 19.

THE Press Cycle Club of Buffalo, N. Y., will hold a 50 mile road race for the club championship on June 7.

THE Fall River Ramblers are to hold a handicap road race in the near future.

THERE is considerable talk of reorganizing the old Saragota, N. Y., Bicycle Club, one of the oldest clubs in the U. S.

A NEW cycling club has been organized at Plattsburgh, N. Y.

THE Norwalk, Ct., Wheel Club held a successful lantern parade on the evening of May 20, and afterwards entertained the visiting wheelmen with a tempting spread and choice musical selections at their rooms.

CHESAPEAKE WHEELMEN'S ANNIVERSARY.

THE Chesapeake Wheelmen, of Baltimore, celebrated their third anniversary Thursday night with a torchlight bicycle procession on Fulton avenue, and a smoker at the club-house. There were sixty-five wheels in the parade, decorated with Chinese lanterns and lamps, in command of E. S. Merriam, and headed by Prof. Knight's Cornet Band of 22 pieces. The procession moved from the club-house, on the corner of Lafayette and Fulton avenues, and proceeded to the corner of Baltimore street, where they met a delegation of the Columbia Wheelmen from Washington.

At the club-house addresses were made by J. B. Reed and Albert Mott. Harry Park performed some tricks on his bicycle on a small stage. The following programme was carried out: Banjo selection and song, C. P. Musgrave; singing, John Upton Jones; humorous remarks, Joseph Thompson; singing, T. F. McNulty; cornet solo, Prof. Chester A. Sedenberg; whistling exhibition, William Schaum; banjo selections, Howard A. Burt; humorous readings, Mr. Williamson; sparring exhibition; the "Virginia Rosebud" and the New York Star" musical selections by the Mandolin Quartet. A banquet followed.

Every club in the city was represented. The Maryland, Baltimore and Centaur clubs riding from their headquarters in a body.

The Alpha Ladies' Cycle Club presented a very handsome vase to the Chesapeake Club in commemoration of the event.

HAWKSHAW'S COLUMN.

PERHAPS we are not worse in morals in our day and generation than in the time of our fathers, but we are certainly not so good, however, but there is room for improvement. In our business relations, for one thing, there is a chance and bushels of grave errors to eradicate. Many fail to attain success in business, because they do not hold to sterling principles of conduct. Sell what you have for what it is. Let a fifty-pound wheel, for example, be catalogued as such; do not try to masquerade it as weighing but forty pounds. People will find their way to the manufacturer from whom they get what they purchase *always*, and pay a good price willingly. When a manufacturer performs his obligations to the buying public conscientiously and honestly, he need have no fear but that they will learn and remember that fact to his ultimate profit.

We take too much medicine, employ too many doctors, seek too much outside help. Half of our diseases are preventable or dissipated by attention to the common-sense rules of health and exercise. There is no earthly blessing so great as health, no way so sure to secure and preserve it as to exercise, and no method of exercising so perfect as cycling.

A RACING TIP.—A header in a handicap.

"JOHNNIE GREEN."—In reply to your inquiry as to what is the difference between a modern safety and a velocipede, I should say about one hundred and twenty-five dollars, though it may be more, as I am not posted as to the price of velocipedes.

No plan for constructing good country roads will ever be a success that does not take as a foundation for concrete the head of every old farmer, whether in the legislature or out of it, who has not sense enough to see that farmers are more interested in good country roads than anybody else.

"There goes another one of them dod-blasted fools on a bysickle. A man what will waste his time riding one of them things, when he can sit in the shade and play poker, is a fool sure 'nuff! Ain't he Bill?" "Yep." And the game was resumed the critics concentrating their mental faculties upon a ten-cent jack-pot.

The fascination of cycling is hard to define, even to one who has felt it, and utterly impossible to describe to one who has never sought it. The fascination—at least that portion of it which prefers to take its exercise without enjoyment, and chooses a way of traveling neither healthy or restful—cannot understand why men become enthusiasts on cycling. There is nothing, however, unreasonable in our finding in this inspiring vehicle exercise a source of pleasure; but the "shuffler" who tramps back and forth between home and business place, and on Sunday trudges a short distance in the park to get a breath of fresh air, will not believe it. He realizes that it would bring him an equal amount of restorative muscular employment, with a far greater recompense of enjoyment; but pictures of bruised heads and broken bones are conjured up by his ever active imagination, and, overcome with a terror that is the product of his ignorance, he resolves never to attempt to ride. Poor imbecile.

Two dusky champions of the wheel sat upon their machines in the square at Timbuctoo, where they were to race for the pleasure of the Lord High Muggy-Mug. While the band played anything it wanted to, one leaned over to his fellow contestant and said:

"Yaller! it's an awful hot day, and I was out late last night. There ain't any use in you and I riding each other to death for his Royal Nibs, what do you say to putting up a "barney" race on him, like we used to on far-off Senegambia?"

"Right yer are, pard. I ain't stuck on this here sort of thing myself, either go easy, and we will give the old man a finish that will take the right out of his wool."

The band stopped playing, silence fell upon the assembled multitude, and the king gave the signal for the race to start by cracking a neighbor-ing slave on the head with a croquet mallet. Round the racers swept, dodging as they came past his majesty, but loafing till all was blue when the back-stretch was gained. First one would lead, and then the other would spurt past him as though he meant to win the event in a canter. Looking at the sun-dial by which the race was timed, the king saw that full one hour had elapsed since the race began and yet the mile had not been ridden.

"Death and fury! molasses and smokes!" shouted his Royal Nibs. "What manner of faking is this? Take out this pair of duffers and do away with them. I'll have no League Championship performances here. Look to it, slaves!" And at this command the two riders were led forth to their doom, and a couple of sluggers received into the ring to restore His Majesty to a good humor. In the various positions of life it is well to ascertain just what is expected of us. Racing men are expected to ride fast,—in Timbuctoo.

"HAWKSHAW."

A WHEEL INTO THE INDIAN COUNTRY, NO. 7.

BY C. W NORTHROP.

A NIGHT ON THE RESERVATION.

MOUNTING again we ride for a mile along the river bottom, passing many tepees and rude cabins. The last house in the village is a large frame one with commodious outbuildings, evidently the property of a squaw man. In the door-yard two children, a brother and sister, are playing; the girl, a lovely little creature, with great black eyes and rosy cheeks, runs and hides as we approach, but the boy only keeps at a little distance, as though with him curiosity is stronger than fear. In answer to our knock, a fine looking half breed woman, the first we have seen, comes to the door, and this time our request for milk brings an immense bowl full of the creamy liquid. To this we do full justice, but not a penny will the kindly giver take in return. As we are about to leave, however, a bright thought strikes us. We capture the boy after a little chase, and perching him on the saddle of our bicycle trundle him around the yard a few times. How proud the little fellow seems, as he sits so straight on the lofty seat, his dark eyes sparkling with delight at the ability to ride this strange horse. In the doorway mother and sister watch the performance with almost equal pleasure, and when at last we lean the wheel against the house and lift the rider down, a pressing invitation to spend the night shows that a little attention to her boy has won the heart of the mother. It is with regret we decline, but it is still early in the afternoon, and ten miles beyond we have knowledge of another good stopping place, so decide to push on. When we again reach the ridge the wind is blowing a gale from the northwest, and with a smoother road under our wheel we seem fairly to fly over the ground. For miles we follow closely the edge of the ridge or bluff with the broad but shallow Niobrara flowing almost at our feet a hundred yards below. Across the river and a little above its level are the smooth prairies of northern Nebraska. Although settled only a few years hardly a quarter section but has its house and barn, while here and there a collection of buildings mark the site of what soon may be a busy Western town. For many miles to the west, and an equal distance eastward, we can trace in a narrow brown ribbon of soil the road that might have been our choice this morning.

Lost in viewing the broad expanse of country, we give little heed to time, or distance travelled; until finally, beginning to watch for the night's stopping place at the foot of the ridge, we fail to find it. Still on we go, driven by a gale it would be impossible to ride against, and always hoping to see just ahead the house we seek. Finally, as the sun goes down in a bank of clouds close to the horizon, we slacken pace and dismount. We have been riding two hours and a half since the last halt, and have wheeled, probably, 25 miles. We cannot go back, even though the wind is dying down, with the gathering twilight, for darkness would overtake us in half an hour. Equally useless it is to travel on, for there is no shelter this side of Niobrara city so far as we know. Water is a prime necessity now, and in search of it we climb down the side of a canyon close by and start toward the river. It looks an easy matter to reach it at first, but the way is rough, and we flounder along through the reed grass which in places is over our head, only to find at last that a quarter mile of swampy land still shuts us away from the river. In looking for a sleeping place, however, we are so fortunate as to step into a small brook, and from this brackish water and a biscuit or two left over from the morning's lunch, we make a frugal supper. With the long blade of a hunting knife we then cut enough of the reed grass to make an easy couch, and with some extra clothing taken from our pack for a covering, and our bicycle for a bedfellow, soon fall asleep. An hour later we are awakened by the discordant squaking of a flock of wild geese in the swamp by the river. The wind has arisen again and is whistling through the canyon in cutting blasts. Heavy masses of dark clouds are drifting across the sky, shutting out the light of the stars and making the night a dismal and threatening one. We are chilled to the bone, for the wind has blown our impromptu bed covering away, and makes a long search and the use of innumerable matches necessary before it is found. We think of kindling a fire, for fuel is plenty, but on second thought dare not, for fear of starting a conflagration in the long grass. There seems but one way to keep warm, and that, to find our road and walk or ride through the long night. But how to find it is the question. A rough and difficult path to travel by daylight appears impossible at night, when one can hardly see a dozen yards in any direction, and then there is a bicycle to carry. For the first time since starting we wish the machine sunk to the bottom of the river. But it is only for a minute, and then we shoulder our wheel and start up the canyon. For what seems an age we struggle along, now up to our knees in mud or water, again slipping on the steep sides of the ravine, and once tripped by a bunch of twisted grass, bicycle and rider roll together into the miry brook at the bottom of the canyon. It is a wretched experience, and at the time seemed unreal. Even now after the lapse of years the events that then occurred appear more like a vivid nightmare than reality.

But worse is to come; when the road is found it is very difficult to keep, at best, but a trail through the short grass; by night it is often invisible, and yet it must be followed, for in many places a rod to the right would mean a sheer fall of two hundred feet into the river below. In spite of this we are so desperately tired and drowsy that every mile or two we drop down on the prairie and fall asleep instantly, only to awaken in a few minutes chilled through and through. And so alternately we walk and nap until nearly midnight, when an incident occurs that drives even the thought of sleep away for the rest of the night. We have left the ridge and are tramping along through the river bottom. Off to the right can be plainly heard the splashing of the Niobrara as it whirls and eddies round the rocks and stones in its shallow bed. It is a pleasant sound, bringing back the memory of a moonlight ride along the beautiful Hoosick two



EAGLES TO THE FRONT

IN THE

First Road Race of the Season.

FIRST AND SECOND

In the N. Y. A. C. Five-Mile Handicap, New Rochelle Course, May 23d,

WM. VAN WAGONER (from scratch), - - - - - FIRST

T. J. HALL, Jr. (40 sec. handicap), - - - - - SECOND

Van Wagoner rode a CUSHION TIRE.
Hall rode a SOLID TIRE.

Four Pneumatic Tired Safeties raced, but THEY WERE NOT IN IT.

THE EAGLES WILL FLY
Faster than ever this Year.

LOOK OUT FOR THEM.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

THE



THE MOST POPULAR MACHINE IN AMERICA.

AMONG RIDERS OF THE BEST JUDGMENT.

"Made for us by the J. K. Starley Co., Ltd., Coventry, England."

We carry Seven Styles. Pneumatic, Cushion and Solid Tires. Light weight, rigidity and beauty. . . . . .

Get our Quotations on SUNDRIES.

The JOHN WILKINSON COMPANY, 269-271 STATE STREET, + + CHICAGO. + +

Sixteenth Year in America.

1876 1891

The First Cycles in the United States

The Largest Cycle Manufactory in the World

Roxbury, April 24, 1891.

To Singer & Co.,

Dear Sirs:—I have used your 1891 pattern wheel, with the one inch wired tire, and have no hesitation in stating that it gives more satisfaction than any cushion tire that I have ever tried, and as for hill climbing, it is unsurpassed.

Yours truly,
JAMES KELTIE,
Captain Roxbury Bi. Club

SINGER & CO., 6 and 8 BERKELEY STREET and 2 WARREN AVENUE, BOSTON, MASS.

'ears before. How much we would give for the moonlight now, to drive darkness away. The wish almost seems to bring reality, for in the east the reflection from the silvery orb is already brightening the clouds that lie close to the horizon. As we follow the road it drops occasionally a few feet to the bed of some old water course, and here the reed grass, which on the level is but waist high, grows far above our head and dense as thickly sown grain. It is in such a place as we plod slowly along, more asleep than awake, that we are startled by the rustling of reeds a rod in front of us, and look ahead just in time to see a long lithe animal swing into the road and crouch as if to spring. It is not too dark at such close quarters to notice form and action plainly, and even without the caution conveyed in the last words heard at "the point" this morning, we should have known we were facing a wild cat. Quicker almost than thought the bicycle is turned across the road, and stooping behind it we draw our hunting knife and snap open the six inch blade. For defence we believe it a better weapon than a revolver, yet would gladly exchange for the latter and take the chances. It is our first encounter of the kind, but truth compels us to say that imagination is not strong enough to see "fiery eye-balls glaring out of the darkness." We do notice, however, now and then, as the animal slightly shifts its position, a glint of light from the glassy surface of the eyes, just as in the darkest part of night we have sometimes caught a gleam from the nickel backbone or forks of our bicycle.

(TO BE CONTINUED.)

FRENCH HIGHROADS—THEIR CONSTRUCTION AND MAINTENANCE.

BY A. G. COLLINS.

(CONCLUDED.)

NEXT (and always under the direction of three road engineers) loads of small broken flinty stones were scattered six or more inches deep upon the broken pave. Then came a mixture of gravel and clay and limestone earth. The whole was then watered copiously and rolled and watered and rolled for more than two weeks, the workmen being busy correcting any inequality in the surface or in the curve of the surface. At the end of the labor, which seemed unreasonably slow to me, the former paved road had assumed the character of the neighboring routes and was absolutely impervious to water, wheel or horse tracks.

The village street had lost much of its old picturesqueness, but it now possessed a passable road, which was better in every way.

That it is better was proved by the fact that the market wagons, farmers' teams, etc., formerly made a detour to escape the pave now took the direct route between Marlotte and Nemous on market day, and consequently the hotel keepers entertain more guests than formerly and the village people are better served by the influx of merchant vans from Fontainbleau and Nemous.

This taking up of the pavement is going on in most of the villages in France, where the inhabitants realize that it is mediæval in spirit, and injures their best interests.

In isolated cases throughout the country (and in many cases north of Paris) the pavement still exists, but only for short stretches and usually upon hill sides.

Formerly it was thought that a paved road was the only good one on hillsides—hence their occurrence.

In many cases we find the pavement removed from one half of the road surface, and the uniformity with which the peasants in their heavy carts keep off the paved side is proof that they no longer admire the joltings and bouncings of the olden days.

A curious fact has struck me more than once, which is that while in America the only decent roads are to be found in the neighborhood of great cities, in France and all over Europe the case is exactly opposite. It is only in the suburbs of Paris and large cities that one finds bad roads in France. The roads throughout the country districts are infinitely better.

The enormous traffic of market wagons and vehicles of all kinds which carry provisions from the surrounding country to feed the city, renders it quite impossible to keep macadamized roads in good order.

It is for this reason that with one or two exceptions all the "Grandes Routes" leading out of Paris (and there are over twenty of them) are paved for twenty or more miles from the fortifications.

Near Havre, Rouen, Orleans and other cities when the suburban roads are unpaved, the condition of the roadway invariably degenerates as one approaches the city.

I have said nothing of the traffic which passes over the various highways nor of the weight which one horse is enabled by the perfect road surface to draw with ease.

The towns and villages are so much more numerous per square mile in France than in the United States, and the number of populous districts unserved by railroads is so much greater that a larger percentage of merchandise is conveyed on the highways than at home. Carriers' wagons still make weekly or semi-weekly trips to the cities from towns thirty and even sixty miles distant.

Much of the market produce, which in America comes to town per railroad, in Europe is trucked in heavy two wheeled carts or huge four wheeled covered vans. The tires of these vehicles are usually wider than at home. Three to four inches is the average width, and there is a law forbidding tires being made too narrow. Thus the great cause of road degeneration is avoided.

One horse generally pulls what would be considered a good load for two in America. The French drivers have little pity for their beast, and the only limit to the load is reached when there is no space or corner left to stow any more burden.

Not only do they load down the roofs of their wagons but also hang huge bundles to hooks upon the sides and beneath the cart between the wheels swing as many big baskets and boxes as they can stow in.

The cart loaded, the good man with his wife and one or two others climb in, then crack, crack goes the everlasting whip in a succession of rifle-like reports, and "Cocotte" trots away with her gigantic load as merrily as you please.

The cart alone usually weighs as much as an American market wagon and its load, and I should say that two or three tons is not an immoderate estimate of the weight often drawn by single horses in France over the country roads.

Of course the horses are heavier and more powerful than the farmer's nag at home, still there is a vast difference in favor of France after making this allowance.

In conclusion it may be said that no American who has never travelled in Europe has ever seen a really good road. I do not consider as good roads the isolated bits of few miles length (leading nowhere in particular) to be found in various parts of the United States, as for instance about Boston, the Oranges, New Jersey, or the Chicago-Pullman boulevard. I *do* mean by a good road, one which continues an unbroken and perfectly smooth surface one hundred miles or more, and which connects important centres of population.

It is safe to say that few Americans when in Europe have failed to notice with admiration and envy those highways which I have endeavored to describe above.

The movement in favor of remodelling or rather creating the American roads can count these travellers among its partisans, and fortunately this vast body of tourists grows with each succeeding year.

We have Art Scholarships, Architectural Scholarships, Medical and other Scholarships in Europe—then why not have Road Engineering Scholarships as well?

We seek to learn from the experience of the Old World in all that pertains to science, art and literature, why not also seek to learn the art of building and maintaining one of mankind's primeval and greatest necessities in a state of civilization—viz: GOOD ROADS.

THE END.

TO WHEELMEN OF BROOKLYN, NEW YORK CITY AND NEW JERSEY, ATTENTION.

IT may be possible in the multiplicity of invitations sent out that some club has been omitted through ignorance of its existence or by an oversight. In order that no one may feel slighted I take occasion to state here that it is the desire of the Board of Managers of the monster parade of the wheelmen through Prospect Park to be held on June 20th, to have every club of Brooklyn, New York and New Jersey represented in line.

If any club or body of wheelmen who have not as yet received an invitation to attend will kindly communicate with the undersigned they will receive the formal invitation at once. The strength of the wheelmen both numerically and as regards appearance are to be demonstrated by this parade. Thousands will be along the route to witness the sight, and we ask the co-operation of our sister clubs in making this a huge success. Club captains are requested to aid us by scheduling Saturday, June 20th, on their run cards, and by making an effort to have the largest number out possible. Prizes will be awarded for various points of excellence to be determined by the Prize Committee, who will no doubt make an announcement later.

I assure the captains of the various clubs that it will repay them to make our city the objective point on this date, aside from the fact that a competitive parade is in progress, it is expected that this effort will eclipse any previous undertaking of the Brooklyn Clubs.

While I cannot speak authoritatively I believe all the clubs will keep open house and welcome the visiting wheelmen at the conclusion of the parade. Fraternally,

H. E. RAYMOND,
245 Flatbush avenue, Brooklyn, N. Y.

KENTUCKY DIVISION MEET.

AT Louisville, Ky., June 26, 27, will be held the annual meet of the Kentucky Division. The programme is before us, and, undoubtedly, every member has received a copy ere this.

The business meeting will take place Saturday, June 27, at 9.

The Blue Grass state is famous for a trinity of attractions. Fair women, grand horses, and most excellent—grass! The fair sex will vie with her brother cyclists in giving welcome to visitors.

The famous stock farms of the blue grass region will be visited, the birthplaces of such horses as Nutwood, Earl Ten Broeck, Proctor Knott, etc. A good list of bicycle races is on the programme. A banquet at the Willard will close the attractions. If you have not already received a programme, send at once to P. E. Allison, 448 W. Main street, Louisville, Kentucky.

NEW HAVEN MEET.

THE arrangements for the Connecticut annual L. A. W. meet at New Haven, June 8th, 1891, are now completed, and everything indicates that all who are so fortunate as to attend will have a royal good time.

The tournament is held Monday afternoon, June 8th, but the meet covers the time from Saturday the 6th to the following Tuesday.

Commencing Saturday evening with a reception at the New Haven Bicycle Club house, 173 Oliver street, wheelmen will be as thick as fleas on a dog for the next three days.

Four different runs are called for Sunday to the shore and other interesting places in the vicinity. Perhaps the most enjoyable will be to the Pequot Club House at Morris Cove, five miles from the city. The Pequot Club is the largest cycle, yacht and canoe association in New England, and their house contains everything desirable in an institution of this kind. An excellent shore dinner will be served here Sunday noon.

A concert will be given at the New Haven Bicycle Club house Sunday, commencing at four thirty (4.30) P. M.

The street parade takes place Monday morning, and handsome prizes will be awarded to the visiting clubs making the best appearances, having the largest number of club numbers, and having the largest number of League members in line.

The races will be held at the Elm City Driving Park, Whalley avenue, Monday, commencing at two (2) P. M.; a band concert will be given before the races.

These races embrace all the desirable features, and no race will be over a mile long.

The prizes to be awarded to winners at this tournament are valued at over $1200, among which are a Victor safety, model B, a Columbia safety, an Eagle light roadster, gold watch, diamond pin, French clocks, travelling bags, an elegant silk flag, ornamental shield in addition to the gold and silver medals appropriate to the occasion. In addition to the above a silver trophy standing over two feet high and valued at $100 will go to the man making the fastest time at the tournament.

All wheelmen who made application to the L. A. W. officials at the Tremont Hotel on Monday will receive a badge which will enable the applicants to participate in this entertainment.

The steamer Sunshine, rated for 1000 people, has been chartered for the occasion, and will leave Belle Dock at 8 P. M., Monday June 8th, and make a trip around Faulkner's Island. A full band concert will be given on board, and everything necessary for enjoyment will be provided.

The L. A. W. annual meeting will be held on board the steamer, and it is hoped that every League member will attend who can do so.

Full information in regard to this meet will be given in the catalogue published by the New Haven Bicycle Club, and copies will be mailed to every wheelman in the State as far as possible.

Should any one fail to receive a copy our Secretary, Mr. E. J. Perkins, will gladly mail one upon receipt of address.

Come one, come all, and bring your wheels.

KINGS COUNTY WHEELMEN RACE MEET.

COMING entirely unexpected, the announcement from the managers of the Eastern Park ball grounds in Brooklyn that they have determined not to construct a bicycle track on their gounds this season, has caused consternation in the ranks of the Kings County Wheelmen. Upon the promise that a track would be laid there this spring they had arranged to hold their race meeting at that place on June 27, and it is only natural that they should be chagrined at the determination of the managers of the park to defer the laying of the track, as they will be compelled to make hasty arrangements for a new track, and change many of their plans. The races will be held at Washington Park. "TREB."

HILL CLIMBING CONTEST ON SON-OF-A-GUN HILL.

THE entry blanks for the hill climbing contest on Son-of-a-Gun Hill, near Manchester, on Saturday, June 6, will be ready on Tuesday, and can be obtained from Geo. Wilder, 1724 Olive street. Inquiries are coming in from several cities outside of St. Louis, asking if non-residents will be allowed to enter, and these are being answered in the affirmative. The hill is reported to be in much better condition than it was last year. Subscription lists to defray the expenses of the medals are in the hands of Treasurer Silverburg of the Cycling Club, and Jno. Hurck of the Missouri's, and the amount already subscribed will insure the winner the costliest gold medal ever given for a similar contest. Entry fee, 50 cents, and all the money derived therefrom will be utilized to purchase prizes. Entries will positively close on Thursday, June 4, at 6 P.M. The contest will be started at 4 P.M., and immediately thereafter all the cyclists present will adjourn to the Ballwin Hotel, where the prizes will be presented after supper. Runs will leave both the Missouri and Cycling Club's houses at 1 P.M. Saturday, June 6, for the hill. The contest is open only to League members who have renewed their memberships for 1891 or joined this year. "LINNEUS."

WHEELMEN'S RACING LEAGUE.

ON Saturday, June 6th, the first race of the Wheelmen's Racing League Series will be held. It is virtually a resurrection of the old Alphabetical Association, and should the interest be displayed in this new organization that characterized the opening contests of the old association, a genuinely exciting race will be seen. There is secret exultation among some of the clubs over their supposed clinch on the race, but considering the number of teams entered for the race it is impossible to determine the winning club for the first contest. "TREB."

THE BIG MEET AT BUFFALO, N. Y.

THE entry blanks for the first annual three days' athletic, wheeling and aquatic meeting, are now out, and may be obtained of Chas. J. Griffiths, No. 512 Main street, Buffalo, N. Y. The blank is a model in its way, embracing spaces for all of the 53 events.

All of the events are open to all recognized amateurs in good standing. It will be under the auspices of the City League of Amateur Athletic Union clubs (not the Iroquois, as stated the in WORLD) composed of 16 athletic and wheeling clubs of Buffalo, N.Y.

The first prizes are silver cups; the second prizes are silver cups; the third prizes are "handsome medals."

Nearly all the bicycle clubs are making entries, and the games are being discussed in all athletic circles.

An enthusiastic meeting was held at the Ramblers', of Buffalo, N. Y., club rooms, on the 22d, to arrange for a monster lantern parade of all the bicycle clubs and unattached wheelmen, for Monday evening, the 15th of June.

It is intended by this means and the bicycle races on the second day to bring the wheelmen's branch of sport into special prominence.

Representatives were present from every cycling club in the city.

Dr. W. J. Packwood was chosen chairman and O. H. Sauerwein secretary.

The Women's Wheel and Athletic Club will be invited to head the line, and Chief Consul W. S. Bull will act as grand marshal of the parade.

Officers of the Day were chosen, Louis Bruch as adjutant, and Messrs. Frick and Hearne as aides.

Some very fine prizes will be offered to the individuals making the best or finest displays on ordinary bicycle, safety, tandem safety, tandem tricycle; competition to be open to all wheelmen.

This will be one of the finest lantern parades ever attempted, as this city has so many unexcelled facilities for an elaborate display of this kind, with its many miles of asphalted streets and its thousands of wheelmen.

Residents along the line of march will be asked to decorate; and the procession will be headed by one of the finest bands of music that the city affords.

The line of march will be decided upon at a future meeting.

"JASPER."

THE HARVARD U. C. A. RACE MEET.

THE climatic conditions were favorable for a big attendance at the second annual race meet of the H. U. C. A. on Holmes Field, Cambridge, last Saturday, but the counter attractions of base ball on Jarvis Field evidently drew a good many spectators to the latter spot. The events were:

One mile ordinary, open. First heat—Scott Sydenham, A. A., 1st; A. A. Zimmermann, N. Y. A. C., 2d. Time 3.00 1-5 sec.

Second heat—Murphy, N. Y. A. C., 1st; J. Clark, 2d. Time 2.54.

Final heat—Murphy, 1st; A. A. Zimmerman, 2d; Taylor, H. U. C. A., 3d. Time 3.39 4-5.

One mile safety, open (solid tires)—Tyler, Highlandville Bi. Club, 1st; Pratt, H. U. C. A., 2nd; Olmstead, H. U. C. A., 3d. Time 2.56 3-5.

One mile open (pneumatic tires)—Davis, H. U. C. A., first; Murphy, N. Y. A. C., second; Bache, Highlandville Bi. Club, third. Time, 3 m.

One mile interscolastic, ordinary—Kimball, Roxbury Latin School, first; Townsend, Andover academy, second. Time, 3.07 3-5.

Half-mile handicap, ordinary. First heat—Connolly (60) H. U. C. A., first; Howes, (35) H. U. C. A., second; Scott Sydenham, A. A., third. Time, 1.21.

Second heat—J. Clark, Crescent Bi. C., (30) first; E. J. Clark, (75) second; Barron, H. U. C. A., (40) third. Time, 1.19 2-5.

Final heat—Howes, (35) H. U. C. A., first; E. Clark, Crescent C. C., (30) second; E. J. Clark, Crescent C. C., (75) third. Time, 1.18 1-5.

One mile safety, H. U. C. A., 3.20 class—Macallister, first; Keller, second; Hutchinson, third. Time 3.14.

One mile, open handicap—Tyler, (140) first; Davis. H. U. C. A., (30) second; A. B. Rich, N. Y. A. C. (scratch) third. Time 2.34 2-5. Davis, 2.40 3-5. Rich, 2.40 3-5.

THE CENTURY RUN.

THE starters on the century run between New York and Philadelphia this year from all indications will far outnumber that of last season. The run is scheduled to start rain or shine, but should the weather prove unpropitious as it did last season it will be utter folly for any persons to start without endangering their health. To ride some ninety-six miles (although the run is termed a *century* run, it is seldom if ever more than 94 or 96 miles are covered on the trip) on a pleasant day is not an altogether simple task although considerable time is allotted for the completion of the trip, but to ride the distance on a day like the 1890 century run was made on is downright foolishness, and it is to be hoped that the sensible riders will see the folly of starting if the day is unpleasant. "TREB."

RACING AT BUFFALO, N. Y.

THE Wanderers of Buffalo held their first of a series of country road races on Saturday evening, the 23d. The roads were rough and somewhat muddy, and in many places full of ruts. There were ten entries and five starters. The distance was some over six miles. There were three prizes offered; the first a bicycle bell; second, a ticket to the three day's athletic and wheeling meeting; third prize, a bicycle stand; open to club members only. Positions as follows:

First—Gus. G. Buse; time, 30 minutes.
Second—John H. Christian, 30 1-2m.
Third—Joseph J. Scheffler, 31m.

"JASPER."

RACING AT PHILADELPHIA.

THERE were no less than three tracks over whose surface the flying wheels spun last Saturday; and although the weather was threatening, large audiences attended each of the games.

At Stenton the A. C. S. N. gave a ladies' day, and the grounds were formally opened for the season of '91. The one cycling event on the programme was a two-mile safety, which was a very pretty race between Taxis and Draper, in which the former won. Result—first, W. W. Taxis; second, J. H. Draper. Time, 6.06 2-5.

On the 'Varsity grounds the sixth annual field meeting of the Intercollegiate Athletic Association, of Pennsylvania, included a two-mile bicycle race, which was one of the features of the day, being closely and excitingly contested. Following were the starters: Coaks, U. of P.; McLaughlin, Lafayette; Henlings, Swathmore; and Hellner, U. of P. Coaks won, riding with excellent judgment; McLaughlin, second; Hellner, third. Time, 6.24 3-4.

The West Philadelphia Branch of the Y. M. C. A. gave a one-mile bicycle race among their other events at the grounds, Belmont and Elm avenues, which resulted as follows: C. L. Allison, first; I. R. Joyce, second. Time, 4.15.

All of the tracks were muddy and heavy after the recent rains, which accounts for the slow time.

The races which were to have been run by the electric light at Brotherhood Park, Broad and Dauphin streets, on Saturday evening, were postponed until this week, owing to the rain.

Among the rest of Saturday's attractions was the "Field Day" of the Philadelphia Cycle and Field Club, who presented a varied programme at their country house at Ardmore, consisting of sack and potato races, running, jumping, tennis tournaments and safety races on the Lancaster pike which fronts their property. There were a large number of the members and their friends present who, after the conclusion of the sports, enjoyed a delightful supper, followed by a dance. "ARIEL."

Philadelphia, May 25, '91.

FOREST PARK ROAD RACE.

A FAIR day, no wind and good roads contributed greatly towards making the Forest Park at St. Louis road race an unqualified success. All the men who entered were in fine shape, and all but Van Sicklen faced the starter. The distance was 17 1-2 miles over a circular course which had to be covered five times, and when it is taken into consideration that the steep grade known as "Nigger Hill" had to be climbed five times, the time made was very creditable. Promptly at 4.30 P. M. the limit man, Wm. M. Morrison, Jr., handicap 8m., was given the word and started fast amidst a general hurrah. Then followed R. M. Tidd, T. B. Graham and Ed. Kreidler, handicap 7m.; Geo. E. Tivy, Jno. R. Pomarede, and Arthur Madden, handicap, 6m.; R. M. Milford and O. L. Rule, handicap 2 1-3m.; E. N. Sanders and Will Cox, handicap 2m.; Geo. Hubbard, Nashville, Tenn., handicap 1m.; Bert Harding, scratch, and Geo. K Barrett and C. S. Merrill of Chicago paid the penalty for riding pneumatics by starting 3m. after the scratch man. The race was a pretty one, and all the men got away nicely with exception of our local champion, Bert Harding, who had the misfortune to break his chain 150 feet from the start, and after another attempt and like catastrophe he dropped out, much to the regret of his many friends. The first lap was ridden in pretty good time, W. M. Morrison, Jr., first; R. M. Tidd, second; E. A. Kreidler, third. Time, 14m. On the second lap the positions of the first two men were the same, Tivy capturing third place. Time, 14 1-2m. On the third lap R. M. Tidd finished first, W. M. Morrison, Jr., 2d, and was closely followed by Milford 3d, and Rule 4th; time, 13 1-2m. On the fourth lap Morrison was taken with cramps and R. M. Tidd's tire came off, they were passed, and the order of the finish was O. L. Rule, first; R. M. Milford, second; E. N. Sanders, third. Time, 13m. 50s. The fifth lap brought out the staying powers of the fast men, and R. M. Milford (Cycling Club) after a terrific struggle with Rule finished first in 71m. 5 1-2s.; O. L. Rule, second, time, 71m. 6 1-2s.; E. N. Sanders, third, time, 71m. 33s.; Will Cox, fourth; Geo. K. Barrett, sixth; W. M. Morrison, Jr., fifth; Arthur Madden, seventh; R. M. Tidd, eighth; E. A. Kreidler, ninth; J. R. Pomarede, tenth. The first four men wore the Cycling Club's colors. The actual riding time was R. M. Milford, 1h. 5m. 65s.; O. L. Rule, 1h. 5m. 66s.; E. N.

Ponce De Leon was a Dizzy Old Chap,

But dizzy as was he, and giddy as were the times in which he lived, already had the merit of springs been proclaimed.

Ponce was old, but he had learned to wink the other eye, and longed to be young again. He had heard of the spring of perpetual youth, a spring so wonderful that but to dip one's fingers into it would be to tranform him into a bright, blithesome boy again. Like that apple of emerald hue, the idea grew, and grew, until it finally possessed him entirely. He decided to locate the wonderful spring. Gathering a few trusty followers and an assortment of banners, battle axes, spears "and et cetera," he hired a yacht and set sail for this country where the spring was supposed to bubble.

When he landed he found the roads poor and the country teeming with Americans—real, genuine, original Americans, but this, of course, was before the time of Castle Gardens, police forces, city councils and the like. He won many of them (the Americans, not the police, for they are above accepting "gifts") over by the gift of beads and trinkets, and drew enough beads on other to make a large sized cemetery, but, after all, he failed to find the spring and died "full of years, wrinkles and grey hairs," and is now generally supposed to be fingering a golden harp tuned in H—— or some other equally high pitch.

Times and a few of the roads have changed since then. The "Injuns," who were great ramblers, have been scattered to the four winds, but other and greater Ramblers--Ramblers that are spelled with a fine, large capital R and which are, each and every one of them "Americans" and all distinctly great—have come to the top. True, the latter are not of flesh and blood, but of drop forging and weldless steel tubing but they have *the* spring of perpetual comfort and ease, which contribute much to health and happiness, and these, they say, are amongst the most desirable factors of youth.

Bicycle makers, like Ponce De Leon, early realized the necessity and merit of "spring" or elasticity of some nature, and rubber tires were brought into service; but they did not go far enough, and to-day the bicycle which has not a spring frame of some sort is behind the times.

The Rambler was the original spring frame machine, and has been an easy first ever since, and those who seek and appreciate perpetual comfort never fail to find it in the Rambler.

You may think you know what luxurious cycling means, but you don't and won't until you have ridden a Rambler.

GORMULLY & JEFFERY MFG. CO.,

MAKERS OF

"The American Cycles."

222-228 N. FRANKLIN STREET, - - CHICAGO, ILL.

Chicago Retail Store, 85 MADISON STREET.

1325 14th STREET, N. W., Washington, D. C.

174 and 178 COLUMBUS AVENUE, Boston, Mass.



Something New in Oils!

Premier Lantern Oil. The Finest Compound for Cycle Lamps ever offered. Brilliant, Clean and Safe. Pint Cans, patent screw top. Price, 50 cents.



Premier Cycle Oil. Especially designed for Cycle Bearings. Pure, smooth, lasting. The best lubricating oil made. Every cycler should use it. 4-oz. cans, with screw nozzle and spring bottom. Price, 25 cts. The trade supplied by the case. Send for quotations.

PREMIER CYCLE COMPANY, 846 Eighth Avenue, New York.

Sanders, 1h. 5m. 38s.; Will Cox, 1h. 7m. 11s.; W. M. Morrison, Jr., 1h. 6m. 32 1-2s.; Geo. K. Barrett, 1h. 4m. 48s., plus the penalty 1h. 7m. 48s.

After the race about sixty of the wheelmen repaired to Bartold's Grove where supper was served, and after the same had been disposed of the following prizes were presented: first, gold watch to R. M. Milford, who also won the timemedal, a very elegant affair; second, diamond pin to O. L. Rule; third, sterling silver watch to E. N. Sanders; fourth, shot gun to Will Cox; fifth, silver cup to W. M. Morrison, Jr.; sixth,, pair bicycle breeches to Geo. K. Barrett; seventh, cyclometer to A. J. Madden; eighth, silver headed umbrella (to R. M. Tidd; ninth, pair bicycle shoes to E. A. Kreidler. After the presentation Toastmaster Robert announced the following toasts: "Our Visitors," Geo. K. Barrett; the "L. A. W.," Robert Holm; "An old ex-racing man," L. M. Wainwright; "Our riders," Geo. H. Lucas.

The awarding of the time medal to Milford caused some discussion, as Barrett's friends seemed to think that he should have gotten it, as he really did make the fastest time of the day, viz: 6im. 48s; but the Track Association had decided to also make the penalty of 3m on the pneumatic tire stand in the contest for the time medal, and the medal was awarded as above. [We think the decision wrong.—Ed.] Many of the gentlemen present stated that this was not the rule at Pullman or at the Irvington-Milburn road races, and the rider making the fastest time got the time medal, irrespective of the tire. If this is correct it is an outright gift to riders of pneumatics. "LINNEUS."

TRADE NOTES.

AMONG those that have joined the Grand Rapids-Detroit Tour are President Escott, Grand Rapids Bicycle Club, Chief Consul Richmond and their wives, Mr. and Mrs. John Taylor, and many other prominent wheelmen and ladies. Send in your names early to Phin. S. Hunt, 646 S. Division street, Grand Rapids, or you will get left.

ALLAN W. SWAN, a member of the New Bedford Cycle Club, started last Sunday on a trip across the continent. He will "train it" over the sandy plains of Nevada. He expects to arrive in San Francisco in about 100 days from the date of starting.

HOLBEIN made his recent twelve hours' tricycle record on a Marlboro Club of the Coventry Machinists' Co.

THE five mile road race of the Ansonia Wheel Club, and the field events to be given by the same organization on June 6, are creating considerable stir not only in wheeling circles but in many of the towns in the vicinity. The committees having the matter in hand are hard at work on the details of the affair and hope to have everything in first-class shape. A large attendance is assured and the organization will net a large sum to swell their treasury.

IT seems strange to think that only fourteen years ago there was no bicycle factory of any description in the United States, and the "wheel" was unknown to our roads. The first bicycles made here were "Columbias" in 1878.

IF the pessimist who delights in declaring that club runs are no longer popular, could have attended the run of the "Porkopolis" Wheelmen of Cincinnati to Independence, Ky., on Sunday, May 17, and had heard the witty sallies of Tutty, and the sage remarks of the humorous Kobmann, he would certainly have changed his mind. Even those of us who had gone over these roads every summer for the past nine seasons, found new delights and new enjoyments. Oh! no, the club run in Cincinnati is by no means a thing of the past.

MITCHELL'S ART OF BOXING: A treatise on the manly art of self-defence by Prof. Charley Mitchell. Every one should take great interest in this healthy exercise, which calls forth those two great national qualities—pluck and endurance. Natures which are inclined to be timid and weak have been completely changed by some little act of pluck and heroism. It is quite possible to become a first-class amateur boxer without the aid of a professional instructor, and the writer of this book describes and illustrates the positions when boxing, how to strike a blow, guarding and slipping, cross-countering, feinting, in-fighting, upper-cut, and cross-buttock, as well as how to protect yourself against street ruffians, training exercises, etc. S. and S. Manual Library, No. 22. Price 10 cents. Street and Smith, publishers, 25 to 31 Rose street, New York.

THE Overman Wheel Company are obliged to give notice that they cannot appoint more agents for some time to come. The great popularity of the Victor bicycles is such that nearly every new bicycle dealer is anxious to represent the Overman Wheel Company. In justice to their old agents, however, the company will make no more agents until they can supply the present enormous demand. The branch houses at Boston, Washington, Denver, and San Francisco report orders much beyond the present capacity to fill, but it is said that the large double force of a thousand or more workmen at the factories in Chicopee Falls, Mass., will enable them to fill orders more promptly a few weeks hence.

A CARD. Wednesday, May 20th, I opened a store at 1187 Bedford avenue, Brooklyn, for the sale of the world renowned Singer high grade safety bicycles. Our specialities for 1891 include the Singer ball steering, the Singer detachable bearing, Singer's patent wired cushion tire, and the Singer steering lock. I shall give customers an ample opportunity to try our wheels, and shall rent only 1891 pattern machines. Purchasers taught free. Special attention given to lady customers. Samples of all our mrchines kept at the New York Office, 2 Astor House, Broadway. F. W. Aymar.

THE new bicycle horn, "The Newark," beats anything on the road for clearing the way. It is neat, simple, durable, ornamental and effective, and gives better satisfaction than anything in use. Manufactured by Howard A. Smith & Co., Newark, N. J., and for sale by all dealers.

J. A. HUNT & Co. of Westboro, Mass., who make the balancing toe clip write us: "Your paper is doing us much good. We are every day receiving orders from all over the States, from wheelmen as well as dealers. Dealers in cycles and sundries ought not to complain if wheelmen do obtain them from us, for wherever our clips are kept in stock the wheelmen do not send us the orders. Letters come to us every day saying: "We cannot find your clips at our agents and want a pair." In many cases they have ordered two or three pair for as many riders. Our advice is for all agents to keep them in stock. A large discount is offered to the trade."

IN a day's ride of fifty miles the wheels of a safety bicycle revolve about 35,000 times, and under constantly varying conditions, smooth road, rough road, sand, gravel pavements etc. Now consider that a bicycle to be called strictly "high grade" must be able to stand this usage every riding day in the year, and for a good many years. In all parts of the country there are Columbias which have stood just this test, and are yet good for a great deal of service.

FIXTURES.

JUNE.

6—Woonsocket (R. I.) Wheelmen's second Annual Tournament.
6—Ansonia (Conn.) Wheel Club's "First Annual Field Day."
6—First Road Race of the Wheelmen's Racing League on the Irvington-Milburn course.
6—First Road Race of the Wheelman's Racing League, Brooklyn, N.Y.
6—Hill climbing contest, Son-of-a-Gun Hill, near St. Louis.
8—Annual Spring Meet Connecticut Division L. A. W. and New Haven Bicycle Club Tournament at New Haven, Conn.
8—The New Haven (Ct.) Bicycle Club Tournament. Address E. J. Perkins, 173 Olive street, New Haven, Ct.
10 and 11—Tennessee Division Meet and races at Nashville, Tenn.
13—Fourth annual century run Newark, N. J., to Philadelphia, Pa. W. E. Fuller, 50 Wall street, New York.
15-17—Three days' Athletic Meet at Buffalo, N. Y.
16, 17—Annual Meet of the Iowa Division L. A. W. at Newton, Ia.
18—New Hampshire Division Meet, Concord, N. H.
19 and 20—Annual meet of the New Hampshire Division of the L. A. W. at Concord, N. H.
20—Century Wheelmen (of Philadelphia) annual Race Meet at grounds of Tioga A. A.
20—Century Wheelmen's (of Philadelphia) race meet.
26 and 27—Kentucky Division Meet at Louisville, Ky.
27—Cycling and Athletic Meet of Kings County Wheelmen at Washington Park, Brooklyn. John Bensinger, 1255 Bedford avenue, Brooklyn.
27—South End Wheelmen's Race Meet at Philadelphia.
27—First Race of the Boston Road Racing Association. George H. Perry, Medford, Mass.

JULY.

2, 3 and 4—Race Meet of the Hagerstown Bicycle Club and 3d Racing District, Hagerstown, Md.
3, 4—Annual Meet of the Illinois Division L. A W. at Rockford, Ill.
3 and 4—Missouri Division Meet at Carthage, Mo.
3 and 4—Tennessee State Division Meet at Nashville, Tenn. Road race on the 3d and track race on the 4th.
4—Second annual Poorman handicap Road Race at Cincinnati. J. E. Poorman, Cincinnati.
4—Tournament at Charter Oak Park, Hartford, Conn., under the auspices of the Columbia Cycle Club.
4—California Division Meet at Stockton.
13, 14, 15—Annual Meet of the Ohio Division L. A. W. at Columbus, Ohio.
16, 17 and 18—Annual League Meet and National Championships, Detroit, Mich.
July 24 and 25—Annual Bicycle Meet of Chicago Cricket Club at Parkside. J. G. Davis, Parkside, Chicago, Ill.
22 and 23—Wisconsin Division Annual Meet and Green Bay Cycle Tournament at Green Bay.

PRICE, - - - - $100.00.

THE HARTFORD SAFETY.



—MANUFACTURED BY—

THE HARTFORD CYCLE CO.,

HARTFORD, - CONN.

Ball Bearings, Interchangeable, Strong, Durable and Well Finished.

THE HARTFORD LADIES' SAFETY.



Send for 1891 Catalogue.

GALES * DIAMONDS.



Fine Easy Running Wheels.

A perfect Diamond Frame, with a strong centre brace. The most successful frame on the market to-day.

SOLID TIRES, $85.

CUSHION, $95.

Gales, Model '90, $70.

STRAIGHT FRAME.

Send for Catalogue of Sundries and Boy's Wheels.

SCHOVERLING, DALY & GALES, 302 Broadway, New York.

John F. Morrill & Co.

Division Tailors of the L. A. W. for Massachusetts.

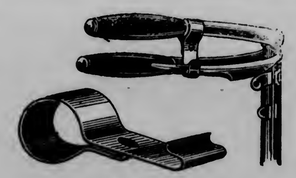
Coat,	$5.75
Pants,	3.75
Cap,	85
Shoes,	$3 to 3.75
Shirts, Flannel,	$2.50 upwards
Shirts, Cheviot,	87 upwards

Manufacturers and Dealers in

Base Ball, Tennis, Bicycle, Gymnasium, Athletic and Sporting Goods.

We make a specialty of all styles of outing clothing.

12 Bromfield Street, Boston.



(Patent Applied For.)

USE THE ACME BRAKE GRIP

And rest your wheel any where without danger of falling. It pays for itself in a day. Over 10,000 in use. In ordering state size of handle bar.

Price, Nickeled, 25c.

S. R. WHITWELL, Great Barrington, Mass.

Liberal Discount to Agents.

"PERFECT" POCKET OILER.



One-half size.

For Bicycles, Guns, etc. No Leakage. Throws only small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price 50c. each. CUSHMAN & DENISON, 172 Ninth Avenue, N. Y.

OUR $500 IS UP.

We put it up for a catalogue and now it's ready to mail you. There is no Chinese puzzle in it, but lots of wholesome food for cyclists to digest and a line of machines that show up like 4 time winners. Drop us a card for catalogue, and pour into our sympathizing ears all your woes about that old mount of yours.

Knight Cycle Co.,

907 N. 10th Street, - St. Louis, Mo.



A Shot with the Kodak.

Take a Kodak with you.

Send to The Eastman Company, Rochester, N. Y., for a copy of "Do I want a Camera," (illustrated) free by mail.



Every Club House should have an Automatic Box.

Address **ADAMS & SONS, 150 Sand Street,**
BROOKLYN, N. Y.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 20

ABBOT BASSETT, Secretary,

OFFICERS FOR 1890—91.

PRESIDENT,
JAMES R. DUNN,
40 Wall st., Room 63, New York.

FIRST VICE PRESIDENT,
MAJOR CHAS. L. BURDETT,
Hartford, Conn.

SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN,
116 Broad Street, Elizabeth, N. J.

TREASURER,
W. M. BREWSTER,
117 No. 4th Street, Quincy, Ill.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committees.

Membership Committee.

Sanford Lawton.....Springfield, Mass.
George C. Pennell.....Elizabeth, N. J.
Howard L. Perkins.....Box 103, Providence, R. I.

Committee on Improvement of Highways.

Isaac B. Potter.....Potter Bldg., New York

Committee on Rights and Privileges.

Geo. A. Perkins.....5 Pemberton Sq., Boston
J. S. Dean.....28 State St., Boston
Chas. F. Cossum.....Poughkeepsie, N. Y.

Committee on Rules and Regulations.

T. J. Kirkpatrick.....Springfield, O.
A. B. Richmond.....Grand Rapids, Mich.

Transportation Committee.

Albert Mott.....203 Lenox St., Baltimore, Md.
Joseph T. Chism....120 Mosher St., Baltimore, Md.
Burley B. Ayres, Rand, McNally Bldg. Chicago, Ill.
Thomas Savage Clay.....Savannah, Ga.
Amsi T. Dodd.....70 Park Place, Newark, N. J.
John B. Seward.....35 Milk Street, Boston
Chas. A. Sheehan....5 Vanderbilt Ave., New York

Racing Board.

Charles E. Randall....3709 Ellis Ave., Chicago, Ill
George S. Atwater.....
.....1424 Penn. Ave., Washington, D. C.
George Collister....147 Ontario St., Cleveland, O.
Abbot Bassett.....12 Pearl St., Boston
Lewis A. Miller.....o....Meriden, Conn.

12th Annual Meet of the L. A. W.

DETROIT, MICH., JULY 16, 17, 18, 1891.

Address Chairmen as below at Detroit for information relating to the work of the committees:

Chairmen of Committees:

Reception—C. H. Smith, 211 Putnam avenue; B. J. Holcombe, 222 Woodward ave
Races and Transportation—Jos. Bresler, 22 Lafayette Avenue.
Exhibit—A. F. Peck, 143 Jefferson avenue.
Hotels—J. Hoffner, 243 Woodward avenue.
Parade—F. L. Abel, 187 Charlotte ave.

The Renewal Season.

The renewal season is now open, and we are ready to receive the annual dues of members.

We have opened the books for 1891-2, and applicants for membership may now send $2 and they will be put upon the roll for the year ending April 30, 1892.

All memberships expire April 30, and must be renewed before July 1st.

We publish a renewal blank which we hope will be universally used. A blank of this kind is more satisfactory for filing than a notice of renewal written in letter form. If a member has no blank and does not care to mutilate his paper, he will oblige us by sending renewal on paper the size of the blank and made out after the same form. The same applies when two or more names are sent.

Every League club has been supplied with sheets to send renewals on, and also a renewal of the club. Since many non-League clubs send in lists of names, a list of names is no indication that a League club renews its membership, and we must have the regular certificate of renewal as per blank furnished every club before we can issue our certificate of membership.

Club Secretaries will be supplied with renewal sheets for club lists on application.

Consuls, Agents, Club Officers, etc., who desire renewal or application blanks should procure them of the Secretary-Treasurers of their respective Divisions. See addresses in BULLETIN.

L. A. W. Uniform Cloth.

A contract has been made with the Burlington Mills for a cloth, steel gray in color, which will be used for the regulation League uniform. This cloth is now kept in stock by the Secretary, and will be supplied to League members only at $2.10 per yard, cash with order. The Regulation League button will be supplied by the Secretary at 5 cents for the large and 3 cents for the small size. The cloth is 54 inches wide.

ABBOT BASSETT, Secretary.

Racing Board.

By unanimous vote of the Racing Board Messrs. E. S. Bamburger of Chicago, Ill., and Owen T. Morgan of Swansea, G. B., have been reinstated as amateurs.

CHARLES E. RANDALL,
Chairman Racing Board.

Chicago, May 21, 1891.

Massachusetts Division, L. A. W.

The following Consuls have been appointed for the localities mentioned:

New Bedford—A. A. Wood, 21 No. Water st.
Concord—H. J. Walcott, Jr.
Whitins and Northboro—Geo. Trowbridge.
Uxbridge—Joseph Preston.

Fraternally, ARTHUR W. ROBINSON,
Chief Consul.

Vermont.

F. A. Roberts' resignation as Secretary and Treasurer of Vermont Division L. A. W. is accepted, and I have this day appointed E. D. Whitney of Brattleboro as his successor for the current year.

I have this day appointed John F. Morrell & Co., of 12 Bromfield street, Boston, the official tailors for the Vermont Division L. A. W. for the current year, at the following prices:

Coat, $5.75.
Pants, $3.75.
Caps, $.85

F. A. HUBBARD,
Chief Consul.

Brattleboro, May 19, 1891.

Pennsylvania Division.

I have to day secured from the Pennsylvania Railroad the concession of one fare for an excursion ticket to Hagerstown, Md., and return to attend the meet. The fare from Philadelphia to Hagerstown is $5.30 for one way, but this amount will be sufficient to secure an excursion ticket if obtained through me. The tickets will be good on and after the 30th of June until the 3rd of July to go and may be used to return at any time up to and including the 7th of July. Tickets from Philadelphia and the immediate vicinity must be obtained through me. An announcement will be made later concerning the manner in which those in the interior part of the State may secure their tickets. If a sufficient number should go from Philadelphia a special train will be run, and in order to ascertain whether this can be done, it is necessary that I should be notified as early as possible by those who propose going. I request each wheelman to send me his name and address, and that of his friends who propose taking this excursion. The extension of the date upon which we may return is a liberal one and will give the wheelmen an excellent chance to take advantage of the beautiful roads that surround Hagerstown after the meet shall have ended. Please communicate with me as early as possible.

Yours fraternally, SAMUEL A. BOYLE,
Chief Consul.

Philadelphia, May 21st, 1891.

Kentucky Division.

Plans for the meet at Louisville are about completed, and a pleasant time is assured all who may attend. Programmes were mailed all Division members last week. Entry blanks for races should be filled out and returned at the earliest moment.

Wheelmen who contemplate attending will confer a favor by dropping a postal card to the Secretary of the Division, or to the Chairman of the Reception Committee. Information not contained in the programme will be furnished by the chairmen of committees.

The Secretary-Treasurer is preparing a circular showing the actual cost of the trip, which will be mailed to all Kentucky League members in a few days. Fraternally, G. E. JOHNSON,
Sec.-Treas.

Ohio Membership.

Twenty-nine new members the third week in May gives us nearly fifteen hundred members, provided all the old ones renew. We will only need 500 more to give us the two thousand, or a little over twice as many as we have received since April 1st. We can get these easily but each member of the Division must remember that it will require united effort and that shirking "don't go now." Fraternally,

M. A. HION, Chief Consul.

Cincinnati, O., May 23, 1891.

Ohio Hotel.

Franklin—New Coleman Hotel (in place of Coleman House, defunct); day, $1.40; meals or lodging, 35 cents each. WM. D. KEMPTON,
Cincinnati, O., May 23, 1891. Sec.-Treas.

Ohio Consul.

Pomeroy—Eugene Long.
Fraternally, WM. D. KEMPTON,
Cincinnati, May 20, 1891. Sec.-Treas.

To Iowa Wheelmen.

We wish to impress upon the mind of every member of the Iowa Division, L. A. W., the importance of booming the Division Meet at Newton, June 16 and 17. Every one who attends will be well entertained, as Newton has a reputation for hospitality that is too well known to need special mention here. The city is lighted by electric lights, and has several miles of good streets, and the surrounding country has good roads, giving the opportunity to take pleasant runs.

There will be attractions that we have never had at our meets in the past, and everything will be done to make the visiting wheelman enjoy themselves. Below is a list of the races which will be run at the meet:

Programme of the races for the Eighth Annual Meet of the Iowa Division, L. A. W., to be held at Newton, June 16 and 17, 1891.

1—One-Mile safety, novice.
2—One-Mile ordinary, novice.
3—Half-Mile safety, State championship.
4—Two-Mile ordinary, State championship.
5—One-Mile safety, open.
6—One-Mile ordinary, handicap.
7—Half-Mile safety, boys under 16 years.
8—One-Mile ordinary, open.
9—One hundred yards, slow race.
10—Fancy riding.

SECOND DAY.

1—Two-Mile safety.
2—Quarter-Mile ordinary.
3—Quarter-Mile safety.
4—Half-Mile ordinary, State championship.
5—One-Mile safety, handicap.
6—Five-Mile team race.
7—One-Mile safety, State championship.
8—Half-Mile consolation race (safety and ordinary.) Yours fraternally,

CHARLES H. CURLEY, Sec.-Treas.

Illinois.

Local Consuls are appointed for
Elburn—Gordon A. Bowdish.
Ipava—J. R. Wood.
Joliet—Frank H. Keith.
Leroy—Wilmer Brindley, Box 115.
Mount Carroll—J. W. Squires.
Normal—Edw. Manley.
Ohio—H. S. Pomeroy.
Sparland—A. T. Athay.
Wenona—Jacob Farnsworth.

The following Local Consuls are appointed vice those resigned in their respective towns:

La Salle—Oscar Eliel.
Maroa—Frank Cooper.
Paris—Frank Cook.

Fraternally yours, W. A. DAVIS,
May 22, 1891. Chief Consul.

Rhode Island Consuls.

I have appointed additional Consuls as follows:
Arlington—Henry N. Francis.
Cumberland Hill—Henry F. Adams.
Providence—Thomas S. Hammond.

GEO. L. COOKE,
Providence, R.I., May 25, 1891. Chief Consul.

Connecticut.

Parade officers spring meet, New Haven, June 8th. F. M. Bailey, adjutant.

Aides—A. G. Fisher, E. A. DeBlois, David J. Post, Chas. L. Burdett, Chas. S. Davol, E. P. Prial, Jos. Goodman, Calhoun Latham.

ARTHUR ALLEN DEAN, Chief Consul.

League Club Renewals.

The following clubs have renewed membership in the League for 1891-2 by filing renewal certificate with the Secretary:

25—Alleghany County Wheelmen, Friendship, N. Y.
32—Meriden Wheel Club, Connecticut.
34—Plainfield Bi. Club, New Jersey.
35—Elizabeth Wheelmen, New Jersey.
40—Canton Bicycle Club, Ohio.
89—Tioga Cycling Club, Pennsylvania.
93—Los Angeles Wheelmen, California.
126—Hyde Park Ramblers, Massachusetts.
141—Illinois Cycling Club, Illinois.
153—Rhode Island Wheelmen, Rhode Island.
191—St. Paul Cycle Club, Minnesota.
211—Steubenville Cyclers, Ohio.
217—Lansing Bi. Club, Michigan.
230—Whitinsville Bi. Club, Massachusetts.
235—Columbia Cycle Club, Massachusetts.
240—New Bedford Cycle Club, Massachusetts.
257—Trojan Cycling Club, Ohio.
262—Pine Tree Wheelmen, Maine.
271—American Bi. Club, California.
274—Bohemian Wheelmen, New York.
277—Chillicothe Wheelmen, Ohio.
278—Columbus Safety Cycling Club, Ohio.
279—Hartford Wheel Club, Connecticut.
285—Joliet Cycle Club, Illinois.
287—League Cyclers, Chambersburg, Penn.
290—Memphis Cycle Club, Tennessee.
291—Tonawanda Bicycle Club, New York.
299—Asbury Park Wheelmen, New York.
300—Erie Wanderers, Pennsylvania.
307—Rovers Wheel Club, New Haven, Conn.

New League Clubs

The following clubs have qualified as League clubs and filed the certificate required in the office of the Secretary:

335—Muskingum County Wheelmen, Zanesville, Ohio. S. M. Culbertson, Secretary.
336—Union County Roadsters, Linden, N. J. C. S. Lippincott, Secretary.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an intiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Total 568.

BOSTON, May 29, '91.

CALIFORNIA DIVISION—4.

Unattached.

24533 Dunnegan, Edgar, Winters
24534 Hyman, Dan, Box 44, "
24535 Kahn, Emile E., Box 17, "
24852 Alcayaga, Alfred A., 513 Stanyan, San Francisco

CONNECTICUT DIVISION—57.

Ansonia Wheel Club (unattached).

24853 Terrell, Alton, Ansonia

Birmingham W. C. (unattached).

24854 Brewster, Samuel S., Box 548, Birmingham

Bridgeport W. C.

24855 Ives, Chas. A., Bridgeport
24856 Ives, H. C., 65 West ave., "

Ramblers (unattached).

24620 Griswold, R. E., Box 135, Guilford

New Britain W. C. (unattached).

24536 Wells, Edward H., 25 Prospect, New Britain

Elm City (unattached).

24858 Kantz, W. C., 171 St. John st., New Haven

New Haven Bi. Club.

24857 Lavigne, Jos. P., 63 Garden, New Haven
24861 Kelley, Henry S., 208 Wooster, "

Rover W. C.

24859 Benham, W. Wallace, 128 Lamberton, "
24860 Hosley, Frank W., Box 923, "
24862 Miller, Daniel C., 121 Ashman st., "
24863 Sloane, H. E., 322 Winchester ave., "

Norwalk W. C. (unattached).

24864 Bonton, H. W., Norwalk

Unattached.

24650 Batcheller, Hiram W., 213 Main, Bridgeport
24651 Batcheller, W. H., 201 Myrtle, "
24652 Johnson, Herbert L., 38 Tom Thumb st., Bridgeport
24653 Stiff, William, 574 1-2 Main st., "
24865 Linehan, James J., 139 Myrtle ave., "
24866 Swain, G. B., Box 2104, "
24700 McEnerney, John, Derby
24701 Doane, E. O., 578 Main st., Hartford
24867 Austin, Horace B., 75 Hudson, "
24868 Barton, M. H., 56 Wooster st., "
24869 Hammer, J. C., 6 Goodman Pl., "
24870 Hubbard, J. F., 87 Main, "
24871 Hunter, W. B., 56 Wooster, "
24872 Miner, Samuel A., 777 Main, "
24873 Pease, Austin H., 4 Canton, "
24874 Rockwell, F. C., Box 888, "
24875 Welles, W. S., 1045 Asylum ave., "
24876 Fricke, Everett H., Box 83, East Hartford
24877 Smith, Alexander, "
24878 Banks, F. S., Greenfield Hill
24702 Burdick, James M., Box 128, New Britain
24703 Leyerzapf, Fred A., Room 37 Union Depot, New Haven
24879 Beers, Geo. S., 112 Asylum st., "
24880 Chapman, Harry W., 77 Olive, "
24881 Watrons, Tennah W., 24 Olive, "
24582 Baldwin, John C., 125 Bank st., New London
24537 Richmond, George A., Box 5, No. Grosvenordale
24883 Chandler, Frank F., Box 23, "
24884 Maryett, Fred'k. A., Box 54, "
24885 Stone, Fred O., Box 45, "
24886 Tucker, C. A., Box 103, "
24887 Ambler, Fred S., Norwalk
24888 Gregory, J. G., "
24889 Raymond, David W., "
24775 *Hoyt, Mrs. H. B.*, 18 No. Main, So. Norwalk
24890 Perry, J. Baptist, Box 579, "
24891 Smith, H. D., "
24892 Daniels, Nelson J., Thomaston
24893 Grimshaw, E. E. "
24894 Mallette, Stanley A., "
24895 Cowles, Almon W., Wethersfield
24896 Crilly, Wm. E., Box 8, "
24897 Mildrum, Wm. H., Box 27, "

DELEWARE DIVISION—1.

Unattached.

24538 Jacobs, Oliver B., Box E. Bridgeville

DISTRICT OF COLUMBIA DIVISION—4.

Columbia C. C.

24540 Delano, Wilbur, Geological Survey, Washington

Unattached.

24541 Couch, F. B., 939 Pa. ave., N. W., "
24654 Hunting, Ernest R., 813 9th st. N. W., "
24539 Boock, Henry, jr., 200 N.J. ave., S. E., "

ILLINOIS DIVISION—36.

Danville C. C.

24900 Gregory, Frank, 14 Pine st., Danville

Rockford C. C.

24901 Barnes, J. P., 602 N. Main, Rockford
24902 Cole, F. C., 308 No. Horseman st., "
24903 Walters, A. F., 115 S. Second, "
24904 Wilson, M. E., Box 2204, "

Chicago C. C. (unattached).

24655 Cook, A. L., 3835, Lake ave., Chicago
24656 Cruttenden, Edw., 248 Monroe st., "
24657 Ingalls, F. A., 23 Sherman st., "
24658 Perkins, H. A., 116 Wash. st., "
24659 Sage, G. K., 17 East 40th st., "
24660 Sage, W. G., 225 Dearborn, "
24661 Simons, L. E., 3933 Ellis ave., "
24662 Scott, W. H., 13 E. 43d, "

Olney Bi. Club (unattached).

24779 Barnum, G. H., 133 Church st., Olney
24780 Barnum, O. J., Box 381, "

Unattached.

24621 Wheeler, Fred, Box 113, Auburn
24783 McGahan, Will L., Box 25, Bushnell
24784 Tirrill, H. L., Charleston
24776 Jeschka, W. A., 343 1-2 Wells st., Chicago
24777 Kretlow, Julius, " " " "
24663 Riddle, H. S., 168 E. Randolph, "
24898 Babcock, Chas. S., 705 Tacoma bldg., "
24899 Leighton, Geo. W., 418 First Natl. Bank Building, Chicago
24778 Back, Oscar, 13 Franklin, Danville
24665 Henry, Ed. W., Elmwood
24664 Dillon, E. H., "
24705 Carey, E. D., Grayville
24706 Speck, C. F., "
24667 Marshall, Sherman L., Box 106, Ipava
24666 Thompson, T. K., Peru
24622 McClanahan, Fred, Sparland
24623 Wood, Lewis T., "
24707 Bacmeister, Chas. A., Toulon
24624 Crain, Thomas H., Box 292, Waverly
24625 Smedley, Frank R., Box 83, "
24781 Winship, Mrs. J. C., Box 257, Winnetka

INDIANA DIVISION—11.

Purdue C. C. (unattached).

24712 Boggs, Lem. S., Box 395, West LaFayette

Columbus C. C. (unattached).

24905 Donner, Frank, 427 Third, Columbus
24906 Keller, Will P., 703 Mechanic, "
24907 Reeves, James N. D., N. D., 523 Mechanic, Columbus

Social Cyclers (unattached).

24709 Bishop, W. D., Box 906, Elkhart

Unattached.

24708 Prather, Edw. R., 20 E. 8th st., Anderson
24782 Thayer, H. D., Bourbon
24542 Allman, Walter L., Box 14, Crown Point
24710 Gumaer, Dr. C. H., 416 Up 1st st., Evansville
24711 Seibert, Chas K., 204 S. Main, Goshen
24784 Plogsterth, Louis W., 414 So. Wash., Marion

IOWA DIVISION—2.

F. M. C. C. (unattached).

24668 Bucholz, Wm., 725 Front st., Fort Madison

Unattached.

24669 Cole, Victor F., Renwick

KANSAS DIVISION—1.

Unattached.

24785 *Slosser, Mrs. Jennie A.*, Getto bldg., Wichita

KENTUCKY DIVISION—9.

Bloomfield C. C. (unattached).

24546 Duncan, Green, Bloomfield

Franklin C. C. (unattached).

24713 Harwell, Ed. H., Franklin
24714 Henry, James, "
24715 McGlothin, A. E., D.D.S., "
24716 Pond, Jno. L., "

Unattached.

24717 Potter, H. V., "
24543 Russman, H. E., 219 E. Breckinridge, Louisville
24545 Maize, Sully B., Front st., Newport
24544 Hastings, W. F., Shelbyville

MAINE DIVISION—5.

Pine Tree Wheelmen.

24718 Clark, Will, 51 Hancock, Portland
24719 Cuskley, George A., Gray st., "
24720 Huston, L. P., 39 North st., "

Portland Wheel Club.

24908 Steele, C. M. P., 50 Union st., "

Unattached.

24786 Presson, Geo. McL., 17 Broadway, Farmington

MASSACHUSETTS DIVISION—106.

Bay State Bi. Club.

24926 Rice, Willie C., 32 Orange, Worcester
24927 Worcester, Charles A., 4 Dover st., "

Boston Rovers (unattached).

24909 Cowell, Geo. R., 31 Commercial, Boston
25096 Devlin, M. P., 436 Columbus ave., "
25097 Grout, Charles B., 294 Columbus ave., "
25098 Moore, Charles A., 65 Sterling st., "

West Lynn Rovers (unattached).

24915 Verrill, W. H., 18 Sander st., Lynn

Boston Wheelmen (unattached).

24802 Frank, Wm. M., 57 Bartlett, Roxbury

Cambridgeport B. C. (unattached).

24547 Crocker, Wm. D., 29 Lee st., Cambridgeport

Columbia C. C.

24805 Wood, Chas. O., Themus st., Worcester

Chelsea Ramblers (unattached).

24549 Forbush, Fred W., 249 Chestnut, Chelsea

Eastern Wheel Club (unattached).

24723 Keen, Henry S., 32 Saratoga, E. Boston

Haverhill C. C. (unattached).

24637 Hatch, Otis, Groveland st., Haverhill

Owl C. C. (unattached).

24550 Herbily, Jos., 242 Harvard, Cambridgeport

Somerville C. C.

24679 Hunting, H. A., 9 Eden st., Charlestown
24681 Wilkins, Wm. A., Albion st., Somerville

M. A. C. C. (unattached).

24726 Johnson, W. H., 57 Rowe st., Melrose
24916 Plummer, Wm. E., Box 120, Melrose Highlands

Westfield Wheelmen.

24925 Brigham, W. S., 126 Elm, Westfield

Unattached.

25039 Atwood, Fred R., Abington
25040 Cushman, Geo. E., "
25041 Fairbanks, Geo. E., "
25042 Giles, Thomas F., "
25043 Howard, Alfred C., "
25044 Nash, Arthur D., "
25038 Hills, Joseph A., 175 Tremont, Boston
25089 Eddy, Walter M., 140 Tremont, "
24671 Abraham, Leopold, 25 Court st., "
24721 Bowenburg, Adolph, Harcourt Bldg, Irvington st., "
24626 Chipman, W. B., Jr., Supt. Office, O.C.R.R., Boston
24672 Fairclough, Nicholas, 108 Chauncy, "
24627 Gay, Frederick P., 18 India, "
24920 Morse, Fred W., 52 Chandler, "
24722 Webb, Henry H., 26 Lynde st., "
24552 Reed, Herbert E., Box 76, Bridgewater
24670 Dyke, Eustace W., Box 213, "
24631 Foster, Wm. A., Jr., Beverly
24789 Cook, Henry E., 28 Howard, Brookline
24674 Ripley, Gene H., Box 561, Campello
24788 Bryant, H. W., 5 Park st., Charlestown
24628 Glidden, Ernest M., 339 Adams st., Dorchester
24629 Wood, Geo. M., 339 Adams st., "
24634 Monroe, F. T., 43 Chelsea st., E. Boston
24553 Monroe, T. Lawrence, 50 Lincoln ave., Fall River
24790 Dix, Fred A., Box 308, Foxboro
24791 Hapgood, L. K., "
24792 Hedges, B. F., "
24793 Hedges, James A., "
24794 Young, Walter, "
24795 Young, Wm., "
24727 Shute, Kilby W., 6 Federal st., Gloucester
24554 Stanwood, Chas. E., Box O, Highlandville
24796 Cutler, Thos. J., Box 510, Hudson
24797 Osgood, Fred W., Box 136, "
24798 Taylor, Frank, Houghton st., "
24799 Tucker, Charles P., 9 Summer st., Hudson
24724 Finn, John F., 42 Amesbury, Lawrence
24725 Ginder, W. E., 274 Haverhill, "
24677 Knapp, Howard E., Union st., Leominster
24676 Jewett, William G., Box 432, "
24675 Jackson, Burton S., Box 823, "
24678 Telmosse, Joseph A., Jr., Box 20, Ludlow
24800 Capen, Chas. G. W., Mattapan
24801 Seagrave, Harry L., 211 No. ave., No. Cambridge
24640 Grinnell, Nathan E., Box 55, No. Raynham
24639 Hayden, Herbert S., 83 Walnut, Neponset
24630 Cannell, Wm., Franklin Motor Works, Peabody
24632 Ritchie, G. M., Franklin Motor Works, "
24633 Varney, F. E., Franklin Motor Works, "
24548 Mallalieu, Willard E., 38 Moreland, Roxbury
24673 Trafton, H. M., 9 Ottawa st., "
24787 Swan, Bartlette F., 16 Ward st., So. Boston
24635 Whitmarsh, R. W., Dighton
24680 Merrill, F. A., 26 Hamlet st., Somerville
24551 Bloom, John R., Cooley House, Springfield
24803 Davey, Alfred H., Box 58, Turners Falls
24682 True, Chas. F., 118 E. Chestnut, Waltham
24636 Nickels, J. Edward, West Newton
24638 Poutas, Alphonse J., Box 192, West Quincy
24641 Doane, E. J., Winthrop
24555 Leathe, Edward C., 138 Canal, Woburn
24557 Leland, Warren E., 11 Minthorne, Worcester
24556 Hastings, Homer F., 816 Main, "
24804 Parker, Theodore, 10 Hawley, "
25092 Collins, John, Highlandville
25093 Connors, James E., Newton Upper Falls
25094 Anderson, E. R., 26 Wash. sq., Salem
25095 Yates, Percy D., Box 467, Springfield
25099 Blasdale, Fred W., 24 Summer, Hyde Park
25100 Fowler, Elmer D., Austin st., "
24910 McLaughlin, Joseph D., Alden pl., Jamaica Plain
24911 French, Thomas T., 55 Walker, Lowell
24912 Adams, Chas. A., Jr., 185 Chatham, Lynn
24913 Hardy, James E., 8 Chancery Ct., "
24914 Robinson, W. A., 52 Broad, "
24917 Nicolai, George Eugene, 28 Fifth, New Bedford
24918 Fletcher, Fred E., Box 184, Springfield
24919 Rice, Walter F., 35 High st., "
24921 Butler, Jas. A., 195 Ash, Waltham
24922 Cummings, Wm. S., 1 Lyman st., "
24923 Shakspeare, Wm. Jr., 229 South st., "
24924 White, Frank A., 52 Pine st., "
25090 Fisher, Ezra R., 113 Russell st., Charlestown
25091 Chipman, Fred'k. V., 239 Ashmont, Dorchester
25045 Ferguson, John T., Box 426, Malden
25046 Blyth, Geo. Alfred, Box 564, Hudson

MICHIGAN DIVISION—25.

Detroit Wheelmen.

24809 Hansel, J. L., 55 Grand River ave., Detroit
24810 Leatzan, Gus, 954 25th st., "

C. W. C. Club (unattached).

24683 Keep, Chas. I., Box 126, Coldwater
24684 Moore, Fred W., Box 1303, "

Lansing Bi. Club.

24928 Furgason, F. L., 114 Butler, Lansing
24929 Hatch, L. M., "
24930 Johnson, O. E., Taft House, "
24931 Lamson, Justus G., "

Saginaw B. C., (unattached).

24935 Reichle, Ernst L., care Morley Bros., Saginaw E. S.

Y. M. C. A. B. C. (unattached).

24566 Allen, C. H., 715 Adams st., Bay City

Unattached.

24812 Campbell, Arthur R., 1509 S. Water, Bay City
24932 Noble, Geo. W. Jr., Box 255, Buchanan
24565 Edwards, F. W., 19 Monroe ave., Carleton
24568 Harris, Chas. L., 462 4th ave., Detroit
24933 Wright, M. E., 135 18th st., "
24811 Benjamin, Jas., 118 Lagrane, Grand Rapids
24813 Hesseltine, Herbert E., 11 Clinton, "
24558 Beelby, G. A., 291 Ottawa, "
24559 *Burrows, Miss Carrie*, 170 Taylor st., "
24560 Miller, A. I., Ohio House, "
24561 *Parks, Miss Phebetta*, 646 So. Division, Grand Rapids
24562 Potter, Chas. W., 16 Watrous, "
24934 Wolfe, Claude, Howard City
24564 Tomlinson, Joseph M., Mancelona
24567 Stone, Fred G., Box 64, Lowell

MINNESOTA DIVISION—3.

St. Paul C. C.

24814 Cornwall, Dr. B. C., 227 East 10th, St. Paul
24815 Guthuns, Wm., 250 13th st., "
24816 *Loewenberg, Miss Sadie*, 342 Fuller st., "

MISSOURI DIVISION—9.

Unattached.

24686 Thomas, Chapel, Granby
24568 Freeman, H., Chestnut st., Hannibal
24687 Gossard, Jos. N., 825 Wyandotte, Kansas City
24688 Rommell, B. F., Postal Tel. Co., "
24728 Baskin, S. C., Mexico
24729 Jesse, Frank R., "
24685 Walden, Miss Minnie L., 3918 Cook ave., St. Louis
24936 Popp, Oliver, 910 Hickory, "
24937 Schmidt, Frank F., 1125 Hickory st., "

NEBRASKA DIVISION—6.

ApolloIC. C. (unattached.)

24730 Smith, E. R., 1509 So. 15th, Omaha

Unattached.

24806 Lowman, Edw. E., Box 287, Lincoln
24938 Cowan, C. L., York
24939 Hutchins, Sterns, "
24940 Knapp, T. F., "
24941 Shidler, G. W., Box 19, "

NEW HAMPSHIRE DIVISION—4.

Unattached.

24569 Jackman, G. C., 102 S. State, Concord
24807 Brown, Fred V., Derry Depot
24808 Hopkins, Chas. L., "
24570 Morrison, John U., 40 Union st., Portsmouth

NEW JERSEY DIVISION—82.

Elizabeth Wheelmen.

24571 Ball, Bert C., 444 Morris ave., Elizabeth
24572 Batt, Harvey R., 609 Jefferson ave., "
24573 Davey, Geo. H., 1120 E. Jersey st., "
24574 Levanseller, J. E. E., 25 West Grand st., "
24575 Morris, Edward, 464 Jefferson ave., "
24576 Morton, John F., 274 No. Broad, "
24577 Taylor, Farley S., 111 Broad st., "
24578 Urner, Edw. A., 627 Jefferson ave., "
24579 Clark, Harold B., Roselle

P. C. W. and A. A. (unattached).

24581 Barrett, W. R., Passaic
24582 Hardwick, F. W., "

Business Men's Cycle League (unattached).

24817 Millard, Chas., 145 Wash. st., Newark

Plainfield B. C.

24731 Brown, S. A., Broadway, Plainfield
24732 French, Elston M., Somerset st., "
24733 Hubbard, Frank J., W. 5th st., "
24734 Moore, E. A., E. 5th st., "
24735 Pollock, F. A., "
24736 Reed, Chas. A., Rockview ave., "
24737 Rockwell, A. V., E. Front st., "
24738 See, Wm. G. E., "
24739 Smith, Franklin S., Broadway, "
24740 Tilney, A. A., "
24741 Shepard, A. D., Jr., Scotch Plains, "

Union County Roadsters (unattached).

25048 Cole, Alan, Box 52, Linden
25049 Cole, Oscar H., "
25050 Cook, Wm., "
25051 Luttgen, W., "
25052 McDonough, Wm. J., "
25053 DeMotte, D. W., "
25054 Artz, Wm. C., 7 Reed st., Elizabeth
25055 Ball, Wm., 27 Rahway ave., "
25056 Blake, James, 548 Maple ave., "
25057 Breese, James R., 109 Marshall, "
25058 Calhoun, Roland F., 815 Grove, "
25059 Chumar, Frank, Marshall st., "
25060 Craig, James, 159 Elizabeth ave., "
25061 Eick, Clarence L., Morris ave., "
25062 Hoffman, Wieland, 712 Garden st., "
25063 Laggren, R. G., Rahway ave., "
25064 Robinson, C. M., North ave., "

[CONTINUED IN SUPPLEMENT.]



BUILT ON HONOR.

Fitted with Cushion Tires on Hollow Rims.

MADE FROM WROUGHT STEEL.

And Fully Guaranteed. Dust-Proof Ball Bearings.

Long Graceful Handle Bars. Large Comfortable Saddle. Lightest and Best Wheel Made.

WARWICK CYCLE MFG. COMPANY,

SPRINGFIELD, MASS.

"MOST AUTHORS STEAL THEIR WORK OR BUY."

—*Pope.*



AS an illustration, turn to the different machines advertised in the different papers, you will see a very *marked* resemblance, *one* to *another*, with a few exceptions. The most conspicuous of these exceptions is the PARAGON. You will notice that it is *original* from tyre to handle bar, and we assure you that it is as "good as it is beautiful."

SEND FOR CATALOG.

STOVER BICYCLE MFG. CO., Freeport, Ill.

"Finest Quality Produced in the World."

TRADE "CREDENDA." MARK.

THE ✱ CREDENDA ✱ SEAMLESS STEEL ✱ TUBE ✱ Co., ✱ Ltd.,

W. C. STIFF, Managing Director.

BIRMINGHAM, ENGLAND.

TELEGRAMS:—"CREDENDA" BIRMINGHAM.

L. A. W. SPECIAL.

All Shoes Stamped with this Trade Mark are of the Celebrated Norman & Bennett make. They are the best Fitting and Most Comfortable Shoe ever produced for Wheelmen.

FOR SALE BY

THE LEADING DEALERS

From Maine to California.







The Incomparable, Noiseless, **"BRONCHO"** Chainless, Safety Bicycle.

"Just Five Years Ahead of Time."

What, "BRONCHO!" That's what one of the largest and best builders of cycles in America says of "Broncho." Why did "Broncho" come *too soon*? Did said maker think "Broncho" would interfere with the quick and easy filling of his bushel basket with golden eagles? We leave it for *the riding public* to determine. Meantime, the BEST is *never too soon*. Every rider wants the *best*, therefore write for full particulars, prices, discount to Agents, etc. Send for Cat. Ask all the questions you can think of, the more the better, and *do it at once*.

Explanations of all seeming discrepancies, irrelevancies, and Ads. of "Broncho" at *"ruinously low rates,"* given to all interested parties on application.

Meanwhile, "Broncho" Light Roadster continues to be sold at the same old price, $135, and we cannot keep up with our orders.

Address all correspondence to

M. V. LIVINGSTON CYCLE MFG. CO., - 245 Columbus Avenue, Boston, Mass.

Princess No. 1, 30-inch, balls all over, -	$85 00	Climax No. 2, 28-inch, ball bearing, - -	$60 00
Princess No. 2, 28-inch, " " -	$75 00	Prince No. 1, 26-inch, " " - -	$45 00
Princess No. 3, 26-inch, " " -	$60 00	Prince No. 2, 24-inch, " " - -	$35 00
Climax No. 1, 30-inch, ball bearing, - -	$65 00		

These Wheels Are Built for Our Trade.
Agents Wanted all Over the World.

J. E. POORMAN, Agt., Cincinnati, O.



Patented Harderfold Hygienic Underwear.

Ventilated Inter-Air-Spaced Clothing.

Adapted to all climates and all variations of temperature. Sold by leading merchants in all principal cities. Illustrated catalogue mailed free on application to

HARDERFOLD FABRIC CO., TROY, N.Y.
Mention this Magazine.



FRONT VIEW

Indispensable to Bicyclists, Athletes and the Gymnasium

Call's No. 5 Supporters (jock strap) with elastic back, lace front and adjustable back straps. A sure fit. No. 5 (same as cut), 75c. No. 6, with pockets on each side of lacing, $1.00. No. 7, with hose supporter attached to sides, $1.00. Number 8, pockets and hose supporter, $1.25. Order by number and give tight measure top of hips. Postpaid on receipt of price. S. B. CALL, 358 Main Street, Springfield, Mass.



"SAFETY CYCLE HOIST."



Pat. Applied For.

The BEST Way in Holding the Safeties.

KEEP THE WEIGHT OFF THE TIRES.

Owners of PNEUMATICS and CUSHIONS Take Notice.

Price, Postpaid, *$1.00.*

Ask Your Dealer for it.



Pat. Applied For.

HOLLAND & HAVENER, Manufacturers, Worcester, Mass.

CHOICE OF THE EXPERTS.

"U. S." Gallery Ammunition.

Manufactured by the

United States Cartridge Co., - Lowell, Mass.



WHAT IS HIGH WATER MARK?



We started in this year with an idea of making **12,000** GIANT SAFETY BICYCLES. We have already actually sold over **10,000** and have so increased our facilities that we shall turn out **16,000.** Is that the figure above referred to? We think so, and it behooves any agent or dealer who desires quotations on these goods to be somewhat lively in his movements. Catalogue cheerfully mailed on application.

H. A. LOZIER & CO., - - Cleveland, Ohio.



Every rider of the

Eclipse Safety Bicycle

will tell you it is the finest machine he ever sat on.

You can make more miles over rough or smooth roads, in a day, with less effort, than on any wheel made.

The construction of the wheel is such as to remove all jar, and give the rider a machine that is as easy as a buggy.

The frame is made of material that cannot be broken.

The workmanship is first-class, ball bearing throughout, tangent spokes, and elegantly nickel plated.

Do not fail to see the ECLIPSE before buying. Price $100.

STEEL PULLEY & MACHINE WORKS,

Patentees and Sole Makers,

INDIANAPOLIS, IND.

TO BICYCLE AGENTS

WAITING

THROUGHOUT NEW ENGLAND:

You ordered a —— Safety three weeks ago, and you are WAITING.

You were promised it two weeks ago, and you are WAITING.

You would get it last week SURE, and YOU are STILL WAITING, but are your customers Waiting, and will they continue waiting until you can supply? Did it ever occur to you that there were other wheels on the market that were, to say the least, EQUALLY AS GOOD as the wheel that you have been WAITING for, and you can get them AT ONCE? Order a PARAGON, if the sample wheel is not satisfactory you won't want another, if it is you will wonder why you have waited.

SIDWELL & SABEN, New England Agents,

243 COLUMBUS AVENUE, BOSTON, MASS.

$85.00 $85.00



LOOK! LOOK AT THE WHEEL!

THE ONLY

Referee Pattern Diamond Frame Safety on the Market for $85

Just think, it is ball-bearing all round, including head. Warranted ALL STEEL forgings, and high grade in every respect. Call and see the wheel. Men's, $85; Boys' (same machine, only 26-inch wheels), $50. Discount to dealers.

W. J. NEWMAN, Referee Depots: 46 COLUMBUS AVENUE, BOSTON, And HARVARD SQUARE, CAMBRIDGE.

Cambridge Store Open Evenings.

GENDRON.

The Gendron
No. 1—$40.00
No. 2—$50.00
No. 3—$75.00
No. 4—$90.00
No. 5—$110.00



HIGHEST GRADE AT MEDIUM PRICES.

SEND FOR CATALOGUE.

The Gendron NO. 6 $100.00.

The Gendron NO. 7 $115.00.



GENDRON IRON WHEEL COMPANY,

Eastern Office and Wareroom: 107 Chambers St., New York.

Factory and Home Office: Toledo, Ohio.



Dealers and Riders,

Have you examined the fine points in our 40-pound, Cushion-Tyred

"METEOR" SAFETY.

BANKER & CAMPBELL CO.,

(LIMITED.)

12 Murray St., N Y. 1786 Broadway, N. Y. 1311 Bedford Ave., Brooklyn.

SEND FOR CATALOGUE.

STANDARD CYCLE CO.,

588 Main Stre t, - Buffalo, N. Y.

JOBBERS AND DEALERS IN

CYCLES and SUNDRIES. ALL GRADES. BEST MAKES.

LOWEST PRICES.

Sole Agents in Buffalo for FEATHERSTONE'S PNEUMATICS and WARWICK "PERFECTION." Liberal Discounts to Dealers. Agents wanted in every locality. Send for our Catalogue.

THE TOURIST.



Simplicity in Construction. Ease in Running. Cushion Tyres. Bown's Ball Bearings. No Cast Metal. Manufactured for us by Wm. Bown, Birmingham, England.

Also General Agents for the

Warwick, Kenwood, Psycho, Referee AND THE St. Nicholas

Line of Medium Grade Wheels.

MANUFACTURERS OF THE

Perfection Bicycle Alarm,

Tire Heaters and

Bidwell Cyclometer.

Good Agents Desired. Send for Catalogue and Terms.

George R. Bidwell Cycle Co.,

Chicago: 270 and 272 Wabash Avenue. 308 and 310 W. 59th St., New York City

The Beeston Humber.

Correct in Model,
Perfect in Construction.



Solid Tire, Weight all on 37 Pounds,
$135.

Cushion Tire, Weight 40 Pounds,
$145.

AGENTS WANTED EVERYWHERE.
LIBERAL DISCOUNTS.

Featherstone's Pneumatics are now being Received in Quantities.

Prompt Delivery Guaranteed.

WRIGHT & DITSON, 578 AND 580 Washington St., Boston, Mass., U.S.A.

WESTERN * WHEEL * WORKS.

1891 · CATALOGUE · NOW · READY.

—SEND FOR IT.—

BEST LINE OF WHEELS FOR THE MONEY EVER MADE.

STEEL TUBING AND DROP FORGINGS.

LIGHT, STRONG, GRACEFUL, NEATLY FINISHED AND PERFECTLY FITTED.

R. L. COLEMAN & CO., 35 Barclay St., 40 Park Place, New York.

Agents,—Eastern, Middle and Southern States.

The "POPULAR" DIAMOND SAFETY $85 HIGH GRADE.



AGENTS for New York State and Northern part of New Jersey,
BANKER & CAMPBELL CO., Limited, 12 Murray Street, New York City.
For other territory apply to
PERCIVAL TATTERSFIELD, 12th and Oxford sts., Philadelphia, Penn.
See Machine at our Local Agents' before purchasing. Send for Catalogue.



WE WANT MORE SCALPS.



Our assortment of Agents' scalp locks is good—we still have room for more—but this time we want to "raise the ha'ar" on the retail customer. Now is the time to buy—we are the people to buy from. Printed matter, telling how to "Save Money on Bicycles" furnished free. Don't purchase till you have read it.
N. B. Installments if desired.

A. W. GUMP & CO., - - Dayton, Ohio.



Bicycle Riders, Base Ball Players, Athletes, Gymnasts, tell us that it is the best and most satisfactory supporter made.

Let Every Sportsman Try Them. Price, $1.00.

Will send by mail on receipt of price. Send size of waist and hip.



KNEE PANTS.
(Patented.)
810. Heavy Rib.
Improved double seat and pocket.

FULL PANTS.
(Patented.)
828.
HEAVY RIB.
Improved Double Seat, Strap and Pocket.





No.		Each.
970.	Heavy Sweater,	$5 00
967.	" "	4 00
767.	" "	3 50



3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50.
3—1. Black, navy, grey mixed, stocking, $1.25.
1—1. Black, navy, grey mixed, stocking, $1.00.

ATHLETIC and GYMNASIUM GARMENTS Manufactured by HOLMES & CO., 109 Kingston Street, Boston.
SEND STAMP FOR CATALOGUE.

GOOD OLD TOE CLIP.

Rankin's Patent.



OTHERS TRY TO IMPROVE.

We do quite a little Sundry Business. Send for Cat. and List.

RANKIN & BRUCE, P. O. BOX 103, 23 Custom House Street,
Providence, R. I.

Factory and Repair Shop, 36 Potter Street.

Factory Behind in Orders

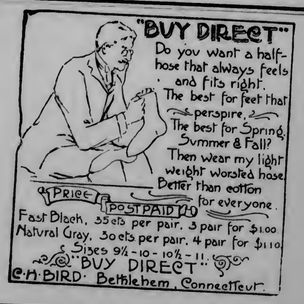
Tide over by securing a few of our

Special Line Safeties.

Money in Them to Dealers Only.

D. SNITJER, St. Louis, Mo.

Bicycle Tour Through Europe.
For Ladies and Gentlemen.
SAIL FROM NEW YORK JULY 29TH.
COST $300 FOR 80 DAYS.
Party filling up. Those who are going must decide soon. Address
CLARENCE H. SMITH, 211 Putnam Ave, Detroit, - - Mich.



ANNUAL EUROPEAN CYCLE TOURS,
CONDUCTED BY WM. HEYNY, JR.
Through the HARZ MOUNTAINS, Germany.
60 Days. Total Cost $200.
First Cabin Passage. Sail July 4th
At 5 A. M., by the new steamer "DANIA."
Address Wm. Heyny, Jr., 301 Sixth St., N. Y. City.

"QUADRANT" CYCLES

ARE RENOWNED FOR

ORIGINALITY.

We make our own designs and work our own patents, constantly incorporating in our machines about 12 or 14 of our own inventions.

EXCELLENCE.

In these days when the commonest rubbish is advertised as "the best, the lightest, the swiftest," etc., and even sold as such, we can only ask intending buyers to send for our 1891 catalogue, and read the 16 pages of unsolicited testimonials received during the past season.

TRUSTWORTHINESS.

"A prominent feature of their exhit (Philadelphia Exhibition) is a 'Quadrant' which was caught between two cable cars on Columbia Ave. This machine is bent and twisted in every direction. but not a thing is broken."—*Bicycling World*, 6 March, 1891

"The machine is twisted out. of all resemblance to a bicycle, but so far as can be seen not a single break occurred."—*Referee*, 6 March, 1891.

SAFETIES No. 17 and No. 20, with Tangent Spokes and Solid Cushion, and Pneumatic Tyres, are the leading lines of the season.

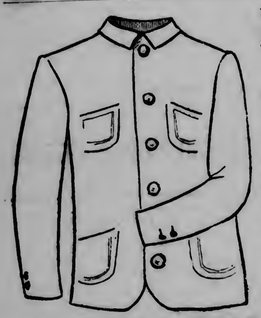
Wholesale Agents for New England, New York, Pennsylvania, New Jersey, Delaware, Maryland, West Virginia and District of Columbia,

THE STRONG & GREEN CYCLE M'F'G CO., 707 ARCH STREET, PHILADELPHIA.

For all other States east of the Mississippi,

ALFRED FIELD & COMPANY, 93 CHAMBERS STREET, NEW YORK.

Makers: THE QUADRANT TRICYCLE COMPANY, Birmingham, England.



Makers of ALL STYLES OF UNIFORMS.

Plymouth Rock Pants Company.

HEADQUARTERS: 11 TO 25 ELIOT STREET, BOSTON, MASS.

Official State Tailors OF THE L. A. W.

Washington, D.C., Maryland, Pennsylvania, Connecticut, New Hampshire, Virginia and Missouri.

Authorized makers from the LEAGUE CLOTH.

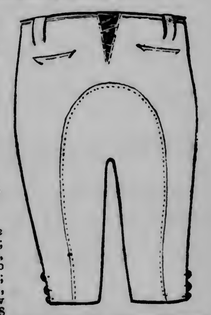
Coat, - - - $7.50
Breeches, - 4.75 } Ordered Together, $12.25.

As per *specifications required by the Uniform Committee.*

We have Branch Stores in the following Cities where your orders will be taken.

BRANCHES: 279 Broadway, New York; 943 Penn. Ave., Washington, D. C.; 72 Adams St., Chicago, Ill.; 914 Main St., Richmond, Va.; 217 19th St., Birmingham, Ala.; 291 Main St., Worcester, Mass.; 275 Meridian St., East Boston; 508 Mulberry St., Macon, Ga; Room 4, Y.M.C.A. Bldg., Burlington, Vt.; 282 Second St., Memphis, Tenn.; 430 Church St., Nashville, Tenn.; 320 Main St., Dallas, Tex.; 609 Broad St., Augusta, Ga.; 108 W. 3d St., Davenport, Ia.; 1109 Broad St., Columbus, Ga.; 307 Tremont St , Galveston, Tex.; 143 So. 12th St., Lincoln, Neb.; 700 Austin St., Waco, Tex.; 110 Canal St., New Orleans, La.; 6 E. Government St., Pensacola, Fla.; 39 Whitehall St., Atlanta, Ga., 68 So. Main St., Waterbury, Conn.; 970 Elm St., Manchester, N. H.; 106 N. Main St., Concord, N. H.; 104 Montgomery St., Montgomery, Ala.; 706 Chapel St., New Haven, Conn.; Main St., opp. P.O., Springfield, Mass.; 16 W. 9th St., Chattanooga, Tenn.; 134 Thames St., Newport, R. I.; 606 Main St , Kansas City, Mo.; 244 Fourth Ave , Louisville, Ky.; Exchange St., corner entrance, 2 State St., Hartford, Conn.; 910 Congress Ave, Austin, Tex.; 406 Houston St , San Antonio, Tex.; 318 So. 15th St., Omaha, Neb.; 310 E. 5th St., Dayton, Ohio.

Also Agents at most all points in every State. We will call whenever and wherever needed by your notifying Headquarters, BOSTON, Mass.



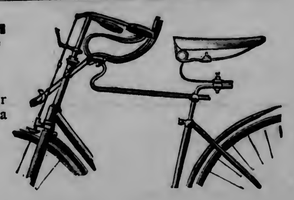
Address POSTAL CARD For Samples.

The * Beauty * Bundle * Carrier AND CHILD'S SEAT.

ADAPTED for all Safety Bicycles and Tricycles, attaching to either horizontal, vertical, solid or hollow posts of any diameter, without marring the same. Will carry a good-sized child, a peck of apples, an armful of books, or anything you can get in it.

Cloth, *$6.* Mackintosh, *$7.* Send for Circulars.

RICH & SAGER, 210 West Main Street, Rochester, N. Y.



SPECIAL NOTICE TO THE TRADE.

The Manchester Cycle Company, Limited,

OF MANCHESTER, ENGLAND.

Have much pleasure in announcing that they have a large stock of the celebrated **"Irwell Safety"** on hand, ready for immediate delivery. Material and workmanship of the best. Guaranteed for twelve months against imperfections of any kind. The **"Irwell"** is the machine so popular in England for touring, on account of its strength, combined with lightness.

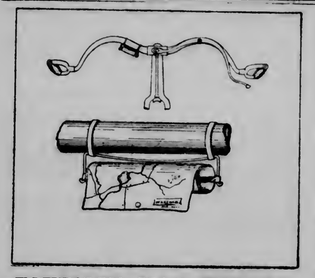
The Manchester Cycle Co., Ltd., are very desirous of introducing these wheels into every section of the country, and to do this quickly, and save correspondence, this announcement is made:

The price of the **"Irwell" is *$100,*** the discount to the trade is **25 per cent.** The Company want to sell through the trade only, and therefore will not supply any at retail in any town after an agent is appointed. *However*, until an agent is appointed, sample wheels will be furnished to any applicant at ***$75*** net, this being the lowest wholesale price. The machines will be crated, and are fitted with Garford saddle, tool-bag, oiler, wrench and bell. Built of Credenda steel tube, drop forgings and ball bearings all over.

After an Agent is appointed in any town, *no more* wheels will be *Retailed* at *Wholesale* prices.

Wheels sent C. O. D., with privilege of examination, on receipt of $10. Guaranteed Superior to most, and equal to any in material, workmanship and finish. Address,

The Manchester Cycle Co., Ltd., of Manchester, England. || American Office, 101 NORTH SEVENTH ST., Philadelphia, Pa., U. S. A.



TOURISTS' MAP HOLDER.

No dismounts necessary to examine your map. Rolls up like a spring curtain. Lay a strip of transfer paper over a map of your route for the day and mark route on paper, which you pin on to the ribbon. This holder is suspended on rubber and cannot rattle. Patent applied for. Sent by return mail for **$1.00.** Address

D H. SMITH, 235 High Street, Holyoke, Mass.

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. **W. E. AUGHINBAUGH,** Baltic Building Washington, D. C.

NOW READY!

New Edition Revised

OF

Mr. Porter's Excellent and Remarkably Successful Handbook of the Wheel and Everything Connected with its Use.

Brought down to date with Special Reference to Tires and Vibration.

CYCLING

FOR

Health and Pleasure

A Complete Guide to the Use of the Wheel.

230 Pages, Illustrated.

PRICE, 50 CENTS, POSTPAID.

WHEELMAN COMPANY,
PUBLISHERS,
12 Pearl St., - Boston.
Stamps not Received.



$3.00 Per Pair $3.00 Per Pair.

It [illegible]e this, we have a good Shoe and guarantee it a[illegible]roo. We are not afraid to say this, because it is true. There is plenty of higher priced Shoes you can buy, but the above guarantee is generally nix. Send for Catalogue and rules for self measurement. Liberal terms to Agents. Address,

W. B. TOULMIN, 285 Main St., Buffalo, N. Y.

MUNN & CO. SCIENTIFIC AMERICAN AGENCY for **PATENTS**

A pamphlet of information and abstract of the laws, showing How to Obtain Patents, Caveats, Trade Marks, Copyrights, *sent free.* Address MUNN & CO. 361 Broadway, New York.

Official Outfitters to the League of American Wheelmen.

Authorized by the Executive Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.

406, 408, 410 & 412 Broome Street, NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.00, BREECHES, $5.25.
Cloth, $2.10 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk.....40
Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic. 4.00
No. 1, Canvas, leather trimmings. 3.50

Sent post paid on receipt of price.
Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS,
241 Broadway, New York,
108 Madison St., Chicago.
Philadelphia. 1033 Chestnut St.

THE NEW COLOR **LEAGUE CLOTH** IS NOW READY.

Samples of same can be obtained on application to

BROWNING KING & CO., - New York.

M. R. WARREN,

Fine Stationery,

336 Washington Street, - Boston.

I call special attention to my engraving department, in which you will find the best of workmanship, correctly and quickly executed at the lowest prices.

SATISFACTION GUARANTEED.

Wedding Invitations,
Wedding Announcements,
Reception Cards,
Visiting Cards,
Party Invitations, etc.

Sketches Furnished. Odd Novelties in Box Papers. New Style Envelopes.

Mention this paper.

A MODERN PRINTING OFFICE AND BINDERY.

The Collins Press

Gives Satisfaction Every Time.

WE PRINT

The "Technology Architectural Review,"
"Bicycling World and L. A. W. Bulletin,"
"Wade's Fibre and Fabric,"
"The Musical Herald."

PRINTERS TO THE BOSTON UNIVERSITY.

BEST OUT.

75c. for this Nickeled Toe Clip.



Every wire braces the others. Best Spring Steel. Foot never slips. No headers. Great for hill climbing. No pinching of corns or catching of foot. Solid comfort. Rubber coated, only 90 cents. The Pat. balance E, always brings Pedal and Clip right side up as per cut, only 75 cents extra.

If your Agent is dead and don't keep it, don't let him bluff you, but send price by P. O. Note. No stamps. Size 1 for boots up to No. 8. Size 2 for boots from 8 to 11. ☞AGENTS WANTED EVERYWHERE

J. A. HUNT & CO., Sole Mfgs., Westboro, Mass.

FOR SALE—Full Nickeled Columbia Tandem Bicycle, perfect condition; ridden about 150 miles; cost $285 last May. Will sell for $175 cash. WM. S. PARMELEE, Brooklyn, N. Y.

ATHLETIC GOODS!

KINGSTON KNITTING CO.,



Manufacturers for the

Trade and Clubs.

The most beautiful line of

Bicycle, Gymnasium, Tennis Costume and Sporting Goods

Made, in worsted, wool and best lisle thread stock. Unsurpassed for style, completeness, elasticity and durability, and at very low prices.

Send for catalogue and club price list, or order with entire confidence that our styles, material and prices will be entirely satisfactory.

No. 27 Kingston Street,

BOSTON, MASS.

PIERCE, SMALL & CO.,

Randolph, Mass.

☞We are exclusive owners of all patents pertaining to Flexible Bicycle Shoes with clipped heel corners. Dealers are warned against imitations or infringements.

Dealers' Retail Price List of

"S. & P.," "Boston" and "P. S. & Co." SPORTING SHOES.



Custom Workmanship. Hand Welt, Sewed and Stitched.

MEN'S BICYCLE SHOES.

	TOP.	SOLES.	HOW MADE.	
No. 1....	Kangaroo...	White Oak	Hand Sewed..	$5.00
No. 2....	Kangaroo...	Union.....	Hand Sewed..	3.50
Racing..	Horse Hide.	Oak.....	Hand Sewed..	5.00

High Cut Bicycle Shoe, $6.00, $5.00, $4.50.
Boys' Bicycle Shoes, $3.50, $3.00.

LADIES' TRICYCLE SHOES.

No. 1, Glove Kangaroo, high, Oak, Hand Sewed, $6.50
No. 2 Glove Kangaroo, low, Oak, Hand Sewed, 4.50
Mention this paper.



FINE TAPS AND DIES

For Bicycle Work.

Send for Price List.

WILEY & RUSSELL MFG. CO.,

Greenfield, - - Mass.



I. A. WESTON & CO.,

JAMESVILLE, N. Y.,

MANUFACTURERS OF

SAFETY BICYCLE WHEELS,

MADE WITH

Parallel Coned or BALL BEARINGS, Solid or Cushion Tire.

THE BEST MATERIAL and THE FINEST FINISH.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜



L. A. W. BADGES

The official design in

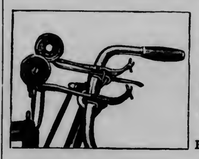
SOLID GOLD.

Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the inferior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better for $1.50, $2.00, and $2.50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.



LAMSON'S

Luggage Carrier

NO. 1.

Convenient, durable, noiseless, cheap. $1. Sold everywhere.

Made by

C. H. LAMSON,

Portland, - Maine.



JOHN. HARRIOTT.

PRIZE MEDALS CUPS, BADGES AND PINS.

3 WINTER ST. BOSTON.

WANTED—A tandem bicycle. Second-hand wheels for sale. '89 Rambler, $65; '90 Rambler, $75; Gimtness, $60; Col. 3-track trike (like new), $40. LEINBACH BROS., Lebanon, Pa.

BARGAINS—I have taken in trade one (Col. Lt. Roadster Safety) '91 pattern, *nearly new*, will sell for $110 C. O. D.; (Hartford Safety) not run over 100 miles, cost $100, sell for $80 C. O. D.; (Ladies' Hartford) *never taken from crate*, list $100, sell for $85 C. O. D. All warranted in A No. 1 condition. 3 "World" double case typewriters, regular price $175; taken in trade; will sell for $8 each. (Don't miss this chance.) Address C. E. CLAFLIN, Bicycle Agent, Lock Box 371, Hopkinton, Mass.

WANTED—Bicycle Dealers and Agents to handle our *Official League* and other Bicyclists' emblems. Send for price list and discounts. DURYEA JEWELRY CO., wholesale jewelers, 180 B'way, N.Y.

The Victor Trouser Guard

IS THE LATEST OUT.

Attached instantly. Prevents pants from bagging at the knee.

20 Cents Per Pair.

Money refunded if not satisfactory.

GREENE & DEWEY,

83 Washington Street, Watertown, N. Y.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ *Cash must accompany the Order.*☜

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜

FOR SALE—English light safety, Mercury Diamond, brass new in crate. List price $100; sell $72. Also 51-inch Special Star, $35. E. P. MARKHAM, Jr., Hoosick Falls, N. Y.

WANTED—Dealers or manufacturers having a job lot of about 25 safety bicycles, 26 and 30 inch, new, may learn of a spot cash buyer by addressing, with descriptive circulars and lowest price, JOEL NEWCOMB, 21 Yarmouth st., Boston, Mass.

FOR SALE CHEAP—A 52-inch New Rapid, cost $145. Ball bearing all over, full nickel, in good condition. R. H. BUMP, New Britain, Ct.

WANTED—A 50 and 56 inch Butcher or Lakin cyclometer. State price. J. B. TAYLOR, care Brown & Co., 10th st., Pittsburgh, Pa.

$99 BUYS a $135 Broncho Safety, 1891 style, latest; big improvement over 1890; fine condition; run only 25 miles; a bargain. Address Box 408, Westboro, Mass.

FOR SALE—No. 2 Springfield Roadster, in very good condition. Cost $120. Price $50 cash. P. O. Box 225, Casey, Iowa.

A SNAP—$40. 51 Star, standard finish. Splendid condition. L. A. W. 23,591, Toulon, Ill.

NOW—First decent offer buys Rudge Rotary Tandem Tricycle; first-class workmanship; metal parts good condition; rubber somewhat worn. H. H., 359 Main st., Canandaigua, N. Y.

$55 Buys a 54-inch American Champion in good condition; cost $107.50; correspondence solicited. W. F. HARRAH, Grinnell, Iowa.

THIS OFFER will not be repeated. Psycho Tandem Safety, used about 250 miles, for half price, $100. Perfect order. 39x24 Star, just like from shop, $85. Order of "Harry." Box 27, Lititz, Pa.

$10 SAVED! I have one Victor and one Col. safety, both cushion tires, latest patterns, and never taken from crates. Will sell for $125 each, C. O. D. ARTHUR E. HARRIS, Ashburnham, Mass.

FOR SALE—One second-hand safety in good condition. Will be sold low. GEO. O. ALLEN, Fitchburg, Mass.

WANTED—Safeties in exchange for new Appleton's Encyclopædia, 31 vols., sheep, $186. Also a new Britannica, 30 vols., to offer. 2 Hall type-writers for sale or exchange cheap. "Z," Box 27, Lititz, Pa.

FOR SALE CHEAP—A Humber Tandem Tricycle, in good condition, or exchange. H. G. COLLINS, 168 Lloyd st., Fair Haven, Conn.

MUST BE SOLD.

If you want a "Bargain,"

Send for List to EDMANS & SON, Troy, N. Y.

BARGAINS—1 Columbia Expert, 54-inch, full nickel bell, toolbag, etc.; in good order, $45.00; one Col. Standard, 48-inch, in good order, $30.00; one Am. Rudge, 52-inch, tangent spokes, used about 6 months, splendid condition, $45.00; one Crescent Safety, 30-inch, 1890 pattern, good order, $60.00; one Humber Tricycle, all ball bearing, runs easy, good order, new tire to front wheel, $40.00; one Humber Tandem Tricycle, convertible, first-class condition, $90.00. Address W., Lock Drawer "L," Hagerstown, Md.

WANTED.

A FEW DISTRICT AGENTS

—OR A—

Sole American Agent

FOR A HIGH-CLASS CYCLE.

Apply Immediately to

THE COVENTRY CYCLE MFG. CO., GROVE WORKS, Coventry, England.

WANTED.

25 Second hand Safeties. 2 Tricycles. 1 Tandem Tricycle In good order for renting purposes. Will exchange new Gendron or pay cash.

A. H. JUNOD, 707 N. Main St., Pueblo, Colo.



THE SPIRAL FLEXIBLE TOE CLIP

Is flexible and easy on the foot. Adjusts to any size of foot or pedal. Stands any amount of blows, kicks or tramping on, and still retains its form. Will not catch on curbs, sidewalks, door sills or obstructions and pull out of shape while wheel is being trundled over them.

The only toe clip extant that permits of the correct adjustment of foot to pedal; not having a toe check it does not tend to pedalling with toes pointing downward, which position induces a strained and set condition of the muscles of the foot, ankle and calf. One of the best, simplest and most easily attached. Try a pair and be convinced Send for descriptive circular.

No more foul, greasy and collapsed tool bags.
No soiled hands or clothes
No loss of oil or one's temper.
No dirty tool bags or oily tools.
No weight, no delays to oil up.
No loose tops, no rattle.
No neglected or damaged bearings.
No squeaking or pounding.

Made in sizes suited to different machines.

AS CARRIED WHILE RIDING

Pronounced by old wheelmen, the press and the trade as the BEST novelty before the cycling public for '91.

In ordering state make of wheel and give diameter of seat rod or handle bar shaft.

Price mailed, 50c.
With C. & D. Oiler $1.

The Spiral Flexible Toe CLIP is flexible, easy, adjustable, effective, indestructable, faultless. One of the best, simplest and most easily attached. Price per pair, mailed, 50c Agents wanted everywhere. [Mention this paper.

Descriptive circular free.

L. H. BANNISTER & CO., Youngstown, Ohio.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.

Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.

For sale by a Cycle manufacturers and dealers.

BICYCLE SUPPLY HEADQUARTERS.

Howard A. Smith & Co.,

NEWARK, N. J.





SUNDRIES.

Rims, Balls, Backbones, Tubes, Columbia Crank Keys, Tucker's Elastic Straps, Z. & S. Bundle Carriers Tire Tape, Gloves, Z. & S. Stocking Supporters, Cement, Trousers' Guards, Belts, Lamps, Locks, Enamel, Horns, Toe Clips, Wrenches, Newark Spoke Grips, Rubber Cement, Graphite, Saddles, Cycle Brush Tools, Oilers, Belts, Handles, Shoes, Jersey Shirts, Sweaters, Badges, Caps, Knee Tights, Screw Drivers, Foot Rests, Instruction Belts, Safety Stands, Tires, Drinking Cups, &c.

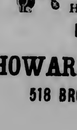














Send for Catalogue.

COMPLETE REPAIR SHOP.

Send for Second-Hand Bargain List.

Big Bargains.

HOWARD A. SMITH & CO.,

518 BROAD STREET, NEWARK, N. J.

THEATRES.

BOSTON THEATRE.
Eugene Tompkins, Proprietor and Manager.
Week commencing May 25th,
THE WOLVES OF NEW YORK.
Evenings, 7.45. Wed. and Sat. Matinee, 2.

GLOBE THEATRE.
John Stetson, Manager.
Week commencing June 1,
THE HORNETS NEST.
Evenings, 7.45. Wed. and Sat. Matinee, 2.

$2.75.

I will cut a single line, steel street die, monogram or cipher, with 5 quires fine writing paper and envelopes, paper stamped in colors for $2.75; all duplicate orders filled at $1.00 less, the die to remain in my possession; will mail samples on app ication.

W. R. WARREN,
Stationer and Engraver,
336 WASHINGTON ST., BOSTON.
Mention this paper.



SAMPLE CAN, BY MAIL, 25 CENTS

Liberal Trade Discount.

GRAPHITE,
P. O. Box 1202,
NEW YORK, N. Y.



FOR TANGENT AND DIRECT SPOKES.
Nickeled, Price 75c., Postpaid.
Dealers send for Sample and Electrotype.
AVERY & JENNESS,
5756 Madison Ave., Chicago.

Erie Knitting Mills,
Erie, Pa.

Are still making the very best goods for cyclers. We know this, and others are finding it out.

This is a copy of a letter just received from the champion road rider of the United States:

ERIE KNITTING MILLS –
I cheerfully recommend your knit goods for the use of bicyclers, especially hard road-riders, as from my experience with them I have found them well-fitting, elastic and durable as iron.
Yours very truly,
WM. VAN WAGONER.

FRANK FAIRBAIRN, 513 WEST 11TH ST., ERIE, PA.

Exchange Your High Wheel
FOR A SAFETY.
Try us as a last resort. Send stamps.
CLINTON CYCLE CO.,
Clinton, Mass.

NOTICE
To Manufacturers and Agents.
LOUIS GLASEL & CO., - Coventry, Eng.
THE CONTINENTAL CYCLES
Are the Cheapest and Best in the Trade.
CUSHION SAFETIES Ready for immediate delivery. Balls throughout. Best material. Workmanship guaranteed.

LOUIS GLASEL & CO.,
Supplies also all rough and finished parts; also chains, tubes, stampings, hubs, cushion tyres, lamps, forks, rims, etc, etc.

Rock Bottom Prices.
All very cheap and only for cash. Best and prompt attention given to the smallest orders.
Mention this paper.

SHE'S ALL RIGHT!
My bicycle looks like new and it will not rust because I use WILSON'S WONDERFUL NICKEL and ENAMEL PRESERVER. Price 50c
Ask your cycle agent for it.
WILSON MFG. CO.,
15 Tremont Row, - Boston, Mass.

FITCHBURG RAILROAD.
Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the
HOOSAC TUNNEL ROUTE
THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

BICYCLES CARRIED FREE
FAST EXPRESS TRAINS
With elegant PALACE PARLOR and SLEEPING CARS to and from
BOSTON and CHICAGO and BOSTON and ST. LOUIS, via NIAGARA FALLS,
without change.
THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.
THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.
THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.
ELEGANT PALACE SLEEPING CARS
to and from
BOSTON and MONTREAL,
without change.
For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at
250 Washington Street, or
Fitchburg Railroad Passenger Station, Boston.
J. R. WATSON, General Pass. Agent.

Price List of Specialties
—MANUFACTURED BY—
ELASTIC TIP CO.
Mailed Postpaid on Receipt of Price.
Dropped Forged Steel Spade Handles, all nickeled and threaded to fit any machine, $2.50 per pair.
Soft Rubber Handles, pear shaped, $1.50 per pair.
Vulcanized Handles, pear shaped, $1.50 per pair.
Boys' Soft Rubber Handles, pear shaped, $1.00 per pair.
Double Grip Pedal Rubbers, No. A, 1 inch x 3 3-4 inches, $2.00 per set of four.
Double Grip Pedal Rubbers, No. B, 1 inch x 4 inches, $1.50 per set of four.
Double Grip Pedal rubbers, No. C, 1 1-4 inch x 4 inches, $2.00 per set of four.
Pedal Rubber, round or square; made from white rubber, $1.00 per set of four. When ordering state size required.
Spade Grips, vulcanite, 50 cts. per pair.
Safety Handles, vulcanite, to fit any machine, $1.00 per pair.
Safety Handles, for Boys' Wheel, 50 cts. per pair.
Soft Rubber Grips for Safety, $1.00 per pair.
Soft Rubber Grips for Boys' Safety, 50 cts. per pair.
Soft Rubber Sleeves, to fit over vulcanite grip, 75 cts. per pair.
Steel Balls, 3-16 inch, $2.00 per C.; 1-4 inch, $2.40 C.; 5-16 inch, $3.00 per C.
Imported Tire Cement, 25 cts. per box.
Tire tape for holding on tire, 25 cts. per roll
Rubber Cement, for repairing cuts in tires, 25 cts. per can.
Bicycle Spokes. Price according to quantity.
BICYCLE TIRES, SOLID or CUSHION, either red or grey; price according to size. Send for Catalogue.
ELASTIC TIP CO.,
Cor. Cornhill and Washington Street,
BOSTON, MASS., U. S. A.

REAL BICYCLE UNIFORMS.

Be sure to send for free samples and measure blanks. Club Uniforms a specialty. L. A. W. Coats, $8. Knee Breeches, $4. Punnett's celebrated Jersey Cloth Knee Breeches, only $4 a pair. Bicycle Caps, Hose, Pins, Tights, gold or silver Letters, Punnett's Invisible Pants Holders, 25c. a pair. Be sure to write now.
R. A. PUNNETT, Tailor and Athletic Outfitter,
98 & 100 West Ave., ROCHESTER, N. Y.
All strictly first-class work at moderate prices.

Send for Complete Bicycle Catalogue


MEACHAM
HIGH-GRADE
DIAMOND SAFETY
1891 PATTERN. TANGENT SPOKES.
Ball Bearings to Both Wheels.
Both Pedals and Crank Shaft.
Ball Bearings to Head.
Hollow Steel Tubing.
List Price. $115
Selling Price, $76
COMBINATION WHEEL FOR EITHER GENTLEMAN OR LADY.
WILL SUSTAIN A PERSON WEIGHING 225 LBS.
BY REMOVING TOP CROSS-BAR, CAN BE RIDDEN BY A LADY.
E. C. MEACHAM ARMS CO. ST. LOUIS, MO.

$85.00 LOVELL DIAMOND CYCLES. $85.00

High Grade Only.
All Ball Bearing,
Steel Tubing
—AND—
DROP FORGINGS.
NO BETTER MACHINE AT ANY PRICE.



Lovell Diamond, $85.
With Cushion Tires, 95.
For Ladies, 85.
Convertible, 85.

AGENTS WANTED.
BICYCLE CATALOGUE FREE.

MANUFACTURED BY
John P. Lovell Arms Co., Boston, Mass.

Learn to Ride
BY USING OUR
INSTRUCTION BELT
Price, with instructions for use, $1.25.
ST. LOUIS WHEEL COMPANY,
311 N. 14th St., St. Louis, Mo.

AMBERG'S
CABINET LETTER FILE.
IT Files your Letters, Bills and all Office Papers, so you can always find the paper wanted at once.

Is it Not Worth Investigation?
Send for an Illustrated Catalogue and Price List.
AMBERG FILE & INDEX CO.,
79 and 81 Duane St., New York.

N. NUNN, - Boston Agent,
23 Doane Street.
CHICAGO. LONDON.
Mention this paper.

HAVE YOU SEEN THE NEW
BUTCHER CYCLOMETER?
Ask Your Dealer to Show it to You.



For Ordinary Bicycles. Price $10.00. By Mail On Receipt of Price.
For Safeties. Price $11.00. By Mail On Receipt of Price.

The unprecedented demand for this Cyclometer this season is our apology to our many customers for delays in filling orders. With enlarged facilities, we can now fill all orders promptly.
The Butcher Cyclometer Co.,
338 WASHINGTON ST., BOSTON, MASS.

THE UNIVERSAL WHISTLE.

Patented Dec. 11, '88.
The Best Whistle for Cyclists, Hunters, Horse-car Conductors, and every one who use Mouth Whistles. The Patent Mouth-Piece enables one to hold it in mouth without use of hands. Price, by mail, 25c. or $2.00 a dozen. A chance for any smart boy to make money. WHITTEN, GODDING & CO., Providence, R. I.

To Athletes, Cyclists, Baseball & Footballists, Horse-back riders, Boxers and Oarsmen, when you want to ride, run, walk, row, skate or swim a long distance, USE
ANTI-STIFF
To Strengthen the Muscles.

To Strengthen the Muscles.

It is a marvellous preparation for Strengthening the Muscular System. With Anti-Stiff there is no faith required; it goes straight for the muscles, and you can feel it at work. It has a peculiarly warming, comforting and stimulating effect on all weak or stiff muscles and sinews. Quick in action, cleanly and pleasant in use. Rub it into the muscles every night for a fortnight, and you will be pleased at its supporting and strengthening properties. There is not, nor has been, anything like it till now. It differs from all Oils, Embrocations, and Liniments, both in substance and effect. Some athletes are so fond of it that they rub it all over them.
E. FOUGERA & CO., Agents for U. S.,
30 N. Williams St., N. Y.
Mention this paper.



KIRKPATRICK SADDLES.

"Here take thine ease, 'tis well
That steel and leather can so much of comfort give."

"Its popularity is the best evidence of its merit." The words are true of many things, and surely so of the Kirkpatrick Saddle.

We commenced using it in 1886, and have used it ever since. It is more generally used to-day than any other saddle on the market.

Study the construction as applied to our 1891 Safety. A broad, flat spring for the base, with adjustment for tilting saddle to any angle. Strong, coiled steel wire fore and aft springs, each a single piece, and so attached to the bottom spring that the tension of the saddle is easily adjusted. Front hook firmly riveted to saddle. Steel forged cantle also riveted, at the back instead of on top. Seat of the best procurable leather, selected hides, and selected from the best part of the hide (only three, or at the most four of these saddles can be made from one hide), and formed to admit of shaping itself to every movement of the rider.

A perfectly adjustable frameless or hammock pattern seat, suspended between springs, and absorbing all vibration.

It is one of the many points which put Columbias in the lead.

POPE MFG. CO.,

BRANCH HOUSES:
12 Warren Street, NEW YORK.
291 Wabash Avenue, CHICAGO.
Factory, HARTFORD, CONN.

77 Franklin Street, BOSTON.

THE BICYCLING WORLD & L. A. W. BULLETIN.

FOUNDED 1878

DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXIII. Number 6.

BOSTON, 5 JUNE, 1891

$1.00 a Year. 5 cents a copy



IRVINGTON-MILBURN.

The great race of the East, competed for by machines of all principal makes.

FIRST—Fastest time is made on a Victor by A. W. Porter of Boston. This on a regular road machine. 25 miles, 1h. 27m. 11s.

SECOND—The prize for fastest time on solid tire won by A. W. Porter on Victor as above.

THIRD—The prize for fastest time on a cushion tire won by A. P. Craig on a Victor. Time, 1 hour 28 minutes 07 2-5 seconds.

FOURTH—The fastest time made on a Safety Bicycle was made by Chas. E. Kluge on a Victor Model B, with cushion tires. Time, 1h. 28m. 29 1-5s.

The Victor took all time prizes where entered. Anybody is welcome to whatever else they can find in the Irvington-Milburn race. No effort was made by the makers of Victor Bicycles to win this race—it snowed in as hundreds of others have done, being won by riders of regular road machines.

Victor Bicycles are fast. They are well made. They run easily. And are favorites with winners.

OVERMAN WHEEL COMPANY, - - Chicopee Falls, Mass.

Boston. Washington. Denver. San Francisco.

LOOKING BACKWARD. THE DETROIT PRESBYTERIAN ASSEMBLY.

Heresy is a crime that cannot be too violently dealt with. When a man becomes so depraved as to believe only that which looks reasonable to him, and honest enough to say what that is, he should be taken out and blown from the mouth of a cannon (now that burning at the stake is no longer considered the proper thing.)

Men who think *real* thoughts should not be permitted to run at large lest they teach others, and "the fruit of the tree of knowledge" should never be put on the free list. Now that truth has gotten so weak that when crushed to earth it might not be able to rise again, great care should be taken to prevent the sun shining on it.

When that estimable gentleman dropped dead in Detroit the other day while defending orthodoxy, the cause was understood to be an abnormal condition of the heart; but had it been some profane man who died while saying naughty words, we fear that some of our clerical friends might have misconstrued the cause and the motive.

When civilization gets to be worthy the name, society (i. e., the people) will have at least a profound sympathy for the man who thinks, and will blame him *only* when he *refuses* to give the world the benefit of his thought. Truth cannot suffer, but must ultimately stand at the mast head when error is not even on deck. When it is learned that facts cannot be rubbed out, and that nothing else can be forever bolstered up by no matter who; when honesty and brotherly love shall stand above cant and formality; when man shall know that his highest duty to God is to use, to the best advantage, such gifts as God has given him; and that there can be no heresy or sectarianism in relation to anything of which the world has positive knowledge; when manliness and love of humanity shall take the place of selfish fear and unreasoning faith in unsupported dogmas, then we will not be nauseated by the spectacle of five hundred able bodied men (for the sustenance of whom somebody has to saw wood) spending their time haggling over the question of whether an honest brother shall be allowed to *progress*. When it is understood that there is more religion in avoiding these contentions than there can possibly be in any thing which, by its obscurity, could be the *subject* of contention; when men cease to allow their anxiety about the unknown and unknowable to seriously interfere with their enjoyment of the known; when children are taught only such things as are known to their instructors, and allowed to do their own guessing; when parents are honest enough to admit their ignorance of matters about which they have no right to know; when a man shall not be cast out of a religious organization because he shows symptoms of having brains and a desire to use them; when dying capitalists who leave money to found institutions of learning shall not insist that they be anchored to their own tomb stones, and that their beneficiaries shall agree not to learn more than they themselves knew; when the *truth* shall stand above any man's *conception* of the truth, then will the world be brighter, better, purer and more fit for human occupancy, and its people may die in the full knowledge that they have done their best as to what they *knew*, unhampered by needless worry over what they couldn't find out.

Elliott Hickory Cycle Co.,
Newton, Mass.

P. S.—The above may seem rather a novel advertisement for Hickory Bicycles, but the fact is our advertising man has read so much in the newspapers about heresy during the last week that this was all we could get out of him.

DO YOU WANT SUNDRIES?



IF so, we can supply them at prices as low as the lowest. Besides the sundries listed in our catalogue we can supply any others on the market at lowest prices. Being manufacturers as well as importers and jobbers of these goods we can name as low prices as can be obtained in the United States. We make a specialty of supplying the

WHOLESALE TRADE,

Such as agents and dealers, and fill orders on the same day received. Polish, Lubricant, Enamel, Locks, Oil Cans, Wrenches, Trouser Guards, etc., are all very essential to a wheelmen, while for long rides and racing bicycle clothing, such as Hose, Pants, Sweaters, etc., are indispensible. Send for Catalogue and discount sheet.

ROUSE, HAZARD & CO., 9 G Street, Peoria, Ill.

Manufacturers, Importers, Jobbers and Retailers of all Makes of Cycles, Both New and Second-Hand.

NEW ENGLAND BICYCLE DEALERS.

If the UNION or WARWICK CYCLES are not represented in your territory, write us for terms. You will find them more than liberal.

A. O. VERY CYCLE CO., - - 173 TREMONT ST., BOSTON.

WHOA! STOP! I CAN'T!

Light Weight. Simplicity of Construction. Maximum Strength, and best of all Fast Wheels.

PNEUMATICS, CUSHION and HARD TYRES.

3 - PRIZES AT WORCESTER - 3

PREMIERS. SUNBEAMS. ORMONDES.

We have the best and you should see them. The F. & S. new improved Cork Handles, $1.00 and $1.50 per pair. Pneumatic Pumps best of all. Pneumatic Tyres now in stock.

FAIRBANKS, SANBORN & CO., 145 COLUMBUS AVENUE, BOSTON, MASS.

LACTART

ACID OF MILK.

A REFRESHING DRINK WITH WATER and SUGAR

Call for Orange or Raspberry Lactart at the Soda Fountains.

Benson, of Corey Hill fame, says:

AVERY LACTART CO., Boston.

Gentlemen—"For several seasons I have used your Lactart and found it very satisfactory, as a quencher of thirst." Respectfully,

A. P. BENSON, Newton Club.

[CONTINUED FROM PAGE 175.]

rider of an ordinary, who rode like a demon considering the condition of the roads. Every man entered started.

Great excitement prevailed as the men got well under way, and much speculation was indulged in as to who would be first in.

At exactly 1h. 10m. 45s. after starting, W. C. Rands, of Detroit, sailed in on his pneumatic, capturing both the first prize and time medal; he was immediately followed by L. W. Schimmel on a pneumatic, and F. A. Richmond on a 51-inch ordinary, and G. E. Mitchell on a cushion tired safety. The excitement at the finish was intense as the riders came down the course in groups of two, three or four, each man using his utmost exertion to win. The position at finish was:

W. C. Rands, scratch, time 1h. 10m. 45s.; L. W. Schimmel, scratch, time 1h. 15m. 30s.; F. A. Richmond, handicap 7m., time 1h. 23m. 25s.; G. E. Mitchell, handicap 4m., time 1h. 21m. 20s.; F. N. Heyman, handicap 3m., time 1h. 20m. 52s.; G. E. Lane, scratch, time 1h. 17m. 53s.; Dennis Marshall, scratch, time 1h. 18m. 10s.; C. E. Richmond, handicap 4m., time 1h. 22m. 11s.; Burt Hulett, scratch, time 1h. 22m. 12s.; W. L. Marr, handicap 1m., time 1h. 19m. 13s.; H. D. Osburn, handicap 1m., time 1h. 20m. 5s.

They were winners of the prizes in the order named: First prize, one American Light Rambler, (donated by Gormully & Jeffery Mfg. Co., Chicago, Ill.,) $135; second prize, one Clipper (donated by Grand Rapids Cycle Co., Grand Rapids, Mich.,) $90; third prize, one No. 2 Kodak, $32.50; fourth prize, one pair opera glasses, $18; fifth prize, one clock, $12; sixth prize, one L. A. W. pin, $7.50; seventh prize, one full nickeled bicycle lantern, $5.50; eighth prize, one pair bicycle shoes, $4; ninth prize, one L. A. W. pin, $3.50; tenth prize, one perfection bicycle alarm, $2.50; eleventh prize, one Lamson luggage carrier, $1.25; one time medal, $25. "R."

THE COLUMBIA'S TOURNAMENT.

THE New York Athletic Club's team and other crack riders will take part in the Columbia Club's race meeting at Hartford, July 4. Entries close June 27, with C. F. Tucker, P. O. box 54, Hartford. W. S. Maltby has been engaged to exhibit his marvels of fancy riding. Following is full list of races and prizes:

One mile safety, 3.20 class. Pneumatics barred. First prize, angling outfit; second prize, silver berry dish; third prize, silver cracker jar.

One mile safety, city reporters. Pneumatics barred. First prize, gold medal.

One mile ordinary, L. A. W. State Championship. First prize, gold medal; second prize, silver medal.

One mile safety handicap. First prize, 14 karat gold stop watch; value $100; second prize, hand engraved Colt revolver in case; third prize, steel engraving.

One mile ordinary handicap. First prize, Kodak camera; second prize, silk umbrella; third prize, hand made fly rod.

One mile safety team race, open to Connecticut clubs only. Pneumatics barred. First prize, steel engraving; second prize, bronze statuary.

One mile safety, open. First prize, alligator travelling bag, filled; second prize, silk umbrella; third prize, silver toilet set.

Half mile safety, L. A. W. State Championship. First prize, gold medal; second prize, silver medal.

One mile ordinary, open. First prize, Colt magazine rifle; second prize, dress suit case; third prize, diamond scarf pin.

One mile safety, championship of Hartford. Pneumatics barred. First prize, gold medal; second prize, Lakin cyclometer; third prize, steel engraving.

Two mile safety handicap. First prize, silver tilting ice water pitcher; second prize, elegant parlor lamp; third prize, silver carving set.

MILBURN-IRVINGTON—THE RECORD GOES.

THERE was a very small crowd at the great Milburn road race in comparison to those at previous races run on that course. This was due to the threatening weather as there is no doubt but that, had the weather been at all promising on Saturday morning last, one of the greatest crowds ever assembled on the course would have gathered. As it was, the road was thronged with people on foot, on bicycles, and in all sorts of vehicles, to the number of some ten hundred. The starting point is also the finishing point, and there the crowd jammed one another into such a compact body that it was marvellous that in the scattering which ensued, when the marshals would clear the course for the riders, that no accidents occurred. The course was muddy. There was an idea that the record would go, but calculations were all shattered when two men, A. W. Porter, Newton, Mass., in 1.27.11, and A. B. Craig in 1.28.7 2-5, succeeded in lowering the record of 1 hour, 28 minutes, and 29 seconds, made by W. Murphy, and some half dozen riders made some very fast time.

The race was started at 11.40, sixty-seven starting. Great interest was centred in Charley Kluge and W. Van Wagoner at the start; it continued all during the contest for the former, but Van was "not in it" after five miles. The riders set up a nice pace from the start, all riding the first five miles in good time. Kluge finished the first five in 17m. 38s.; T. Hall in 18m. 6s.; and W. Van Wagoner in 17m. 39s. When ten miles had been rolled off, the sun had displayed itself, and its strong rays were rapidly drying up the course, making a big improvement in the road as well as the times. Dampman clung right on Kluge in great style for twenty miles, and some enthusiastic supporters of the Schuylkill navy man were anxious to wager money that he would beat the Jerseyite on the sprint. He failed to do so. The Kings County Wheelmen had few men in the race. Their hopes were centered in "Billy" Finn, but to my own surprise he did nothing to speak off. Last season he was rated as their dark horse, and was looked to to win; he finished fifteenth, in 1.32.53, but it was asserted he was on a strange mount. This year he finishes one position better in slower time. Finn is a strong rider, but I think an over-rated one.

F. C. Graves was a stranger, got a stranger's handicap and start, and it might be said that he accomplished a strange thing, viz., defeating E. D. McLean, whom it was thought had the race.

Charley Kluge surprised a great many by his failure to lower the record. He came pretty close to it, but then, with his preparatory work, he should have done better. The pneumatic tired wheels were penalized too much, the cushions just about enough. It was regretted that the Murphy boys were not in the race.

The following table will show the positions of the men, their penalty handicap, times, and prizes:

Order finish	Name	Club	Handicap m	Actual time h.m.s.	Net time h.m.s.	Wheel penalty m
1	F. C. Graves		9	1.34.35	1.30.35	1—safety
2	D. McLean, K. C. W.		7	1.34.44 1-5	1.28.41 1-5	1—gold watch
3	A. W. Porter, Newton		3	1.36.11	1.27.11	0—marble clock
4	G. Collin		10	1.36.50	1.33.56	1—camera
5	L. Geyler, C. W.		9	1.36.51	1.32.51	1—gold watch
6	C. Swain, A. W.		8	1.36.52	1.31.52	1—camera
7	C. Coggeshall, O. W.		8	1.37.15 1-5	1.33.15 1-5	0—banquet lamp
8	A. P. Craig, Brooklyn		3	1.38.07 2-5	1.28.07 2-5	1—fishing outfit
9	W. Peck, B.M.C.L.		10	1.38.54 1-5	1.35.54	1—easel [graph
10	F. Mastin, G. W.		4	1.39.40	1.30.40	1—fly-back chrono-
11	G. Holland, B. R.		6	1.40.19	1.34.19	0—mantel clock
12	H. Blakeman, K. C. W.		9	1.40.38 2-5	1.37.38 2-5	0—camera
13	A. Boiseman, N. Y.B.C.		9	1.40.43	1.37.43	0—pair vases
14	W. Finn, K. C. W.		4	1.41.01 1-5	1.33.01 1-5	1—bicycle lamp
15	C. Quimby, B. B. C.		9	1.41.05	1.37.05	1—jersey suit
16	W. Seeds, W. W. C.		1	1.41.13	1.29.13	1—cyclometer
17	C. Kluge, J. C. A. C.		0	1.41.29	1.28.29 1-5	1—jersey suit
18	W. Steves, K. C. W.		5	1.41.29	1.34.29	0—sweater
19	F. Dampman, A.C.S.N.		3	1.41.29 2-5	1.28.29 2-5	4—bicycle lamp

A. W. Porter receives the prial cup for the best time on a solid tire, F. M. Dampman the cup purchased from fees for best time on a pneumatic, and A. P. Craig the Warwick cup for best time on the cushion tired wheel.

PROGRAMME OF RACES AT DETROIT.

First day, July 17.—25-mile road race; an observation train will follow the racers; one-mile novice, safety; one-mile novice, ordinary; one-mile club handicap, D. W., safety; one-half mile L. A. W. championship, ordinary; one-mile open, safety; one-half mile open, ordinary; one-mile L. A. W. championship, safety; one-mile handicap, ordinary; one-quarter mile L. A. W. championship, safety; one-mile, three-minute class, ordinary; three-mile lap, safety.

Second day, July 18.—One-mile open, ordinary; one-half mile L. A. W. championship, safety; one-mile club handicap, D. W., ordinary; one-mile three-minute class, safety; one-mile L. A. W. championship, ordinary; one-half mile open, safety; one-quarter mile L. A. W. championship, ordinary; one-mile handicap, safety; three-mile lap, ordinary; one-mile L. A. W. championship, tandem; one-mile consolation, ordinary; one-mile consolation, safety. There will be seven national championships in all.

RACING AND MEET NEWS AND GOSSIP.

AT ATLANTIC CITY, N. J.—Saturday was held the first annual tournament of the Atlantic City Wheelmen and the affair was a success from a financial point of view and as a race meet. Nearly 3,000 people witnessed the sport. The events:

One-mile safety, 3.30 class—Rolan Hewitt, A. C. W., first; C. E. Clemens, M. A. C., second. Time 3m. 10 1-2s. Hewitt won easily.

Half-mile safety, scratch—Samuel H. Crawford, A. D. Y. M. C. A., first; J. C. Donnelly, Oxford W., second. Time 1m. 26 3-4s. Crawford got away first and was never caught.

One-mile ordinary, handicap—M. J. Bailey, Century W., first; E. Stiger, Manhattan A. C., second. Time 3m. 3 4-5s. (Handicaps not given.) Bailey pedalled in splendid style, and was among his men in the second lap, winning by four yards.

One-mile safety, handicap, open—Willie Owens, Columbia C., first; C. E. Clemens, M. A. C., second. Time 2m. 57 3-5s. This was the best race of the day. Owens rode well for a boy of fifteen years and won by ten yards.

One-mile novice safety—Harry Boyer, Columbia C., first; Charles Cramer, A. C. W., second. Time 3m. 16 1-5s. Cramer was no match for Boyer, who won as he pleased.

Two-mile safety handicap—Rolan Hewitt, A. C. W., first; J. C. Donnelly, Oxford W., second. Time 6m. 37 1-2s. (Handicaps not given.) Hewitt put on full steam from the crack of the pistol, and riding without a mistake, made the best of his way home. Donnelly chased him very close, and was only beaten by inches.

Half-mile safety, boys under sixteen years—Willie Owens, Columbia C., first; Thomas Sheen, A. C. W., second; Harry Gormly, Victor W., third. Time 1m. 42 3-5s.

One-mile tandem, scratch—Garriques and Bailey, C.W., first; Gray and Steigler, M. A. C., second. Time 3m. 9 4-5s. A ding-dong race all the way, the Century boys just getting home by a few inches.

Quarter-mile safety, scratch—S. H. Crawford, A. D. Y. M. C. A., first; J. C. Donnelly, Oxford W., second. Time 1m. 42 2-5s.

Five-mile safety handicap, open to Atlantic City only—C. Cramer, first; S. T. Jones, second; W. H. Edwards, third. Time 17m. 15s. (Handicaps not given.)

AT SYRACUSE, N. Y.—The following is the result of the Syracuse Cycling Club's membership contest:

Half mile ordinary—George B. Penn, first, time 1.37; R. P. Judd, second.

One mile safety club championship, first heat.—R. A. Bonta, first, time 3.41; W. H. Johnson, second. Second heat—R. A. Bonta, first, time 4.03 1-2; W. H. Johnson, second; George B. Penn, third, time 4.04 1-5.

Two mile ordinary handicap—R. P. Judd, 100 yards, first, time 6.51 1-2; H. R. Schell, 150 yards, second; G. H. Avery, 200 yards, third.

Half mile safety—George B. Penn, first, time 1.29 1-4; C. A. Benjamin, second; J. J. Laas, third.

Two mile safety handicap—Fred Penn, 100 yards, first, time 6.50 3-4; Dr. George E. Nearing, 200 yards, second; J. J. Laas, 200 yards, third.

J. W. Sheerwood, runner, half mile, 280 yards, first; time 1.21 1-2; C. A. Benjamin, bicyclist, half mile, scratch, second; time 1.33.

It will be seen from the above that George B. Penn has at last relinquished his claim to the club championship for the present, at least, in favor of R. A. Bonta, whose splendid riding entitled him to every laurel won. It will be necessary, however, for him to win the championship badge twice more before he can hold it. "SALINA."

THE RUTHERFORD, (N. J.) wheelmen held a 100 mile road race yesterday over a three-mile course between Avondale and Belleville, N. J. There were five starters. Ed. Burgess was sent away at eight o'clock A. M., with 45 minutes handicap; J. T. Holden at 8.15, with 30 minutes, and G.

De W. Brown, R. R. Leeds and L. M. Mier, the scratch men, at 8.45. The roads were in very bad condition. Holden had covered 32 miles when his stomach began to trouble him, and he was forced to stop. He had then gained five minutes. Burgess quit at 38 miles, but the others rode the full distance. Leeds finally won the race from Brown by two feet in 9h. 15m. 1s.

At the finish the spectators crowded so closely that Leeds' wheel was thrown into Brown's, and both came down with a crash. Leeds escaped with a few bruises and a shaking up, but Brown injured his arm severely.

AT PHILADELPHIA.—On Thursday afternoon, May 28th, at the annual spring games of the Manual Training School, held on the Stenton grounds of the A. C. S. N., the following were the cycling events:

One-mile ordinary—J. McLennan, 40 yards, first; G. H. Johnston, scratch, second. Time, 3m. 29 2-5s.

One-mile safety, open—J. H. Draper, A. C. S. N., 30 yards, first; W. W. Taxis, A. C. S. N., scratch, second; J. C. Donnelly, O. W., 60 yards, third. Time 2m. 58 2-5s.

One-mile safety—J. Good, 50 yards, first; J. Graham, scratch, second. Time, 3.23 2-5.

One-mile ordinary, open—V. J. Kelley, A. C. S. N., 60 yards, first; W. W. Taxis, A. C. S. N., scratch, second. Time, 2m. 57 3-5s.

AT GRAND RAPIDS, MICH.—The Detroit Wheelmen sent over six men to compete in the Grand Rapids Decoration Day road race. They secured five prizes and the time medal, not slow for a bicycle club, especially when all but one were comparatively new riders and had had no experience in racing. W. C. Rands and S. W. Schimmel won first and second respectively. They rode pneumatic tired safeties weighing over forty-five pounds, and started at the scratch with the best riders in the State, all the rest of the 24 starters with three exceptions, having handicaps from one to eight minutes. Detroit Wheelmen naturally feel proud of their club members.

AT WALTHAM, MASS.—Saturday last the Waltham Cycle Club gave two races. The first event, 16 mile handicap open to Waltham riders only, and resulted: B. Bullock (8m. 30s.), first; C. W. Bowles (8m. 30s.), second; F. Robinson (6m.), third; A. P. Benson scratch, best time 1h. 1m. 27s; Bullock's time, 1h. 7m. 38s.; Bowles' time, 1h. 7m. 39 1-2s.

The next event was a 4-mile handicap for club members only.

Harry Ogden, with a start of one minute came in first, time 15m. 56s.; W. Pride, second in 16m. 34s., and S. Searles, third, in 16m. 57s. Frank Swan, the scratch man, was looked upon as a sure winner in this event, but as he took part in the 16-mile race he was not able to do his best.

AT PHILADELPHIA.—The sixth annual field meeting of the A. C. S. N., at Stenton, on Decoration Day, attracted a large audience, and the meet was a very successful one. The bicycle races: One-mile safety—J. H. Draper, A. C. S. N., 30 yards, won; W. W. Taxis, A. C. S. N., scratch, second; V. J. Kelley, 10 yards, third. Time, 3m. 1 2-5s. Taxis on a pneumatic had to retire 100 yards back of scratch, and as Draper rode in fine form he was never caught.

Two-mile ordinary, handicap—W. W. Taxis, A. C. S. N., scratch, won; V. J. Kelley, A. C. S. N., 90 yards, second. Time 7m. 19 1-5s

AT INDIANAPOLIS, IND.—The Indianapolis Zig Zag's five-mile handicap road race, Decoration Day, was won by Edwin Igleman, a "dark horse" limit man, actual time, 18.52. The time medal was won by Captain Hunter, scratch, actual time, 17.58. Two days' continual rain previous to the race made the road heavy and slow. Pneumatics were penalized 45 seconds, and cushions the same. The race was a hot one, four starters being confident and determined. Koerner and Fletcher fell from their wheels at the finish and required medical attendance. Summary: Igleman, (handicap 2 min.), actual time, 18.52; Hunter (scratch), 17.58; Hay (scratch), 18.34; Fletcher (2 min.), 20.36; Ribble (30 sec.), 19.11; Koerner (15 sec.) 19.07; Willitts (1 min.), 20.17; Schultz (2 min.), 20.59.

AT SYRACUSE, N. Y.—The Onondaga Cycling Club of Syracuse, N. Y., held their first annual 10 mile road race for the club championship Wednesday, May 20th, on the plank road to Centreville and return. There were eleven entries. Wm. J. Kuntzsch mounted on an ordinary won first prize, a gold medal, in 35.20; Captain Bex, second, a silver medal, 36.10; G. R. French, Jr., third, silver medal, 37.00; fourth prize silver medal, J. Scharonn, time 37 20; fifth prize, silver medal, A. Milley, Jr., time 40.10.

French and Bex rode cushion tired safeties. Kuntzsch rode the only ordinary in the race, and was apparently as fresh at the finish as when he started. French had a clear lead for second place, but fell off his wheel twice within 50 feet of the home stretch, and Bex pushed by him, securing second place.

AT LOUISVILLE, KY.—The road race of the Independent Cyclers of Louisville, Ky., took place last week. Result: T. E. Jefferis, 1; W. Ruby, 2; G. Laib, 3. Threemiles on a rough road for a silver cup. Time, 11 minutes.

The next race will be a handicap race over the same course, 3 miles for gold medal and five other prizes June 20th. It will be open only to I. C. members; 3-minute limit handicap.

The I. C. have on file 19 applications, which will give them a membership of 54. The meet on June 26-27 is booming cycling here. The electric lights are an assured success for racing, as the last ten nights have brought out all our local riders, who pronounce it first class.

W. E. CASTLE, Pres.

AT MEMPHIS, TENN.—At last the ten (10) mile handicap road race has been run, and won by Thos. Deupree, Jr.

This race has been on the go since 1889 for a gold medal given by the racing association of the city, to become the property of the one winning it (3) three times. Until yesterday it had been won by seven or eight riders once, and by three, Deupree, Woods, and Whitehead, each twice; it was decided to let the three last named run it off, as the one winning this time was the owner of the medal.

The course was on the Poplar Boulevard and the time set for 4 P.M.; but being a little warm, it was not started until 5 sharp. All three were sure of winning.

A start was made by sending Deupree out 20 seconds ahead of Woods, and he (Woods) going out about 58 seconds ahead of Whitehead. It was a nice start, Woods almost catching Deupree before going out of sight. At the turn of five (5) miles Woods and Deupree were within speaking distance, Whitehead holding his own. On the return five miles Deupree put on steam and finished first, and at the wind up found he had gained ten (10) seconds on the whole race over Woods. Whitehead also gained on Woods. The road was very rough, and the time was fair, best time being 40.38 made by Deupree. This was a surprise to all wheelmen. Every one thought Deupree would win, but that Wood would make the time.

"ANCHOR."

AT SYRACUSE, N. Y.—At the field day of the Syracuse, N. Y., University held at Kirkwood Park, May 16, W. J. Kuntzsh won first prize and R. A. Bonta second. Time, 3.43, owing to rough track and strong wind. Kuntzsch was scratch man on a solid tired safety, and Bonta was handicapped 100 yards with a pneumatic tire.

AT LEWISBURG, PA.—The third annual meet of the Central Pennsylvania Wheelmen took place at Lewisburg, Pa., May 30. Fifty wheelmen from different parts of the State participated in the ten events.

The first event was a hill climbing contest. There were three entries, and the event was won by Zimmerman, who rode clean to the top of the hill.

A ten mile road race out the Lewisburg pike followed, which was won by R. Wilson. Time, 44 minutes, 22 2-5 seconds.

The remaining eight events took place on the fair ground, and were as follows:

One-mile safety, won by Wagner of Williamsport. Time, 3m. 29s.

One mile ordinary was won by R. Widon by three inches, Anderson second. Time, 3m. 22 1-5s.

One mile safety, open, was won by W. Wilson. Time, 3m. 15s.

One mile safety championship, won by W. Wilson. Time, 3m. 25s.

One-half mile safety for boys, won by Howard Rombach, Watsontown.

One mile ordinary championship, won by R. J. Wilson, followed closely by V. S. Anderson of Bucknell.

One mile safety championship of Union County was won by Aug. Meixell.

One mile consolation safety had two entries, was won by Bowman, Williamsport, followed by Weldon.

TRADE NOTES.

FAIRBANKS & SANBORN of Boston have got out a splendid air pump for use on pneumatic tires. Those who have used it speak in the highest terms of its efficiency.

THE Victors took the usual goodly share of "pie" at the Irvington-Milburn race last Saturday. Fastest record time made by a Victor solid tire with A. W. Porter riding. Fastest record time on Victor cushion tire by A. W. Craig. Fastest time on safety Victor model B cushion tires by C. E. Kluge.

MISS LANE came through with the tourists from Worcester to Boston last Sunday mounted on a Featherstone pneumatic in a way that demonstrated the excellent riding qualities of this wheel. Many of the men on other wheels had to scrabble to keep up with the lady.

G. M. WORDEN rode a Featherstone pneumatic *road machine* when he won the Massachusetts Division championship at Worcester last Saturday. He also rode the same machine in the handicap race. In both events he had full racing wheels pitted against him.

THE Warwick safety got there first in the great Milburn-Irvington race. F. C. Graves, the winner, rode one of those sterling wheels fitted with the cushion tire. We congratulate the Warwick people on securing first place in that great event.

THE Premier Cycle Co. are selling great numbers of their popular "Cushioned Universal" safety which retails at $100 fitted with 1 1-8 and 1 1-4 cushion tires, all balls, and either Garford or Fish Saddle as riders prefer. Their well-known reliability makes them largely ordered by the trade, who are finding an increasing demand for a good low-priced wheel like the Universal Premier.

CORRECTION.—In our trade notes and description of the Buffalo cycles we should have spoken of the firm making same as the "Buffalo Cycling Works." We are also requested to state that the machine we illustrated weighed 36 4 pounds all on. The wheel as represented in cut would weigh 35 pounds.

FIXTURES.

JUNE.

8—Annual Spring Meet Connecticut Division L. A. W. and New Haven Bicycle Club Tournament at New Haven, Conn.

8—The New Haven (Ct.) Bicycle Club Tournament. Address E. J. Perkins, 173 Olive street, New Haven, Ct.

10 and 11—Tennessee Division Meet and races at Nashville, Tenn.

13—Fourth annual century run Newark, N. J., to Philadelphia, Pa. W.

13—20-mile handicap road race Duquesne Cyclers, Pittsburg, Pa.

E. Fuller, 52 Wall street, New York.

15-17—Three days' Athletic Meet at Buffalo, N. Y.

16, 17—Annual Meet of the Iowa Division L. A. W. at Newton, Ia.

17—Norfolk County (Mass.) Wheelmen's race meet, Hyde Park, Mass.

18—New Hampshire Division Meet, Concord, N. H.

20—Century Wheelmen (of Philadelphia) annual Race Meet at grounds of Tioga A. A. C. W. Dalsen, 1507 Columbia avenue, Philadelphia.

20—Independent Cyclers, Louisville, Ky., 3-mile road race.

26 and 27—Kentucky Division Meet at Louisville, Ky.

27—Cycling and Athletic Meet of Kings County Wheelmen at Washington Park, Brooklyn. John Bensinger, 1255 Bedford avenue, Brooklyn.

27—South End Wheelmen's Race Meet at Philadelphia. C. A. Dimon, 1726 S. Broad street, Philadelphia.

27—First Race of the Boston Road Racing Association. George H. Perry, Medford, Mass.

JULY.

2, 3 and 4—Race Meet of the Hagerstown Bicycle Club and 3d Racing District, Hagerstown, Md.

3, 4—Annual Meet of the Illinois Division L. A. W. at Rockford, Ill.

3 and 4—Missouri Division Meet at Carthage, Mo.

4—Second annual Poorman handicap Road Race at Cincinnati. J. E. Poorman, Cincinnati.

4—Tournament at Charter Oak Park, Hartford, Conn., under the auspices of the Columbia Cycle Club.

4—California Division Meet at Stockton.

4 and 5—Postponed races of the Denver Cyclist's Union tournament.

10 and 11—Tennessee Division meet at Nashville, Tenn.

13, 14, 15—Annual Meet of the Ohio Division L. A. W. at Columbus, Ohio.

16, 17 and 18—Annual League Meet and National Championships, Detroit, Mich.

July 24 and 25—Annual Bicycle Meet of Chicago Cricket Club at Parkside. J. G. Davis, Parkside, Chicago, Ill.

22 and 23—Wisconsin Division Annual Meet and Green Bay Cycle Tournament at Green Bay.

[CONTINUED FROM PAGE 178.]

25149 King, Harold
25150 McHugh, T. J.
25151 Schmalz, Geo.
25152 Tanner, Allen
25153 Turner, A. M.
25154 Weil, Meier,
25212 Skinner, C. P.
25214 Logan, R. P.
25290 Woodmansee, Harry W.
25292 Doty, W. H.
25407 Howard, Austin F.
25491 McCusker, Ed.
25493 Lott, Marshall T.
25494 Louis, Thomas

25213 White, Kirk M.
25490 Freundlick, Moss
25403 Ellars, O. W.
25406 Frankenthal, Oscar E.

INDIANA DIVISION—6.

25215 Fox, Fred H.
25155 Fulk, A. A.
25156 Pine, M. B.
25157 Ribble, George W.
25216 *Parrish, Mrs. Maude M.*
25624 Brown, James C.

IOWA DIVISION—10.

25158 Kessler, Fred
25217 Marquardt, H. S.
25297 Carr, Ira.
25293 Hammerly, Chas.
25294 Kizer, W. J.
25295 Jordan, Thos.
25296 Turner, Dr, L.C.S.
25107 Laird, John Lester
25159 Dillon, D. M.
25408 Waite, A. H.

KANSAS DIVISION—1.

25108 Davies, M. R.,

KENTUCKY DIVISION—12.

25160 Vazielle, Ed
25218 Harber, T. E.
25113 Woodruff, Oath
25219 Gordon, Leigh R.
25220 Pettus, Lake P.
25221 Wilson, Max
25409 Hemphill, Dan P.
25109 Doll, E. C.
25110 Peake, W. S.
25111 Thum, A. C.
25112 Thum, F. C.
25625 Warren, John A.

LOUISIANA DIVISION—2.

25495 Adams, Jonn W.
25496 Jackson, M. R.

MAINE DIVISION—1.

25114 Briggs, Frank W.

MARYLAND DIVISION—2.

25115 *Griffin, Mrs. Mary A.*
25161 Hymes, John S.

MASSACHUSETTS DIVISION—173.

25226 Bonme, Elmer L.
25229 Haigh, Benjamin C
25230 Sargent, George R
25123 Dorntee, Geo. W.
25305 Ames, A. P.
25171 Size, Robert W.
25172 Baker, E. C.
25168 Straw, George M.
25173 Ring, Gustavus P.
25319 Hunt, Jno. F.
25316 Clarke, Fred M.
25119 Gallison, W. E.
25116 Jackson, Chas. A.
25312 Buxton, Horace I.
25410 Nelson, Edward A.
25497 Main, A.,
25498 Norton, F. H.
25499 Olson, J.
25500 Hubbard, C.
25632 Lincoln, Chas. E.
25633 Champlin, Arthur B.
25534 Whitney, E. A.
25535 Clissold, W.
25536 Newell, H. B.
25169 Gagne, Naizaire
25570 Bushly, Robert
25571 White, J. L.
25572 Newton, Myron E.
25573 Troy, Richard P.
25537 Megaa, A.
25538 Jackson, R.
25539 Briggs, H. E.
25540 Maxin, J. W.
25541 Bergmann, C. W.
25542 King, A. D.
25543 Scover, H. M.
25544 Taylor, J. W.
25545 Wood, M. L.
25546 Ferguson, R. Jr.
25547 White, S.
25574 Holbrook, Chas. L.
25170 Haire, James N.
25306 Howard, F. T.
25307 *Gongan, Maggie T.*
25310 Lanchester, Henry D.
25311 Spaulding, Henry J.
25175 Richards, R. H.
25174 Lewis, Edgar R.
25308 *Sisson. Mrs. Sara E.*
25309 Snow, Andrew, Jr.
25227 Gorus, Charles H.
25122 Hill, Frank R.
25124 Fogg, Chas. A.
25415 Kittson, R. M.
25228 Small, Frank J.
25313 Millett, Geo. A.
25314 Powne, Albert W.
25315 Twitchell, H. E.
25176 King, Geo. L.
25177 Swan, F. C.
25317 Hawes, Joseph
25318 Hawes, Wilton L.
25127 Miller, John B.
25126 Dudley, T. W.
25125 Bates, Edgar H.
25320 Miller, Edward C.
25548 Ball, W. E.
25549 Bigelow, O.
25550 Choate, F. E.
25551 Delany, J.
25552 Dunn, J. B.
25553 *Ford, Miss A. M.*
25554 Fuller, H. J.
25555 Goodell, E. W.
25556 Howe, F. H.
25557 Margerun, F. L.
25558 McDunn, C.
25559 McGowan, J. B.
25560 Mills, F. S.
25561 Morton, J. S.
25562 Pidgon, W. J.
25563 Putnam, H. S.
25564 Smith, L.C.
25565 Whittemore, C. Fred
25566 Willard, F. A.
25416 Marden, L. E.
25417 Hudson, Fred M.
25575 Austin, Louis W.
25576 Havener, Mahlon E.
25577 Kendall, John M.
25578 Paulson, John
25637 Sayward, W. A. Jr.
25638 McDonald, R. Jas.
25639 Faulkner, E. F.
25640 Faulkner, Wm. C.
25641 Cooke, Frank C.
25642 Gargan, E. H.
25643 Maudin, Gust
25644 Stearns, H. G.
25645 Thomas, J. W.
25646 Marriott, F.
25647 Caswell, Clarence E.
25648 Snyder, S. K.
25649 Chapin, Chas. H. B.
25650 Dexter, E. W.

25412 Dodge, A. N.
25413 " E. C.
25414 " I. N.
25517 Bullard, C. M.
25518 Gassett, E. W.
25567 Stearns, Archer C.
25568 Smith, Willie H.
25519 Hollis, E.
25520 Galliger, I. F.
25521 McAllister, J.
25522 Newcomb, G. W.
25523 Woodcock, F. H.
25524 Gray, Mrs. F. M.
25525 Harris, J. H.
25526 Hunt, C. E.
25527 Lawrence, G. F.
25528 Monroe, J. W. H.
25529 Brown, J. A.
25530 Pratt, L. F.
25531 Wheeler, H. G.
25532 Jones, W. H.
25533 Cheney, F.

MICHIGAN DIVISION—33.

25232 Speck, Adam
25233 Rooney, Chas. D.
25418 Burr, Clinton C.
25419 Dearing, Geo. V.
25420 Dearing, Palmer M
25421 Gale, Chas. B.
25422 McClellan, Chas L.
25423 Osborn, Chas. H.
25424 Reeves, Coe S.
25425 Schumacher, Reinhold E.
25426 Stone, L. E.
25427 Walldorf, Harry
25442 Fisher, Rev. J. A.
25443 Fleming, Chas. J.
25444 Zimmer, Will A.
25432 Eggleston, Wm. G
25433 Finch, Edw.
25434 Fauth, Wm. G.
25435 Loring, Chas. O.
25436 Robinson, Don. J.
25437 Roth, Frank J.
25438 Salisbury, Chas.
25439 Shattuck, J. C.
25440 Woodward, Ebbert W.
25441 Woodward, Francis H.
25428 Alger, John J.
25429 Cutting, Dan. T.
25430 Dunlap, W. F.
25431 Darling, Henry M.
45234 Beck, August L.
25321 *Henderson, Mrs. E. H.*
25322 Huntley, W. A.
26323 Wilcox, H. C.

MINNESOTA DIVISION—4.

25235 Holbrook, A. E.
25447 Lang, Robert T.
25445 Crabbe, Ed. P.
25446 Holmes, Chas. R.

MISSOURI DIVISION—4.

25579 Meixner, Fred
25236 Morris, M. A.
25578 Fletcher, John W.
25628 Wicke, William

NEW HAMPSHIRE DIVISION—3.

25324 Prichard, Jas. E.
25418 Brownie, Fred
25580 Rock, H. L.

NEW JERSEY DIVISION—29.

25244 Allen, Daniel D.
25245 Banta, Cornelius D.
25246 Brinkerhoff, Geo. M.
25247 Clark, Prof. J. H.
25248 Hopper, Geo. D.
25249 Huber, Edward
25250 Keyes, Alfred
25251 McKnown, Edw. D
25252 Richter, Carl
25253 Schuddee, C. J.
25254 Vandebeck, M. Frank
25255 Williamson, Edward
25240 Conklin, Chas. S.
25241 Hine, Wm. S.
25431 Hoagland, Mahlon L.
25432 Tippett, George F.
25449 Bearns, Fred M.
25237 Smith, Theo. M.
25325 Clans, Wm.
25128 Hargan, James A.
25326 Law, A. W.
25130 Joseph, S. B.
25179 Vredenburgh, La Rue, Jr.
25450 Copping, Chas. J.
25451 Newell, Chas. R.
25636 Conaway, Howard R.

25238 Bowne, James
25239 Clarke, E. W., M.D.
25129 Aldous, Geo. S.

NEW YORK DIVISION—38.

25242 Nelson, Henry
25243 Stone, Harry E.
25452 Foller, Frank
25136 VanAlstyne, Clarence
25257 Hodge, Schuyler C
25182 Cole, Victor L.
25185 Snow, Fred W.
25258 *Earl, Miss Jane F.*
27259 *Hall, Miss Annie*
25260 *Smith, Mrs. Mary A.*
25261 Weygant, Geo. S.
25262 Bennett, Chas. E.
25330 Edinger, David B
25263 Bunce, Fred
25264 Dillon, Ed M.
25265 Egleston, E. F.
25266 Kenney, L. A.
25267 Lansing, W. H. S.
25268 Swartwout, W.
25269 Veghte, Edwin
25454 Bradner, John H.
25629 Dunn, Mrs. M. E.
25581 Cochran, Elliott P.
25582 Armstrong, Robt,

25238 Windolph, Aug. P.
25145 Hawley, Fred
25137 Scofield, Wm. T.
25181 Stoeum, Thos. E.
25182 Rand, Geo. F.
25183 Brazill, Wm. F.
25184 Green, I. H.
25331 Wood, J. D.
25256 Elmendorf, Dwight L.
25133 Lorenz, R. A. G.
25134 Lorenz, L. Fa.
25327 Stanwood, D. T.
25329 Harrison, Rev. Leon
25453 Smythe, Henry H.

OHIO DIVISION—37.

25455 Cassell, Harry
25456 Meyers, C. F.
25270 Gilbert, J. Arlington
25587 Melgs, A. I.
25588 Smith, C. E.
25589 Taylor, W. N.
25590 Wilcox, A. G.
25591 Deinzer, L. E.
25592 Ernschwender, Wm. J.
25271 Plummer, Alvin H.
25272 Saunders, W. P.
25273 Zitter, Geo. H.
25274 Affleck, Howard G
25458 Halpin, Edward
25459 Kendall, John R.
25460 Long, Chas. C.
25461 Ailer, A. H.
25462 Thomas, H. K.
25463 Baker, George
25464 Huff, W. A.
25335 Taylor, O. Earl
25336 Zigler, Ed. C.
25275 Collett, J. E.
25186 Vandervort, S. T.
25332 Fawcett, J. M., M. D.
25333 Paxson, Harry G.
25187 Daniels, Clark E.

25465 Taylor, R. L.
25583 Agnew, Wm.
25584 Barritt, J. H.
25585 Carpenter, Bert E.
25586 Long, Chas.

PENNSYLVANIA DIVISION—58.

25139 Havens, H. L.,
25189 Bleber, Fred T.,
25190 Fulton, Mazie,
25191 Frexler, M. F.,
25347 *Smith, Miss Anna L.,*
25593 *Haines, Miss Mattie W.,*
25348 Tanlane, E. G.,
25594 Cassidy, M. F.
25595 Moore, W. H.,
25596 Ricketts, Benj.,
25597 Williams, Clar. E.
25467 Paris, E. P.,
25276 Bruce, Arthur,
25350 Hansburry, J. J.,
25337 Cilley, John H.,
25338 Fox, Howard R.,
25339 Gass, W. I.,
25340 Greer, R. C.,
25341 Lineaweaver, John K.,
25342 Meigs, Curtis C.,
25343 Shindel, J. M.,
25344 Snavely, A. B.,
25345 Weirick, C. D.,
25196 Cline, Derbin,
25197 Cline, R. Grant,
25198 Cline, Levi L.,
25199 McClellan, Frank E.,
25286 Meade, Wm.,
25281 Pinkham, Frank L.,
25201 Jessup, Albert B.,
25188 Reid, Clark R.
25334 Hamilton, C. K.
25457 Carpenter, D. N.
25630 Hare, Claude G.
25631 Hodge, Ed.

25598 Deacon, Wm.,
25099 Natter C.,
25600 Robinson, C. M.,
25466 Warner, Wm. Q.,
25601 Wilson, John T.,
25138 Bossert, Henry,
25192 Chase, Edw. T.,
25140 Evans, John H.,
25277 Fischer, Chas. W.
25346 Swank, Herbert N.,
25193 Warrington, C.W.
25194 Mitchell, Robert B.,
25195 Schneider, Fred W.,
25349 Alexander, John W.,
25351 Crist, W. E.,
25278 *Cadbury, Hannah W.,*
25352 Griffith, J. W.,
25353 Weisser, Wm. J.,
25200 Gilbert, Geo. W.,
25141 Rc er, W. C.,
25279 T ylor, O. T.,
25354 Lafer, Maurice,
25602 Fogg, R. H.,
25468 Leiner, Milton M.,
25469 Crawford, C. E.,
25470 Lyddon, H. C.,
25471 Entwistle, Joseph L.,

RHODE ISLAND DIVISION—31.

25472 Chapin, Henry S.,
25473 Enos, Herbert L.,
25474 Hudson, Ernest C.,
25475 Kinney, Willard E.,
25476 Manchester, Chas H.,
25477 Morlock, Herman F.,
25478 Randall, S. Leon,
25479 Randall, Walter E.,
25480 Whiteland, Chas. H.,
25481 Whiteland, Wm. E.,
25482 Williams, Hubert
25202 Gould, Chas. C.,
25608 Thompson, Geo. C.,

25484 Stoddard, Geo. S.,
25604 Greene, W. Maxwell,
25605 Kelley, Arthur L.
25606 Munroe, Clarence W.,
25607 Tully, James,
25483 Howard, Chas. T.
25609 Woodbury, S. I. L. M. D.,
25142 Huntley, Frank R.
25203 Lomas, Geo. H.,
25206 Sharples, Jos. Jr.,
25143 Thurber, E. M.,
25355 Warner, Thos. H.,
25282 Lees, Robert M.,
25203 Guerth, Henry A.
25204 Watts, Frank C.,
25283 Burgoyne, Sam'l,
25284 Barker, R. J. Jr.,
25610 Burgess, J. P.,

VIRGINIA DIVISION—3.

25356 Michael, C. E.,
25357 Schneibley, H. M.

25485 Meade, R. L.,

WEST VIRGINIA DIVISION—1.

25284 Ensign, John W.,

WISCONSIN DIVISION—3.

25285 Chappell, S. L.,
25611 Pettitt, O. M.,
25612 Thiers, Le 's,

ALABAMA—2.

25613 Smith, Columbus, 25614 Ullman, Abe,

MISSISSIPPI—1.

25145 Harris, Rev. John A.,

RENEWAL LIST—NO. 3,

Renewals received from May 18 to May 29, inclusive, in first column, and total enewals to date, May 29, in second Column:

California,	24	316	Virginia,	1	66
Colorado,	1	53	West Virginia,	1	72
Connecticut,	73	788	Wisconsin,	23	125
Delaware,	1	7	Alabama,	0	1
Dist. of Col.,	10	61	Arizona,	0	3
Illinois,	117	831	Arkansas,	2	2
Indiana,	41	131	North Dakota,	1	4
Iowa,	9	103	South Dakota,	1	1
Kansas,	6	37	Florida,	1	5
Kentucky,	11	68	Georgia,	2	5
Louisiana,	1	89	Idaho,	0	1
Maine,	19	151	Mississippi,	1	5
Maryland,	21	235	Montana,	1	5
Mass.,	218	1224	Nevada,	0	4
Michigan,	48	225	New Mexico,	0	2
Minnesota,	25	58	North Carolina,	1	5
Missouri,	36	128	Oregon,	1	1
Nebraska,	0	141	South Carolina,	0	1
N. Hampshire,	1	251	Utah,	0	20
New Jersey,	149	695	Washington,	1	2
New York,	143	1067	Wyoming,	0	1
Ohio,	172	648	Bermuda,	0	1
Pennsylvania,	230	912	Canada,	0	3
Rhode Island,	110	280	England,	1	2
Tennessee,	7	55	Nova Scotia,	0	3
Texas,	0	78			
Vermont,	0	75		1511	9007

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasuer, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1424 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No. Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 507 No. Alabama street, Indianapolis.

IOWA—Chief Consul, H. L. Chase, Cedar Falls. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, 803 6S, Louisville. Secretary-Treasurer, G. E. Johnson 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

MAINE—Chief Consul, Howard M. Breen, 199 Franklin street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unvetzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, A. W. Robinson, 21 Milk street, Boston. Secretary-Treasurer, Chas. S. Howard, Globe office Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So Lafayette street, Grand Rapids. Secretary-Treasurer C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 388, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI—Chief Consul, Robert Holta, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

NEBRASKA—Chief Consul, A. H. Perrigo, 1315 Dodge street, Omaha. Sec.-Treas, C. B. Nicodemus, Fremont.

NEW HAMPSHIRE—Chief Consul, Frank A. Mc Master, 101 Ash street, Nashua. Secretary-Treasurer, R. H. Scott, People's Ins. Co., Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown 116 Broad street, Elizabeth. Secretary-Treasurer Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK—Chief Consul, W. S. Bull, 75 Main street, Buffalo, N. Y. Secretary-Treasurer George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Chas. J. Sherer, 211 Main st., Memphis. Secretary Treasurer, Thomas J. Dupree, 338 Front street, Memphis.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box 281 Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro. Secretary-Treasurer, E. D. Whitney, Brattleboro

VIRGINIA—Chief Consul, Law: L. Waring, Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

L. A. W. Renewal Blank, 1891.

Fill out this blank, enclose $1 to pay your dues to April 30, 1892, and send to ABBOT BASSETT, Box 5267, Boston, Mass.

Don't send soiled bills. New bills are safer in the mails. A dollar bill is as safe as a postal note.

Don't Forget to send your Number.

Don't send checks for $1.

Write very plainly—PRINTING PREFERRED.

Stamps of a denomination above two cents will not be received.

If you live in one State and have your mail sent to another, state the fact that you may be located with the Division in which your home is.

If you desire your address changed, you must make the request on another sheet than this. Put new address on blank.

Ticket holders, 25 cts.; with name stamped, 50 cts.

Write nothing above this line.

*Number*_____

Name,_____

Street and Number or P. O. Box,_____

City,_____

State,_____

*Club*_____

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1892. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed ..... *for Holder*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2.00 with this blank on any date between date of paper and April 1, 1892. Write plainly—Printing preferred.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards, send 25 cents extra. If you want your name in gold, stamped on the holder, send 50 cents xtra. *Leave the margin in using this blank.*

Union Cycles Win the Race.

"DID IT EVER OCCUR TO YOU?"

If not, read this:

The one-mile scratch at Harvard, May 23.
The one-mile handicap at Harvard, May 23.
The half-mile scratch race at Worcester, May 30.
The Pullman Road Race, May 30.
The Waltham four-mile handicap race, May 30.

Longest runs ever made by Roodhouse, Ill. Wheelmen in one and same day were made on UNION WHEELS.

This is the pure, unadulterated, simple, irreproachable, unquestionable, incontrovertible, irrefragible, immutable, untarnished TRUTH.

Witness our signature,

UNION CYCLE MANUFACTURING CO., Highlandville, Mass.

Mr. Stokes of Chicago looks after our Western business.



FEATHERSTONE'S PNEUMATICS.



Are now being sent out in quantities, and agents will be rapidly supplied. A little more patience is all that will be necessary before you will be able to get one of these Pneumatics. After you have ridden it you will be glad you waited. When you have received and tried one, write and let us know what you think of it and whether it does not prove to be all that we claim for it.

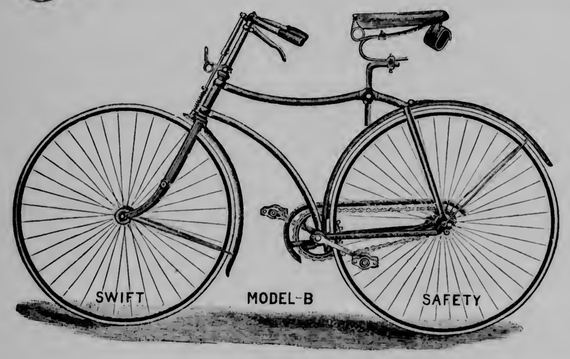
SOME OF OUR AGENTS.

WRIGHT & DITSON, Boston, Mass.
SCHOVERLING, DALY & GALES, New York.
HOWARD A. SMITH & CO, Newark, N. J.
SWEETING CYCLE CO., Phila., Penn.
CLINE BROS., Baltimore, Md.
CAPITOL CYCLE CO, Washington, D. C.
SPALDING & CO., Syracuse, N. Y.
F. L. HUGHES, Rochester, N Y.
MARTIN & STEVENS, Buffalo, N. Y.
F. L. FAIRBAIRN, Erie, Penn.
DAVIS HUNT CO., Cleveland, Ohio.
J. W. GROVE, Pittsburg, Penn.
EMIL GRAH, Toledo, Ohio.
CHARLES HANAUER, Cincinnati, Ohio.
PRINCE WELLS, Louisville, Ky.
COMBS & ROLER, Nashville, Tenn.
E. C. FENNER, New Orleans, La.
E. C. MEACHEM ARMS CO., St. Louis, Mo.
A. W. GUMP & CO., Dayton, Ohio
J. C. SHERWOOD, Columbus, Ohio.
ROUSE, HAZARD & CO., Peoria, Ill.
HODGSON CYCLE CO., Des Moines, Ia.
A. H. PERRIGO & CO., Omaha, Neb.
WM. R. BURKHARD, St. Paul, Minn.
SNOW'S BICYCLE AGENCY, Minneapolis, Minn.
JULIUS ANDRAE, Milwaukee, Wis.

A. FEATHERSTONE,

Clark and 16th Sts., and Armour Ave., - - - Chicago.

BE · WISE · IN · TIME.



If you want a wheel that pays few visits to the repair shop,

RIDE A

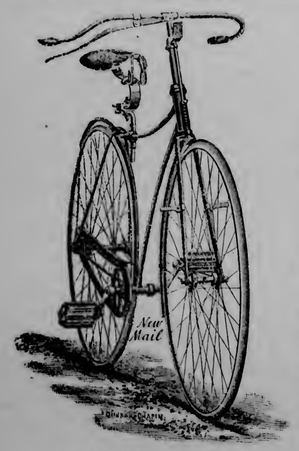
SWIFT

CATALOGUE FREE.

COVENTRY MACHINISTS' CO., Ltd.,

239 Columbus Avenue, Boston, Mass.

11 and 13 Madison Street, Chicago, Ill.



HANDSOMEST SAFETY MADE.

WHY is the NEW MAIL at $100

The Best Value in the Market at the Price or Anywhere Near It?

BECAUSE IT HAS Cushion Tires which annul jar and vibration, giving life and elasticity to whole wheel, and are to be the Favorite Tires for 1891, and we Warrant Them. Our Cushion Tires are Right and the Best.

BECAUSE IT HAS Tangent Spokes strongly tied and Nickelled to intersections. Stronger and handsomer than direct spokes as used on cheaper wheels. Select Tangent Spokes Always!

BECAUSE IT HAS a Brazed Frame at all joints. Look our and get a Brazed Frame always to stand road wear, and at *every point* of the frame!

BECAUSE IT HAS a Standard Easy Saddle, the Garford, which is a Favorite.

BECAUSE IT HAS the Popular New Mail Shape Handle Bars, low and well back to rider.

Study all these points on examining the wheels in the market and see if you find them in Any Other. The BEST YET!!! If your dealer has not got it ask him to show one before you decide.

WM. READ & SONS, 107 Washington St., Boston, Mass.

BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN CO.

☞ *Postage stamps will not be accepted hereafter in payment for Advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.* ☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

Editorial Contributor, F. A. EGAN.

BOSTON, 5 JUNE, 1891.

"NOT constitutional." That is what the Rights and Privileges Committee have decided in regard to Rule G in the new Racing Rules; and as we have already expressed our opinion and given the reasons for the same, we have nothing further to say just at this time except Amen!

THERE is no doubt but that the air valve of the pneumatic tire needs improving. In its present form much of the annoyance, if not all of it, comes from leakage at that point. The riders are not careful enough in keeping the plug in, and when using the air pump they do not look to it th at the dust or grit does not fall down into the tube and prevent close and tight connection of the valve itself. We notice that the inventors are paying attention to this detail of the air tire, and the sooner the proper air tube and valve is applied to the pneumatic the sooner one of the causes of complaint will be removed. The device must embody simplicity and effectiveness, for as we have before pointed out, the average human being is averse to taking trouble, and as cyclers are human beings, the moral is obvious. It has been suggested by others that a release valve be put in the rim, so that when the wheel has been put away for a day or more the pressure could be released, and the tire rested. This is an excellent suggestion, and one that will be endorsed by common sense. The wheel, however, in the "released" condition should not be allowed to rest on the tire. It should be suspended by the frame and handles. Whether riders would be willing to take this trouble remains to be seen. The presence of the release valve, however, would in no way interfere with the usefulness of the tires, and it could be used or not according to the temperament of the owner.

HOW long it took to make the railway companies see the mistaken idea that they had formerly, that the growth of wheeling meant a danger to their passenger traffic? Now they have learned, thanks to educating powers of the L. A. W., that not only does the spread of cycling not bring injury to the passenger traffic of the railways, but, to the contrary, actually tends to an appreciable increase thereof. Thousands of wheelmen throughout the land, during the long riding season, make pilgrimages by rail to places famous for their good roads, avoiding the poorer ones between their homes and the favored locality by making use of railway transportation; many again plan runs into the surrounding country, coming back by rail, thus saving time or avoiding a return over the same route. Of all these thousands of passengers, not one per cent. of them would ever make these trips from any other cause than their wheeling interests. Race meets and tournaments bring thousands of dollars into the coffers of the railways that would never reach there if it were not for cycling. Think of the money that the National Meet each year, or the great road races like the Pullman and Irvington-Milburn, turn into the railroad managers. In return for all of this expenditure, the wheelmen asks from the magnates of our trunk lines but little. He would have them transport, free of charge, the cause of all this money making—his wheel. He does not seek special rates for enormous amounts of baggage, as do the drummers and theatrical people; he does not demand free passes for himself like those who ship goods over the road; he desires no favors of any kind, simply justice, and yet it took many days of laborious education on the part of the brightest minds in the L. A. W. to convince the railway people of the truth of all of this. To these educators, we of to-day owe a debt, the magnitude of which very few of us, I fear, fully appreciate, and the payment of which is more often made by abuse of the good old League, than the praise thereof.

THE field of usefulness of the cycle as a practical vehicle is rapidly widening, and the latest evidence of this is the fact that the Houston (Tex.) Fire Department has formed a cycle corps. A trial was made the other day, and the corps consisted of two tandems and several singles. Tandem No. 1 was fitted with two axes, two hooks, and a length of knotted rope with hook attachment. Tandem No. 2 carried a small reel and 100 feet of 1 1-4 inch hose, two nozzles, fire plug key and reducer. Each single safety carried 40 feet of 1 1-4 inch hose and connections. A good many worthy citizens of Houston looked on the idea as a huge joke, but the laugh was on the other side when the trial came off one day last week. The *Post* thus describes the trial on a morning at the scene of the supposed fire:

"'Dismount!' 'To the roof!' Quick and sharp came the orders. Cook mounted on Ellis' shoulders, from thence to the balcony; Roessler followed, climbed to Cook, Lott to Roessler, Dunlor and Hoffman scaled the living ladder to the roof, each with a nozzle in his hand, and in two minutes two streams of water were playing on the roof. Three minutes more hose carriages and trucks were on hand. All praise to Captain Hoffman for the idea and Chief Martin for carrying it out and showing to the world the adaptability of the bicycle to firemen's use. The Houston Fire Department is a volunteer one, and as this annex has proven such a perfect success the Houston Bicycle Club have been asked to join."

This is really more than a bit of news, as it conveys a lesson of the wonderful strides the cycle is making in the estimation of practical men as a practical machine. It is pleasant to note these matters, and we shall not be surprised to see the example of the Houston Fire Department largely followed in places where the pavements permit of it.

WE are rather in accord with the *Scottish Cyclist* in a recent article headed "Rational Dress." Among the good things said:

"Nothing so quickly shows that a rider is behind the times, or lacking in good taste, as having his riding costume covered with braid, lace, ribbons, or similar ornamentation. Amongst boys such might be condoned, but when men appear so bedecked their fault is unpardonable in our eyes. For ordinary riding a costume consisting of a shooting jacket and loose knickerbockers of a grey or brown shade, with stockings to match, will be found most tasteful, economical, and comfortable. * * * The nether garments must not clasp the leg tightly either above or below the knee, nor must garters be worn, as they interfere with the play of the muscles and the circulation of the blood, causing leg weariness long before such would naturally set in, and even cramp. There are several devices on the market intended to take the place of garters, but we have never adopted any of them, having found that by merely doubling the end of our stockings so that covering the knee is avoided, and then neatly fastening the doubled portion to the inside of the knickerbockers with a couple of small safety pins, we enjoy perfect immunity from trouble and discomfort, the device being completely undiscoverable to the onlooker."

REMEMBER that Mr. Phin. S. Hunt of Grand Rapids has in charge the Grand Rapids-Detroit wheelmen and women tour. Yes, the ladies are expressly invited. The start will be made at 1 P.M. Saturday, July 11th; Lowell first night, 20 miles; Sunday, July 12, Mulliken at noon, 31 miles; Lansing at night, 17 1-2 miles; total 48 1-2 miles; Monday, July 13, Williamston at noon, 15 miles; Howell at night, 21 miles; total 36 miles; Tuesday, July 14, Ann Arbor at noon, 29 miles; Wednesday, July 15, Wayne at noon, 27 1-2 miles; Detroit, 18 miles; total 39 1-2 miles; total run, 173 miles. The cost will be eight and one-half dollars ($8.50) for the four and one-half days. This will pay your hotel bills and other necessary expenses that the manager may deem advisable. Address Mr. Hunt for particulars, etc.



WELL done, Porter!

WHAT a day for races was last Saturday.

THE only records to go was that at Milburn-Irvington, A. W. Porter cutting the record down to 1h., 27m., 1s., and A. P. Craig 1h., 28m., 07 2-5s.

ALTHOUGH the new course of the Pullman race was considerably longer, the time made over it was some eight seconds faster than last year.

A CLUB called the Keokuk Cycling Club has been formed at Keokuk, Iowa. The charter members number 20.

WE desire to get up and shout our congratulations to the St. Louis *Spectator* on the magnificent issue of May 30. It is splendid, gorgeous, sumptuous, and the publishers ought to be proud of it.

NEW HAVEN meet to-morrow, June 6.

THE Wissahickon Wheelmen of Philadelphia, Pa., have appointed a committee to look for larger quarters for the club; the membership is increasing so rapidly that the present quarters are entirely inadequate.

F. H. WELCH is piling up the miles for the city of Philadelphia mileage record; he has ridden over 3000 miles since January 1.

JACOB BAUER, a member of the Louisville Bycle Club, bade his friends good bye Saturday night, May 23, and at daylight the next morning mounted his wheel and started on a little warming up trip previous to his tour around the world. Mr. B. wheels from Louisville to Dayton, O., his old home, where he will spend a week or two visiting old friends. He then returns to Louisville to attend the Division Meet, June 26 and 27, and he hopes to take away with him a Division championship. From Louisville he wheels to Columbus, O., to attend the meet there, and from that place he pedals to the National meet at Detroit. He really starts on his globe-encircling journey from Detroit, going to Chicago, St. Louis, Denver, and on to San Francisco. Mr. Bauer does not expect to run "Citizen Train" a race, nor will he even attempt to beat Nelly Bly's time. He will take things slow, and if he puts the belt on old Mother Earth in three years, he will be satisfied. Mr. Bauer is not a novice, but is an old rider, who has made many century runs on rough and hilly roads. He is a practical machinist and an expert electrician, and he expects these two professions to help him out when he gets in a tight place. He calls his contemplated trip a "A Tramp Awheel," but he will not write a book about it.

THE Kentucky Division officers have decided to run races at the meet June 26 and 27 by electric light Friday night, and to have the Saturday programme carried out on the afternoon of that day. Saturday afternoon is a half holiday in Louisville during the summer months, and it is believed a larger crowd will come out at that time than after dark. A great many ladies and children will be able to see the races who could not get out after dark.

Kentucky Division race promoters have adopted a novel scheme to sell tickets to the races, June 26 and 27. A number of bicycle lanterns have been secured, and one of these is to be given to every boy who disposes of fifty tickets at twenty-five cents each. Twenty or thirty boys went to work as soon as the tickets came from the printer, last Thursday, and Saturday several of them were within a few pegs of a lantern.

The handicap of fifty yards put on pneumatics by the Racing Committee of Kentucky Division is giving general satisfaction. On the magnificent track the solid tire riders think they will be able to hold their own. The track is being cemented on the turns. The stretches are in fine condition.

ONE of the recent novelties in the attire of the wheelman, comes to us in guise of a garter. A Buffalo cyclist was observed the other day with bright yellow garters clasped with silver buckles worn above the knee, the two lower buttons on the side of the trousers left unfastened, offering a rather suggestive glimpse of the brilliant yellow. Can this be a "bond" of sympathy between the wearer and some fair young girl?

THE new law against allowing dogs to run at large was enforced at 10 A.M. June 1st, in Buffalo, N.Y.

BUFFALO has a model captain in the person of Captain Allen, of the Pressites, who is very much esteemed and commands the respect of his associates.

TO-MORROW, June 6, the Detroit club road race will be from Birmingham over a good road about fifteen miles in length. There are about a dozen entries. The race will show up the superiority of tires as there will be three pneumatics, and several cushion in the race, besides solid tired safeties, and ordinaries. It will be a time handicap.

THE Americus Club is the name of the latest addition to Philadelphia's fast growing family of cycling organizations.

PARTIES of wheelmen rode into Detroit from Pontiac, Birmingham, and Port Huron last Sunday, and were piloted about the City of the Straits by the members of the Detroit Wheelmen.

F. G. KLIPFEL, the man of many centuries, and Mike Brunner, of the Ramblers, on the 24th inst. made 150 miles, on pneumatics; starting at 12 A M. and finishing at 7 P.M., wheeling from Buffalo to Lima an t return, with four additional miles after reaching Buffalo; actual riding time, 14 hours and 15 minutes.

THE Detroit Wheelmen have about 150 members. The club hopes to build a club house after the League meet.

At the last meeting of the chairmen of the various committees and the Board of Directors of the L. A. W. meet at Detroit, the following amounts were voted to the meet: Prizes $800; track, $500; rink, $400; decoration, $100; souvenir, $300.

THE Detroit club will issue and handle the score card itself. All League members will be admitted to the races free.

CHARLES DORNTGE of the Iroquois, A. C. and W. Penseyres of the Press Cycle Club, both of Buffalo, won the two-mile tandem race at the bicycle races at Woodstock, Ont., on the 25th.

THE Detroit men who went over to Grand Rapids to the race and meet had a splendid time and speak highly of their hosts.

MR. H. A. DITSON, of Wright & Ditson, sailed for Europe yesterday (Thursday). He goes to Germany, France, and England.

SAYS "Star:" "From present indications the Poorman Handicap Road Race will be even a greater success than last year. Judging from the opinions expressed there will be at least fifty entries. The question of cushions, solids and pneumatics is being generally discussed in connection with this race, and the result is a subject for considerable speculation. The general opinion seems to be that solids will have no show at all. When the race is finished some of these Solomons may find that the solid is not such a bad tire after all.

THE name of a new club formed in Providence, R. I., is the Narragansett Wheelmen. The club started with a charter membership of sixteen, and in less than four weeks increased to 35. The interest of the club is concentrated on cycling and that alone. A two weeks' trip to the White Mountains by the members is on the tapis.

THE Syracuse (N.Y.) Cycle Club will hold a race meet August 18, 19.

THE South End Wheelmen of Philadelphia will hold a race meeting June 27, on the Keystone cycle track.

THE Elwell European bicycle party of 1890 will hold a re-union on June 9th, at Delmonico's, New York City. Fifteen out of the twenty members of the party expect to be present.

POSTPONED. The Denver Cyclists' Union tournament has been postponed until July 4 and 5, on account of bad weather.

THE first annual road race (handicap, 20 mile) of the Duquesne Cyclers, of Pittsburg, Pa., will take place, rain or shine, June 13th over the Butler plank road. Two medals, gold and silver, to the winners.

GREEN BAY, Wis., has 60 lady cyclers, and the ranks of the fair riders are daily receiving recruits.

THE Montreal (P. Q.) Bicycle Club intend holding their annual meet on the M. A. A. grounds, Cote St. Antoine, on Saturday afternoon, 29th August, 1891.

THE members of the "Porkopolis" Wheelmen, Cincinnati, are working diligently and unceasingly to make their race meet on the Fourth of July a success. They have already several fine gold medals and other valuable prizes. Will Windish is chairman of the racing committee, and what he does not know about racing—well, the others will tell him.

THE Norfolk County Wheelmen, of Hyde Park, Mass., are to hold a tournament at the Readville Trotting Park, June 17. The committee in charge have decided to offer the following prizes for a "safety team race:" The first prize, gold medal; second, gold and silver; third, silver; the club prize, to be the winning "team" photographed and framed. Captains Herbert White, of Hyde Park Ramblers, and Robert W. Walker of Norfolk County Wheelmen, will meet visiting wheelmen at Everett Square, Hyde Park, and escort them to the park at 9.30 A. M. The races to begin at 10 A. M. The Hyde Park Ramblers and Norfolk County Wheelmen have called "run" to Houghton's Pond after the "races," and would be pleased to have all visiting clubs and wheelmen attend. Dinner can be had at the pond for 50 cents a plate.

LAST Sunday week Fred Horn and Eugene Weber of the "Boston Rovers" started at 4.10 A. M. for a century run to Newburyport and return, from Boston. Horn rode a 48-inch ordinary and Weber a safety, and neither of the lads are over 18 years. They reached Newburyport at 8.50, and after stopping about two hours, started for home and got in Boston a few minutes before five o'clock. Their riding time for the hundred miles was 10 hours 38 minutes. The time they made was very good, considering the age of the riders.

MR. JOHN A. LAMONT, of Fargo, N. Dakota, wants to know route between St. Paul and Chicago, Chicago and Detroit, Detroit and Montreal. He also asks for information as to probable expenses. The latter would be pure guess work, but we should think that from $2 to $2.50 per day about the figure for a man who is economical. Can any one give Mr. Lamont information as to route, etc.?

THE Cincinnati Bicycle Club will run their club championship road race on June 14.

THE following from Nelson Bradt, dated Denver, Colo., May 24: "Arrived in this city yesterday afternoon after a hard trip of about 12 days from Kansas City, Mo. Struck many hard sections of country through Kansas and eastern Colorado. Will leave here the 24th for Salt Lake City, Utah, which city is about 850 miles by wheel from here, and with good luck I expect to reach there in ten or twelve days. Have experienced more hard riding from Kansas City here than from New York to Kansas City. Hope to reach the coast by June 9, which will be just two months on the trip. Last Thursday I rode through 3 inches of snow for 12 miles, being then near the Rocky Mountains."

THE Misses and Mr. Kirkwood of Maplewood, Mass., started Decoration Day, 8 A. M., for Portsmouth. The Newburyport Turnpike was taken to Danvers; Wenham was reached 10:20, Ipswich 11:05, Newburyport 12:40. After dinner, in company with three members of the Ocean Side Cycle Club of Gloucester, the start for Portsmouth was was made at 2:45, and the ride there completed at 6 P. M. Considering the fearful condition of roads, especially between Hampton and Portsmouth, it having rained all day and night Friday, the performance of Miss Jennie Kirkwood, as the youngest member of the party, is worthy of mention. A most pleasant

evening was spent at the Rockingham, and the next morning at 9:30, with the party augmented by Messrs. Norris and Carney of Cambridge, the return trip was accomplished leisurely, and the road conditions were found much changed from the previous day, and as the day wore on the riding was superb. Dinner was taken in Newburyport, and rests were indulged in at Rowley Well, Ipswich Creamery and John Woods, Beverly.

A CORRESPONDENT sends in the following, and we commend it to the notice of the "ambitious" wheelman, who by his impecuniosity is unable to procure a wheel by the usual and honest way of paying for same. If the cycle thief would only take this hint he would greatly oblige his anxious pursuers:" "Whenever a wheelman sees the tracks of another wheel (or wheels) he always wishes to kown which way said wheel (or wheels) are going. Now, would it not be a good idea for a rider, every time he dismounts, to take a stick or stone and mark thus,

```
  | |
  | |
WHEEL TRACK.
```

Making the arrow point in the direction he is going."

POSTPONEMENT: The dates of the Tennessee State Division Meet have been changed from the 3d and 4th of July to the 10th and 11th of July.

A NEW club has been formed in Amsterdam, N. Y. The name selected is the Amsterdam Cycling Club. Two local merchants have put up a $50 cup to be ridden for by riders of Montgomery and Fulton Counties, N. Y.

Wheeling gives us this tip. "If you value the appearance of your enamel do not wipe mud off the machine while wet, for the wet mud being rubbed along the surface of the enamel has something of the effect of sand paper, and hurts the surface afterwards. * * * It is better to let it dry on, and rub it off bit by bit, not a long, sweeping rub. It will possibly leave a few obstinate marks even then; but a soft rag dipped in paraffine will remove these and revive the surface again. Be careful to remove the paraffine with a dry soft cloth or some clean cotton waste."

THE New England tandem record for lady and gentleman must go to Mr. and Mrs. G. J. McArthur of Malden, Mass. After a tremendously hard ride to Portsmouth, N. H., on Saturday, when the roads were soft and very heavy, Mr. and Mrs. McArthur started on Sunday at 5.40 to ride 100 miles. They stopped at Newburyport and Salem, in all about four hours; thence on to Malden, at which place they arrived at 5.30. Leaving there at 6 P. M., they continued to the reservoir, Big Sign Boards, to Auburndale, thence via back road to Waltham, Arlington, and Malden. Having six miles to cover, Mr. and Mrs. McArthur rode round Maplewood and Malden, and at 10.30 the century had been finished. Considering the hard ride of Saturday the performance is most creditable.

THE wheelmen of Fargo, N. Dak., will give a tournament June 17.

EAST ORANGE, N. J., has a new cycling club called the Watsessing Bicycle Club.

HONESDALE, Pa., joins the long list of cycle clubs with an organization to be known as the Maple City Wheelmen.

A BICYCLE club has been formed at Towanda, Pa., with 23 members for a starter.

SOME 40 members of the Prospect Bicycle Club of Springfield, Mass., and about 100 other wheelmen held a parade in Springfield, Mass., on the evening of the 27th. The parade was followed by a banquet at the rooms of the club.

MR. C. A. SHEEHAN of the Manhattan Bicycle Club has been presented with a set of handsomely engrossed resolutions in recognition of his valuable services as secretary of the organization for the past three years.

IT is claimed that the average high grade safety bicycle contains over 700 separate pieces, including spokes, nipples, chains, and balls.

THE Americus Wheelmen is the name of a new bicycle club organized in Philadelphia, with a club house on Broad street. It begins life with a membership of 25. The first run of the club will be to Norristown on June 14.

THE Union County Roadsters will have 40 men in the Century run on June 13.

MR. A. C. BATCHELDER, who left Boston about two weeks ago to wheel to San Francisco, arrived at Ashtabula, Ohio, on May 25. Mr. Batchelder is riding on an average 100 miles a day.

TWENTY-THREE members of the Newburyport Bicycle Club made a trip to Exeter, N.H., on May 24.

THE committee having charge of the tournament of the Woonsocket Wheelmen's Association, which takes place on June 6, have put in some good work in the matter, and it is hoped their labors will be successfully rewarded. There are ten races on the programme, the prizes being gold and silver medals.

THE Rambling Wheelmen of Bridgeport, Conn., are making extensive alterations in their quarters, and when finished the club expects to have as cosy a suite as any in Bridgeport. The club has a present membership of 60, and is enjoying a large share of prosperity.

A BICYCLE club has been formed at Hot Springs, Ark.

THE Manhattan Bicycle Club have drafted a set of resolutions of thanks which they will present to Mayor Trout, the Board of Aldermen, Commissioner Gilroy, and the New York State Road Improvement Association in recognition of their good work in securing better roads and asphalt paving.

THE Buffalo Ramblers will hold an athletic meeting on June 16.

IN one section of Brooklyn, N. Y., some of the messenger boys are mounted on bicycles, and the trial has been such a success and a great saving of time that the management hope to have all the boys similarly equipped before long.

THE Oak Park Cycling club of Chicago, Ill., laid the corner stone of their new club house on the evening of May 23; after the ceremony the club banqueted at Hoard's Hall. The Oak Parks have a membership of 100 and the new house which they expect to be ready September 1st will cost $12,000.

A CYCLE club has been recently formed at Whitehall, N. Y., with 24 members.

THE Mt. Vernon Wheelmen of Philadelphia, Pa., are rapidly coming to the front in point of numbers, the present membership of the organization being nearly 150.

A LADIES' Cycling Club was organized at New Haven, Conn., on May 26, and is named after "Hygeia," the goddess of health. The organization starts off with an excellent outlook.

THERE is a cycling club at Bucharest, Roumania, consisting of 35 members, who ride machines of English, German and French manufacture. The name of the organization is the Chubal Velocipedistilon Bucuresci.

MR. A. J. RUFF of Richmond, Kentucky, who is over sixty years of age, and who is the oldest active wheelman in Kentucky, makes the run from Richmond to Louisville, a distance of over 100 miles, in a day. Considering Mr. Ruff's age this feat is remarkable and is a performance which would do credit to many a younger man.

THE Ladies Cycling Club in Washington, D. C., has a membership of over 200.

BRIDGEPORT, CONN., has caught the fever, and a ladies' cycling club is soon to be formed there.

A CYCLE CLUB has been organized at Hillsboro, N. H., to be known as the Hillsboro Bicycle Club.

THE Prospect Wheelmen of Brooklyn, N. Y., held a reception at the residence of Chas. Kane, 304 President street, on the evening of May 20, and a very enjoyable evening was passed by the large number present; during the evening Mr. Geo. W. Shannon was presented with an elegant gold stop watch for a perfect attendance at club runs.

A NUMBER of the Philadelphia cycling clubs will this year make a century run from Harrisburgh to Philadelphia.

HAWKSHAW'S COLUMN.

McRIDER: "Why do you have such horrid pavements in this village?"

McKnowit: You see, sir, our mayor is a shoemaker, and he won't have any other kind but this one made of sharp stones: he says it helps his business.

The man of energy, who loves every manifestation of power and muscular vigor, and who loves that great stimulus to health, a rapid motion in fresh air, finds a partial gratification for his tastes in driving a speedy horse; but it is *only* a partial gratification, as he himself must remain inert often to the disadvantage of his own health and strength. He sees infinite possibilities of exciting speed and physical enjoyment in the steed of steel but he over estimates the labor of propelling it, and believing his strength inadequate, or his dignity perhaps too great, he does not usually attempt to master it. Occasionally, however, one of these men is induced by his own common sense, or more often by that of some friend who has become a wheelman, to give the bicycle a trial. He approaches his first experiments with great caution, but conducts them with commendable persistency. For a time after the initial lessons he does not understand the fascination, but some bright summer morning, when the sun waking up in the best of humor, seems to infect all the world with a contagion of fine spirits, when the air is like some cool and refreshing drink, tamed with a delicate fragrance from spring flowers, when the silent wheel seems to glide "through byways green," without even the effort of direction from him—he becomes conscious of a pleasure that embodies all others, along with its own peculiar, lasting charm. The days that follow bring a renewal of such pleasure, along with many others that develop as his wheeling experience broadens, but from the time that he first feels the subtle attraction so well known to all riders, he needs very little to spur his interest. The poor plodding pedestrian may, from the depths of his own experience, be sneeringly incredulous of the existence of any unusual fascination, but the wheelman, content in the consciousness of his own pleasure, is impervious alike to reasonable incredulity or unreasonable sneers.

I think I see a day not so very far distant in the future, when the mothers, made athletic by wheeling, having given an inheritance of physical beauty to athletic daughters, and they in turn have transmitted it to the granddaughters, that there will need be a change in the marriage ceremony, and the "obeying" will be incorporated in the husband's vow rather than that of the wife's, unless the youth of to-day follow her example and take more to cycling and less to cigarette smoking and cane swallowing than he seems inclined to do at present.

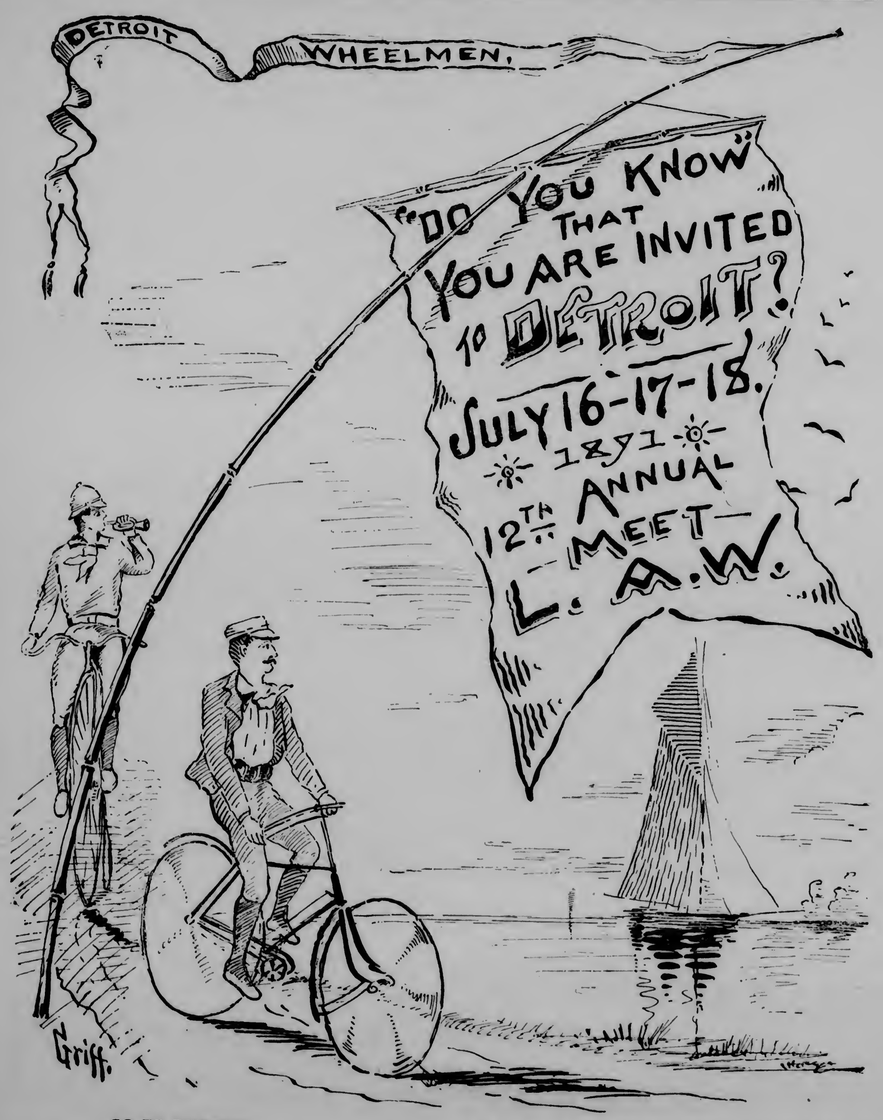
Man as regards cycling may be classed into four divisions:

He who knows it not, and knows not that he knows it not.
He who knows it not, and knows that he knows it not.
He who knows it, and knows not he knows it.
He who knows it, and knows he knows it.

I thought at one time that I had made a discovery which, while it might not bring me fame, might at least lead on to fortune——I would write advertisements for the manufacturers: I would lure on the customer to purchase the particular make of wheel that I would in glowing words depict as the only perfect one in existence. I wrote to a well known manufacturer, and asked him to allow me to submit to him an example of my ability in this direction, and received from him permission to do so. I chose my best pen, whitest paper and blackest ink, and after a severe struggle, submitted the following for his approval:

"He saw her standing in front of a druggist's window, looking longingly at a lot of bottles labeled "Purdy's Painless Pink." He saw that she was pale, and approaching her said: 'Dearest, will you——will you try Blank's bicycles, for the cure of your paleness? They will put the roses on those cheeks that they need.' Hesitating a moment, she turned on him with a radiant smile and replied: 'Why, our doctor has already advised my using Blank's bicycles for that purpose, and papa is going to bring one of them home to-night for me.' A month later her cheeks wore the roses, if you would be beautiful, beloved and bridel, buy Blank's bicycles." I expected to get a check for at least $100 for this, but instead I got the old old story, "returned with thanks."

"HAWKSHAW."



GO TO DETROIT.

WHAT city that ever entertained the L. A. W. ever presented so many attractions, combining the advantages of the metropolis with the pure air of river, lake, and island?

Miles of fine roads, beautiful streets, and wide avenues.

Look at the array of good things crowded into three days.

First day, July 16th, morning: Reception of the wheelmen who will come from every point of the compass. In the afternoon it is go as you please, get acquainted with your landlord or landlady, and find out who you are going to bunk with, and get the lay of the town. Evening, go to the rink, see who is there, get your name on the book so that your friend will know where to find you when he comes.

Second day, July 17th, morning: 25-mile road race from Pontiac to Detroit, with an excursion train that will be a moving grand stand with the racers near by always in sight, the railroad running for miles beside the road. This will give the excursionists a chance to see the start and the finish. Afternoon, championship races at the driving park. Finest one-mile track in the West, and a grand stand that will seat 10,000 people and to which the L. A. W. members will be admitted without extra charge. You can go to this park on your wheel, on the street cars, or on the boats by way of the river. Evening: Lantern parade, out Jefferson avenue, over the long bridge to the park, where a grand display of fireworks will take place, all the vessels in the river taking part in the illumination.



EAGLES TO THE FRONT

IN THE

First Road Race of the Season.

FIRST AND SECOND

In the N. Y. A. C. Five-Mile Handicap, New Rochelle Course, May 23d,

WM. VAN WAGONER (from scratch), - - - - - FIRST
T. J. HALL, Jr. (40 sec. handicap), - - - - - SECOND

Van Wagoner rode a CUSHION TIRE.
Hall rode a SOLID TIRE.

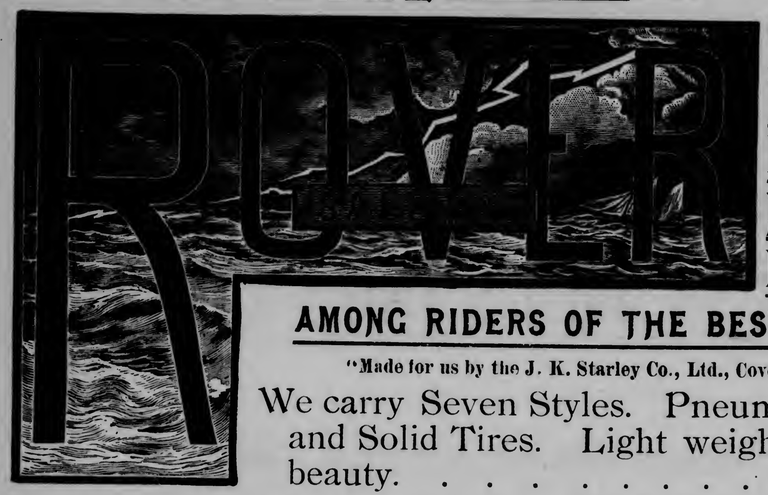
Four Pneumatic Tired Safeties raced, but THEY WERE NOT IN IT.

THE EAGLES WILL FLY
Faster than ever this Year.

LOOK OUT FOR THEM.

The Eagle Bicycle Mfg. Co.,
STAMFORD, CONN.

THE



THE MOST POPULAR MACHINE IN AMERICA.

AMONG RIDERS OF THE BEST JUDGMENT.

"Made for us by the J. K. Starley Co., Ltd., Coventry, England."

We carry Seven Styles. Pneumatic, Cushion and Solid Tires. Light weight, rigidity and beauty. . . . . .

Get our Quotations on SUNDRIES.

The JOHN WILKINSON COMPANY, 269-271 STATE STREET, CHICAGO.

Sixteenth Year in America.

1876 1891

The First Cycles in the United States

The Largest Cycle Manufactory in the World

Roxbury, April 24, 1891.

To Singer & Co.,

Dear Sirs:—I have used your 1891 pattern wheel, with the one inch wired tire, and have no hesitation in stating that it gives more satisfaction than any cushion tire that I have ever tried, and as for hill climbing, it is unsurpassed.

Yours truly,
JAMES KELTIE,
Captain Roxbury Bi. Club.

SINGER & CO., 6 and 8 BERKELEY STREET and 2 WARREN AVENUE, BOSTON, MASS.

Third day, July 18, morning, will be devoted to visiting the different points of interest and short runs. Afternoon: Finish the championships, the open, and club events at the driving park. Evening: Grand concert at the rink by the military band; a moonlight ride on the river, two steamers being lashed together, giving accommodations to 3000 wheelmen.

The rink will be headquarters, and you will find here one of the finest cycle exhibits ever attempted in the West. Our hotels give ample room to all and all sorts of prices to suit any purse. You will come. You will have a good time. You will go away happy. DETROIT WHEELMEN.

A WHEEL INTO THE INDIAN COUNTRY, NO. 8.

BY C. W. NORTHROP.

OUT OF RED MAN'S LAND.

So for a few minutes we stay almost motionless while coming to decision. It is risky to go ahead, yet we dread equally turning to either side, for an encounter in the tall reeds would be far worse than on the road. We can turn back to higher ground and find another way, but this entails much work, and as an alternative with the hope of frightening the cat—nto retreating, we move our wheel a foot or two forward. But it is "no go" with the animal, so we turn back, and making a wide detour, strike the road again a hundred yards to the east. We are thoroughly awake now and warm to our very finger tips. Nothing like a little scare to promote the circulation on a cold night. An hour later we have another experience of the same kind, only this time "the boot is on the other leg." The moon—three-quarters full—has risen, and is fast dispersing the clouds, making sufficient light to ride by, and as the road is smooth we mount and wheel slowly along. The rubber tread of a well-kept bicycle is almost noiseless, and with every clip tight and not a spoke to rattle we glide along as silently as a big bird. Suddenly the stillness is broken by a yell that would have done credit to a Sioux Indian. It comes from our own lungs and is launched at another wild cat seen some distance ahead. This method of attack is a grand success, for the animal turns and bounds away along the road until out of sight. Twice afterwards we catch a glimpse of the cat, but always at a distane, giving us reason to believe that the spectre-like appearance of wheel and rider by moonlight is too much even for this fearless denizen of the prairie.

It is but little after four o'clock when we ride into an Indian village and dismount in front of a small frame house. Several vigorous knocks bring the blanketed owner to the door, but we are refused admittance and directed to the next house a short distance away. Fearing a second rebuff we circle round the building and find shelter in a log stable at the rear. A cow is the only occupant, and upon a pile of straw, no doubt used for bedding, we lie down and try to sleep. But the cold is everywhere, and too uncomfortable to keep still long, as the day preceptibly brightens, we go out to watch the sun rise. How fresh and lovely the lanscape is in the early morning. A little below and so close we could easily toss a stone into it, is the Niobrara, so aptly and musically called by the Sioux the "Running Water." Although broader now than we have ever seen it before it is still the same clear, rapid river, whose course we have followed for so many miles. As the first rays of the sun touch its surface the waters flash and glitter in the shallows and among the shifting sand banks as though impatient at these impediments to its progress. A pleasant "Good morning" breaks our reverie, and turning we meet a half-breed with milk pail in hand. Breakfast will be ready in fifteen minutes, and the interval is spent in improving personal appearances. If the events of the night had seemed a dream before, they appear real enough now after a glance in a pocket mirror. Pale and haggard from loss of sleep and hard travelling, our costume covered with mud and rent in a half dozen places, we are painfully conscious that it only needed the absence of the bicycle and the possession of ordinary clothing to furnish a perfect specimen of trampdom just rescued from a night spent in the gutter. A wash in the river, the vigorous application of a house broom, and a few stitches improve matters somewhat, and we go into breakfast feeling, if not looking, much better. This meal, the only one of its kind ever eaten, deserves special mention. There are four of us seated cross-legged around a none too clean blanket spread on the floor: The host, a half-breed boy, a toothless squaw of uncertain age but ugly enough to be a hundred, and the writer. The staples are fried bacon and potatoes, both tasting much as stale grease smells. These are flanked by the usual saleratus biscuit and coffee, but such coffee, not a particle of the original flavor or fragrance remains, and we can easily believe that a decoction of burnt leaves might have been as palatable.

A ride of ten miles after breakfast brings us to the bridged crossing of the Niobrara, close to where it mingles its bright waters with those of the "Big Muddy," the Missouri, and five minutes later we are wheeling slowly through the streets of Niobrara city. At the hotel we beg for something to eat, and receive the comforting assurance that dinner will be ready in two hours. This is an impossible fast, so we raid the only bakery in the place and—but we will draw the curtain here. The touring wheelman is generally supposed to divide the day into three equal parts, devoted respectively to riding, sleeping, and eating. Already we have given too much expert testimony to the truth of the latter supposition, so will draw the pen through the few lines devoted to the balance of our stay in Niobrara city. And now to the reader who has kindly followed us in a journey of 350 miles through the Indian country and across the frontier, we ask your indulgence a little longer while we say a good word for the trusty wheel that has brought us safely so far. It is a perfect morning, when after a day's rest we leave Niobrara city and ride away eastward. Three miles bring us to the ferry crossing of the Missouri, and a few minutes later we are aboard the boat and breasting the rapid current of the river. Fares are being collected on every side, but as no one comes near us we finally step over to the captain, a big, gruff spoken man, and ask what there is to pay. The answer is not given until both wheel and rider had undergone a somewhat critical examination, and then, with a twinkle in his eye, the captain replied: "Young man, I ferried one of you bicycle boys over last spring. I told him I hadn't got a tariff yet for that new kind of horse, and I think I shall have to say the same to you." After that we have a pleasant chat, and tell the captain considerable about our tour, and in return are given some information as to the best route to Yankton, 50 miles ahead. The interest the captain shows in us is so genuine and kindly that, after a few minutes' conversation, we feel as though we had known him for years, and yet without the wheel we might never even have learned his name. Genial, big hearted Captain Leech—" his last words to us were: "My boy, if you ever write up this trip for the benefit of your friends, don't forget that Captain Leech is one of them." We have not forgotten, and almost before the ink is dry on this page, a package of papers will be speeding westward 2300 miles to Running Water. This is but one of a hundred equally pleasant incidents we could write about did time and space permit, but all could only prove the same fact, that in a chance acquaintance—and these are many—the touring wheelman is almost sure to find a friend, one ready to listen to any amount of enthusiastic talk on the wheelman's hobby, the bicycle; ready to furnish gratis a glass of milk or a hearty meal, or to take him in and make him one of the family during a night's stay. While on the tour we met scores of people who had never seen a bicycle, and many more who had even never heard of one. With some, it required a practical demonstration to show that a machine could be ridden that was incapable of standing alone; but when the feat was proven possible, and the speed and grace of the wheel shown, their admiration for the rider was unbounded.

(TO BE CONTINUED.)

FOR MAMMOTH CAVE.

DOZENS of letters are being received daily by the officers of Kentucky Division, inquiring about the proposed trip to Mammoth Cave in connection with the League Meet in Louisville, June 26 and 27. In the first place, it is impossible to reach the cave awheel, at least, without an immense loss of time. The roads are practically impassable, within twenty miles of the big "hole in the ground." The Division officers have arranged with the Louisville and Nashville Railroad Company to run a special car and a special train, if necessary, to the cave Saturday night, June 27, the excursion to be conducted by the railroad people assisted by the League Committees. Special rates have been arranged for at the cave, in the way of hotel bills, guide fees, etc. It is believed the entire expense for the trip can be kept inside of $10, but it may go a little over this. This will include a day in the cave and the railroad fare. The train will leave at midnight Saturday, and will return about 12 o'clock Monday. No wheels will be taken, but it will be a sensible thing to wear bicycle uniforms.

This trip to the cave will not interfere in any way with the races or the other entertainment to be furnished in Louisville. The business meeting and the races will all be over before the trip to the cave is made. After the return from the cave, it is the intention of some of the Kentucky riders to make a tour of the Blue Grass region, occupying about one week, and they will make welcome all who may desire to join them. The more the merrier.

G. E. JOHNSON.

THE CENTURY RUN.

Everything looks favorable for the Century run from Newark to Philadelphia, June 13, and all that is needed is clear weather. The returns that have been made thus far are as follows, which includes but six of Philadelphia's 33 clubs: Century Wheelmen, 50; Park Avenue, 50; Quaker City, 30; Columbia Cyclers, 15; Referee, 20; Alpha, 5; York (Pa.) B. C., 8; Cranford (N. J.) Cyclers, 5; Union County Roadsters, 40; Elizabeth Wheelmen, 15; Orange Wheelmen, 28; N. Y. Bi. Club, 9; Manhattan A. C., 15; Brooklyn Bi. Club, 13; Long Island Wheelmen, 15; Poughkeepsie Bi. Club, 15. Total, 313. There are over a dozen clubs yet to be heard from, and at a conservative estimate the number of participants will be over 400.

A bugle code has been arranged as follows: Whenever a general dismount is made for rest or refreshments, the "assembly" will be sounded by bugle followed by "mount." When in the saddle the code is: —— Single file. —— —— Double file. —— —— —— Dismount. —— Caution.

The Westfield Wheelmen have kindly offered, as heretofore, to have coffee and rolls ready on the arrival at Westfield. A light lunch will also be ready at Plainfield and another at Somerville.

On arriving at Philadelphia all bands must be checked at the club-house of the Century Wheelmen, 1606 North Broad Street, where wheels will be stored, otherwise they will not be credited, and Philadelphia men on the run should take notice of this point. The Century Wheelmen will have refreshments ready and also bathing accommodations for those who desire.

Sunday, June 14, the Century runners will assemble at the Century Wheelmen's club-house at 10 A. M. for a ride to Fairmount Park, where a photograph will be taken and refreshments served. The route will then be to the railroad depot, when the wheels will be placed on baggage cars. After this the riders will disband for dinner. Mr. W. E. Fuller says that the start will be made on schedule time and that the run is not a race. All starters are cautioned against riding ahead of the pacemakers.

"THE ENTERTAINMENT UNIQUE."

WE noticed last week that a complimentary was to be tendered Mrs. Charles Hopkins at Meionaon Hall, Boston, June 16th, and we also remarked that any entertainment in which Mrs. Hopkins took part personally and managed was sure to be a success. This fact will be borne out by all those who have had the pleasure of seeing Mrs. Hopkins in her very clever character sketches. The great beauty of Mrs. Hopkins' impersonations is that they are original. We hear rumors of lots of new features, and we know that the rumors will materialize as the "Hopkins family" are in it. Remember the date, June 16.

THE BROOKLYN PARADE.

ON June 20 Brooklyn will have a parade which will eclipse anything of the kind ever seen in the Metropolitan District. Riders of New York and vicinity, and in fact from all over the country are expected to be out in full force. Clubs and cyclers who have not received a special invitation it is hoped will communicate with H. E. Raymond, 245 Flatbush avenue, Brooklyn. All are invite l!

THE CENTURY WHEELMEN MEET.

THE Century Wheelmen of Philadelphia will hold a race meet June 20 on the grounds of the Tioga Athletic Association, Philadelphia. A complete list of events appears on page 189 of this issue. Address C.W. Dalsen, 1507 Columbia avenue, Philadelphia.

THE OHIO DIVISION MEET.

AT a meeting of the Dayton Bicycle Club, held on the evening of May 27th, it was unanimously decided to invite the Ohio Division L. A. W. to hold their annual meet in 1892 in Dayton, Ohio, and the secretary was instructed to notify the Ohio League officials and the WORLD of such intention.

ELMER H. HOUCK,
Sec'y Dayton Bicycle Club.

WISCONSIN DIVISION MEET.

GREEN BAY, Wis., the city selected for the '91 State meet, is a booming little bicycle headquarters; from 13 wheelmen in 1890 they have increased to over 75, and the 100 mark will be reached before the time for the tournament. The citizens are all putting their shoulders to the wheel and intend to help the club to make this, their second annual race meet, the biggest event held in the State. Prizes worth $2000, together with the finest one-half mile track in the United States, will tend to bring the best racing talent.

The dates are July 22d and 23d, next week after Detroit. We've got the money and we've got the "go" in us to make our promises good. Look to July 22 and 23 for your summer vacation.

The roads in and about Green Bay are the best macadamized roads in the State, and we promise to those who attend our meet some very fine runs. We can give you five miles to De Pere; ten miles along the picturesque shores of old Green Bay, where you can stop and cool yourself by a swim in the bay. Also several good runs into the country. Remember July 22 and 23.

G. W. F.

THE EIGHTH ANNUAL MEET OF THE NEW JERSEY DIVISION.

THE heavy fall of rain the Thursday night previous and all Friday kept a great many wheelmen from attending the New Jersey Division meet at Elizabeth last week who otherwise would have been present.

The hosts were the Elizabeth wheelmen, one of the strongest League clubs in the State, being only four members behind the largest, and a club that has always been one of the League's firmest supporters, and many of whose members have been officers of the Division and League for many years.

Notwithstanding the rain, a goodly number of the Board of Officers and Local Consuls were present at the joint meeting held in the Elizabeth Wheelmen's club house at five o'clock on Friday. A meeting of this character was held for the first time at the Plainfield meet last year, in order to give the Local Consuls an opportunity to become better acquainted with the Board of Officers, and to confer with them on matters of interest to the Division in their sections.

At the meeting of Friday there were present Chief Consul G. Carleton Brown, who presided; Vice-Consul H. A. Benedict of Jersey City; Secretary-Treasurer George C. Pennell of Elizabeth; State Representatives W. H. Stauffer of Asbury Park and Amzi T. Dodd of Newark; Club Representatives A. F. Bellinger, Elizabeth, and J. F. Edge, Asbury Park; and Local Consuls A. C. Alkins, Asbury Park, Dr. F. A. Kinch, Jr., Westfield, O. T. Peck, Roselle, Dr. William P. Richards, Orange, Dr. Lyman Clark, Rahway, and J. C. Tattersall of Trenton.

After the reading of the minutes of the last meeting, Chief Consul Brown explained the objects of the meeting. Dr. Richards gave an interesting account of the progress of the League in the Orange district, and Dr. Kinch asked for information regarding the rebate on renewals which had been allowed at a recent meeting of the Board. Chief Consul Brown explained that in order to secure the greatest number of renewals and new members possible the Board had decided to grant a reduction of 33 1-3 per cent. in the renewal fee of every League member renewing, and that any club becoming a League club, or sending in twenty new applications would receive a rebate of 50 per cent. on each application fee. The meeting was informal, and the consuls present told of the work they were doing on non-League clubs, and the success they were meeting with. Chief Consul Brown, in speaking of the article that appeared in the special wheelmen's edition of *Town Tattle* on "Our New Roads: How we got them and how you may get them," by C. C. McBride, stated that the Division had been presented with 4000 copies of the article in pamphlet form for distribution through the State and country, and upon motion the Board of Officers were instructed to send a copy to the mayors of cities and members of the various Boards of Freeholders through the State.

In the evening the annual theatre party was given at the Temple Opera House and was largely attended by the wheelmen and their friends. The attraction was the Nellie McHenry Company in their new play, "A Night at the Circus." After the play the wheelmen assembled at the club house of the Elizabeth Wheelmen and enjoyed a "smoker."

By Saturday morning the rain had ceased, but the bad condition of the Elizabeth streets necessitated a change in the program as follows: Annual meeting 10.30, followed by run over the new county roads to Westfield and return to Roselle, where the Division photograph was taken, and lunch given by the Elizabeth Wheelmen was served.

The annual meeting was called to order promptly by the Chief Consul, who, after the minutes of the last meeting had been read and approved, read his annual report which opened with an allusion to the great work accomplished by the New Jersey Division in the completion of the new system of macadam roads in Union County. In fact, the entire meet was largely a celebration of this event, and nearly every speaker alluded to it in some way.

Dr. Brown paid a high and deserved compliment to the ability of the present Board of Officers. Continuing, he denounced in no measured terms the action of certain parties in New York State who, having organized a monster road race, such as they dare not hold in their own State, were holding it while he spoke on the Irvington-Millburn course. "A year ago they were requested to refrain from holding these races in New Jersey, and promised that they would be discontinued. This promise has amounted to nothing, and they have said that it makes no difference to them as to our laws, or what is the result of their law breaking. They can do what riding they wish in their own State, and, if restrictive laws are put upon us, why they are sorry, but can't help it. The New York men have gone so far as to form an association for the purpose of holding road races throughout the year, to be run on the Irvington-Millburn course, and have made rules governing the roads of New Jersey. They say when and how wheelmen can ride on certain roads and prescribe certain methods of dress for certain days. In other words they own, or think they own, New Jersey. Do you as loyal Jerseymen propose to submit to this? I do not; and would like to hear a free discussion of the matter by the members of the Division, so that the Board of Officers will know how to meet the crisis which is at hand."

Secretary-Treasurer George C. Pennell reported the membership of the Division to have been 650 at the beginning of the year. Of these 594 or 85 per cent renewed their membership, placing the Division at the head of the list of renewals. Four hundred and six new members have joined since then, making a total membership at the beginning of the renewal season of this year April 1st, 1060. Since that date 140 applications have been received, and renewals are coming in rapidly. Eight new clubs have joined. He also alluded to the road improvement accomplished and the honor conferred upon the Division by the election of its Chief Consul to the office of Second Vice President.

Reports from the different committees were also read.

Under unfinished business, that part of the Chief Consul's report relating to road racing was taken up, and Dr. Brown explained the matter more fully and read the correspondence that had passed between him and George R. Bidwell on the subject. After the subject had been thoroughly discussed and numerous resolutions offered, Mr. Joseph McDermott, Chairman of the Rights and Privileges Committee, offered the following substitute which was accepted and carried without an opposing vote. "Resolved, That the New Jersey Division hereby protests against and discountenances all infractions of the Laws of New Jersey relative to racing upon the public highways of the State."

The question of the alliance with the A. A. U. was brought up, and President James R. Dunn, who was present, explained under what circumstances the alliance had been formed, the advantages that would accrue to both organizations, and how the alliance had prevented a long and bitter fight. The following resolution was unanimously adopted. Resolved, That the New Jersey Division hereby approve of the action of the joint special committee appointed by the L. A. W. with power to form an alliance with the A. A. U. and favor such alliance as has been formed, as promoting the settlement of long disputed questions relating to cycling racing. Vice Consul C. W. Wood of New York was present and made a short address.

Immediatly after the meeting the line was formed in front of the club house and a run made to Westfield and return to Roselle, a distance of about 15 miles. At half-past three line was again formed, and the return made to Elizabeth, where the wheelmen paraded through the principal streets. The clubs represented were Elizabeth Wheelmen, Owl Bicycle Club of Bordentown, Plainfield Bi. Club, Westfield Wheelmen, Trenton Wheelmen, Englewood Wheelmen, Bergen County, Asbury Park Wheelmen, Cranford Cyclers, Roselle Ramblers, Old Citizens Club of New York, Mercer County Wheelmen, Flemington Wheelmen, Outing Cycle Club and Tourists Club of Paterson, East Orange Cyclers, Orange Wheelmen and Westfield Wheelmen, numbering altogether about two hundred wheelmen.

At five o'clock the annual banquest was given at the Zouave Armory, which was prettily decorated for the occasion. Chief Consul Brown presided, and with him at the officer's table were Mayor John C. Rankin, Jr., President Dunn, First Vice President Burdette, Secretary-Treasurer Pennell, Vice Consul H. A. Benedict of the New Jersey Division, Vice Consul Wood of the New York Division, ex-President Charles H. Luscomb, State Senator F. C. Marsh, Freeholder West, and Engineer Dunham, who had charge of building the new roads. The menu was elaborate, and the occasion most enjoyable. Appel's orchestra of Newark played throughout. The speeches were informal, and nearly all were on the subject of road improvement, the speakers from other States all bearing testimony to the perfection of the Union County system over anything they had seen before, and congratulating the Division and especially the Elizabeth Wheelmen who started the agitation, upon their successful completion.

After the banquet many of the wheelmen returned to the Elizabeth Wheelmen club house where they remained until a late hour, talking over the meet and swapping experiences.

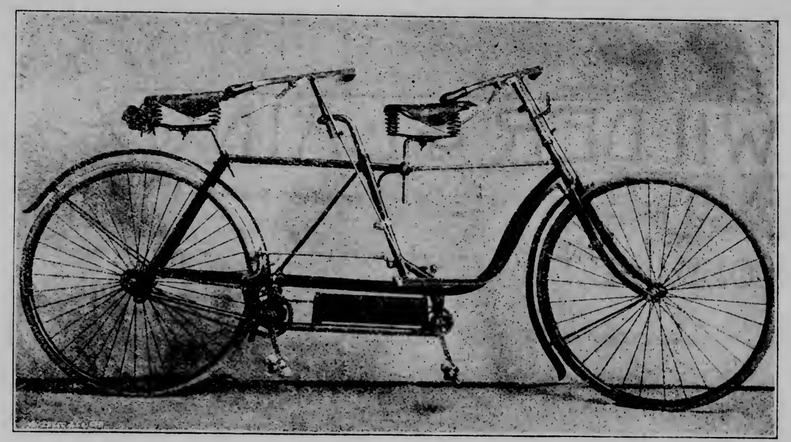
The Elizabeth Wheelmen have every reason to be proud of the success of the meet, notwitstanding the bad weather of the first day. The club giving the meet next year will have hard work to excel this. ART PEN.

MASSACHUSETTS DIVISION MEET.

LOWERING skies, muggy weather, and muddy roads did not make things look very auspicious for the Massachusetts Division Meet, but as the trains began to arrive and the hundreds of wheelmen flocked to the city of Worcester last Saturday, the local wheelmen smiled a smole, and as the day wore apace and the rain did not fall, sorrow was turned to jubilation, and the meet proved a thumping success.

At 10 A. M. the Boston delegation, augmented to nearly 400 wheelmen from along the route, rolled out of the depot. The Rhode Islanders had arrived an hour or two earlier and all the morning trains brought men from all over the State.

Just about the time set for the parade Old Sol peeped out and winked at the happy cyclers and put them in the best of spirits. The prize for the best appearing club went to the Rhode Island Wheelmen. The awarding the prize to that club seemed to be a popular one judging from the applause that Rhody's representatives captured. The Cambridgeport, Somerville, and Charlestown Rovers also looked very chic and smart, but the Providence men won the prize fairly. There were 590 men in line. The local club (the Bay States) having 75 men in line. The Somerville Club had 35 [illegible] the largest representation, Charlestown Rovers 20, Roxbury 25, Island Wheelmen 30, Massacusetts Club 12, and others footing up



RUDGE TANDEM

FOR

Two Gentlemen, or Lady and Gentleman.

PRICE, WITH CUSHIONED TIRES, $225.00.

Have only Limited Number in Stock.

Can Furnish Quotations to the Trade.

GORMULLY & JEFFERY MFG. CO.,

MAKERS OF

"The American Cycles."

222-228 N. FRANKLIN STREET, - - CHICAGO, ILL.

Chicago Retail Store, 85 MADISON STREET.

1325 14th STREET, N. W.,
Washington, D. C.

174 and 178 COLUMBUS AVENUE,
Boston, Mass.

GEO. M. WILDER. R. H. LAING. WILL P. LAING.

WILDER & LAING

Agents for **Premier Safeties.**

1724 OLIVE ST. CYCLE ALITIES. CYCLE REPAIRING.

ST. LOUIS, MO.

May 26 - 1891

Premier Cycle Co.
New York.

Gentlemen-

R. M. Milford (as we telegraphed you) won first place and the time medal in the seventeen mile road race held here Saturday; his mount was a Catford semi-racer and Geo. Barrett of Chicago started on a pneumatic Rover but wasn't in it with Milford.

With Harding and Milford on Premiers we can win everything in sight.

Yours truly,
Wilder & Laing

STOP THAT JAR BY USING



CARTER'S SAFETY HANDLE SPRING.

The above cut illustrates a very simple device which can be attached to any straight handle of a bicycle for the purpose of taking up the sudden jar and vibration of the front wheel of safeties.

It also prevents the hands from cramping and takes all jar from the hands, arms and shoulders and makes riding easy and pleasant. By its use riders are not obliged to grip the handles except in climbing grades, the steering being easily done at other times by a gentle pressure with the hand on the shield. S.T.8

It consists of a clip that will fit any handle bar, attached to which is a spring of very finely tempered sheet steel and a shield over and conforming to the usual handle It is nicely finished and nickel-plated, adding to the good looks of the wheel.

Price, $2.00 per Pair.

Liberal Discount to Trade.

SIDWELL & SABEN. - - 243 Columbus Ave., Boston, Mass.

atotal club representation 340. The unattached numbered 250. Then the "fotograff." Some 5,000 people wended their way to the track, while the same was so sticky and heavy as to prevent fast time. The defeat of the New York men seemed very popular with the audience. The results were as follows:

One-mile novice safety. Sixteen men started, but three of them ran away from the other thirteen and the finish showed as follows: McDuffee, first, by 40 yards; Wheelock, second; Hines, third; time 3.10 1-5.

Two-mile Worcester County Championship. This was somewhat of a snap for the favorite, C. A. Fenner, who won as he pleased with J. F. Cronin second; J. Wilson, Jr., third; time 7.3 3-4.

One-mile tandem safety. This was a close and exciting race and was nip and tuck from start to finish. There were only two teams and they finished with only inches to spare. H. Sherveee and F. J. Johnson, first; J. Wilson and T. J. Kern, second; time 3.26 1-5.

One-mile ordinary; time limit 3m. Monte Scott, first; A. K. Pressy, second; B. P. Hedges, third; time 3.03. (No race.)

Half-mile open safety. Thirteen men faced the starter for the event and a pretty race they made of it. Tyler, Highlandville, first; McDuffee, second; Harvey, New Haven, third. Time 1.23 1 5.

One-mile State championship. C.A. Fenner, first; T.J. Connelly, second; A. K. Pressy, third. Time 3.17 1-5.

One-mile safety championship, Worcester County. J. Marten, Milbury, first; C. A. Fenner, Worcester, second; James B. Dunn, Millbury, third. Time 3.02.

One-mile handicap. A. A. Zimmerman started from scratch, but failed to get a place. Hedges, Foxboro, 100 yards, first; T. J. Connelly, 125 yards, second; J. F. Cronin, 100 yards, third. Time 2.42 3-5.

One-mile safety State championship was the best race of the day and most stubbornly contested. Considering the heavy track, the pace was good all through. G. M. Worden, who had been riding fourth, cut out the pace after the first lap, and although the others did their level best to head him off, he wouldn't have it, but kept pegging away handsomely. G. M. Worden, first; W. A. Nichols, second; Olmstead, third. Time 3.01. (Fastest time of the meet.)

Two-mile safety lap. W. A. Class, first; Tyler. second; Skedman, Brooklyn, third. Time not given.

One-mile safety handicap. This was another good race and the work done by Worden, (65 yards), and Tyler (75 yards), showed them to be good men, although they could not cut down the limit men. Catlin, 200 yards, first; T. J. Connelly, 190 yards, second; Deane, 175 yards, third. Time 2.44 3-5.

In the evening "smokers" were held at the club houses of the Bay State and Worcester clubs; in the evening a ball was held at Horticultural Hall. The award of prizes preceded the dancing. The Somerville Club captured the prize for having the largest number of League members in line. Dancing was kept at until a late hour.

On Sunday some two hundred and fifty of the wheelmen rode into Boston, stopping for dinner at South Natick. S. T.

THE PULLMAN ROAD RACE.

BETTER weather could not have been asked for than was granted the one hundred and fifty or more contestants in the great Pullman road race at Chicago on Decoration Day.

The road was in perfect condition and a gentle wind blewton the backs of the racers. The new course, although a mile longer, proved eight seconds faster than the old course. Fully ten thousand spectators viewed the race.

At the starting point thousands had gathered, and it was with difficulty the policemen could keep a path open for the riders. The South end of the Exposition building was thrown open for the accomodation of the contestants. The Lincoln Cycling Club and Cook Co. Wheelmen were each represented at the finish by Tally-Ho parties, who cheered lustily for the members of their club. The fact that Lumsden did not start elicited general surprise, but sickness was the cause. Paige of Waukesha and Crocker of Milwaukee were also on scratch but did not start. Van Sicklen, Barrett, Thorne and Ehlert were penalized four minutes, starting four minutes back of scratch. Theirs was a hot race from beginning to end. At the starting of this great race all was the best of order; A. W. Street, the starter, performed his work well, and the men were sent off without confusion. At the finish the crowd was immense and the riders were often forced to run into the spectators. R. M. Barwise, a 10 minute man, was first, as many expected. The prize winners finished in the following order:

The record of the twenty-five prize winners follows:

1—R. M. Barwise, Chicago, handicap, 10m., time 56m. 35s.
2—J. C. Starr, Englewood, 8m. 30s., 54m. 55s.
3—E. C. Bode, Chicago, 7m., 54m.
4—R. T. Hoagland, Kenwood, 4m., 55m. 1s.
5—J. P. Bliss, Chicago, 8m. 45s., 57m. 17s.
6—F. S. McMahon, Jr., Lincoln, 7m. 30s., 55m. 13s.
7—M. E. Loescher, Lincoln, 8m., 55m. 51s.
8—J. I. Brandenburg, Chicago, 7m. 45s., 56m. 2s.
9—G. D. Moffat, Illinois, 9m., 56m. 55s.
10—H. R. Howell, Englewood, 8m. 45s., 57m. 17s.
11—J. F. Stillwell, Lincoln, 10m., 58m. 33s.
12—J. W. McCulloh, Kenwood, 8m., 56m. 49s.
13—O. R. Barnett, Cook County, 7m. 30s., 56m. 20s.
14—J. R. Pollock, Lincoln, 7m., 55m. 52s.
15—A. R. March, Columbia, 8m. 30s., 57m. 27s.
16—C. D. Cutting, Cook County, 5m. 30s., 54m. 48s.
17—F. H. Brown, Cook County, 5m. 30s., 54m. 49s.
18—L. Bodach, Æolus, 7m. 30s., 57m. 9s.
19—C. W. Gray, Illinois, 6m. 30s., 56m. 11s.
20—J. J. Young, Lincoln, 8m. 30s., 58 m. 12s.
21—E. W. Ballard, Chicago, 9m., 59m. 4s.
22—H. L. Barnum, Illinois, 10m., 60m. 58s.
23—F. J. Fanning, Illinois, 7m., 57m. 10s.
24—F. J. Peale, Illinois, 8m. 30s., 58m. 40s.
25—E. D. Bamberger, Illinois, 7m. 45s., 57m. 57s.

These men won positions, but the penalized pneumatic tires brought their riders through in good time. N. H. Van Sicklen won the time prize in 50.17. He was closely followed by C. S. Merrill in 50.17 1-5. F. T. Andrae of Milwaukee rode an ordinary tire and made the best time in that class, 53.12. He was followed by F. H. Tuttle in 53.17.

C. S. Merrill refused a two minute handicap and started back with Van Sicklen, Barrett, Thorne and Ehlert. He finished close up with Van Sicklen.

Chas. Hageman of the Illinois Cycling Club fractured his shoulder when the race was almost finished. A woman started across the road by the Pullman Co.'s works and a rider struck her. He went down as did several others following him. Hageman took a header over the head, striking his shoulder and fracturing the bone. He went home on the train.

Frank Wing, the Ottawa representative, rode in splendid form. Although he had ridden over the course but once, and was not well acquainted with the road his performance was excellent, considering circumstances.

Geo. W. Dennison of the Englewood Club ran into a team at almost the starting of the race and his wheel was badly smashed. He threw it over into a yard and ran back and took the train to view the finish.

Geo. K. Barrett took a tumble on Stony Island avenue, and W. C. Thorne's handle bars struck a tree on the sand hill and threw him. Though hurt he continued the ride.

Marr, the hope of the Lincolns, had his rear tire off before he was half way there, and then the tire knotting broke several spokes out of his rear wheel and he had to stop.

Pollock, another Lincoln dark horse, was affected with cramps and came in 14th.

Keator, the unicycle rider, bragged too much before the race and consequently received only 5m. 30s. handicap. He was snowed under.

Barwise rode a safety. This is the first time a safety has come anywhere near winning. Funny that handicap of 10m. was given Barwise, but then why kick the poor handicapper.

Some claim that pneumatics were too heavily penalized by half.

Five of the Chicagos among the prize winners.

McMahon, fifth man, and Loesher, sixth man, both are Lincoln Cycling Club members. Loesher will use his prize wheel on the Elwell tour.

Thirty in the C. C. W. and twenty-four in the L. C. C. coaching parties. After the race and until 10 o'clock at night the C. C. W. took in visiting all the clubs.

Now for a finish race between Van Sicklen and Merrill. It ought to be, as the difference was very small.

At Thirty-fifth street and Michigan avenue as the first turn was made, J. F. Stillwell of the Lincolns broke the tire of his small wheel and rode along with his machine rattling like castinets. Just as he wheeled into Stony Island avenue from the Midway Plaisance the tire curled up, breaking half a dozen spokes and collapsing the little wheel. He pushed his machine up Stony Island avenue for half a block to where a spectator stood holding a new safety. Without waiting to make any explanations—in fact the broken wheel was explanation enough—Stillwell vaulted into the saddle. Passing those who had gained an advantage through his mishap he finished eleventh.

Although Geo. K. Barrett got no prize in the race he managed to capture a mile race at the athletic games in the afternoon; Bode second; time 3.51.

So many "possibilities" and they're never heard from yet. But when you want them there's that ever lasting excuse they always have.

No prize list has yet been issued. It is understood though that there are thirty prizes, including nine high grade wheels, medals, etc.

At the conclusion of the Pullman road race the State Board of the National League of American Wheelmen met Saturday at the Grand Pacific hotel. The chief business was the division of the coming year's work among the various committees and the appropriation of $220 for the entertainment of the State Division during the racing tournament at Peoria next fall.

RACING UNDER ELECTRIC LIGHTS.

AT Athletic Ball Park, Broad and Dauphin streets, Philadelphia, was witnessed on Wednesday evening of last week the experiment of outdoor racing by electric light, or to speak accurately, by electric and calcium lights, for the track was lighted by both. The meeting was given by the Third Regiment Athletic Association, and although everything passed off very successfully, there being no accident of any kind, yet it could scarcely be termed an unqualified success. In the first place, the lights should be central and elevated, so as to deflect the rays downward and outward, and in the second place there were not enough to light the track properly, and it is a wonder that there were no spills.

The audience, which began by being small at the start of the first race, showed an alarming tendency to increase, proportioned to the height of the fences and the darkness of the night. The experiment, however, was really as a whole a very successful one, and under proper management there is little doubt but that night race meets could be successfully carried out here.

The summary follows: One-mile safety—William W. Taxis, A. C. S. N., scratch, first; Frank B. Marriott, Y. M. C. A., 70 yards, second Time, 3m. 6s., Marriott rode a pneumatic, and as Handicapper Gideon thought that 100 yards to the mile was about the proper penalty, he went 30 yards back of scratch and rode an excellent second to Taxis, who was on a solid tired racer. Fifteen started.

One-mile ordinary—William W. Taxis, A. C. S. N., scratch, first; John H. Draper, A. C. S. N., 35 yards, second. Time, 3m. 17s.

Two-mile tandem—Kelley and Draper, A. C. S. N., scratch, first; Crawford and Behring, Y. M. C. A., 150 yards, second. Time, 6m. 19s.

Two-mile ordinary—William W. Taxis, A. C. S. N., scratch, first; Vincent J. Kelley, A. C. S. N., 90 yards, second. Time, 6m. 37 3 5s.

Two-mile safety—William W. Taxis, A. C. S. N., scratch, first; Frank B. Marriott, Y. M. C. A., 120 yards, second. Time, 6m. 45s. "ARIEL."

20-MILE ROAD RACE AT GRAND RAPIDS, MICH.

THE race is over and excuses plentiful why each man did not win first prize. The day opened beautifully, with a large attendance of wheelmen from all parts of the State, and the entries, 24 in number, comprised all the fast men within its borders.

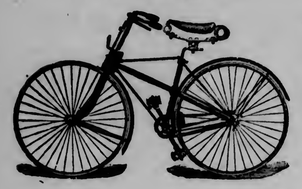
The course was to Plainfield and return—20 miles. The first half was rendered almost unrideable in consequence of fresh application of gravel, but the latter part of the course was in excellent condition and some very fast time was made on the home stretch. The condition of the road rendered it a picnic for the pneumatic, the riders of the "balloon," W. C. Rands and L. W. Schimmel, securing the two first prizes.

The third man in, was a boy yet in his teens, young F. A. Richmond,

(SEE SUPPLEMENT.)

PRICE, - - - - $100 00.

THE HARTFORD SAFETY.



—MANUFACTURED BY—

THE HARTFORD CYCLE CO.,

HARTFORD, - CONN.

Ball Bearings, Interchangeable, Strong, Durable and Well Finished.

THE HARTFORD LADIES' SAFETY.



Send for 1891 Catalogue.

CALES * DIAMONDS.



Fine Easy Running Wheels.

A perfect Diamond Frame, with a strong centre brace. The most successful frame on the market to-day.

SOLID TIRES, $85.

CUSHION, $95.

Gales, Model '90, $70.

STRAIGHT FRAME.

Send for Catalogue of Sundries and Boy's Wheels.

SCHOVERLING, DALY & GALES, 302 Broadway, New York.

John F. Morrill & Co.

Division Tailors of the L. A. W. for Massachusetts.

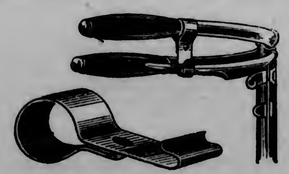
Coat, - - - -	$5 75
Pants, - - - - -	3 75
Cap, - - - -	85
Shoes, - -	$3 to 3.75
Shirts, Flannel,	$2.50 upwards
Shirts, Cheviot, -	87 upwards

Manufacturers and Dealers in

Base Ball, Tennis, Bicycle, Gymnasium, Athletic and Sporting Goods.

We make a specialty of all styles of outing clothing.

12 Bromfield Street, Boston.



(Patent Applied For.)

USE THE ACME BRAKE GRIP

And rest your wheel any where without danger of falling. It pays for itself in a day. Over 10,000 in use. In ordering state size of handle bar.

Price, Nickeled, 25c.

S. R. WHITWELL, Great Barrington, Mass.

Liberal Discount to Agents.

"PERFECT" POCKET OILER.



One-half size.

For Bicycles, Guns, etc. No Leakage. Throws only small quanti y of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price 50c. each. CUSHMAN & DENISON, 172 Ninth Avenue, N. Y.

OUR $500 IS UP.

We put it up for a catalogue and now it's ready to mail you. There is no Chinese puzzle in it, but lots of wholesome food for cyclists to digest and a line of machines that show up like 4 time winners. Drop us a card for catalogue, and pour into our sympathizing ears all your woes about that old mount of yours.

Knight Cycle Co.,

307 N. 10th Street, - St. Louis, Mo.



Take a Kodak with you.

A Shot with the Kodak.

Send to The Eastman Company, Rochester, N. Y., for a copy of "Do I want a Camera," (illustrated) free by mail.



Every Club House should have an Automatic Box.

Address, Tutti Frutti Automatic Vending Co. 148 SANDS ST, BROOKLYN, N. Y.

PIERCE, SMALL & CO.,

RANDOLPH, MASS.

—MAKE-S OF—

"S. & P.," "Boston" and "P. S. & Co."

SPORTING SHOES.



Bicycle Shoes can be obtained in Boston at

J. P. LOVELL ARMS CO.
J. F. MORRILL & CO.
DAME, STODDARD & KENDALL.
SIDWELL & SABEN.
POPE MFG. CO.
WM READ & SONS.
A O. VERY,
THAYER, McNEIL & HODGKINS.

Protected by letters patent. Stamp for Catalogue.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 20

ABBOT BASSETT, Secretary,

OFFICERS FOR 1890—91.

PRESIDENT,
JAMES R. DUNN,
40 Wall st., Room 63, New York.

FIRST VICE PRESIDENT,
MAJOR CHAS. L. BURDETT,
Hartford, Conn.

SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN,
116 Broad Street, Elizabeth, N. J.

TREASURER,
W. M. BREWSTER,
117 No. 4th Street, Quincy, Ill.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committees.

Membership Committee.

Sanford Lawton.....Springfield, Mass.
George C. Pennell.....Elizabeth, N. J.
Howard L. Perkins.....Box 103, Providence, R. I.

Committee on Improvement of Highways.

Isaac B. Potter.....Potter Bldg., New York
W. M. P. Bowen.....Box 1513, Providence, R. I.
Charles N. Wood, 74 S. Salina St., Syracuse, N. Y.

Committee on Rights and Privileges.

Geo. A. Perkins.....5 Pemberton Sq., Boston
J. S. Dean.....28 State St., Boston
Chas. F. Cossum.....Poughkeepsie, N. Y.

Committee on Rules and Regulations.

T. J. Kirkpatrick.....Springfield, O.
A. B. Richmond.....Grand Rapids, Mich.

Transportation Committee.

Albert Mott.....203 Lenox St., Baltimore, Md.
Joseph T. Chism....120 Mosher St., Baltimore, Md.
Burley B. Ayres, Rand, McNally Bldg. Chicago, Ill.
Thomas Savage Clay.....Savannah, Ga.
Amzi T. Dodd.....70 Park Place, Newark, N. J.
John B. Seward.....35 Milk Street, Boston
Chas. A. Sheehan....5 Vanderbilt Ave., New York

Racing Board.

Charles E. Randall....3709 Ellis Ave., Chicago, Ill
George S. Atwater.....
.....1724 Penn. Ave., Washington, D. C.
George Collister....147 Ontario St., Cleveland, O.
Abbot Bassett.....12 Pearl St., Boston
Lewis A. Miller.....o....Meriden, Conn.

12th Annual Meet of the L. A. W.

DETROIT, MICH., JULY 16, 17, 18, 1891.

Address Chairmen as below at Detroit for information relating to the work of the committees:

Chairmen of Committees:

Reception—C. H. Smith, 211 Putnam avenue;
B. J. Holcombe, 222 Woodward ave
Races and Transportation—
Jos. Bresler, 22 Lafayette Avenue.
Exhibit—A. F. Peck, 143 Jefferson avenue.
Hotels—J. Hoffner, 243 Woodward avenue.
Parade—F. L. Abel, 187 Charlotte ave.

L. A. W. Uniform Cloth.

A contract has been made with the Burlington Mills for a cloth, steel gray in color, which will be used for the regulation League uniform. This cloth is now kept in stock by the Secretary, and will be supplied to League members only at $2.10 per yard, cash with order. The Regulation League button will be supplied by the Secretary at 5 cents for the large and 3 cents for the small size. The cloth is 54 inches wide.

ABBOT BASSETT, Secretary.

Racing Rule G.

The Rights and Privileges Committee having declared Rule G unconstitutional the Executive Committee have declared said rule void.

JAMES R. DUNN, President.

Improvement of Highways.

Mr. W. M. P. Bowen of Providence, R. I., and Mr. Charles W. Wood of Syracuse, N. Y., have been appointed members of the Committee on Improvement of the highways.

JAMES R. DUNN, President, L. A. W.

June 1st, 1891.

Improvement of Highways.

W. M. P. Bowen of Providence, Rhode Island is appointed a member of the Committee on Improvement of Highways. Fraternally,

JAMES R. DUNN, President.

Reinstatement.

By unanimous vote of the Racing Board Messrs. A. H. Brown, F. M. Coleman, Austin Banks, Herbert Shaw, E. R. Pynchon, G. D. Peabody, Lewis Block, F. L. Shepard and J. L. Sutton of Denver, Col., have been reinstated as amateurs.

C. E. RANDALL, Chairman.

May 27, 1891.

Expulsion.

C. G. Kilpatrick of Milwaukee, Wis., having failed to make answer to the charges preferred against him for violation of amateur rule, is hereby declared to have forfeited his amateur status. This declaration carries with it expulsion from the League. Amateurs are warned not to compete with Mr. Kilpatrick.

C. E. RANDALL, Chairman.

May 29, 1891.

New Hampshire Division Racing Board.

Messrs. F. A. McMaster, Chairman Nashua, N. H., Moses Sheriff, Manchester, N. H., and Geo. A. Place of Concord, N. H., are appointed members of the New Hampshire Division Racing Board.

C. E. RANDALL, Chairman.

May 27, 1891.

Racing Rules.

A printed copy of the '91 Racing Rules may be had of any member of the Racing Board by enclosing a stamp for return postage.

C. E. RANDALL, Chairman.

May 29, 1891.

Clubs applying for permission to pay expenses under Rule G will give names of men they desire to send, also place where and when their representatives are to compete.

C. E. RANDALL, Chairman.

May 28, 1881.

Kentucky Consuls.

The following members of Kentucky Division L. A. W. have been appointed Local Consuls for cities named:

Bloomfield—Arch Thomas.
Bank Lick—B. F. Metcalf.
Poindexter—John Wiglesworth.
Perryville—Frank K. Green.
Millersburg—Joseph W. Mock.
Union—H. F. Norman.

These gentlemen will take pleasure in posting tourists passing their way about roads, etc.

All Kentucky consuls are requested to recommend a League hotel in their towns, getting the best rates possible. Write the fact to the Secretary-Treasurer at Louisville, and he will see that the selection is appointed officially. We want a first class hotel in every town. Fraternally,

G. E. JOHNSON,
Sec.-Treas. Kentucky Division.

Ohio Delinquents.

To the 735 who have not renewed:

Surely you do not intend to desert us when we are so anxious that our good old State should get back once more to the place where she belongs? If we expect to get two thousand members by December 1st, every last mother's son in the Ohio Division must renew! This means you! Now do not waste any more time, but fill out the blank that has been sent you and forward it to Abbot

Bassett at once. Then you will have a clear conscience and can sleep well. Fraternally,
M. A. HIGH,
Cincinnati, May 30, 1891. Chief Consul.

Ohio Hotel.

Monroeville, Commercial Hotel, day $1.00; meals or lodging 25 cents each. Fraternally,
WM. D. KEMPTON, Sec.-Treas.

Ohio Consuls.

Monroeville, F. W. Adams.
Lakewood, Rocky River, and Dover, Frank F. Andrews of Lakewood.
Fraternally, WM. D. KEMPTON, Sec.-Treas.
Cincinnati, May 26, 1891.

Ohio Tailors.

Wabley & Carew, corner 5th and Vine streets, Cincinnati, have been appointed Division Tailors for Ohio. Associate tailors will be announced in your next issue. Fraternally, M. A. HIGH,
Cincinnati, May 26, 1891. Chief Oonsul.

Kansas Consuls, Attention.

Every Local Consul in Kansas is requested to make arrangements with some home newspaper to publish articles on the subject of the improvement of roads and highways. Plenty of matter already prepared may be found in the various numbers of the "Kansas Wheelmen's Library" and in different bicycle papers. It will not require much work on the part of the editor, and the public good thereby attainable is beyond calculation.
CHAS. S. DAVIS,
Chief Consul Kansas Division L. A. W.
Junction City, Kansas, May 26, 1891.

Pennsylvania Division.

The 1891 Division Championships have been assigned as follows:
To Century Wheelmen's race meet, Philadelphia, June 20th.
One-quarter mile safety.
One mile safety.
Two mile ordinary.
To South End Wheelmen's race meet, Philadelphia, June 27th.
One-quarter mile ordinary.
Two mile safety.
One mile tandem.
To Hagerstown race meet, July 3, 4.
One-half mile safety.
One-half mile ordinary.
One mile ordinary. H. CROWTHER,
Chairman State Racing Board.
Philadelphia, June 1, 1891.

District of Columbia.

The one-mile safety and one-mile ordinary championship of the District of Columbia (open only to League members) will be run at Hagerstown during the meet of the Hagerstown Bicycle Club, July 2, 3, and 4. Elegant gold and silver medals will be offered as first and second prizes.
GEO. S. ATWATER,
Chief Consul.

Missouri Division Uniforms.

To Members:
The Plymouth Rock Pants Co. of Boston, Mass., is hereby appointed the Official Tailors for this Division. The agreement is in the form recommended by the Uniform Committee, and special attention is called to the third article of same, which reads as follows:
"The party of the second part (Plymouth Rock Pants Co.) agrees to forward the entire uniform, or any part thereof, at the contract price (see below) at his expense, to any member of said Division of the L. A. W. that shall have ordered said uniform, within two weeks after the receipt of any order therefor, and to any place within the said Division accessible by mail or express."
The contract prices are as follows:
For the coat, $7.50.
For the breeches, $4.75.
For the cap, $1.25.
For the stockings, $1.00.
For the vest, $3.00.
For the belt, $.40.
Article IX—"It is agreed hereby by the Plymouth Rock Pants Co. that a branch office where members of the Missouri Division, L. A. W., can receive and examine the uniforms, shall be established in the city of St. Louis."
The company already has an agency at 606 Main street, Kansas City.
Blanks for self measurement as well as samples of cloth will be furnished to all who apply, by the Plymouth Rock Pants Co., Boston.
This agreement terminates on December 1, 1891.
All the uniforms made under this contract are guaranteed to be made of the regulation League cloth in a workman like manner, and exactly in conformity with the measures sent.
The undersigned desires to be informed of any violations of this contract.
Fraternally yours, RON'T. HOLM,
St. Louis, May 23, 1891. Chief Consul.

92—Missouri Renewals—475.

To Members:
Up to May 16 but 92 out of the 475 members have renewed their membership for 1891. This is less than one-quarter of the number whose memberships were renewed by this time last year, and I therefore again request all delinquents to give this matter prompt attention as soon as you read this notice. There are but three more short weeks to renew in, and unless the renewals average over 125 per week Missouri will have lost her position as twelfth in point of League membership. Every dollar that is sent on is spent for the benefit of the member sending it. There are no paid officers in the Division, and it is the least that you can do to aid in this matter by quickly contributing your yearly contribution towards paying for the many benefits which League membership insures to you. Therefore send on your renewal at once. Fraternally yours,
RON'T. HOLM, Chief Consul.

Missouri Appointments.

Mr. C. A. Burkhart, California, Mo., is hereby appointed chairman of the Highways Improvement Committee of this Division. F. J. Rowland, Springfield, and C. M. Ellis, Sedalia, are appointed as members of the Committee, vice W. A. Rothwell and T. H. McNeil resigned.
Ernest Hayslet, Clinton, is hereby appointed Local Consul for Clinton, Mo., and vicinity. G. H. Pallen is appointed Local Consul for West St. Louis.
League hotel, Aurora, Mo., Merchants hotel, L. A. W. rate $1.50 per day, meals 35 cents, lodging 50 cents. Regular rate $2.00.
Fraternally yours, RONT. HOLM, C. C.

Maine.

The Pine Tree Wheelmen of Portland, Me., have nominated Mr. E. H. Corson of that city for Chief Consul of the Maine Division L. A. W. Mr. Corson is a very popular wheelman, and will no doubt be well sustained at the coming election.

Michigan.

I have this day appointed Jno. R. Bishop consul for Buchanan. Yours fraternally,
A. B. RICHMOND, C. C.
Grand Rapids, Mich., May 27, 1891.

Massachusetts Road Books.

The present supply of Massachusetts Road Books is exhausted. A revised edition is now in press and will shortly be ready for delivery.
CHAS. S. HOWARD,
Sec'y-Treas.

New League Clubs.

The following clubs have qualified as League clubs and filed the certificate required in the office of the Secretary:
337—Century Cycling Club, Syracuse, N. Y.
338—Tourist Cycle Club, Paterson, N. J.

Connecticut.

No.
66. Bethlehem—C. H. Bird.
67. Burnside—Marcus A. Potter.
68. Collinsville—L. A. Case.
69. Deep River—Ralph G. Bushnell.
70. Essex—H. S. Morgan.
71. East Norwalk—Frank F. Hanford.
72. East Berlin—W. W. Mildrum.
73. Groton—F. H. Johnson.
74. Litchfield—M. L. Cummings.
75. Lyons Plains—Glivia B. Kellog.
76. Mystic—Chas. H. Denison.
77. Milford—Albert L. House.
78. North Haven—Willard L. Munson.
79. North Grosvenordale—Chas. A. Tucker.
38. Newtown—Frank Wright.
80. Norfolk—Harry E. Stevens.
30. New Britain—Lucius B. Norton.
81. Northford—J. L. Nott.
82. Stepney—Miles Eastwood.
83. South Windsor—Harry S. Powers.
84. South Norwalk—Homer B. Holt.
85. Southport—E. L. Gregory.
86. Salisbury—Samuel H. Gregory.
87. Scotland—F. W. Cunningham.
88. Sandy Hook—S. C. Bull.
89. Thomaston—George A. Lemmon.
90. Thompsonville—John M. Morse.
91. Terryville—A. B. Beach.
2. Trumbul—Sam'l. B. Sterling.
93. Warehouse Point—Allie J. Pascoe.
94. West Simsbury—George S. Harger.
95. Wethersfield—T. E. Damery.
96. Windsor Locks—A. H. Parmelee.
Local Consuls have been appointed as above.
ARTHUR ALLEN DEAN, Chief Consul.

Connecticut.

At the spring meet at New Haven, League members who have not renewed can secure League membership privileges by presenting their old ticket or 1890 number and one dollar. The renewal will be properly forwarded.
All who apply for membership at the meet will receive a special tournament ticket which will be recognized at the League Hotel and will secure all regular L. A. W. membership privileges to the holder. ARTHUR ALLEN DEAN, Chief Consul.

Minnesota Hotel.

The Elliott House is hereby appointed League hotel at Stillwater. Regular rates, $2.00. L.A.W. rate, $1.50.
Breakfast, dinner, or supper, 35 cents, lodging 50 cents. T. M. SLOSSON,
Minneapolis, May 28, 1891. Chief Consul.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:
"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League the applicant shall become a member."
Tickets will be issued fourteen days after the publication of names.
Candidates will please notice if their names are correct.
Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.
The application list is closed at 10 A. M on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.
Total 550.
BOSTON, June 5, '91.

CALIFORNIA DIVISION—7.

25101	Ellis, Dr. H. Bert,	25207	Bayley, Arthur N.
25102	Perry, J. S.	25287	Moody, Geo. M.
25103	Russell, E. E.	25288	Harris, W. Walter
25104	Tyler, W. E.		

CONNECTICUT DIVISION—60.

25359	Colt, Samuel T.	25387	Wallace, Geo. M.
25360	Bishop, F. L.	25616	Browne, Fred H.
25361	Ebbets, C. J.	25617	Church, Henry E.
25362	Heyer, Frank E.	25618	Hamilton, Wm. H.
25363	Lehner, Gus.	25619	*Heath, Mrs. Walter E.,*
25364	McFadyen, Sam'l		
25165	Pickup, Frank O.	25620	Reed, Fred M.,
25366	*Staib, Miss Lizzie L.*	25621	Sharpe, G. C.
		25622	Woolward, Arthur P.
25367	Rice, W. H.		
25368	Ashley, Edw'd D.	25623	Young, Clarence E.
25369	Bishop, Frederick		
25370	Burdit, Wm. T.	25388	Alstrum, H. H.
25371	Carpenter, Burton	25389	Edmunds, FrankB
25372	Foote, Edward A.	25487	Bigelow, M. P.
25373	Flagg, H. W.	25398	Thomas, Edw. J.
25374	Horne, Joseph	25390	Hanford, Frederick O.
25375	Knight, Samuel,		
25376	Lester, J. Clarence	25392	Mitchell, Fred'kB.
25377	Page, Richard,	25393	Stanley, Edw'd N.
25378	Parmalee, Eugene J.	25394	Wieant, A. E.
		25395	Fulton, Alexander
25379	Thompson, Alfred L.	25396	Oggesen, Fred J.
		25288	Wilcox, Henry W.
25380	Tyler, George A.	25391	Merrill, G. B.
25381	Bean, Wm. A.	25105	Graham, Geo. S.
25486	Ballard, Arthur M.	25289	Webber, Fred'k
25488	Givens, S. A.	25397	Cousens, Geo. T.
25489	Parker, C. M.	25399	Judd, Fred S.
25382	Tuttle, BurdletteR.	25400	Atwood, E. G.
25383	Hall, Fred J.	25401	Barnes, Geo. H,
25384	Healey, MathewE.	25402	Fowler, Alfred C.
25385	Johnson, Hugh M.	25208	Davis, Jos. K.
25386	McCue, P. T.		

DISTRICT OF COLUMBIA DIVISION—1.

25209	Hawley, C. E.		

ILLINOIS DIVISION—28.

25405	Probasco, Wm.	25492	Adams, H. F.
25146	Frink, W. H.	25404	Harrison, H. C.
25106	Erickson, E. A.	25210	Holmes, Philip H.
25147	Angel, Ed L.	25211	Skinner, O. R.
25148	Common, Loraine	25291	Doolittle, W. W.

[CONTINUED IN SUPPLEMENT.]

The Winner of the great Irvington-Milburn Road Race
RODE
Warwick Perfection Cycle
With Full Cushion Tires on Hollow Rims.
Send for Catalogs of their Elegant Cycles.
WARWICK CYCLE MAN'F'G. CO., - - Springfield, Mass.

"Some, to the fascination of the name, surrender judgment hoodwinked."—COWPER



THE other "some" will run the risk of bursted or cut tires, or will churn themselves into the semblance of ancient tomatoes on rigid bicycles, because, forsooth, they bear a name of some ancient maker.

Why not, as a matter of good judgment, buy a high grade bicycle with a properly constructed spring frame, thereby saving much discomfort and annoyance and securing the enjoyment of pleasant transportation? Such a bicycle is the **PARAGON**, and we guarantee every one.

Stover Bicycle Mfg. Co.,
FREEPORT, ILL.
Send for a Catalog.

"Finest Quality Produced in the World."
TRADE "CREDENDA." MARK.
THE * CREDENDA * SEAMLESS
STEEL * TUBE * Co., * Ltd.,
BIRMINGHAM,
ENGLAND.
W. C. STIFF, Managing Director.
TELEGRAMS:—"CREDENDA" BIRMINGHAM.

L. A. W. SPECIAL.

All Shoes Stamped with this Trade Mark are of the Celebrated Norman & Bennett make. They are the best Fitting and Most Comfortable Shoe ever produced for Wheelmen.

FOR SALE BY

THE LEADING DEALERS

From Maine to California.





WE DIDN'T DO IT!

And we won't promise to refrain from a repetition of said delinquencies. 'CAUSE WHY? WE are NOT GUILTY.

And we wish it understood, once for all, in full reply to many letters of inquiry, that we DID NOT build the Leaning Tower of Pisa, we had no finger in the erection of the old Mill at Newport; Bunker Hill Monument was finished without our trying to spring any information or plans of previous designs on the Commissioners.

The established receipe for English Plum Pudding is no infringement on any formula of ours. We do not license makers of German sausage to use any confined styles of overcoatings, which are exclusively our property. The grass hopper weathervane on Faneuil Hall is NOT a BASE IMITATION of any particular style of hoppergrasses we were building 'steenty years ago.

We simply rise to explain that WE BUILD 'BRONCHO" SAFETY BIKES. That we shall continue to build and sell them as long as the present demand continues, the assertions of the N.B. class of worshipers to the contrary, nothwithstanding.

If you want to know all the inside facts, write for CAT. and Testimonial book, AT ONCE.

ADDRESS ALWAYS,

M. V. LIVINGSTON CYCLE MFG. CO., 245 Columbus Ave., Boston, Mass.

Princess No. 1, 30-inch, balls all over, -	$85 00	Climax No. 2, 28-inch, ball bearing, - -	$60 00
Princess No. 2, 28-inch, " " -	$75 00	Prince No. 1, 26-inch, " " - -	$45 00
Princess No. 3, 26-inch, " " -	$60 00	Prince No. 2, 24-inch, " " - -	$35 00
Climax No. 1, 30-inch, ball bearing, - -	$65 00		

These Wheels Are Built for Our Trade.
Agents Wanted all Over the World.

J. E. POORMAN, Agt., Cincinnati, O.

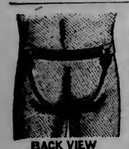
IT LOOKS GREAT!

Just like new. I clean my Bicycle with Wilson's Wonderful Nickel and Enamel Preserver, and without you do you ain't in it.

Price, 50 Cents.

Ask your Cycle Agent for it.

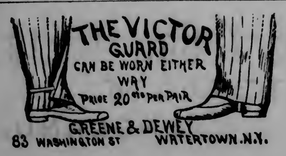
WILSON MFG. CO., 15 Tremont Row, Boston.



BACK VIEW

Indispensable to Bicyclists, Athletes and the Gymnasium

Call's No. 5 Supporters (jock strap) with elastic back, lace front and adjustable back straps. A sure fit. No. 5 (same as cut), 75c. No 6, with pockets on each side of lacing, $1.00. No. 7, with hose supporter attached to sides, $1.00. Number 8, pockets and hose supporter, $1.25. Order by number and give tight measure top of hips. Postpaid on receipt of price. S. B. CALL, 358 Main Street, Springfield, Mass



"SAFETY CYCLE HOIST."



Pat. Applied For.

The BEST Way in Holding the Safeties.

KEEP THE WEIGHT OFF THE TIRES.

Owners of PNEUMATICS and CUSHIONS Take Notice.

Price, Postpaid, *$1.00.*

Ask Your Dealer for it.



Pat. Applied For.

HOLLAND & HAVENER, Manufacturers, Worcester, Mass.

CHOICE OF THE EXPERTS.

"U. S." Gallery Ammunition.

Manufactured by the

United States Cartridge Co., - Lowell, Mass.



WHAT IS HIGH WATER MARK?

We started in this year with an idea of making **12,000** GIANT SAFETY BICYCLES. We have already actually sold over **10,000** and have so increased our facilities that we shall turn out **16,000.** Is that the figure above referred to? We think so, and it behooves any agent or dealer who desires quotations on these goods to be somewhat lively in his movements. Catalogue cheerfully mailed on application.



H. A. LOZIER & CO., - - Cleveland, Ohio.



Every rider of the

Eclipse Safety Bicycle

will tell you it is the finest machine he ever sat on.

You can make more miles over rough or smooth roads, in a day, with less effort, than on any wheel made.

The construction of the wheel is such as to remove all jar, and give the rider a machine that is as easy as a buggy.

The frame is made of material that cannot be broken.

The workmanship is first-class, ball bearing throughout, tangent spokes, and elegantly nickel plated.

Do not fail to see the ECLIPSE before buying. Price $100.

STEEL PULLEY & MACHINE WORKS,

Patentees and Sole Makers,

INDIANAPOLIS, IND.

PARAGON. TOURIST

SIDWELL & SABEN,

NEW ENGLAND AGENTS.

243 Columbus Avenue, - - Boston, Mass.

ROYAL SPRING FORK.

It is the only spring that can be applied to any wheel by any one.
The only spring that makes a wheel steer better.
The only spring fork that won't pitch.
The only spring that can be attached without altering the forks.
The only spring that has double action.



Just the Thing for Solid or Cushion TYRES.

Importers of ROYAL and STAR CYCLES in Spring Frames, cushion or Pneumatic Tyres.

To introduce them quick we will give large discount to first buyer in every town.

We will send wheels free of all charges for inspection.

Agents wanted.

ROSS CYCLE CO.,

36 MAIN STREET, - - HOLYOKE, MASS.

$85.00 $85.00



LOOK! LOOK AT THE WHEEL!

THE ONLY

Referee Pattern Diamond Frame Safety on the Market for $85

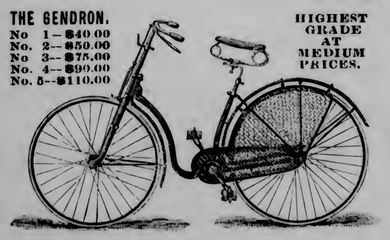
Just think, it is ball-bearing all round, including head. Warranted ALL STEEL forgings, and high grade in every respect. Call and see the wheel. Men's, $85; Boys' (same machine, only 26-inch wheels), $50. Discount to dealers.

W. J. NEWMAN, Referee Depots: 46 COLUMBUS AVENUE, BOSTON, And HARVARD SQUARE, CAMBRIDGE.

Cambridge Store Open Evenings.

GENDRON.

THE GENDRON.
No 1--$40.00
No. 2--$50.00
No 3--$75.00
No. 4--$90.00
No. 5--$110.00



HIGHEST GRADE AT MEDIUM PRICES.

SEND FOR CATALOGUE.

The Gendron NO. 6 $100.00.



The Gendron NO. 7 $115.00.

GENDRON IRON WHEEL COMPANY,

Eastern Office and Wareroom: 107 Chambers St., New York. Factory and Home Office: Toledo, Ohio.



Dealers and Riders,

Have you examined the fine points in our 40-pound, Cushion-Tyred

"METEOR" SAFETY.

BANKER & CAMPBELL CO.,

(LIMITED.)

12 Murray St., N Y. 1786 Broadway, N. Y. 1311 Bedford Ave., Brooklyn.

SEND FOR CATALOGUE.



Largest Exclusive Bicycle House

Between New York and Chicago.

WHOLESALE and RETAIL DEALERS

27 Different Styles of Wheels,

Ranging in price from

$20 UP TO $135.00.



Agents Wanted in Unoccupied Territory. Write for Descriptive Catalogues.

STANDARD CYCLE CO., - 588 Main Street, Buffalo, N. Y.

MARTIN & STEVENS (Successors.)

THE TOURIST.



Simplicity in Construction. Ease in Running. Cushion Tyres. Bown's Ball Bearings. No Cast Metal. Manufactured for us by Wm. Bown, Birmingham, England.

Also General Agents for the

Warwick, Kenwood, Psycho, Referee AND THE St. Nicholas

Line of Medium Grade Wheels.

MANUFACTURERS OF THE

Perfection Bicycle Alarm,

Tire Heaters and

Bidwell Cyclometer.

Good Agents Desired. Send for Catalogue and Terms.

George R. Bidwell Cycle Co.,

Chicago: 270 and 272 Wabash Avenue. 308 and 310 W. 59th St., New York City

The Beeston Humber.

Correct in Model,
Perfect in Construction.



Solid Tire, Weight all on 37 Pounds,
$135.

Cushion Tire, Weight 40 Pounds,
$145.

AGENTS WANTED EVERYWHERE.
LIBERAL DISCOUNTS.

Featherstone's Pneumatics are now being Received in Quantities.

Prompt Delivery Guaranteed.

WRIGHT & DITSON, 578 AND 580 Washington St., Boston, Mass., U.S.A.

WESTERN * WHEEL * WORKS.

1891 · CATALOGUE · NOW · READY.

—SEND FOR IT.—

BEST LINE OF WHEELS FOR THE MONEY EVER MADE.

STEEL TUBING AND DROP FORGINGS.

LIGHT, STRONG, GRACEFUL, NEATLY FINISHED AND PERFECTLY FITTED.

R. L. COLEMAN & CO., 35 Barclay St., 40 Park Place, New York.

Agents,—Eastern, Middle and Southern States.

The "POPULAR" DIAMOND SAFETY $85 HIGH GRADE.



AGENTS for New York State and Northern part of New Jersey,
BANKER & CAMPBELL CO., Limited, 12 Murray Street, New York City.
For other territory apply to
PERCIVAL TATTERSFIELD, 12th and Oxford sts., Philadelphia, Penn.
Send for Catalogue.

See Machine at our Local Agents' before purchasing.

WE WANT MORE SCALPS.





Our assortment of Agents' scalp locks is good—we still have room for more—but this time we want to "raise the ha'ar" on the retail customer. Now is the time to buy—we are the people to buy from. Printed matter, telling how to "Save Money on Bicycles" furnished free. Don't purchase till you have read it.
N. B. Installments if desired.

A. W. GUMP & CO., - - Dayton, Ohio.



Bicycle Riders, Base Ball Players, Athletes, Gymnasts, tell us that it is the best and most satisfactory supporter made.

Let Every Sportsman Try Them. Price, $1.00.

Will send by mail on receipt of price. Send size of waist and hip.



KNEE PANTS.
(Patented.)
810. Heavy Rib.
Improved double seat and pocket.

FULL PANTS.
(Patented.)
828.
HEAVY RIB.
Improved Double Seat, Strap and Pocket.



No.		Each.
970.	Heavy Sweater,	$5 00
967.	" "	4 00
767.	" "	3 50



3—1. Full Fashioned, Narrowed at [illegible] in black, navy, League brown, grey mixed and any other color, $1.50.
3—1. Black, navy, grey mixed, stocking, $1.25.
1—1. Black, navy, grey mixed, stocking, $1.00.

ATHLETIC and GYMNASIUM GARMENTS Manufactured by HOLMES & CO., 109 Kingston Street, Boston.

SEND STAMP FOR CATALOGUE.

GOOD OLD TOE CLIP.

Rankin's Patent.



OTHERS TRY TO IMPROVE.

We do quite a little Sundry Business. Send for Cat. and List.

P. O. BOX 103,
RANKIN & BRUCE, 23 Custom House Street,
Providence, R. I.

Factory and Repair Shop, 36 Potter Street.

DO DEALERS DESIRE DUST? We Want Agents.

D. SNITJER, St. Louis, Mo.

Bicycle Tour Through Europe.

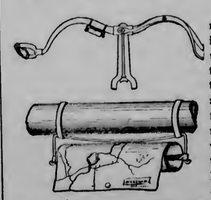
For Ladies and Gentlemen.

SAIL FROM NEW YORK JULY 29TH,
COST $300 FOR 80 DAYS.

Party filling up. Those who are going must decide soon. Address

CLARENCE H. SMITH, 211 Putnam Ave, Detroit, - - Mich.

TOURISTS' MAP HOLDER.



No dismounts necessary to examine your map. Rolls up like a spring curtain. Lay a strip of transfer paper over a map of your route for the day and mark route on paper, which you pin on to the ribbon. This holder is suspended on rubber and cannot rattle. Patent applied for. Sent by return mail for $1.00. Address

D. H. SMITH, 235 High Street, Holyoke, Mass.

ANNUAL EUROPEAN CYCLE TOURS,

CONDUCTED BY WM. HEYNY, JR.

Through the HARZ MOUNTAINS, Germany.
60 Days. Total Cost $200.
First Cabin Passage. Sail July 4th
At 5 A. M., by the new steamer "DANIA."
Address Wm. Heyny, Jr., 301 Sixth St., N. Y. City.

"QUADRANT" CYCLES

ARE RENOWNED FOR

ORIGINALITY.

We make our own designs and work our own patents, constantly incorporating in our machines about 12 or 14 of our own inventions.

EXCELLENCE.

In these days when the commonest rubbish is advertised as "the best, the lightest, the swiftest," etc., and even sold as such, we can only ask intending buyers to send for our 1891 catalogue, and read the 16 pages of unsolicited testimonials received during the past season.

TRUSTWORTHINESS.

"A prominent feature of their exhit (Philadelphia Exhibition) is a 'Quadrant' which was caught between two cable cars on Columbia Ave. This machine is bent and twisted in every direction. but not a thing is broken."—*Bicycling World*, 6 March, 1891

"The machine is twisted out of all resemblance to a bicycle, but so far as can be seen not a single break occurred."—*Referee*, 6 March, 1891.

SAFETIES No. 17 and No. 20, with Tangent Spokes and Solid Cushion, and Pneumatic Tyres, are the leading lines of the season.

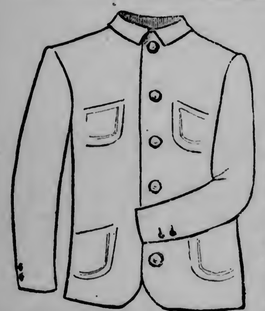
Wholesale Agents for New England, New York, Pennsylvania, New Jersey, Delaware, Maryland, West Virginia and District of Columbia,

THE STRONG & GREEN CYCLE M'F'G CO., 707 ARCH STREET, PHILADELPHIA.

For all other States east of the Mississippi,

ALFRED FIELD & COMPANY, 93 CHAMBERS STREET, NEW YORK.

Makers: THE QUADRANT TRICYCLE COMPANY, Birmingham, England.



Plymouth Rock Pants Company.

HEADQUARTERS: 11 TO 25 ELIOT STREET, BOSTON, MASS.

Official State Tailors OF THE L. A. W.

Washington, D.C., Maryland, Pennsylvania, Connecticut, New Hampshire, Virginia and Missouri.

Authorized makers from the LEAGUE CLOTH.

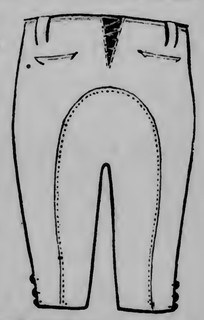
Coat, - - - $7.50
Breeches, - 4.75 } Ordered Together, $12.25.

As per *specifications required by the Uniform Committee.*

We have Branch Stores in the following Cities where your orders will be taken.

BRANCHES: 279 Broadway, New York; 943 Penn. Ave., Washington, D. C.; 72 Adams St., Chicago, Ill.; 914 Main St., Richmond, Va.; 217 19th St., Birmingham, Ala.; 291 Main St., Worcester, Mass.; 275 Meridian St., East Boston; 508 Mulberry St., Macon, Ga; Room 4, Y.M.C.A. Bldg., Burlington, Vt.; 282 Second St., Memphis, Tenn.; 430 Church St., Nashville, Tenn.; 820 Main St., Dallas, Tex.; 609 Broad St., Augusta, Ga.; 108 W. 3d St., Davenport, Ia.; 1109 Broad St., Columbus, Ga.; 307 Tremont St., Galveston, Tex; 143 So. 12th St., Lincoln, Neb.; 700 Austin St., Waco, Tex.; 110 Canal St., New Orleans, La.; 6 E. Government St., Pensacola, Fla.; 39 Whitehall St., Atlanta, Ga., 68 So Main St., Waterbury, Conn.; 970 Elm St., Manchester, N. H.; 106 N. Main St., Concord, N. H.; 104 Montgomery St., Montgomery, Ala.; 796 Chapel St., New Haven, Conn.; Main St., opp. P.O., Springfield, Mass.; 16 W. 9th St., Chattanooga, Tenn.; 134 Thames St., Newport, R. I.; 606 Main St., Kansas City, Mo.; 244 Fourth Ave, Louisville, Ky.; Exchange St., corner entrance, 2 State St., Hartford, Conn; 910 Congress Ave, Austin, Tex.; 406 Houston St, San Antonio, Tex.; 318 So. 15th St., Omaha, Neb.; 310 E. 5th St., Dayton, Ohio.

Also Agents at most all points in every State. We will call whenever and wherever needed by your notifying Headquarters, BOSTON, MASS.



Makers of ALL STYLES OF UNIFORMS.

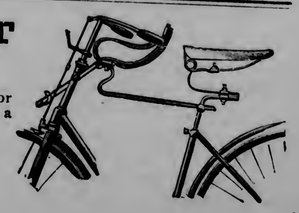
Address POSTAL CARD For Samples

The * Beauty * Bundle * Carrier AND CHILD'S SEAT.

ADAPTED for all Safety Bicycles and Tricycles, attaching to either horizontal, vertical, solid or hollow posts of any diameter, without marring the same. Will carry a good-sized child, a peck of apples, an armful of books, or anything you can get in it.

Cloth, *$6.* Mackintosh, *$7.* Send for Circulars.

RICH & SAGER, 210 West Main Street, Rochester, N. Y.



SPECIAL NOTICE TO THE TRADE.

The Manchester Cycle Company, Limited,

OF MANCHESTER, ENGLAND.

Have much pleasure in announcing that they have a large stock of the celebrated **"Irwell Safety"** on hand, ready for immediate delivery. Material and workmanship of the best. Guaranteed for twelve months against imperfections of any kind. The **"Irwell"** is the machine so popular in England for touring, on account of its strength, combined with lightness.

The Manchester Cycle Co., Ltd., are very desirous of introducing these wheels into every section of the country, and to do this quickly, and save correspondence, this announcement is made:

The price of the **"Irwell" is *$100*,** the discount to the trade is **25 per cent.** The Company want to sell through the trade only, and therefore will not supply any at retail in any town after an agent is appointed. *However*, until an agent is appointed, sample wheels will be furnished to any applicant at ***$75*** net, this being the lowest wholesale price. The machines will be crated, and are fitted with Garford saddle, tool-bag, oiler, wrench and bell. Built of Credenda steel tube, drop forgings and ball bearings all over.

After an Agent is appointed in any town, *no more* wheels will be *Retailed* at *Wholesale* prices.

Wheels sent C. O. D., with privilege of examination, on receipt of $10. Guaranteed Superior to most, and equal to any in material, workmanship and finish. Address.

The Manchester Cycle Co., Ltd., of Manchester, England. || American Office, 101 NORTH SEVENTH ST., Philadelphia. Pa., U. S. A.

A MODERN PRINTING OFFICE AND BINDERY.

The Collins Press

Gives Satisfaction Every Time.

WE PRINT

The "Technology Architectural Review,"
"Bicycling World and L. A. W. Bulletin,"
"Wade's Fibre and Fabric,"
"The Musical Herald."

PRINTERS TO THE BOSTON UNIVERSITY.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged o bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.

For sale by a Cycle manufacturers and dealers.

"Imperial Wheels" FOR ALL AROUND RIDING ARE POSITIVELY THE BEST



MANUFACTURED ONLY BY

AMES & FROST COMPANY

302-304 WABASH AVE, CHICAGO

CATALOGUE UPON APPLICATION

$3.00 Per Pair.



$3.00 Per Pair.

It is just like this, we have a good Shoe and guarantee it Kangaroo. We are not afraid to say this, because it is true. There is plenty of higher priced Shoes you can buy, but the above guarantee is generally nix. Send for Catalogue and rules for self measurement. Liberal terms to Agents. Address,

W. B. TOULMIN, 285 Main St., Buffalo, N. Y.

MUNN & CO. SCIENTIFIC AMERICAN AGENCY for

PATENTS

A pamphlet of information and abstract of the laws, showing How to Obtain Patents, Caveats, Trade Marks, Copyrights, *sent free.* Address MUNN & CO. 361 Broadway, New York.

Official Outfitters to the League of American Wheelmen.

Authorized by the Executive Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.

406, 408, 410 & 412 Broome Street, NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.00, BREECHES, $5.25.
Cloth, $2.10 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk.....40
Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic. 4.00
No. 1, Canvas, leather trimmings. 3.50

Sent post paid on receipt of price.
Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,
241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia. 1032 Chestnut St.

THE NEW COLOR **LEAGUE CLOTH** IS NOW READY.

Samples of same can be obtained on application to

BROWNING KING & CO., - New York.



THE SPIRAL FLEXIBLE TOE CLIP

Is flexible and easy on the foot. Adjusts to any size of foot or pedal. Stands any amount of blows, kicks or tramping on, and still retains its form. Will not catch on curbs, sidewalks, door sills or obstructions and pull out of shape while wheel is being trundled over them.

The only toe clip extant that permits of the correct adjustment of foot to pedal; not having a toe check it does not tend to pedalling with toes pointing downward, which position induces a strained and set condition of the muscles of the foot, ankle and calf. One of the best, simplest and most easily attached. Try a pair and be convinced Send for descriptive circular.



AS CARRIED WHILE RIDING

No more foul, greasy and collapsed tool bags.
No soiled hands or clothes
No loss of oil or one's temper.
No dirty tool bags or oily tools.
No weight, no delays to oil up.
No loose tops, no rattle.
No neglected or damaged bearings.
No squeaking or pounding.

Made in sizes suited to different machines.

Pronounced by old wheelmen, the press and the trade as the BEST novelty before the cycling public for '91.

In ordering state make of wheel and give diameter of seat rod or handle bar shaft.

Price mailed, 50c.
With C. & D. Oiler $1.

The Spiral Flexible Toe CLIP is flexible, easy; adjustable, effective, indestructable, faultless. One of the best, simplest and most easily attached. Price per pair, mailed, 50c Agents wanted everywhere. [Mention this paper.

Descriptive circular free.

L. H. BANNISTER & CO., Youngstown. Ohio.

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. **W. E. AUGHINBAUGH,** Baltic Building Washington, D. C.

M. R. WARREN,

Fine Stationery,

336 Washington Street, - Boston.

I call special attention to my engraving department, in which you will find the best of workmanship, correctly and quickly executed at the lowest prices.

SATISFACTION GUARANTEED.

Wedding Invitations,
Wedding Announcements.
Reception Cards,
Visiting Cards,
Party Invitations, etc.

Sketches Furnished. Odd Novelties in Box Papers. New Style Envelopes.
Mention this paper.

ATHLETIC GOODS!

KINGSTON KNITTING CO.,

Manufacturers for the

Trade and Clubs.

The most beautiful line of

Bicycle, Gymnasium, Tennis Costume and Sporting Goods



Made, in worsted, wool and best lisle thread stock. Unsurpassed for style, completeness, elasticity and durability, and at very low prices.

Send for catalogue and club price list, or order with entire confidence that our styles, material and prices will be entirely satisfactory.

No. 27 Kingston Street,

BOSTON, MASS

BEST OUT.

75c. for this Nickeled Toe Clip.



Every wire braces the others. Best Spring Steel. Foot never slips. No headers. Great for hill climbing. No pinching of corns or catching of foot. Solid comfort. Rubber coated, only 90 cents. The Pat. balance E, always brings Pedal and Clip right side up as per cut, only 75 cents extra.

If your Agent is dead and don't keep it, don't let him bluff you, but send price by P. O. Note. No stamps. Size 1 for boots up to No. 8. Size 2 for boots from 8 to 11. ☞AGENTS WANTED EVERYWHERE

J. A. HUNT & CO., Sole Mfgs., Westboro, Mass.



I. A. WESTON & CO.,

JAMESVILLE, N. Y.,

MANUFACTURERS OF

SAFETY BICYCLE WHEELS,

MADE WITH

Parallel Coned or BALL BEARINGS, Solid or Cushion Tire.

THE BEST MATERIAL and THE FINEST FINISH.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜



L. A. W. BADGES

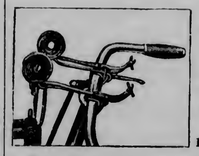
The official design in **SOLID GOLD.**

Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the inferior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better to. $1.50, $2.00, and $2.50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.



LAMSON'S

Luggage Carrier

NO. 1.

Convenient, durable, noiseless, cheap. $1. Sold everywhere.

Made by

C. H. LAMSON,

Portland, - Maine.



JOHN · HARRIOTT ·

PRIZE MEDALS

CUPS,

BADGES AND PINS ·

3 WINTER ST. BOSTON ·

$24 BUYS a new safety, 24-inch wheels, nickeled spokes and hubs, best rubber tire; adjustable for boy from 8 to 18 years. Only a limited number at this price. TRUKIO CYCLE CO., Box 834, Fort Plain, N. Y.

SEVERAL NEW $135 SAFETIES to offer in exchange for old wheels on favorable terms. Send full description of what you offer. ZOOK, Lititz, Pa.

WANTED—Bicycle Dealers and Agents to handle our *Official League* and other Bicyclists' emblems. Send for price list and discounts. DURYEA JEWELRY CO., wholesale jewelers, 180 B'way, N.Y.

VERY CHEAP—One '89 C. L. R. Safety, $80; and one '90 C. L. R. Safety, $90. Each is worth $25 more, and both are guaranteed perfect in every respect, and practically good as new. A 34-inch Ideal Tricycle, good as new, cost $40, for $20. A 50-inch Rudge Light Roadster, in perfect running order, tires and bearings A1, for $25. G. FRANK FRIES, Akron, Ohio.

WRITE TO B. P. CO., North Easton, Mass., for samples of new L. A. W. Address Cards.

$75 CASH will purchase a Giant safety, 30-inch wheel; brand new, never taken from crate. A big bargain. TRUKIO CYCLE CO., Box 834, Fort Plain, N. Y.

L. A. W. CARDS. Send stamp to BARTLETT & POWERS, 16 Gooding Street, Pawtucket, R. I.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ *Cash must accompany the Order.*☜

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜

FOR SALE—New '90 Referee Safety; ridden about 160 miles. Prime condition, $110 cash. Address J. E. BROWN, 883 Vine st., Cincinnati, O.

FOR SALE—Or exchange for Columbia or Rambler Safety, 1 48-inch Special Star in good repair; price $35. Address at once J. H. APPLE, Clarion, Pa.

LAKIN Cyclometer, never used, 52-inch; best offer over $5.00. LEWIS H. FROST, 6 Webster st., E. Somerville, Mass.

FOR SALE—Ivel Tandem Safety; cost $200. Recently fitted with Columbia steering. Little used; in perfect order. Best offer takes it, or will exchange for good safeties. CHAS. E. SIMANTON, Washington, N. J.

FOR SALE—Broncho Safety, 1891 pattern, in excellent condition, $75 cash. H. M. SMITH, Springfield, Ill.

WANTED—Something in exchange for fine violin. Butcher or Lakin cyclometer, and nickeled lamp, spring attachment, for Victor Safety preferred. D. C. McGARVIN, 24 Lanfranco Block, Los Angeles, Cal.

EAGLE LIGHT ROADSTER, 54-inch, with cyclometer, for sale cheap. Good reasons. Address B. A. GRAMM, Chillicothe, Ohio.

FOR SALE—Star Safety, with bell and lamp, $90. Address B. I. CARHART, 540 Broadway, Albany, N. Y.

COLUMBIA LADIES' SAFETY—1890 pattern, purchased last fall; good as new; $100 will buy it; owner wants 1891 pattern. H. C. OGDEN, Middletown, N. Y.

SPECIAL 48 STAR, built to order at a cost of $165; perfect order; fine condition; for best cash offer. 48 Star Racer, good as new, for best cash offer over $60. 42 Special Star, $40. 45 Special Star, $50. Bargains. "DANIEL," Box 27, Lititz, Pa.

SINGER TANDEM TRICYCLE, good condition, cost $260, for sale cheap, as owner has no use for it. C. W. SPINNEY, Fitchburg, Mass.

TAKEN IN EXCHANGE—One Hartford Safety, cushion tires, never uncrated. Regular price, $105. Will sell for $95 C. O. D. GEO. O. ALLEN, Fitchburg, Mass.

WANTED—Companion for wheeling tour through Europe. Lasting two to three months Start July 5th, 1891. Address "Teller," Bank of DuBois, DuBois, Pa.

FOR SALE—1891 "New Mail" Safety, with cyclometer, A grade; ridden 200 miles; will take good 54 inch ordinary as part pay. Address P. A. WICKERHAM, West Union, O.

BARGAIN—Premier Tandem, A1 condition, less than 100 miles wear, $135. Also '89 Victor Safety, with new '90 saddle, good condition, $85. A. C. M. ALPIN, Warren, Pa.

WANTED—By a lady member of the League, to correspond with some lady who would like to join a wheel party to travel through Germany. One preferred who speaks or reads German. Best of references given from prominent business men or educational leaders of Ohio. Address E. L. C., care Bicycling World, 12 Pearl street, Boston, Mass.

FOR SALE—54-inch American Champion, all ball bearings. Also 56-inch ordinary, with ball wheels. Both cheap. Address W. E. PALMER, Albany, N. Y.

FOR SALE—48-inch American Light Champion in A1 condition. Will sell cheap or trade for high grade safety. Correspondence solicited. P. W. HALL, Sheldon, Iowa.

NEW MAIL SAFETY—Cost $135; good condition; new tire; must sell. Price $85 cash. Also Columbia '91 safety, $125. W. S. FARLEY, Jr., Fort Plain, N. Y.

FOR SALE—55-inch Columbia Light Roadster, with cyclometer, $55. Address at once to A. C. PHILIPS, Wilmington, Del.

FOR SALE—Columbia Ladies' Safety, in a No. 1 condition, not run over 10 miles, for $100. One 1890 Columbia Light Roadster Safety, in first-class condition, not run over 400 miles, for $95. Above are strictly rare bargains. Address E. G. ZERN, Leighton, Pa,

FOR SALE—Rudge Racer, 55-inch, 20 pounds, in first-class condition, $45. R. H. ROBE, Albany, N. Y.

$99 BUYS a $135 Broncho Safety, 1891 style, latest; big improvement over 1890; fine condition; run only 25 miles; a bargain. Address Box 408, Westboro, Mass.

NOW—First decent offer buys Rudge Rotary Tandem Tricycle; first-class workmanship; metal parts good condition; rubber somewhat worn. H. H., 359 Main st., Canandaigua, N. Y.

$10 SAVED! I have one Victor and one Col. safety, both cushion tires, latest patterns, and never taken from crates. Will sell for $125 each, C. O. D. ARTHUR E. HARRIS, Ashburnham, Mass.

FOR SALE—One second-hand safety in good condition. Will be sold low. GEO. O. ALLEN, Fitchburg, Mass.

FOR SALE CHEAP—A Humber Tandem Tricycle, in good condition, or exchange. H. G. COLLINS, 168 Lloyd st., Fair Haven, Conn.

MUST BE SOLD.

If you want a "Bargain,"

Send for List to EDMANS & SON, Troy, N. Y.

WANTED.

A FEW DISTRICT AGENTS

— OR A —

Sole American Agent

FOR A HIGH-CLASS CYCLE.

Apply Immediately to

THE COVENTRY CYCLE MFG. CO., GROVE WORKS, Coventry, England.

First Annual Race Meet

OF THE

CENTURY WHEELMEN

Saturday, June 20th, 1891,

3.15 P. M.

To be held on the grounds of the

TIOGA ATHLETIC ASSOCIATION

22d and Westmoreland Sts.

Fourteen Races. Three State Championships

ORDER OF EVENTS:

1st One Mile Safety Open.
2d One Mile Safety 3.30 Class.
3d One Mile Ordinary Open.
4th Quarter Mile Safety State Championship.
5th One Mile Tandem Handicap.
6th One Mile Safety 3.20 Class.
7th Half Mile Safety Open.
8th Two Mile Ordinary State Championship.
9th One Mile Safety 3.10 class.
10th Quarter Mile Ordinary Open.
11th Two Mile Safety Club Race, Handicap.
12th Two Mile Ordinary Handicap.
13th One Mile Safety Handicap.
14th One Mile Safety State Championship.

All entries close June 13th, with

C. W. DALSEN,

No. 1507 Columbia Ave., Philadelphia, Pa.

FINE TAPS AND DIES. For Bicycle Work.



LIGHTNING AND GREEN RIVER SCREW PLATES.

Bolt Cutters, Hand and Power Drilling Machines Punching Presses and Other Labor Saving Tools.

Send for Price List.

WILEY & RUSSELL MFG. CO., Greenfield, Mass.

BICYCLE SUPPLY HEADQUARTERS.

Howard A. Smith & Co.,

NEWARK, N. J.



SUNDRIES.



Rims, Balls, Backbones, Tubes, Columbia Crank Keys, Tucker's Elastic Straps, Z. & S. Bundle Carriers Tire Tape, Gloves, Z. & S. Stocking Supporters, Cement, Trousers' Guards, Belts, Lamps, Locks, Enamel, Horns, Toe Clips, Wrenches, Newark Spoke Grips, Rubber Cement, Graphite, Saddles, Cycle Brush Tools, Oilers, Belts, Handles, Shoes, Jersey Shirts, Sweaters, Badges, Caps, Knee Tights, Screw Drivers, Foot Rests, Instruction Belts, Safety Stands,











Tires, Drinking Cups, &c.

Send for Catalogue.

COMPLETE REPAIR SHOP.

Send for Second-Hand Bargain List.



Big Bargains.

HOWARD A. SMITH & CO.,

518 BROAD STREET, NEWARK, N. J.

THEATRES.

GLOBE THEATRE.
John Stetson, Manager.
Week commencing June 1,
THE HORNETS NEST.
Evenings, 7.45. Wed. and Sat. Matinee, 2.

$2.75.

I will cut a single line, steel street die, monogram or cipher, with 5 quires fine writing paper and envelopes, paper stamped in colors for $2.75; all duplicate orders filled at $1.00 less, the die to remain in my possession; will mail samples on app ication.

M. R. WARREN,
Stationer and Engraver,
336 WASHINGTON ST., BOSTON.
Mention this paper.

New Hoover 4 OR ONE PIECE WIRE
BADGES MEDALS &C. C. O. REICHERT.
L. A. W. 14725. 828 CHAPEL ST. NEW HAVEN, CT.



SAMPLE CAN, BY MAIL, 25 CENTS

Liberal Trade Discount.

GRAPHITE,
P. O. Box 1202,
NEW YORK, N. Y.



FOR TANGENT AND DIRECT SPOKES.

Nickeled, Price 75c., Postpaid.

Dealers send for Sample and Electrotype.

AVERY & JENNESS,
5756 Madison Ave., Chicago.

Erie Knitting Mills,

Erie, Pa.

Are still making the very best goods for cyclers. We know this, and others are finding it out.

This is a copy of a letter just received from the champion road rider of the United States:

ERIE KNITTING MILLS -
I cheerfully recommend your knit goods for the use of bicyclers, especially hard road-riders, as from my experience with them I have found them well-fitting, elastic and durable as iron.
Yours very truly,
WM. VAN WAGONER.

FRANK FAIRBAIRN, 513 WEST 11TH ST., ERIE, PA.

Exchange Your High Wheel
FOR A SAFETY.
Try us as a last resort. Send stamps.
CLINTON CYCLE CO.,
Clinton, Mass.

NOTICE
To Manufacturers and Agents.
LOUIS GLASEL & CO., - Coventry, Eng.
THE CONTINENTAL CYCLES
Are the Cheapest and Best in the Trade.
CUSHION SAFETIES Ready for immediate delivery. Balls throughout. Best material. Workmanship guaranteed.

LOUIS GLASEL & CO.,
supplies also all rough and finished parts; also chains, tubes, stampings, hubs, cushion tyres, lamps, forks, rims, etc, etc.

Rock Bottom Prices.
All very cheap and only for cash. Best and prompt attention given to the smallest orders.
Mention this paper.

H. H. BROWN,
Wappingers Falls, N. Y.
Patentee and Manufacturer of
Hard Rubber Bicycle Handles and Grips
FOR CYCLE MANUFACTURERS.

FITCHBURG RAILROAD.

Superb Equipment, Excellent Train Service, Fas Time, and Courteous Employees make the
HOOSAC TUNNEL ROUTE
THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

BICYCLES CARRIED FREE
FAST EXPRESS TRAINS
With elegant PALACE PARLOR and SLEEPING CARS to and from
BOSTON and CHICAGO and BOSTON and ST. LOUIS, via NIAGARA FALLS,
without change.
THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.
THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.
THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.
ELEGANT PALACE SLEEPING CARS
to and from
BOSTON and MONTREAL,
without change.
For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at
250 Washington Street, or
Fitchburg Railroad Passenger Station, Boston.
J. R. WATSON, General Pass. Agent.

Price List of Specialties
—MANUFACTURED BY—
ELASTIC TIP CO.
Mailed Postpaid on Receipt of Price.
Dropped Forged Steel Spade Handles, all nickeled and threaded to fit any machine, $2.50 per pair.
Soft Rubber Handles, pear shaped, $1.50 per pair.
Vulcanized Handles, pear shaped, $1.50 per pair.
Boys' Soft Rubber Handles, pear shaped, $1.00 per pair.
Double Grip Pedal Rubbers, No. A, 1 inch x 3 3-4 inches, $2.00 per set of four.
Double Grip Pedal Rubbers, No. B, 1 inch x 4 inches, $1.50 per set of four.
Double Grip Pedal rubbers, No. C, 1 1-4 inch x 4 inches, $2.00 per set of four.
Pedal Rubber, round or square; made from white rubber, $1.00 per set of four. When ordering state size required.
Spade Grips, vulcanite, 50 cts. per pair.
Safety Handles, vulcanite, to fit any machine, $1.00 per pair.
Safety Handles, for Boys' Wheel, 50 cts. per pair.
Soft Rubber Grips for Safety, $1.00 per pair.
Soft Rubber Grips for Boys' Safety, 50 cts. per pair.
Soft Rubber Sleeves, to fit over vulcanite grip, 75 cts. per pair.
Steel Balls, 3-16 inch, $2.00 per C.; 1-4 inch, $2.40 C.; 5-16 inch, $3.00 per C.
Imported Tire Cement, 25 cts. per box.
Tire tape for holding on tire, 25 cts. per roll
Rubber Cement, for repairing cuts in tires, 25 cts. per can.
Bicycle Spokes. Price according to quantity.
BICYCLE TIRES, SOLID or CUSHION, either red or grey; price according to size. Send for Catalogue.
ELASTIC TIP CO.,
Cor. Cornhill and Washington Street,
BOSTON, MASS., U. S. A.

REAL BICYCLE UNIFORMS.

Be sure to send for free samples and measure blanks. Club Uniforms a specialty. L. A. W. Coats, $8. Knee Breeches, $4. Punnett's celebrated Jersey Cloth Knee Breeches, only $4 a pair. Bicycle Caps, Hose, Pins, Tights, gold or silver Letters, Punnett's Invisible Pants Holders, 25c. a pair. Be sure to write now.
R. A. PUNNETT, Tailor and Athletic Outfitter,
98 & 100 West Ave., ROCHESTER, N. Y.
All strictly first-class work at moderate prices.

SEND FOR CATALOGUE.



PRICES TALK!

You are going to buy your Bicycle where you can get a good one for little money.
Examine our prices.—We can save money for you.

Meacham Diamond—A Gents' or Ladies' Safety. DIAMOND FRAME of seamless tubing, ball bearing all over, including socket, ball bearing head, lightly built, high grade in all respects (see cut)...List, $115.00; Net, **$76.00**

Express, Gents'—30-inch wheels, ball bearings all around, frame of steel tubing...List, $90.00; Net, **$61.33**

Express, Ladies'—30-inch wheels, ball bearings all around, frame of steel tubing...List, $90.00; Net, **$61.33**

28-Inch Safety—Combination wheel for GENTS or LADIES, ball bearings all over...List, $75.00; Net, **$53.33**

Large Boys' and Girls'—Combination Safety, 26-inch wheels, adjustable cone bearings all over.....List, $40.00; Net, **$24.00**

Boys'—25-inch wheels, adjustable saddle and brake, rubber tires, mud guards, adjustable cone bearings.....List, $55.00; Net, **$20.00**

Boys' and Girls'—24-inch wheels, DIAMOND FRAME of steel tubing, adjustable CONE bearings.....List, $85.00; Net, **$22.66**

Boys' and Girls'—24-inch wheels, DIAMOND FRAME of steel tubing, adjustable BALL bearings.....List, $40.00; Net, **$24.66**

Send for Catalogue. **E. C. MEACHAM ARMS CO., ST. LOUIS, MO.**

$85.00 LOVELL DIAMOND CYCLES. $85.00

High Grade Only.

All Ball Bearing,
Steel Tubing
—AND—
DROP FORGINGS.

NO BETTER MACHINE AT ANY PRICE.



Lovell Diamond, $85.
With Cushion Tires, 95.
For Ladies, 85.
Convertible, 85.

AGENTS WANTED.

BICYCLE CATALOGUE FREE.

MANUFACTURED BY

John P. Lovell Arms Co., Boston, Mass.

Learn to Ride
BY USING OUR
INSTRUCTION BELT
Price, with instructions for use, $1.25.
ST. LOUIS WHEEL COMPANY,
311 N. 14th St., St. Louis, Mo.

AMBERG'S
CABINET LETTER FILE.

IT Files your Letters, Bills and all Office Papers, so you can always find the paper wanted at once.

Is it Not Worth Investigation?

Send for an Illustrated Catalogue and Price List.

AMBERG FILE & INDEX CO.,
79 and 81 Duane St., New York.

N. NUNN, - Boston Agent,
23 Doane Street.
CHICAGO. LONDON.
Mention this paper.

HAVE YOU SEEN THE NEW
BUTCHER CYCLOMETER?
Ask Your Dealer to Show it to You.

For Ordinary Bicycles. Price $10.00. By Mail On Receipt of Price.

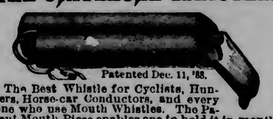


For Safeties. Price $11.00. By Mail On Receipt of Price.

The unprecedented demand for this Cyclometer this season is our apology to our many customers for delays in filling orders. With enlarged facilities, we can now fill all orders promptly.

The Butcher Cyclometer Co.,
338 WASHINGTON ST., BOSTON, MASS.

THE UNIVERSAL WHISTLE.



The Best Whistle for Cyclists, Hunters, Horse-car Conductors, and every one who use Mouth Whistles. The Patent Mouth-Piece enables one to hold it in mouth without use of hands. Price, by mail, 25c. or $2 00 a dozen. A chance for any smart boy to make money. WHITTEN, GODDING & CO., Providence, R. I.

To Athletes, Cyclists, Baseball & Footballists, Horse-back riders, Boxers and Oarsmen; when you want to ride, run, walk, row, skate or swim a long distance, USE
ANTI-STIFF

To Strengthen the Muscles.



To Strengthen the Muscles.

It is a marvellous preparation for Strengthening the Muscular System. With Anti-Stiff there is no faith required; it goes straight for the muscles, and you can feel it at work. It has a peculiarly warming, comforting and stimulating effect on all weak or stiff muscles and sinews. Quick in action, cleanly and pleasant in use. Rub it into the muscles every night for a fortnight, and you will be pleased at its supporting and strengthening properties. There is not, nor has been, anything like it till now. It differs from all Oils, Embrocations, and Liniments, both in substance and effect. Some athletes are so fond of it that they rub it all over them.

E. FOUGERA & CO., Agents for U. S.,
30 N. William St., N. Y.
Mention this paper.



"THE DOUBLE DIAMOND."

We speak again of frames for two reasons, which may be briefly given as follows:—

First—We have found, as we hoped and expected, that the "Double Diamond" frame has met with the greatest appreciation from wheelmen and purchasers (as our order book shows), and has won the highest encomiums from all unprejudiced observers. A critical public has set its seal of unqualified approval on this frame.

Second—We wish to impress it upon you that this frame is the outcome of careful study and deliberation, of research and observation, of experiment and invention, and that it is offered as the best on the market.

Whether or not it is the best we leave you to judge, asking only a careful investigation.

Call at stores or agencies and see this frame, note its details, and learn its possibilities. Failing this, send for our Catalogue.

POPE MFG. CO.,

BRANCH HOUSES:
12 Warren Street, NEW YORK.
291 Wabash Avenue, CHICAGO.
Factory, HARTFORD, CONN.

77 Franklin Street, BOSTON.

FOUNDED THE 1878

BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXIII. Number 7. BOSTON, 12 JUNE, 1891 $1.00 a Year. 5 cents a copy.



IRVINGTON-MILBURN.

The great race of the East, competed for by machines of all principal makes.

FIRST—Fastest time is made on a Victor by A. W. Porter of Boston. This on a regular road machine. 25 miles, 1h. 27m. 11s.

SECOND—The prize for fastest time on solid tire won by A. W. Porter on Victor as above.

THIRD—The prize for fastest time on a cushion tire won by A. P. Craig on a Victor. Time, 1 hour 28 minutes 07 2-5 seconds.

FOURTH—The fastest time made on a Safety Bicycle was made by Chas. E. Kluge on a Victor Model B, with cushion tires. Time, 1h. 28m. 29 1-5s.

The Victor took all time prizes where entered. Anybody is welcome to whatever else they can find in the Irvington-Milburn race. No effort was made by the makers of Victor Bicycles to win this race—it snowed in as hundreds of others have done, being won by riders of regular road machines.

Victor Bicycles are fast. They are well made. They run easily. And are favorites with winners.

OVERMAN WHEEL COMPANY, - - Chicopee Falls, Mass.

Boston. Washington. Denver. San Francisco.

Some criticisms on our last week's remarks have been indulged in by friends who seem to have the good of the Hickory Bicycle at heart, and would for our own sake have us do the right thing, i. e., the thing that *they* would do under the same circumstances.

Oh! dear reader, if you *only* knew how anxious we are to please you, but at times it seems so hard. Oh! *so* hard.

But hold! a happy thought! How would this do? Suppose each of our friends were to send, in properly indexed form, a full list of their opinions and beliefs on every conceivable subject, so that we might act in accordance with every one of them and not be led into these indiscretions.

Seriously, now, don't you think that Hickory *is* the proper stuff for wheels? Oh! you don't? Well, then, we must stop saying it lest your feelings might be hurt.

If you want to be on the safe side and not take any chances, just do as your grandfather did and then people won't laugh at you (well bred people won't) though they may want to sometimes. Bicycles were not much used in our "grandfather's days," but Hickory *was*, and still longer ago it got a reputation that can't be rubbed out, not even with a rubber tire; and speaking of tires, did you ever wish you had one that would stay on your wheel? Some tires do and some don't. Those used on the Hickory wheels

STAY ON.

"Ask (Hickory) riders." Oh!

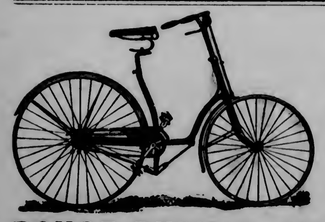
We back 'em up; anything that gives out within a year, if the fault was ours, we make it good. But you mustn't try to work any of those *old* schemes on us. A man came in the other day and had a broken (metal) part of a Hickory machine. He claimed a new part, on the ground that the machine was warranted for a year and he had it only ten months. We found, on examining our books, that this machine had been in constant use for nearly three years, though the present owner had bought it second hand ten months before.

Another writes us to claim certain things on our guarantee of one year which, he said, would not expire "for at least two weeks longer," and one of his most important claims was for a new brake shoe (spoon) as he said the first one "was nearly worn out."

We have a paralyzer which works well on unjust dogs, but so far there is no satisfactory defence against unjust claims. Do you know of any? If you do, you can sell shop rights to every concern in the cycle trade, including the

ELLIOTT HICKORY CYCLE CO.,
Of Newton, Mass

P. S.—The projected entertainment which was to have been held in Hickory Hall, and was literally crowded out by new Hickory, has its atonement in the fact that we may still see and hear one of the strongest of the "Hickory Hall Team" at the Melonaon in Boston on the 16th inst. **Mrs. Hopkins** is a trump, and this will be the first opportunity that has been offered the public to hear her.



PARALYSIS!

WHAT we don't know about paralysis would fill a large measure, but we know that you know that a rapidly broken current of electricity will so effect your nerves that you cannot work your muscles at all. We also know that if you were to stand on a rapidly vibrating platform or hold to a rapidly vibrating handle, your muscles would be likewise affected. Then don't it stand to reason that if you ride a cycle that transmits every jolt to your legs, they will grow tired sooner than if they were not jolted at all? Don't you prefer the machine that tires you least? Don't you pronounce it the easiest riding? Don't you make better time on it? Don't you get more fun out of it? And last and not least, don't it make you have "a mighty tired feeling" to see other riders getting along easier than you? Verily it is even so. Then ride a Sylph three-part frame and find your ills completely cured. Live agents wanted everywhere.

ROUSE-DURYEA CYCLE CO., - 9 G Street, Peoria, Illinois.

Send for Catalogue, free, Giving Full Particulars.

NEW ENGLAND BICYCLE DEALERS.

If the UNION or WARWICK CYCLES are not represented in your territory, write us for terms. You will find them more than liberal.

A. O. VERY CYCLE CO., - - 173 TREMONT ST., BOSTON.

NEW YORK BELTING & PACKING CO Limited.

JOHN H. CHEEVER, J. D. CHEEVER, F. CAZENOVE JONES, } Managers. WM. T. BAIRD, Secretary. 15 PARK ROW, NEW YORK.

Oldest and Largest Manufacturers in the U. S. of

PATENT APPLIED FOR. PATENT APPLIED FOR.

CUSHION TIRE

VULCANIZED-RUBBER FABRICS

FOR MECHANICAL PURPOSES.

We are prepared to execute orders for the ONLY PERFECTED

CUSHION TIRE

AND ANY ARTICLES OF SOFT RUBBER FOR

WHEELS.

Showing our S. P. Cushion Tire under compression, making a double cushion.

☞Correspondence Solicited.

S. P. Cushion Reinforced.

LACTART

ACID OF MILK.

A REFRESHING DRINK WITH WATER and SUGAR.

Call for Orange or Raspberry Lactart at the Soda Fountains.

Benson, of Corey Hill fame, says:

AVERY LACTART CO., Boston.

Gentlemen—"For several seasons I have used your Lactart and found it very satisfactory, as a quencher of thirst." Respectfully,

A. P. BENSON, Newton Club.

Union Cycles Win the Race.

"DID IT EVER OCCUR TO YOU?"

If not, read this:

The one-mile scratch at Harvard, May 23.
The one-mile handicap at Harvard, May 23.
The half-mile scratch race at Worcester, May 30.
The Pullman Road Race, May 30.
The Waltham four-mile handicap race, May 30.

Longest runs ever made by Roodhouse, Ill. Wheelmen in one and same day were made on UNION WHEELS.

This is the pure, unadulterated, simple, irreproachable, unquestionable, incontrovertible, irrefragible, immutable, untarnished TRUTH.

Witness our signature,

UNION CYCLE MANUFACTURING CO., Highlandville, Mass.

Mr. Stokes of Chicago looks after our Western business.



FEATHERSTONE'S

PNEUMATICS.



Are now being sent out in quantities, and agents will be rapidly supplied. A little more patience is all that will be necessary before you will be able to get one of these Pneumatics. After you have ridden it you will be glad you waited. When you have received and tried one, write and let us know what you think of it and whether it does not prove to be all that we claim for it.

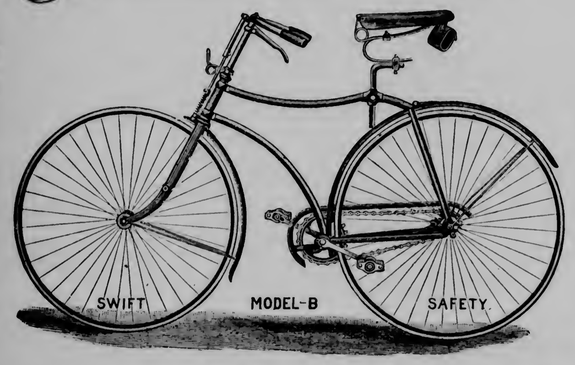
SOME OF OUR AGENTS.

WRIGHT & DITSON, Boston, Mass.
SCHOVERLING, DALY & GALES, New York.
HOWARD A. SMITH & CO, Newark, N. J.
SWEETING CYCLE CO., Phila., Penn.
CLINE BROS., Baltimore, Md.
CAPITOL CYCLE CO, Washington, D. C.
SPALDING & CO., Syracuse, N. Y.
F. L. HUGHES, Rochester, N. Y.
MARTIN & STEVENS, Buffalo, N. Y.
F. L. FAIRBAIRN, Erie, Penn.
DAVIS HUNT CO., Cleveland, Ohio.
J. W. GROVE, Pittsburg, Penn.
EMIL GRAH, Toledo, Ohio.
CHARLES HANAUER, Cincinnati, Ohio.
PRINCE WELLS, Louisville, Ky.
COMBS & ROLER, Nashville, Tenn.
E. C. FENNER, New Orleans, La.
E. C. MEACHEM ARMS CO., St. Louis, Mo.
A. W. GUMP & CO., Dayton, Ohio
J. C. SHERWOOD, Columbus, Ohio.
ROUSE, HAZARD & CO., Peoria, Ill.
HODGSON CYCLE CO., Des Moines, Ia.
A. H. PERRIGO & CO., Omaha, Neb.
WM. R. BURKHARD, St. Paul, Minn.
SNOW'S BICYCLE AGENCY, Minneapolis, Minn.
JULIUS ANDRAE, Milwaukee, Wis.

A. FEATHERSTONE,

Clark and 16th Sts., and Armour Ave., - - - Chicago.

BE · WISE · IN · TIME.



If you want a wheel that pays few visits to the repair shop,

RIDE A

SWIFT

CATALOGUE FREE.

COVENTRY MACHINISTS' C_ , Ltd.,

239 Columbus Avenue, Boston, Mass.

11 and 13 Madison Street, Chicago, Ill.



HANDSOMEST SAFETY MADE.

WHY

is the **NEW MAIL at $100**

The Best Value in the Market at the Price or Anywhere Near It?

BECAUSE IT HAS Cushion Tires which annul jar and vibration, giving life and elasticity to whole wheel, and are to be the Favorite Tires for 1891, and we Warrant Them. Our Cushion Tires are Right and the Best.

BECAUSE IT HAS Tangent Spokes strongly tied and Nickelled to intersections. Stronger and handsomer than direct spokes as used on cheaper wheels. Select Tangent Spokes Always!

BECAUSE IT HAS a Brazed Frame at all joints. Look our and get a Brazed Frame always to stand road wear, and at *every point* of the frame!

BECAUSE IT HAS a Standard Easy Saddle, the Garford, which is a Favorite.

BECAUSE IT HAS the Popular New Mail Shape Handle Bars, low and well back to rider.

Study all these points on examining the wheels in the market and see if you find them in Any Other. The BEST YET!!! If your dealer has not got it ask him to show one before you decide.

WM. READ & SONS, 107 Washington St., Boston, Mass.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN Co.

☞ *Postage stamps will not be accepted hereafter in payment for Advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.* ☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

Editorial Contributor, F. A. EGAN.

BOSTON, 12 JUNE, 1891.

HERE IS ANOTHER.

"* * * * We desire to say that we hear from your paper as much as from *all the other* papers put together. We are using four other papers. * * *." How's that? According to this OUR SPACE IS WORTH FOUR TIMES AS MUCH as any other paper used, but we do not charge any such rate at present.

CHAIRMAN RANDALL publishes in the official department of this issue a document purporting to be a reply of the Racing Board to the reports on Rule G of the Rights and Privileges Committee and the Executive Committee endorsing same.

The document is remarkable in several respects. First, the statement, "Therefore the Racing Board gives notice that the said declaration is unauthorized, null and void." By the shades of all the departed autocrats this is coming it strong! Do we understand that the Executive Committee, and the Rights and Privileges Committee have no "authority" to make any "declaration" which, according to their light and knowledge is in accordance with the Constitution and By-laws? Do we understand that Mr. Randall (and not the Racing Board by the way, as the Board has *not* passed any resolution on the "unauthorized" action of the Executive Committee and Rights and Privileges Committee) claims the supreme power of declaring what is and what is not authorized? We opine he does, as the following sentence will show. "* * Does the President claim that he or the Executive Committee or the Committee on Rights and Privileges created the Racing Board?"

Our reply to that query is this: The Constitution creates the Racing Board fundamentally, but the President creates and controls the Board individually, as Section 5, article VI. of the Constitution will demonstrate, and it further gives the President absolute power to appoint and remove any member of any Committee he may see fit.

"Section 5. All National Committees shall be appointed by the President who shall have the power to suspend or remove any member of such committees, and to fill vacancies therein arising from suspensions, removals, or from any other cause."

Further, By-laws, article I, section 1: "The President * * shall have a general supervision over the affairs of the League * *." Again article IV., section 1: "The Executive and Finance Committee shall have general management and control of the affairs of the League, while the National Assembly is not in session * * *." Is this sufficient to show Mr. Randall the extent of the power and control by those he questions?

IF Chairman Randall is so jealous of the rights of the committees and presumably the individual members thereof, will he kindly explain how it comes about that he officially declares that the "Racing Board gives notice that said declaration is unauthorized, null and void?" The facts are that the Racing Board have *not* met and passed any such resolution or "declaration." This is Chairman Randall's own opinion and declaration, and was not "authorized" by his Board. The other members of the Racing Board may have just cause for indignation that Mr. Randall has presumed to voice their opinions without "authority." The fact is Mr. Chairman Randall is a wee bit beyond his depth, and if he had read his copy of the Constitution more carefully he never would have made the stupendous blunder of questioning the "authority" of the President and the Executive Committee in doing what they have done, and in the same breath almost, quoting the Racing Board as taking action which it had not taken. Mr. Randall in his "declaration" has thrown down the gauntlet of defiance, and now we shall see what we shall see.

THE above article deals with the question at issue from a Constitutional point, and we wish for all concerned that we could close the discussion right here, because the differences are based on an opposite view as to the intent of the Constitution and By-laws, which are proper, business-like and without outrageous personality. But we cannot stop without condemning in unmeasured terms the clause which closes this, the most remarkable "official" document that has ever appeared in these pages. "* * * Such claim must come from that mental intoxication resulting from an excess of exuberance in a condition of self importance." The sentence is a trifle involved, but it is sufficiently clear to convey the intended unwarrantable insult to President Dunn and his confreres.

A FEW years ago, and the columns of the daily papers teemed with editorials upon the fact that the young men of the day did not promise vigorous manhood. The country was full of effete, sickly looking fellows, who could have starved the doctors and cheated the grave, had cycling but then been as popular as it is now. While wheeling in its wide, sweeping popularity has undoubtedly done much to correct this unfortunate state of circumstances, it would be foolish to deny that the many it has thus saved are not an atom compared with the thousands upon thousands of pale, limp, narrow chested youths; dyspeptic, enervated, careworn, broken down, middle aged men, that are to be seen upon the streets of our cities and towns. There are too few old men nowadays, and those that we have possess not one-half the vigor that they ought to have, a state of things due primarily to the comforts and conveniences of modern civilization, and its attendent curse of the absence of enough bodily exertion in the ordinary routine of our daily lives, which absence must be made up by some rational exercise in the open air, like cycling affords. There's salvation in the sunny, out-of-door, invigorating cycling which calls for positive exercise of will and muscle, which excites the faculties and stimulates the functions of body and mind into cheerful activity. It not only cheats the grave, but feeds the busy hive of human industry, and pays heavy tribute to every other good cause in the world.

THE Michigan Division will have to do a little missionary work, as the following postal received from Local Consul R. D. Merrill will show.

"The village council of Burlington, Calhoun County, Mich., have passed a law prohibiting cycles on the streets of said village."

There is only one way to prove to the puissant members of the Honorable Council that it has made a mistake unless it listens to reason, and that is for some local rider to "immolate himself on the altar of his country" so to speak, get arrested for riding a bicycle on the streets of the village, and have the courts point out to the Honorable Council the error of its ways. To us it of course seems strange that these mistakes are constantly being made by intelligent men who do not seem to realize the unlawfulness of attempting to prohibit the use of the highways to cycles or any other form of vehicle. To "regulate" the use thereof does not give them the power to prohibit, as they would find out if they only took the trouble to consult a good lawyer. Scores of times similar ordinances have been passed by different city and village authorities, and as many times the ordinance has been revoked having been shown to be unlawful.

MR. HENRY GEORGE has become a thorough convert to cycling, and desiring to publicly make profession of his conversion, he very properly joined the League last month. It is such recruits as this which help the cause up towards the plane of dignity which we so earnestly desire to see cycling achieve. It is this desire which has prompted us to be rather emphatic in our opposition to the element which can see no harm in referring to each other as "boys." Mr. George is but one in the 20,000 odd League members, but he represents an element which it behooves us to encourage and interest in the sport.

WE have many enquiries for routes and these vary for long and short tours, and we think it would be an interesting feature to print in early issues, say that of June 26 and July 3, routes and tours of long and short duration. Will our readers send in such information and points on the subject as would be of value and interest? We would like the articles to be brief, giving distances, condition of roads, hotels, expenses, general character of scenery, and any especial points of interest on the road. We have several requests of this kind, and if we can get the material, we will devote most of the issues of June 26 and July 3 to this matter. We print in our "Here and There" several requests for routes, which can be sent to parties direct, or to us for publication.

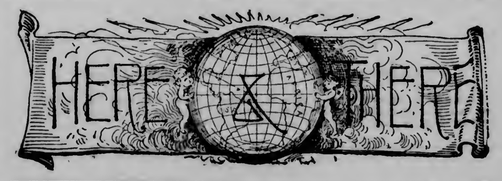
OUR correspondent Dr. Darling, in his article on dress, takes the rather radical view that wheelmen do not require a special dress, and he cites as an argument that riders in carriages and on horseback do not require any peculiar dress. He also says that our ordinary every-day dress is *not* in the way. We are not in accord with our worthy correspondent's views. We believe that there is a "fitness in dress." The swallow tailed coat would be out of place on a yacht, and the sweater would not look appropriate in the ball room. Nothing gives cycling such a black eye as uncouth appearance, and certainly nothing can be imagined more uncouth than a rider with flapping trouser's legs skimming along the highways. As to trousers not being in the way, we have seen many a case when the legs of those same trousers have been ripped clear from the body. Of course if a man will use a chain guard the danger is obviated, but if he does not, then the practice of riding in long trousers unsecured by clips is downright dangerous. True it is that riders in buggies do not affect any special dress, but equestrians do, and in the majority of cases the neat and "fit" appearance is enhanced. There are extremes in this matter of dress for cycling, and we ask to be saved from either. The *outre* ribbon bedecked, bebraided and gold laced "uniform" and the long tailed coat and trousers flapping style. There is a rational dress which appeals to reason, good taste, and satifies the laws of health and cleanliness. In cases where a rider only uses his wheel to convey him for short distances then a special dress may not be absolutely necessary, but in such cases the bottoms of the trousers should be secured and the coat snugly buttoned. But for riding in the country or for any length of time an appropriate dress would not minimize the dignity of the Justice of the Supreme Court himself.

THE letter from Mr. Palmedo giving information in relation to the monster parade to be held in Brooklyn, June 20, contains one or two requests and suggestions that are significant. The first is a request that all wheelmen abtain from decorating their wheels, and that the ladies are requested to decorate same. The suggestion is that this be made a "wheel*men's*" parade. Brooklyn is in advance of many in practical attempt to strip cycling of its boyish butterfly flavor. Do not let us be understood as being down on "the boys," the real boys, the lads who by the practice of cycling and other outdoor sports are building a physical foundation which cannot but help be a great aid in after life. Let "boys" be "boys;" that is as it should be; but while all boys are properly striving to be manly, it is not fitting that men should be too juvenile or effeminate in their actions or appearance. We all know the high authority which says, "When I was a child I thought as a child and did as a child," etc.

IT is not often, we are thankful to say, necessary to record facts of a fatal accident to a cyclist; but the sad case of Mr. William A. Usher, of Brooklyn, N.Y., is one that will appeal to the sympathy of every one of our readers. It seems from the reports that Mr. Usher was riding through Prospect Park, Brooklyn, on his bicycle, at about three o'clock last week Monday, when he was run into and instantly killed by a team driven by Mr. Geo. E. Bartlett. He was literally trampled to death, and his skull and body were fearfully mutilated. The reports that come to us, we are happy to say, state that Mr. Usher carried a light, and we are sorry to notice that the same report says the carriage did not. The accident happened on a slope, and the theory is that the cyclist did not see the carriage until it was almost upon him, and then he turned the wrong way in a moment of fatal confusion. Mr. Bartlett states that he neither saw nor heard the bicycle approach; and while we do not find that he denies that the lamp was lighted on the cycle, yet his assertion that he did not see the rider points to that conclusion.

It is just on this point that we desire to say a few earnest words to riders and to beg of them never to ride after sunset without a lighted lamp. Investigation will show whether Mr. Usher's lamp was positively lighted, and if so, then the efforts of the authorities must be directed towards proving whether Mr. Bartlett was criminally careless or blameless. Much will depend on the evidence of a friend of Mr. Usher's who was with him at the time. The "trouble and bother" of taking care of a lamp is nothing in comparison to the fearful risks a rider runs in cycling after dark without one. In England the laws are very stringent in regard to these matters, and for the safety of cyclists and the general public we should like to see a little more stringency in this matter on this side the Atlantic.

CUTTING rates and selling in another territory are things that should be discouraged by all manufactures and dealers, and we are always glad to notice and print any official stand taken by the trade to correct these abuses indulged in by agents. Agents' rights must be protected in their own territory, and prices must be maintained if the business is to continue in the healthy condition that the cycle trade has enjoyed up to the present time. In this connection we are pleased to print in another part of the paper an agreement made between the Western Wheel Works of Chicago, and Messrs. R. I. Coleman & Co. of New York, bearing on this subject.



HAGERSTOWN! Hagerstown! Just as we go to press we received the list of events to be held at Hagerstown, July 3, 4. There are 29 events for the two days. Send to H. B. Irwin, P. O. Box 111, Hagerstown, Md. We shall print programme next week.

THE Brattleboro, Vt., wheelmen are making preparations to entertain a party of thirty Newton, Mass., cyclists next month, when the latter stop there on their way to the White Mountains.

COL. D. E. AUSTIN of the 13th Regiment, N. Y. S. N. G., has made application for permission to organize a bicycle company in the regiment. Although a comparative novelty in the United States, these companies are quite common in the armies of Europe and Canada, and do very effective and more rapid work in signalling and reconnoitering than it would be otherwise possible to do.

THE Century run of the Wissahickon Wheelmen on Decoration Day was such a success that another run is under consideration, and will probably take place in the near future.

MESSRS. GRAY AND SINGER of the Manhattan Athletic Club who were dissatified with the decision of the judges in the one mile tandem at the recent race at Atlantic City, have challenged Messrs. Bailey and Garrigues, the winners of that contest to a match race. Capt. Dalsen of the Century teamphas accepted the challenge, and the race will take place on June 20 on the Tioga track.

THE Oxford Wheelmen of Philadelphia, Pa., organized in the spring of '89 with six members; at present the membership is 93.

THE Somerville, Mass., Cycle Club will hold its annual outing and ladies' day on June 17.

VAL. A. FATH, a St. Louis League member, was assaulted and shamefully beaten by a party of hoodlums on Sixth and Hickory streets last Sunday while returning from Ballwin. The assault was entirely unprovoked, and was caused simply because Fath objected to having rocks thrown at his wheel. The public have the culprits behind the bars, and they will doubtless get their just deserts.

MR. A. M. BOROTHY who left Fremont, Ohio, on May 9 on his 25000 mile tour, arrived at Stamford, Conn., on June 3, making the run in 24 days; his best run for one day was 105 miles, which was accomplished in Western Pennsylvania. From Stamford he proceeds to New York by wheel and sails for Hamburg; his trip which he has laid out will cover 25000 miles. Mr. Borothy expects to return to this country this fall.

LEXINGTON, KY., has fallen into line, and has a new cycling club of eighteen members.

THE Cleveland, Ohio, Bicycle Club will make a trip to Ashtabula on July 4, where they will be met by members of the Erie Club, and the two clubs will join forces in a celebration of the day.

THE two days' trip to Washington on May 30 and 31 under the auspices of the Pennsylvania Bicycle Club was a success in every particular, over 200 wheelmen participating in the excursion.

THE novelty of attending a cycling picnic induced some thirty-one members and the friends of the Cycling Club of St. Louis numbering fully twenty more, to go down to Indian Cave last Sunday where a joyous day was spent. The lady members of the club provided lunch, and the tables which were set underneath the trees were tastefully decorated with flowers. All present rated the affair a huge success, and it will be repeated next year.

THE South End Wheelmen of Philadelphia will hold their 4th annual championship race meet at the Keystone track on June 27. Arrangements are being made with several other Quaker City clubs to hold their meets at the same time and place.

THE eight letter carriers in Owosso, Michigan, are mounted on safety bicycles.

A new cycling club has been formed at Rockland, Me., with a membership of 20. The club proposes joining the L. A. W.

MR. S. A. MILES of the *Referee* and Mr. Geo. Collister of the Racing Board spent Sunday last in Detroit.

SON-OF-A-GUN HILL climbing contest was postponed to June 13 on account of rain which fell heavily last Saturday.

THE Poorman Road Race, Hamilton to Cincinnati, July 4. Send for entry blank to J. E. Poorman, corner 8th and Race Sts., Cincinnati, Ohio. Entries close June 25.

MAINE tourists would do well to procure one of the new road books of that State. Not only does the book contain the usual information about the roads, distances, etc., but it has three excellent maps, which cannot help but be of vast assistance. See page 222.

THE rapid strides made by the Columbia Cycle Club, of New York, is worthy of mention. Organized a little over seven months ago, Oct. 14, '90, at the residence of one of the members, with fifteen charter members, it has steadily increased its membership till to-day seventy wheelmen are enrolled as members of this energetic club. Two months after it was organized the club began to look for a suitable location for a club house, and the house 262 West 37th street was finally taken and has since been in their possession, where all the joys and pleasures of a club can be found. Club runs are held every Thursday evening to different points of interest. Messrs. A. K. Fox and Henry Gledhill, Jr., compose the club's racing team.

SAYS our N. J. correspondent: "The annual State meet of the N. J. Division of the L. A. W. for 1891 is a thing of the past. The retrospection to those that were there is pleasant. The hospitality of the Elizabeth Wheelmen was noticeable from our arrival to our departure; they left nothing undone that ought to be done, unless possibly they should have prevented the storm; the Union County roads, that we had heard so much of, proved to be even better than we anticipated and showed what can be done by an enthusiastic, cautious and persevering body of wheelmen when they put their shoulders to the wheel and, with one object in view, work to accomplish that object. The parade was pleasant and a success; the banquet was "immense" and the theatre party ditto. In fact, in all ways except numerically and financially the meet was probably the best and finest ever given by the N. J. Division. Mayor Rankin in his speech at the banquet welcomed the wheelmen to Elizabeth and offered them the freedom of the city, and as head of the police department he told us (confidentially of course), that the police had instructions not to "take in" any wheelmen during the meet. President Dunn in his short, bright and interesting speech, congratulated the mayor, the Elizabeth Wheelmen, Union County, and almost every one on the many pleasant features he had noticed during his short short stay at the meet.

The Englewood Wheelmen and Bergen County Wheelmen, N. J., will have a lantern parade on the evening of June 18th.

THE postponed team road race between the Fall River and New Bedford Cycle Clubs will probably take place on July 4.

IN consequence of the Fourth of July coming on Saturday this year many organizations are laying out plans for a two days' outing.

THE Referee Wheelmen of Philadelphia, Pa., are no more. The organization is now known as the Penn City Wheelmen.

AN exchange says, "it is estimated that there are 10,000 people engaged in the cycle trade in Coventry, England.

THE date of the formal opening of the new club house of the Hudson County Wheelmen has been changed to June 25, instead of June 13, as previously announced.

THE Toledo, O., Cycling Club will have a house warming on the evening of June 13, for the members and lady friends. The Toledo Press Club and Detroit Wheel Club have been invited to be present.

CHAS. MORSE, JR., of the Bergen County (N. J.) Wheelmen, met with a serious accident while coasting down hill on an "anti-header" bicycle, being thrown over the handle bars and sustaining a severe fracture of the arm.

THE ladies of Geneva, N. Y., are talking of organizing a wheeling club.

A BICYCLE club is to be formed at Middleboro, Mass.; it is to be a League club.

THE Centaur Cycling Club of Brooklyn, N. Y., have secured new quarters at 702 Manhattan avenue, Brooklyn.

THE Kings County Wheelmen have decided to postpone their five-mile handicap club race to July 11, on account of the bicycle parade coming off on June 20, the day originally set for the event.

OLEON, N. Y., has a new cycling organization known as the Olean Cycle Club; it starts off with a membership of 24.

FIRST Vice-President Burdette was in Boston on legal business last Tuesday.

QUITE a number of the Detroit postmen have adopted the safety bicycle to reach the farther districts, and say they are much quicker and practical than to use the street cars.

THE Watertown (N. Y.) Cycling Club will hold an International Meet at Riverside Park on July 4th. H. P. Cooke, secretary, Watertown, N. Y.

COL. A. A. POPE sailed for Europe last Saturday and will be absent for a few weeks.

THE Indiana Division Meet will be held at Indianapolis, Ind., July 11.

SECRETARY-TREASURER SCOTT of New Hampshire sends us this note in relation to the scorch from Worcester to Natick May 31. I nearly "kilt" myself trying to keep up with the first party, and did not succeed very well after all. Came in about 15th with Cartwright. Geo. Place of Concord came in 2d and McMaster 3d.

RANKIN & BRUCE of Providence have had the misfortune to have stolen from them Swift Safety Model, 1890 D, No. 91206. Look out for it.

BEST route wanted by C. J. Kenah of New Brighton, Pa., for a wheel from Pittsburg, Pa., to Hagerstown, Md.

KEOKUK, Iowa, has a newly organized cycling club, to be known as the Keokuk Cycling Club.

A NEW cycling club is on the tapis at Augusta, Ga.

THE Y. M. C. A. Bicycling Club, recently organized at Rochester, N.Y., has a membership of 40, and bids fair to become one of the strongest organizations in that city.

A CONSERVATIVE estimate places the number of participants in the great century run on June 13th at 450.

THE Holyoke (Mass.) Bicycling Club is arranging for a tournament to be given the latter part of the month for local riders only.

A NEW cycling club to be known as the Methuen Wheelmen has recently been formed in that town.

THE favorite resorts of the wheelmen of Gotham are either the prettily shaded, picturesque roads in Westchester County, and especially those that follow the Hudson in the neighborhood of Yonkers and Irvington, or the long level runs in New Jersey, which stretch out in every direction within a radius of 25 miles from the city. A few go to Staten Island; but although fairly good roads are found there, it is not a popular resort because of the difficulty in reaching it.

JOHN H. SIMPSON, one of Brooklyn's oldest and most enthusiastic wheelmen, although well advanced in years, can be seen daily in Prospect Park.

THE Bridgeport (Conn.) Wheel Club has appointed a committee to complete arrangements for the ten-mile handicap road race to be given by the organization on July 4.

A WHEEL club has been formed in connection with the Amity Athletic Association of Brooklyn, N. Y.

THE Fall River Ramblers will hold a six and one-quarter mile handicap road race on Tuesday evening, June 30, at 7 P.M. Open to all local wheelmen.

BRIDGEPORT (Conn.) cyclers expect soon to be the proud possessors of a race track at Seaside Park.

Brandon, Vt., expects to soon have a cycling club, too. The matter is under consideration at present.

THE lately organized Knickerbocker Wheelmen are making rapid progress in point of numerical strength.

SUBURBAN wheelmen of Boston who ride to the city daily, and wish a convenient place to store their wheels during business hours, are invited to join the Union Bicycle Club of Boston. It is the only active cycle organization in the city with quarters on the ground floor for wheels. Membership application blanks can be secured of President H. L. Coburn, No. 7 Exchange Place, or C. Clark Orcutt, Secretary, No. 24 Winter street.

SAYS "Jasper" of Buffalo, N. Y.: "The interest in cycling in Buffalo is daily on the increase at a very rapid rate, which is made manifest in various ways. On the street, a few years ago, the ordinary was most often observed, at such times as would lead one to infer that the rider was having a half holiday, or was on the way to business. But with the advent of the rover type of wheel, we now see old, young, and all sorts of men, both black and white; ladies and young girls, children who look just old enough to walk, all having adopted the favorite means of locomotion. The dealers declare that, of the favorite styles, they cannot keep up with the demand, yet their shops are full of wheels. A few years ago, two dealers in Buffalo represented the entire cycle interest in combination with other forms of business, whereas now we have any number of shops, whose only business is with the wheelmen; we also have the cyclist furnisher who combines his gents' furnishings with sporting goods, a very necessary adjunct and most welcome. The cycling clubs have taken on new life, some having reached their membership limit, with a large list upon the bulletin board, from which to select the next fortunate member; other clubs are taking members in by the half dozens, and new clubs are constantly being formed. Who shall say that we are not a sporting centre, with our monster athletic clubs, well organized cycle clubs, clubs for lawn tennis, base ball, foot ball, la crosse, swimming, boating, riding, fishing, hunting, and shooting? It seems a rather long list of sports, but they all have their devotees here, and the dealers will give the inquirer a surprise upon many of these sports.

D. W. ROBERTS, of the Missouris of St. Louis, is hard at work on a handbook which will contain photo-engravings of the interior and exterior of the pretty club house and grounds, a short historical sketch of the organization, and a copy of the constitution and by-laws. The little volume will be one of the neatest cycling works ever published, and will be mailed to all wheelmen on applications.

A PARTY of Hudson County Wheelmen will visit Greenwood Lake for a two days' outing in the latter part of July.

THE entire team of the New York Athletic Club has been entered for the races of the Columbia Cycle Club at Charter Oak Park on July 4.

THE explosion in the Worth factory at Chicago used up A. L. Jordan pretty badly, and when he arrived in St. Louis last Thursday, his best friends would not have recognized him. He is now doing fairly well, but it will be weeks before he can venture out.

THE lady cyclists of Ansonia, Conn., have organized a wheel club and have adopted the very mysterious name of the "K. K.'s;" the members of the Ansonia Wheel Club have had their curiosity aroused to such an extent by the queer title of the ladies' club that they have offered a gold medal to the person who will find out the full name of the organization.

THERE is always a charm about the De Soto run which induces it to be generally the best attended run of the season. The Missouris of St. Louis,

held their "annual pilgrimage over the mountains" on May 31, and the participants speak of having a great time. The road was found to be in excellent condition, better than ever before. The start was made from the club house at 5.30 A.M. Breakfast was taken at Point Breeze, dinner at Bulltown, and lunch at Hillsboro. The party arrived at De Soto at 3.30 P.M., well pleased with their day's outing. Ed Grath and Will Daugherty climbed all the hills, a feat which must be accomplished to be appreciated.

CARTHAGE MO., has fairly gone wild over the meet. Everybody is workin hard for its success, and it cannot be otherwise as it is backed by the most influential business and professional men in that city, most of whom are devotees to the wheel.

LAST Sunday's run of Detroit Wheelmen was out to Wayne while one party scorched out to Dearborn. But the rank and file of local riders went to and from Belle Isle. Sam Miles was rather surprised to see over fifty riders in the party.

SINCE the asphalt paving was laid on 8th avenue, New York city, this street has been the Mecca of cyclists after nightfall for riding purposes; many accidents have occurred, and the protection of the police is now asked in the matter.

EVERYTHING is in good shape for the lantern parade at Buffalo, N. Y., on June 15. Fully 2?00 wheels are expected to be in line. Weather permitting, it will be a great success.

THE regular monthly meeting of the Cook County Wheelmen of Chicago was held last Wednesday night, at which an amendment to the constitution was voted, changing the meeting night to the second Tuesday night of each month. Mr. G. H. Cornell resigned the office of secretary, and Mr. Sam Barr was elected in his place. Forty-two new members were taken in at this meeting; the club's membership is now 330.

THE results of the Poorman Handicap Road Race, to be run on July 4th, are being looked forward to with a great deal of interest by local wheelmen. It is hard to find a group of wheelmen in Cincinnati who are not discussing, pro and con, the merits of this race and the probable winners. The pneumatic question and the speculation as to its effect on the time, etc., have put our knowalls all at sea. The entries will, in all probability, be double in number those of last year. The prizes, two safety bicycles, will be given to the first and second men finishing, regardless of the kind of wheels they ride. The entry blanks are now ready. There will also be a handsome time medal.

THE Tally-ho party to Pullman, of the Cook County Wheelmen, Decoration Day, was a success. On the return trip the party visited three of the principal clubs. Lack of time prevented calling at the Æolus, Englewoods, and others.

MR. W. P. FAUST of 1712 Diamond street, Philadelphia, writes us: "I would like to get a particular route that would make an easy and agreeable tour for July ond August, suitable for a party of ladies and gentlemen. Would like it to extend two months in time at a not more than 40 miles a day pace at the utmost." [See editorial on this subject.—ED.]

THE Quincy (Ill.) Bicycle Club issues a very neat handbook of runs. The dates, destinations, distances, etc., are printed. Then spaces are left blank for total distance in miles travelled, weather, condition of roads, number of men, expenses, and general remarks. Thus a member is able to keep an epitomized record of every run taken in which he participates.

THE Boston *Herald* has the following item in its issue of June 6. "A bicycle rider named Harrington, while riding through Quincy, Mass., on his wheel yesterday afternoon, met with a singular mishap. As he was passing the team of Dr. Sheahan the bicycle met an obstruction, and Harrington took a flyer and alighted astride of the doctor's horse. Before the doctor could rein in the animal he had run over the machine, completely wrecking it."

THE race meet of the Porkopolis Wheelmen of Cincinnati at Chester Park on July 4th is the theme of conversation among wheelmen in Cincinnati at present. The members are hard at work, and if energy and enthusiasm are any indication they will make the meet the most successful ever held in this section of the country. They believe something ought to be done to keep alive the interest in racing, and propose to do their part. They have the sympathy and support of all the local wheelmen. Since the Central Wheelmen gave their race meet at Chester Park some four years ago no club has had the courage to undertake anything of the kind. Although the "Porks" are a new club comparatively speaking, yet those who have charge of the event are old riders, and have had considerable experience in such matters.

WILL some one who knows the route from Chicago, Ill., to Albion, Ind., kindly communicate same to Vernon Matlack, 744 West Jackson street, Chicago, Ill.

WANTED—A route from Hamilton to Toronto, Ontario, by Charles B. Hill, 23,115, Greenville, Mich.

SATURDAY evening, June 6th, a special stag party was given at the Cook County Wheelmen's (Chicago) club house, in honor of the club's riders in the recent Pullman road race. This includes the members who won places and also those who made the effort and finished. It is notable, however, that not one of the 19 members entered in this race and started, failed to cross the tape at Pullman. Ice cream and cake was the chief feature of the stag, and a musical programme rendered.

THE performance of W. Murphy at New Haven, one mile in 2.26 4-5, is the best ever made in competition, and equals Mecredy's great effort against time last summer.

G. M. WORDEN looks like a man moving up towards the top notch of the racing talent. It will be well to watch G. M. the coming season.

To Kluge and Van Wagoner—Sirs: You were not in it.

WHERE, Oh where is that challenge from the Palisade Wheelmen (N.J.) for a team road race that we heard so much about? Several clubs stand ready to accept, and are only waiting.

A SILVER cup valued at $50 has been offered by two Amsterdam, N. Y., merchants for the best half-mile bicycle rider in Fulton or Montgomery Counties; the contest to take place July 4.

DRESS.

EDITOR BICYCLING WORLD: I really do not want you to flay me artistically in response to the following because I herein express a few ideas (probably crude and novel and cranky) of the dress of L. A. W. Before I joined the increasing rank and file of safety riders, I thought the idea of doctors, lawyers, clergymen and business men donning knee breeches, yellow shoes, ribbed stocking, petite caps and short coats was irresistably funny, if not more so.

Since I became an amateur wheelman, a green novice and an immature rider, I am not a whit more persuaded that we should make a show of ourselves or that there is any necessity of changing clothes when we take a spin for business or recreation upon our safeties.

The League dress is not dressy. It reduces the appearance of professional and business men to the minimum of dignity and to the maximum of *proletaire*. I write not of the ordinary bicycles for it is *above* me, or of "professionals" or of those riders who desire athletic notoriety, or of those whose thoughts and aims are on the line of a scorcher.

The dress separates us into a class, and every effort made by us for improvement of roads, or for other privileges is regarded by the dear Public as an effort for *class* privileges, when in reality it is no such thing. Our professional and business men might as well uniform for buggy or horseback riding. True horses and buggies are universal now, so should bicycles be, but as long as there is "specialty" kept around the safety so long will people think it requires special talent to ride the bicycle, whereas any and all of our people—male and female—can become riders. The convenience and the celerity and the ease astride a safety beckons every one to their use.

Our ordinary every day dress is *not* in the way, and professional and business men should eschew the uniform. The advantages in favor of so doing are that we are not remarked or relegated to a class, but are the same humanity astride as afoot. Our efforts too will have the force of being the efforts of the people for improvement of roads, etc. We will avoid being regarded as an exclusive class, and will be considered just what we are the same individuals riding our safeties as riding other vehicles or going afoot, a healthy active part of the community, no more and no less, striving in common with all others for no class rights and privileges, but for the improvement and advancement of all rights and privileges common to all.

HORACE M. DARLING, M. D., LL. D., etc., 233:2.

HAWKSHAW'S COLUMN.

FOR certain temperaments, there is a pleasure not only in overcoming the difficulties of riding, but also in acquiring a skill or speed that shall make them pre-eminent among wheelmen. There are no bounds to this part of the fascination of cycling. The possibilities of the bicycle, as hinted at in the marvellous riding done by some of the professional trick riders, seem almost infinite. Any one who has watched an adept spinning along the road with no apparent care or exertion can form a vague idea of this. The possibilities of the bicycle as hinted at in the continued decreasing time of record performances, makes it a possibility of the future that the supremacy of even the trotting horse, in the time consumed to cover a mile, will have to give way to the wheel. But after all, one of the chiefest fascinations for racer and roadster alike is the "jolly fellowship." It is the sympathy of tastes among those who love the open air, the sensation of perfect health, and the recreative exercise of mind and muscle, that give rise to such a freemasonry among wheelmen. With them it is the wheel that "makes all the world akin."

MR. WILDWEST: "You didn't show up at the club run yesterday."

MR. DOWNEAST: "I did not display at an elevation you mean."

With the approach of summer comes essays upon the science of taking a vacation, on the science of taking a rest, in other words. There is naturally a good deal of humbug and not a little cant in what is said and written on this topic. Even when the average man or woman nominally "take their vacation," and go to some stuffy boarding house in the mountains, or cheap hotel at the seaside, they do not know how to find rest when they get where rest is. They lug their worries with them like burdens upon their backs, or they mistake for rest a more or less wild raid into forbidden fields, involving late hours with all that late hours imply. Serious people, who really want to get out of their working machinery all the work there is in it, should make the study of how to rest and repair the machine as serious a study as the study of how to drive it at the highest pressure. This is just the time to begin that study, and as there is nothing so restful as order, this is the time to form an orderly, well thought-out plan of how to put in to the best advantage the few days or weeks that you will have allotted to you for repairs. It is a tolerably simple study. It only requires a clear understanding of what repairs are most needed, of where the strain of toil has been the heaviest. An overdraft on the nerves needs one thing and an overdraft on the muscles needs another. Yet for both there is, after all, the same general medicine—the wheel. Don't say that you cannot take your vacation upon it; don't try and imagine that you cannot leave home without a trunk and all of your belongings with you. Life was perhaps more healthful, longer, and more pleasant before ever man had a trunk or anything to put in one. At any rate, whether this be true or not, leave your trunk home, lock up in it all of your petty ills and troubles, and if you fear that it will prove to you another Pandora's box, then throw the key away, mount a wheel, and flee from the surroundings of your every day life. Don't map out a schedule of time and distances and try to adhere thereto, regardless of all comfort, pleasure, and rest. It is well enough, perhaps, to have some general form of itinerary of the journey, but let it be a skeleton, and clothe it afterwards with the places, routes, and stops that may best suit your convenience. Laze along where roads are pleasant, loaf when time and opportunity render it agreeable, don't worry, and don't hurry; and when night arrives you will find that there will come to you that deep, sweet, death-of-each-day's-life sleep, that beats all of the medicines that doctors had ever thought of; and when the day is reached that marks the end of your vacation, and the labor of another year has to be taken up again, you will find that not only have all of the overdrafts been met and paid, but that you have stored up a balance of health and rest that makes your account in the bank of life greater than any and all of the other deposits you have ever made there. Try it and see if it does not.



Won on the Eagle.

MAY 30th.

Rutherford, N. J. Wheelmen. 100-mile Road Race,

Won from scratch by - - - - - - - R. R. LEEDS

Columbia Cycle Club, Washington, D. C. 5-mile Handicap Open,

First, - - - - - - - - - - C. A. PROCTOR

Second, - - - - - - - - - - E. C. BOWEN

Central Penna. Wheelmen, Lewisburg, Pa. 1-mile Championship,

Won by - - - - - - - - - R. J. WILSON

JUNE 6th.

Orange, N. J. Athletic Club. 1-mile Handicap Open,

Won by - - - - - - - - C. T. COGGSHALL

The Eagles Get There Just the Same

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

THE



THE MOST POPULAR MACHINE IN AMERICA.

AMONG RIDERS OF THE BEST JUDGMENT.

"Made for us by the J. K. Starley Co., Ltd., Coventry, England."

We carry Seven Styles. Pneumatic, Cushion and Solid Tires. Light weight, rigidity and beauty. . . . . .

Get our Quotations on SUNDRIES.

The JOHN WILKINSON COMPANY, 269-271 STATE STREET, CHICAGO.

Sixteenth Year in America.

1876 1891

The First Cycles in the United States

The Largest Cycle Manufactory in the World

Roxbury, April 24, 1891.

To Singer & Co.,

Dear Sirs:—I have used your 1891 pattern wheel, with the one inch wired tire, and have no hesitation in stating that it gives more satisfaction than any cushion tire that I have ever tried, and as for hill climbing, it is unsurpassed.

Yours truly,
JAMES KELTIE,
Captain Roxbury Bi. Club.

SINGER & CO., 6 and 8 BERKELEY STREET and 2 WARREN AVENUE, BOSTON, MASS.

How short a time it seems since women have emancipated themselves from the idea that Mrs. Grundy delighted to teach that exercise was only fit for tomboys and had a tendency to give to women an appearance of robust health, which she declared was incompatible with refinement. More rational notions are now beginning to prevail, thank goodness, and the limp anemic maiden with uncomfortable prominences is rapidly giving place to a type more like the Greek ideal of healthy womanhood. The ruddy-cheeched, full limbed wheel woman of to-day is not afraid of the health giving kisses of the god of day, and is a living illustration of the value of exercising possibilities of the wheel. She is healthier, stronger, more lissom, and withal, more intellectual, more energetic and self-reliant, as well as more amiable and better tempered, than her wasp-waisted, beringleted great grandmother, with her languid elegance and her Draconian code of feminine decorum. In the physical "betterment" which cycling more than any other agent has made so conspicuous in the girls of the period lies the best hope for the future of our race.

"HAWKSHAW."

A WHEEL INTO THE INDIAN COUNTRY, NO. 9

BY C. W NORTHROP.

THE TRIP CONCLUDED.

EVERYWHERE our wheel was the centre of attraction, and if one question was answered regarding it, we answered a thousand. After the bicycle had been thoroughly discussed, other subjects were always in order, and in this way we picked up an endless amount of interesting information that could not have been obtained if travelling in any other way. But we must hasten on—from Running Water we wheel directly north for several miles to escape the "gumbo" of the Missouri "bottom," which although fertile to a remarkable degree, is the meanest and most sticky road material we have yet encountered. Soon this is left behind, and then the highway is as perfect as the day is beautiful. Up and down the grades and along the level we spin with so slight an effort that it almost seems as the pedals rise and fall as though we were treading air. With all its ease how swift is the flight of the bicycle! A little ahead is a team jogging along at a fair pace, yet how fast we overhaul them. Now wheel and wagon are even, and the inevitable "brush" follows. It is a good horse, however, that can show his heels to a veteran wheelmen, and with quicker stroke of pedals and firmer grasp of handles we forge ahead, and soon a turn in the road leaves our opponent out of sight. Here is a long hill; the first grades are not hard to climb, but it grows steeper as we near the summit. Gradually the rider's weight is shifted from the saddle to the pedals, and soon every muscle is taut under the increasing strain. Now the wheel slips and progress almost ceases. Shall we dismount? Not yet, for one supreme effort carries us up the last grade and over the summit—out of breath, but victorious. We have had the work, now comes the play. Ahead is the long down grade with several water bars or "thank you ma'ms" across the road. The first of these are taken slowly, but as the machine gains momentum the quick rise and fall gives a rocking motion to the bicycle that is truly delightful. Now we are half way down the hill and spinning along at railroad speed with two more water bars to clear. On the first we say "thank you," as the machine soars into the air, but the "ma'am" is jounced from us, for with a clear jump of two yards, we alight with a jar that fairly sets our teeth on edge. We are travelling a trifle fast for pleasure now, but it is dangerous to apply the brake, so laying well back in the saddle we take the last bar. The jump is longer here, and for several yards after landing we have the curious sensation of rushing along on one wheel with the back bone swinging from side to side behind like a heavy tail. But the grade is easier now, and as the pace slackens a tride the motion becomes both smooth and exhilarating. Under us we can plainly hear our 55 inch wheel humming a tune as the slender spokes cleave the crisp air, while the wheel itself resembles a disc of polished glass revolving rapidly in the sunlight.

But again we must hasten on. We have enjoyed a spin on the level—a hard pull up a long ascent, and a glorious coast down the opposite grade. There remains but one thing to make this morning's ride a memorable one, and even that is not denied us. It is after wheeling two hours, and while about three miles from Scotland that we notice some distance ahead two horsemen jogging slowly along. One, a full blood Ponca, is mounted on a wiry pony, the other, a tall half-breed, is riding a larger horse of good form and action. The natural result follows: In a moment we are pedaling away with might and main, bent on catching up and getting ahead of the Indians. But we have counted without our host, for while still fifty rods behind one of the horsemen turns in his saddle, and evidently divining our intention, speaks to his companion and both gallop away at a rapid pace. The challenge is too plain to be unheeded. A stern chase is proverbially a long one, but we feel equal to it. Tough and long-winded from many day's hard riding, and reckless enough to dare much to win, we care little whether the finish is two miles to the front or ten, so long as our bicycle comes out ahead. Again we hear the "whirr" of the wheel as it revolves under us while the road flows backward like a rapid river. On either side we see nothing, and ahead only the narrow road and the two galloping horsemen enveloped in a cloud of dust. Now they breast a short hill —are over the top and out of sight—but the grade is an easy one, and our pace is hardly slackened as we follow them to the summit. Here we have a decided advantage. Ahead is a long coast, and with "legs over handles" we rush down the grade, gaining rapidly on the pony, who plainly lacks the "bottom" of his companion. A quarter-mile from the foot of the hill we are but a dozen yards behind the Ponca, and seeing this he pulls out to one side, while the slender wheel flashes past. Is the delicate mechanism of the bicycle feeling the exitement of the chase? It almost seems so, for the pace, always a hot one, is faster now than ever, yet do our best we hardly gain a rod. The horse of our opponent is a noble one, and his master, a hard rider, with whip and spur is urging him to the utmost. So for a mile we ride without gainining material advantage, then a turn in the road shows a long steep hill ahead—a second edition to the one we had climbed an hour before. This is more than we have bargained for. Already our wheel is running heavy as if needing oil, but we know only too well it is the first sign that shows the rider is getting tired. The sight of the hard driven animal ahead laboring up the ascent at a slower gait, however, acts like a tonic, and we take the grade with a rush that carries us half-way to the top. We are gaining rapidly now, and as we pull over the summit hardly a hundred yards separate horse and bicycle. Could we have selected an ideal track for the last lap of the race, it could hardly have been finer than the course before us. A hard, straight road on slightly descending grade ending a half-mile beyond in the town of Scotland. Now for it! Every particle of reserve energy is put into this last effort. Bent double over the handle bars we drive the machine ever faster and faster, as the down grade helps us. But we are going fast enough, for half way of the course the two steeds, one of flesh and one of steel, are together; and so side by side we stay a moment, and then as the bicycle forges ahead, the half-breed, with accourtesy worthy of imitation pulls up his horse while we ride into Scotland, winner by a dozen rods. It has been a hard race, and an hour's stop is little enough in which to rest and cool down.

The lesson taught here is not unheeded. All through the tour we had made it a point never to take any man's dust, but afterwards we are content sometimes to occupy second place, especially if the horse seems as speedy as the one we had encountered to-day. But we must end this record here, for we are fairly out of red man's land now. The same evening we reach Yankton, and four days later arrive at home brown as an indian, and tough and wiry as one of the ponies with which we have measured paces often. A word before we close as to time and distance ridden, may be of interest. The tour occupied 20 days and covered 890 miles, an average, dropping one day for stops, of nearly 47 miles. In the three weeks of riding over roads, many of which were difficult and some even dangerous, we had but two slight falls, both taken in a careless moment. Our machine, a light roadster weighing 37 pounds, came through almost without a scatch, and was sold six months later within five dollars of the price it cost us. And now in conclusion, let us say to the wheelman who wishes to see something new and strange, who longs for other roads to conquer, and would welcome a spice of adventure if not too exciting, follow our example and try a wheel into the Indian country.

THE END.

Copyrighted, 1891.

A SUMMER VACATION AWHEEL IN THE HARZ MOUNTAINS.

BY WM. HEYNY, JR.

(CONTINUED.)

FROM Blankenburg to Wernigerode we get in half a day, including the stops at Michaelstein, Heimburg, Benzingerode, etc. Down the road we take a last look back at the great group of the Regenstein, Teufelsmauer, and Blankenburg, a strikingly beautiful and effective picture. Continuing, our road lies through shaded forest mostly, and affording startling pretty views. What a beautiful ride! At Michaelstein, a little village, we pass under an odd, steeple-crowned gateway, and see some remnants of an old abbey. Near by are the picturesque sceneries of the "Moenchsmuehlenteich," (monks' millpond), with grand old oaks and little waterfalls, a sketching place for numerous artists. Further on, the "Waldmuehle" inn looks too inviting, as that we could pass by, without stopping. At Heimburg we visit the ruins of Heimburg castle, of the eleventh century, and ride over the plain, through Benzingerode, another village, to Wernigerode. The steeples of Wernigerode Castle now appear to the right above the forest; soon it will be in full view. Elegant villas on both sides of the road announce the suburbs of a great summer resort. This is Noeschenrode.

Our road branches off towards the left; a little climb, and we dismount at Hotel Lindenberg, the best of the many well appointed houses of this town. From the hotel-plaza we can study the lines of the castle, one of the finest in the world, as one would enjoy a great painting in an art gallery. The general view from the Lindenberg is by far the most attractive of any point in the vicinity. Situated in midst of a mountain-forest, along the valley of the Holtemma, Wernigerode, with the adjacent villages Noeschenrode and Friedrichsthal-Hasserode, is one of the loveliest towns of the Harz. We have it all before us; the plain, the wo'ded hills, the town, the mill valley, the Brocken and all the other moun- : but the eye is forever drawn back to admire the magnificent castle, ... its many-hued roofs and glittering steeples, embedded like a jewel in the green foliage of the mountain forest.

After our meal we may ascend to the "Lindenkopf," just above the hotel, where we have a somewhat different view. Then we will walk down, and take a stroll through town. The pretty city hall, and the Gerlitz house with carvings and inscription: "I know that my Redeemer liveth," and the year 1522, are the oldest houses. Besides there is the "Schumacher Mauer" (shoemaker's wall) and an old tower, part of the ancient fortifications.

The castle road runs up, beeween the grand park and castle-hill, to the "Marstall" (counts' stables), and thence to the castle, about 400 feet above the town. The reigning count of Stolberg-Wernigerode resides here. We are shown through some of the apartments of the castle, and also look around the charming park. Herds of deer are seen at all times. The view from here includes our handsome hotel opposite, and all the mountains above it, crowned by the Brocken.

Many different excursions are made from Wernigerode, but the most romantic place to visit in the environs is the "Steinerne Renne" (stony clove), with numerous pretty waterfalls of the Holtemme. Below we pass a great quartz-rock, the "Silberne Mann" (man of silver), where a fine echo is had. Way up the "Renne" is a restaurant, where they serve on rocks instead of tables, and above this place the "Wodansboehe" affords a grand view of the town of Wernigerode.

After we have enjoyed the many points of interest about Wernigerode, we mount our machines for the grand ride to the Brocken, the piece de resistance of the Harz. At the foot of the Lindenberg we take the highway for Schierke, a small town, 15 kilometers distant. Our road at first runs along the valley of the Holtemme. The houses of Friedrichsthal and Hasserode are built on both sides of the highway; thus we ride along a street, some three or four miles long.

(TO BE CONTINUED.)

THE BROOKLYN PARADE.

THE committee in charge of the Brooklyn parade, June 20, wish to urge an immediate answer from all clubs to which invitations have been sent. Clubs, as well as unattached riders, are requested to notify Mr. H. E. Raymond, 245 Flatbush avenue, Brooklyn, N. Y., of their intention to participate, blanks and notices for which may be found at the stores of dealers in bicycles, etc. Ladies intending to join in the parade will please communicate with Miss L. Paige, 168 Seventh avenue, Brooklyn, N.Y., who has charge of this division, which promises to be a very large one and a prominent feature of the parade. It is desirable that participants should appear in club uniform as far as possible, and without decorations to their wheels, excepting ladies, who are requested to decorate them.

Several prizes have been obtained, regarding which details will be published later on.

As this is to be a wheelmen's parade, and to impress the public with the fact that cycling has ceased to be only a boy's sport, it has been decided to exclude boys under 18 years of age, and also boys' wheels.

The assembly will be on Eastern Parkway, east of Bedford avenue at 3.30 P.M., the start at 4 P.M. over the following route:

To Prospect Park, then by the West Drive to the South Gate, and on Boulevard a short distance, and return over about the same route.

The Brooklyn wheeling clubs will keep "open house" on that day, and all out of town wheelmen are welcome.

How to reach the place of assembly:

23d street ferry to foot of Broadway to Bedford avenue, to Eastern Parkway.

Brooklyn bridge to Henry street, to Pierrepont street, to Clinton street, to Schermerhorn street, to Flatbush avenue, to Sixth avenue, to Lincoln place, to Plaza, to Eastern Parkway.

Fulton ferry and Pennsylvania annex boat: foot of Fulton street to Henry street, then same as previous route.

From present appearances this will be a big affair, in fact the biggest of its kind ever held here; and to prevent confusion and insure a prompt start, it is desirable to have as soon as possible a complete list of participants, so that positions in line can be assigned.

U. PALMEDO,
Chairman Committee on Detail.

THE ELWELL TOURISTS.

THE itinerary of the European tour is out, and to read it makes us poor stay at homes weep and gnash our teeth. The party consists of Baker, W. W., Winchester, Va.; Collins, A. G., Paris, France; Cutler, Chas. G., Boston, Mass.; Eldridge, A. G., Knoxville, Tenn.; Elwell, F. A., Portland, Me.; Goodrich, F. R., Girard, Ohio; Gilbert, E. J., Mansfield, Ohio; Higgins, H. S., Portland, Me.; Hoffman, Rev. C. B., Hook, N. Y.; Higgins, F. M., Mansfield, Ohio; Linn, Geo. R., Chicago, Ill.; Marquardt, H. S., Des Moines, Ia.; Miller, Chas. M., Providence, R. I.; McCutcheon, F. M., Boston, Mass.; Requa, S. F., Chicago, Ill.; Rupe, H. G. G., Philadelphia, Pa.; Shockley, W. A., Candelaria, Nev.; Swan, F. N., Springfield, Mass., Spielman, F. A., Fairfield, Ia.; Tuttle, L. J., Des Moines, Ia.

They sailed June 6th on Steamship LaGascogne, and will arrive in Havre, France, June 14. Great Britain will not be included in the tour this year. France, Switzerland, Germany and Holland. The party will reach London from Roterdam via steamer about August 18, and will then disband.

LEAGUE MEET NOTES.

PREPARATIONS for the League meet at Detroit are going on nicely, and all the space for the cycle exhibit in the rink has been taken.

The lantern parade will be the largest ever held anywhere.

One of the most attractive things during the 12th annual meet will be the twenty-five mile handicap road race. It will be run over the Pontiac course, the start being from Pontiac with the finish here. Nearly two-thirds of the road is in sight of the railroad, so that the special train run in after the start will be able to keep the contestants in view most of the way and get in in time to see the finish.

MISSOURI DIVISION MEET.

CARTHAGE has been quietly at work the past few months arranging for the sixth annual meet of the Division, and when Chief Consul Holm visited that city on last Sunday to perfect the arrangements he found but little work left undone. The programme is in the printer's hands and will be out next week. It will be a "daisy" and a marked departure from the old style of things. The actual cash value of the prizes will be over $800, and among them are gold medals costing $25 each for the championship events, two bicycles, a diamond scarf pin and others equally valuable and useful. Work will be begun on the track on June 15, and it will be in the finest possible shape. The parade on the morning of the Fourth will be short and will cover the principal down-town streets. Fine prizes are offered for the parade, which should induce every wheelman to take part in it. The Carthage Cycle Club, which has lately been organized as a League club, will take a prominent hand in the entertainment, and will do it royally.

They have fitted up several elegant rooms near the Harrington Hotel, where they will keep open house during the meet. Cyclists from Kansas are especially invited to attend. The Harrington Hotel will be the official headquarters, and in addition to subscribing a good sum to the entertainment fund, have made the wheelmen a reduced rate of $1.50 per day on presentation of League ticket. This ticket and the badge will be the open sesame for the banquet, smoker, parade, and possibly the races, and as the wheelmen arrive they are requested to proceed immediately to headquarters, register and receive the badge. Intending participants should be sure to take their tickets, as without them half of the enjoyment of the meet will be lost. The transportation arrangements will be carefully looked after. The full list of prizes will be printed in programme and will be published next week. Entries for the races close June 29. Entry blanks from A. W. Garner, Carthage, Mo. Chief Consul Holm states that Carthage is without a peer in its facilities for entertaining a large crowd of wheelmen. With twenty-five miles of splendid streets, her elegant riding district stretching for miles on every side, and her half-mile track, which must be seen to be appreciated. It is eighty feet wide, and level as a floor, corners are very easy and banked high. It has a stone foundation and on account of the sub-drainage can be ridden on within an hour after rain. The grand stand seats 3,500 people, and is a model of its kind.

LINNEUS.

THE BIG MEETING AT BUFFALO, N. Y.

THERE is no doubt of the success of the three days' tournament to be held here on the 15th, 16th and 17th of this month. That it will assist in developing added interest to all classes of athletics, legitimate sports and all forms of exercise, there can be no question. Undoubtedly the day is not far away when the work of the gymnasium will receive as much attention as that of the class room.

One of the results of these games, to be given under the A. A. U. League of this place is the controversy over the advisability of allowing "unattached" men to compete. There are a great many arguments for both sides, but the negative seems to have the best of it though at this time, for the benefit of all concerned the subject had better be dismissed; but when one considers the question from all points there is everything in favor of having it settled soon.

Three special wheel events have been added to the programme for the second day to secure attractive "flyers." The distance will probably be one mile, and for ordinary, safety and tandem. The unicycle race will be made a scratch event and will be open.

The committee in charge of the 50-mile road race decided that pneumatics be penalized ten minutes and cushions two minutes. The limit for the handicap will be 45 minutes.

The Ramblers Bicycle Club and Iroquois Athletic Club will have a gymnastic entertainment at Concert Hall on the night of June the 16th.

"JASPER."

INDIANA DIVISION MEET.

THERE will be a meet of the Indiana Division at Indianapolis Saturday July 11, under the management of the Zig Zag Cycling Club. Live committees have been appointed, and the preliminaries are progressing finely. The State championships and a varied programme of other races, 15 events in all, will be run on the half-mile track at the Exposition Grounds at two P. M. Besides the championship medals a well filled prize list including some wheels is being made up. For entry blanks address L. J. Keck, Chairman Race Committee, 118 North Penna. street.

R. M. FLETCHER,
Secretary Zig Zags'.

SUNDAY RACING IN ST. LOUIS.

THE Sunday games question is at present stirring up the local athletic world to the very bottom. The Belleville A. C. advertised its games for Sunday, June 14, and as the holding of Sunday games is against the rules of the A. A. U., the club was promptly expelled from the Union. Now to add fuel to the flame, the Pastime A. C. of this city, which represents the A. A. U. in the West, issued a circular in which expulsion is threatened to any club that allows its members to compete in the games. Looking at it from the standpoint of a disinterested spectator, it is a pretty mess, and schemes are being concocted by the dozen to get around this peculiar law. Without Sunday games, local athletic managers might as well quit, as the gate will not even pay advertising expenses on week days. Nearly all of our local cycling cracks will take part in the games mentioned.

LINNEUS.

ANNUAL SPRING TOURNAMENT OF THE TIOGA ATHLETIC ASSOCIATION.

THE Tioga Athletic Association gave a very successful race meet on their grounds at Westmoreland Station on Saturday afternoon, before an audience of fifteen hundred people, a large number of whom were ladies. The track which has been widened, and banked more heavily at the turns, was in fairly good condition, although the surface was a trifle loose, which was distinctly in favor of the pneumatic and large cushioned wheels.

Taxis of course took the cream of the prizes, although Draper and young Marriott did some good work. Draper is riding in better shape this year than ever before, but is doing a little too much work; on Saturday having completely run himself out. The rain which threatened all day fortunately held off until night, thereby enabling the races to be finished. Cushions were penalized ten yards and pneumatics one hundred to the mile. Summary: One-mile safety novice—J. A. Mead, Q. C. W., first; R. H. Smith, C. W., second; H. N. Schwank, unattached, third. Time 4.03. A loafing race until the last lap, when Mead took the lead with a rush, winning easily.

Two-mile tandem handicap—V. J. Kelley and J. H. Draper, A. C. S. N., scratch, first; J. C. Donnelly and S. H. Crawford, Y. M. C. A., 120 yards, second; F. H. Garrigues and M. J. Baily, C. W., 100 yards, third. Time 6.13 1-5. Draper and Kelley lit out from the start and caught their men at the first mile and a quarter, thence going easily to the finish.

One-mile ordinary, open—W. W. Taxis, A. C. S. N., first; J. H. Draper, A. C. S. N., second. Time 2.56 2-5. S. W. Merrihew started, but Taxis and Draper cut a hot pace from the crack of the pistol and he dropped out on the second lap, Taxis winning by ten yards.

One-mile safety, 3.30 class—First heat, W. W. Owens, C. C., first; T. M. Jones, second. Time 3.31 1-5. Second heat, J. J. Diver, D. A. C., first; H. T. Wonder, T. A. A., second. Time 3.32. Final heat won by W. W. Owens; T. M. Jones, second. Time 3.38 4-5.

One-mile safety, three minute class—V. J. Kelley, A. C. S. N., first; J. C.

(SEE SUPPLEMENT.)

Are you riding a wheel for the comfort and pleasure there is in it, or simply for the sake of riding something?

Did you ever ride in a lumber wagon? Did you ever ride in a spring buggy? Do you know the difference in the comfort and pleasure that is experienced? Do you ride a rigid wheel? Have you ever ridden a RAMBLER? Have you ever felt the positive luxuriousness of its spring frame? Do you take the hint?

GORMULLY & JEFFERY MFG. CO.,

MAKERS OF

"The American Cycles."

222-228 N. FRANKLIN STREET, - - CHICAGO, ILL.

Chicago Retail Store, 85 MADISON STREET.

1325 14th STREET, N. W., Washington, D. C.

174 and 178 COLUMBUS AVENUE, Boston, Mass.

EXTRACT OF HICKORY

CATALOGUE.



PRICE, $100.00. Weight, 45 pounds.

THE USE OF HICKORY FOR VEHICLES

Is Sanctioned by all the Experience of all the World to Date.

WHOEVER tells you he has a better material for the purpose, should expect to be called upon for proof. The use of rubber tire makes a steel vehicle possible. Without it, steel wheels cannot endure. Hickory wheels without the rubber cushion, pounding over stone pavements, supporting loads always excessive as compared with bicycles, running more hours per day, more days in the year, often lasting from ten to twenty years.

These are what the world depends on for business, and these only. Attempts to supersede timber for wheel construction have been as futile as they are numerous. Ninety-nine per cent. of the timber used for vehicle wheels is inferior to that used in the Hickory Cycles. No builder of carriage wheels (not excepting the best of them) builds as good a wheel as we do. Call this egotism, if you like, but we are old enough to know better than to say it, if we couldn't make it obvious to the average mind. ETC.

We use the best workmanship, the highest quality of timber, the greatest amount of care as to selection, seasoning, etc. And on top of this we put a rubber tire.

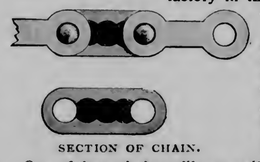
BEARINGS.

IN the *Bicycling World* of Jan. 31, '90, we had considerable to say on the subject of bearings, and the fact that several makers of ball-bearings blamed the editor of that paper for allowing us to publish those remarks, shows that we hit somebody in a sore spot, for, as a rule, a man never "hollers" unless he is hurt. We claimed that a well made parallel bearing was better than anything yet discovered; that statement was not made hastily, but was based on an experience of some extent, and also on the experience of many others.

We still use in our $100 machine a parallel axle of hard ened steel, ground true and straight after being hardened. Running upon this axle is a phosphor bronze tube which is a (detachable) part of the wheel. The only objection that can be raised to this form of bearing is that it needs oiling more often than does a ball-bearing, but being properly oiled it is the best bearing you can have.

A Hardened Steel Self-Oiling Chain

This Chain Has Been Adopted by the Largest Cycle Manufactory in the World.

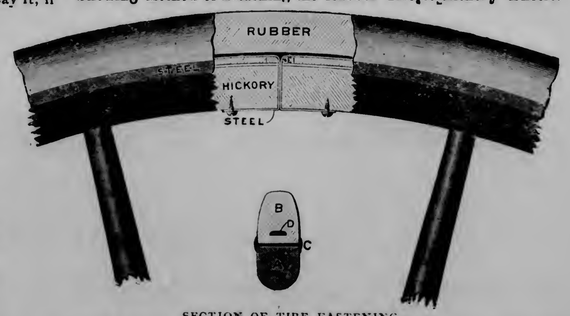


SECTION OF CHAIN.

THE lower part of cut shows the section of the solid steel link. The three dark circles show the shape of the holes which are drilled clear through the link, and *which make a slot that is filled with felt.* This felt is saturated with oil, and is constantly feeding to the link pins the oil contained therein.

One of these chains will run well for 500 miles with once oiling. To oil, lay machine on its side, drop two or three drops of good oil on each link, and repeat as long as it will absorb. Each link will take from eight to fifteen drops.

Showing Method of Attaching the Rubber Tire to Hickory Wheels.



SECTION OF TIRE FASTENING.

THE wheel is turned true and flat on its periphery, and is fitted with a peculiar steel tire having flanges which project inwardly on either side of the rim, and outwardly to protect the sides of the rubber, as clearly shown by the small sectional view. The rubber has a small oval aperture throughout its length, and in this opening is placed a ribbon of tough steel. The ends of steel ribbon pass inwardly through the rubber and felloe, and are drawn taut by means of a special fixture, after which the ends are bent from each other and secured by small screws into the felloe.

SPECIFICATION.

Driving wheel, 31 inches, geared to 54 1-2 inches. Steering wheel, 25 inches. Rubber tire to both wheels, 3-4 of an inch in diameter.

THE BACKBONE

Is so shaped as to make mounting and dismounting a very easy matter, and also admits of the machine being ridden by ladies.

THE SADDLE

Has an adjustable tension for riders of different weights, a long fore-and-aft adjustment, and the most perfect tilting device in existence.

THE WHEELS.

Well, don't worry about the wheels; for strength, lightness and durability, they have never been equalled. As you may have suspected, these wheels are made of HICKORY.

THE BRAKE

Is applied to rim of rear wheel through the medium of a steel chain passing entirely inside the tubular frame, leaving the outside of frame smooth and free from objectionable levers, rods, etc.

HANDLE BAR.

Now hold on a minute, you have been accustomed to seeing a handle bar made of large tubing, this is done to "make it rigid," and you like it for that, then to take the jar off you at once look for some sort of jointed or pneumatic antidote. We don't believe in any vicarious anti-vibration attachments. Prevention is better than cure and in the solid spring steel handle bar you have it.

FRONT FORKS

Are of spring steel, tough, elastic, strong, hard to break and easy to fix.

REAR FORKS.

These are made of Hickory and that settles THAT.

THE PEDALS

Are of a new design. Easy and safe. They retain the oil, and are fully protected against dirt. This is the only pedal which looks much smaller than it is.

SPRING FRAME,

(Not springs in a frame) but a frame which is elastic because it is made of elastic material, and without working joints. How does this strike your common sense?

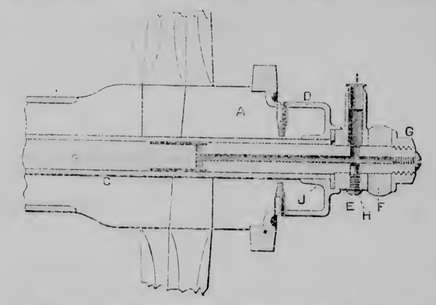
CRANKS

(Those we use on the machine) are oval in section and offset at an angle so as to give plenty of clearance to the foot. Men who earn their living by making other kinds of cranks have admitted that ours was the neatest crank on the market.

SECTION OF REAR HUB AND AXLE

USED IN THE

Hickory Bicycles.



A is the hub, made of rock elm, into which are driven the hickory spokes (14 in number). On one end of this hub is tightly fitted the steel sprocket wheel D, which also covers the end of the hub and projects inwardly around the bronze tube C, which forms the "box" or bearing. The axle B is of hardened steel, ground to size (9-16 of an inch). It fits the tube, except for an inch of its middle, which is made smaller as shown. Driven up to a shoulder on the end of the axle is the steel connection E, into which the supporting braces of hickory frame are screwed, and through which is the oil hole, closed by a cap I. Outside of this last-named part is the hickory fork F, held in place by a nut G, the fork being screw riveted on each side of hole through which the axle passes. The oil hole at I is of 22 calibre and one inch deep. The axle is bored with three holes, the two through its diameter being intersected by the longer hole, the outer end of which is tightly closed by a screw, which may be removed should it be necessary to clean out the oil hole. The part E has a set screw H, which holds the axle against turning while tightening the nuts, and by its removal a wire may be passed entirely through the oil hole. By loosening the nut G, and the corresponding nut at opposite end of axle, and removing set screw H, the axle may be revolved one-half turn, thus bringing in use a new bearing surface. The combined sprocket wheel and hub band has at its outer end a projecting flange covering a portion of the connection E, and acting as a shield to prevent dirt from entering the joint. The end wear is taken by two leather washers. The opposite end of hub is the same, except the oil holes and sprocket wheel.

Hickory
TRADE MARK

We have room for some live Agents.
Send for complete Catalogue.

Elliott Hickory Cycle Co.,

Factory and Office,

Newton, - - - Mass.



A Shot with the Kodak.

Send to The Eastman Company, Rochester, N. Y., for a copy of "Do I want a Camera," (illustrated) free by mail.

Take a Kodak with you.

Every Club House should nave an Automatic Box.

Address, Tutti Frutti Automatic Vending Co.
148 SANDS ST., BROOKLYN, N. Y.

PIERCE, SMALL & CO.,

RANDOLPH, MASS.

—MAKERS OF—

"S. & P.," "Boston" and "P. S. & Co."

SPORTING SHOES.



Bicycle Shoes can be obtained in Boston at

J. P. LOVELL ARMS CO.
J. F. MORRILL & CO.
DAME, STODDARD & KENDALL.
SIDWELL & SABEN.
POPE MFG. CO.
WM READ & SONS.
A. O. VERY,
THAYER, McNEIL & HODGKINS.

Protected by letters patent. Stamp for Catalogue.

"IT IS NOT A THING OF BEAUTY,"

"Nor a joy forever," (we speak of our catalog), but it goes right to business in a way to please people who mean business, and "no others need apply." Latest second-hand list is just out, too, and it may save you $5 to $45.00. All for one postal, with your legible address on it.

KNIGHT CYCLE CO.,
207 N. 10th Street, St. Louis, Mo.

John F. Morrill & Co.

Division Tailors of the L. A. W. for Massachusetts.



Coat,	$5.75
Pants,	3.75
Cap,	85
Shoes,	$3 to 3.75
Shirts, Flannel,	$2.50 upwards
Shirts, Cheviot,	87 upwards

Manufacturers and Dealers in

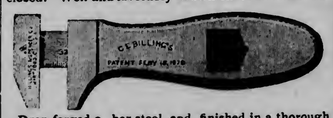
Base Ball, Tennis, Bicycle, Gymnasium, Athletic and Sporting Goods.

We make a specialty of all styles of outing clothing.

12 Bromfield Street, Boston.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

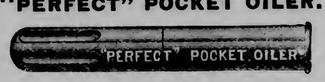
Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged o bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.

For sale y a Cycle manufacturers and dealers.

"PERFECT" POCKET OILER.



One-half size.

For Bicycles, Guns, etc. No Leakage. Throws only small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price 50c. each. CUSHMAN & DENISON, 172 Ninth Avenue, N. Y.



LEAGUE HEADQUARTERS:
12 Pearl Street, - - - - Room 20
ABBOT BASSETT, Secretary,

OFFICERS FOR 1890—91.

PRESIDENT,
JAMES R. DUNN,
40 Wall st., Room 63, New York.

FIRST VICE PRESIDENT,
MAJOR CHAS. L. BURDETT,
Hartford, Conn.

SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN,
116 Broad Street, Elizabeth, N. J.

TREASURER,
W. M. BREWSTER,
117 No. 4th Street, Quincy, Ill.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committees.

Membership Committee.

Sanford Lawton.....Springfield, Mass.
George C. Pennell.....Elizabeth, N. J.
Howard L. Perkins.....Box 103, Providence, R. I.



Ventilated Inter-Air-Spaced Clothing.

Adapted to all climates and all variations of temperature. Sold by leading merchants in all principal cities. Illustrated catalogue mailed free on application to

HARDERFOLD FABRIC CO., TROY, N. Y.
Mention this Magazine.

Committee on Improvement of Highways.

Isaac B. Potter.....Potter Bldg., New York
W. M. P. Bowen.....Box 1513, Providence, R. I.
Charles N. Wood, 74 S. Salina St., Syracuse, N. Y.

Committee on Rights and Privileges.

Geo. A. Perkins.....5 Pemberton Sq., Boston
J. S. Dean.....28 State St., Boston
Chas. F. Cossum.....Poughkeepsie, N. Y.

Committee on Rules and Regulations.

T. J. Kirkpatrick.....Springfield, O.
A. B. Richmond.....Grand Rapids, Mich.

Transportation Committee.

Albert Mott.....203 Lenox St., Baltimore, Md.
Joseph T. Chism....130 Mosher St., Baltimore, Md.
Burley B. Ayres, Rand, McNally Bldg. Chicago, Ill.
Thomas Savage Clay.....Savannah, Ga.
Amzi T. Dodd.....70 Park Place, Newark, N. J.
John B. Seward.....35 Milk Street, Boston
Chas. A. Sheehan....5 Vanderbilt Ave., New York

Racing Board.

Charles E. Randall....3709 Ellis Ave., Chicago, Ill
George S. Atwater.....
.....1424 Penn. Ave., Washington, D. C.
George Collister....147 Ontario St., Cleveland, O.
Abbot Bassett.....12 Pearl St., Boston
Lewis A. Miller.....o....Meriden, Conn.

12th Annual Meet of the L. A. W.

DETROIT, MICH., JULY 16, 17, 18, 1891.

Address Chairmen as below at Detroit for information relating to the work of the committees:

Chairmen of Committees:

Reception—C. H. Smith, 211 Putnam avenue; B. J. Holcombe, 222 Woodward ave
Races and Transportation—Jos. Bresler, 22 Lafayette Avenue.
Exhibit—A. F. Peck, 143 Jefferson avenue.
Hotels—J. Hoffner, 243 Woodward avenue.
Parade—F. L. Abel, 187 Charlotte ave.

L. A. W. Uniform Cloth.

A contract has been made with the Burlington Mills for a cloth, steel gray in color, which will be used for the regulation League uniform. This cloth is now kept in stock by the Secretary, and will be supplied to League members only at $2.10 per yard, cash with order. The Regulation League button will be supplied by the Secretary at 5 cents for the large and 3 cents for the small size. The cloth is 54 inches wide.

ABBOT BASSETT, Secretary.

Don'ts for the Renewal Season.

Don't forget that you are in the last days of the season.

Don't forget to send number.

Don't say a word if you can't give number. We will look it up and put it on the blank. We don't care if you have lost it, mislaid it, or forgotten it, but we do care for the space to write the number in. Leave it vacant.

Don't ask for a lower number. Numbers will be changed in the year 1900. Not before.

Don't write us concerning road-books, maps, etc. These are issued by the divisions. Write your Sec.-Treas. See his address in BULLETIN.

Don't forget to give us your home address, if you are temporarily out of the State. We have to locate you with division where your home is.

Don't put questions, or requests for a change of address on the renewal blank. These blanks go to clerks who do not answer questions nor change addresses.

Don't put your name and number in the body of a letter. We want only name, number and address. All else is superiluous.

Don't be surprised if you get a circular from your division secretary telling you that you have not renewed, since many of these will go out from checkings made several days previous to sending.

It is possible that many who have renewed will be dunned. If you have your ticket, take no notice of the circular, and don't get indignant in any event.

Don't write us for recruiting circulars or application blanks. Your Division Secretary will supply these. It is important that division officers should know the workers, and where blanks and literature are being used. Every division officer has or should have a full stock of blanks.

ABBOT BASSETT, Sec. L. A. W.

Racing Board.

June 6, 1891.

ABBOT BASSETT:

Dear Sir—Enclosed I send you important matter for immediate publication. Please see that it is inserted in the next issue, June 12.

Respectfully yours, CHARLES E. RANDALL, Chairman.

Whereas, James R. Dunn, president of the L. A. W., declares that the Rights and Privileges Committee have declared Rule G of the Racing Board unconstitutional, and that the Executive Committee have declared said rule void:

Therefore the Racing Board gives notice that said declaration is unauthorized, null, and void. The rule referred to is authorized by the by-laws of the League and is not unconstitutional; but even if it were, neither the president nor said committees have any power or authority officially to sit in judgment, to either condemn or approve the rules of the Racing Board. That can only be done by the League and amendment of the by-laws. All these committees are independent of each other, and creatures of the constitution. As well might the Racing Board declare the actions or proceedings of the Executive Committee or Rights and Privileges Committee on matters within their province, void. No committee can intrench upon the powers and rights of another committee. If any of these committees do exceed their power, then the power that created the committee can hold them responsible. Does the president claim that he, or the Executive Committee, or the Committee on Rights and Privileges created the Racing Board? If so, such claim finds no sanction in the constitution or by-laws of the League, or in parliamentary usages; but such claim must come from that mental intoxication resulting from an excess of exuberance in a condition of self-importance.

Rule G is in full force and effect.

CHARLES E. RANDALL,
Chicago, June 6, '91. Chairman Racing Board.

The above is published at the request of the Chairman of the Racing Board. It purports to come from the Racing Board. As a member of the Racing Board I desire to say that I have not been called upon to vote upon any such resolution, nor do I know that any other member has voted upon it. I cannot connect myself with the false reasoning of the resolution nor with the disrespectful and insulting conclusion.

ABBOT BASSETT,
Member of Racing Board,

Handicappers.

Mr. E. P. Burnham of Newton, Mass., has been appointed an official handicapper for the New England States in conjunction with Henry Goodman, Esq., of Hartford, Conn.

Walstein Seymour, Esq., of Des Moines, Ia., has been appointed an official handicapper for District No. 10, comprising the Nebraska, Iowa and New Mexico Divisions.

J. L. Blackadore, Esq., of Denver, Colorado, has been appointed an official handicapper for District No. 11 comprising Idaho, Utah, Arizona and Colorado.

CHARLES E. RANDALL,
Chairman Racing Board.
Chicago, June 1st, 1891.

Nebraska Division Meet.

The annual meet of the Nebraska Division of the L. A. W. will be held at York, Neb., July 4th, and every League wheelman throughout the West is cordially invited.

The programme for the day will be, first—morning reception at League headquarters and distribution of badges.

Second—A short parade through the principal streets of the city for which appropriate prizes will be given for the club having the largest number of members in line. After the parade all wheelmen will be photographed.

Third—In the afternoon there will be a grand bicycle tournament at the driving park, and L. A. W. members will be provided (free) with tickets to the grand stand. This will be the most interesting event of the day. Valuable prizes will be offered, and all the prominent racers of the West will compete.

Fourth—In the evening an entertainment will be given, in which bicycle suits will be full dress.

POINTERS.

Tell your acquaintances and urge them to join the League on or before that date. An official will be at the headquarters in the morning to receive applications for membership and issue certificates. Entries for the races will close June 25th.

Per order of the committee,
A. H. PERRIGO, Chairman.

Nebraska Tailor.

Nicoll, the tailor, has been this day appointed official tailor for the Nebraska Division of the L. A. W. at the following prices: pants, $4.50; coat, $10.50; vest, $2.50. Fraternally,

A. H. PERRIGO, Chief Consul.
Omaha, Neb., June 3, 1891.

Indiana.

I hereby appoint Mr. W. M. Dunham, Evansville, Ind., as Local Consul, vice O. T. Logan resigned.

Yours fraternally, H. T. HEARSEY.
Indianapolis, June 6, 1891.

Nebraska.

R. A. Powell is hereby appointed Local Consul for Grand Island, Neb. Fraternally,

C. B. NICODEMUS, Secretary-Treasurer.
Fremont, Neb., June 2, 1891.

League Clubs.

The following League Clubs have renewed membership.

13—Keystone Bicycle Club, Pa.
49—Frankford Bi. Club, Pa.
125—Central Cycling Club, Kan.
190—McKeesport Cyclers, Pa.
197—Kankakee Ramblers, Ill.
204—North Easton Wheel Club, Utah.
215—Warren Cycle Club, Pa.
224—York Cycle Club, Pa.
228—Queens County Wheelmen, N, Y.
243—Auphenwalk Wheel Club, Conn.
246—Englewood Wheelmen, N. J.
260—Bergen County Wheelmen, N. J.
273—St. Louis Cycling Club, Mo.
278—Columbus Safety Cycling Club, O.
282—West End Bi. Club, N. Y.
292—Wanderers Cycle Club, O.
294—Jacksonville Wheelmen, Ill.
295—Columbia College Cycling Club, N. Y.
301—Geneva Ramblers, N. Y.
306—Oshkosh Wheelmen, Wis.

New League Clubs.

The following clubs have qualified as League clubs and filed the certificate required in the office of the Secretary:

339—Norfolk Club, So. Weymouth, Mass.
340—Union Bicycle Club, Boston.
341—Owosso Wheelmen, Mich.
342—Maple City Wheelmen, Honesdale, Pa.
343—Carbondale Cycle Club, Penn.
344—Zinc City Cycling Club, Pittsburg, Kan.

Indiana Division Meet.

The Annual Meet of the Indiana Division L. A. W. will be held at Indianapolis, Saturday July 11th, 1891, under the auspices of the Indianapolis Zig Zag Cycling Club, at which time the State championships will be contested.

The business meeting of the Division will be held at the rooms of the Indianapolis Zig Zag cycling club at 9.30 A. M. Fraternally,

H. T. HEARSEY, C. C.
Indianapolis, June 6, 1891.

Renew—Indiana—Renew.

At the close of the League year, April 1st, our membership roll showed 275 members. If we wish to keep abreast of the other Divisions we must increase this number to 500 this year. We cannot attain this result unless every member renews. Renewals have been coming in entirely too slow. The renewal season is rapidly drawing to a close, hence it is to your interest to give this immediate attention. Do you want to participate in the State championships and the good time promised by the Indianapolis Zig Zag Cycling Club, July 11? If you do, send in your renewal now.

Fraternally. H. T. HEARSEY, C. C.
Indianapolis, July 6, 1891.

Handicapper.

S. F. Heath, Esq., of Minneapolis (No. 60 Fourth street, South) has been appointed an official handicapper for District No. 9 comprising the States of Minnesota, North Dakota, South Dakota, Montana and Wyoming. CHARLES E. RANDALL,
Chairman Racing Board.
Chicago, June 6, 1891.

Ohio 2000?

To each individual member:

Seventy-eight new members during April, 212 during May, and 37 for the first week in June gives 1528 or within 462 of the desired 2000, provided each and every old member renews. There are however just 563 who have neglected to discharge this important duty and are still delinquent. Are you one of the procrastinators? If you are, do not waste any time, but fill out the blank that has been sent to you, and forward it with the requisite dollar without delay! If you are not, and happen to know of some one who is, do not give him any peace till he discharges this important duty. If you have any pride in your State, or any desire to see her pre-eminent, go to work and help us. You certainly know one or more wheelmen that can be induced to join us. The success of the Division depends on the united efforts of each and every member.

Fraternally, M. A. HIGH,
Cincinnati, June 6, 1891. Chief Consul.

Ohio Hotel.

Cambridge: The Berwick, day $1.50; meals or lodging, 40 cents each. WM. D. KEMPTON,
Cincinnati, June 6, 1891. Sec.-Treas.

Pennsylvania Division.

To the Pennsylvania Division:

The Pennsylvania Railroad Company has agreed to carry wheelmen from all points in Pennsylvania to Hagerstown, Md., covering the time for the meet at the rate of one fare for both ways. The tickets may be bought on and after the 30th of June, up to and including the 3d of July, to go, and will be good to return at any time up to and including the 7th of July. The price of the tickets will be the full rate for one way for the excursion ticket to go and return. The indications are that this will be the most successful meet that has ever been held anywhere in point of numbers, enthusiasm, and fun. SAMUEL A. BOYLE,
Philadelphia, June, 1891. Chief Consul.

Rhode Island Division Two Mile Championship.

The Woonsocket Wheelmen have been granted the Two-mile, Bicycle, State Championship race, to be run at Woonsocket, June 6, '91.

E. M. BIXBY,
Chairman R. I. Div. Racing Board.

Rhode Island Championships.

Notice is hereby given that permission must be obtained from the Division Racing Board to run Rhode Island Championship races, if run under L. A. W. rules, whether of Town, County, or State. E. M. BIXBY,
Chairman R.I. Div. Racing Board.
61 Westminster street, Providence.

Notice to New Jersey Members.

The price of the photograph of the New Jersey Division parade, taken at Van Court Inn, Roselle, will be $1.50 unmounted, and $2.00 mounted.

Address Mr. Chas. M. Hiller, No. 96 Broad street, Elizabeth, N. J. The picture is a great success. GEORGE R PENNELL,
Elizabeth, N. J., June 2, 1891. Sec.-Treas.

Maine Division.

The Maine Wheelmen's Road Book is now ready for delivery, and copies will be placed with the Local Consuls for distribution.

Price to Maine Division members fifty cents. Every Maine bicyclist ought to have the book, not only for the information it gives, but to reimburse the Division for its outlay.

For wheeling routes, trout brooks, pleasure resorts, and a general look into the scenery of Maine, it is a valuable handbook to have.

BATES TORREY, Sec.-Treas.

Missouri Division Meet.

The annual meet of this Division takes place at Carthage on July 3, 4, and 5, and we must make it a big success. To attain that end a large attendance is necessary, and Local Consuls are therefore requested to have the lists which have been mailed to them signed by all intending participants. These lists should be forwarded to R. W. Garner, chairman of the arrangements committee, Carthage, Mo., by June 28, so that proper accommodations can be provided for each and every participant. Wheelmen from North-east Missouri should correspond with W. H. Hall, care

M. K. and T. Railway, Hannibal, relative to forming a large party to attend. Kansas members should notify C. W. Penniman, Ft. Scott. Kansas City members should notify Vice Consul W. M. Jaccard or C. B. Ellis. St. Louis members should affix their names to the lists hanging at all the agencies. Special attention is called to the racing events advertised in another column, and to the prizes offered for the parade. Fraternally yours,

ROB'T. HOLM, Chief Consul.

Missouri Appointments.

H. S. Waterman, Local Consul for Lockwood and vicinity.

Chapel Thomas, Local Consul for Granby and vicinity. Fraternally yours,

ROBERT HOLM, C. C.

Missouri Division Meet.

To Members:

At the annual meeting of this Division to be held at Carthage on July 4, nominations must be made for officers to serve during the year beginning December 1. The officers to be elected are: A Chief Consul, Vice Consul, Secretary-Treasurer, four Representatives, Chairmen for Touring, Racing, Highways Improvement and Rights and Privileges Committees. The election will be held by mail vote between October 15 and November 15. This meeting is, therefore, of the greatest importance, and every member should make it his business to be present and see that none but good men are nominated. Notice is hereby given that at this meeting the present Constitution and By-Laws of this Division will be amended to conform with the National Constitution.

Fraternally yours,
St. Louis, June 3, 1891.

ROBT. HOLM,
Chief Consul.

New Hampshire Division.

The following have been appointed League hotels by Chief Consul F. A. McMaster and should be patronized as such:

Rochester—Dodge's Hotel, L. A. W. rate $2.00.
Derry—Hildreth Hall, L. A. W. rate $2.00.
Lancaster—Lancaster House, L. A. W. rate $1.50.
Hampton—Hotel Whittier, L. A. W. rate $1.50.
Portsmouth—The Rockingham, L. A. W. rate $3.00.
Concord—New Eagle, L. A. W. rate, $2.50.
Wakefield—Elmwood Inn, L. A. W. rate $1.50.
Manchester—New Manchester House, L. A. W. rate, $2.50.
Wilton, Everett House, L. A. W. rate $1.25.
Exeter—The Squamscott, L. A. W. rate $2.00.
Milford—Howison House, L. A. W. rate $1.50.
Nashua—Laton House, L. A. W. rate $1.50.
Claremont—Belmont House, L. A. W. rate $1.50.

The following Local Consuls have been appointed by the Chief Consul:

F. A. McMaster, Wm. P. Frink, Greenland; Geo. K. Burleigh, Tilton, A. F. Rowell, Lancaster; W. H. Campbell, Reed's Ferry; Dr. F. H. Lunt, Rochester; Fred W. Bradford, Claremont; Sam D. Lewis, Newport. Yours fraternally,

R. HARRY SCOTT, Secretary-Treasurer.

New Hampshire Wheelmen.

Your attention is called to the Annual Meet of this Division, which will be held at Concord, Thursday, June 18th.

The programme will be substantially as follows, viz.:

Parade at 11 o'clock, at the close of which a group picture will be taken. At 2 o'clock a special train will be boarded for Tilton, where the races will be held. The Tilton track is the finest in the State, and will be in first-class condition on the 18th. As soon after the races as possible, the return will be made to Concord. At 7 o'clock a business meeting will be held in the Knights of Pythias Hall, which is in the same building as the State Capital Wheelmen's room, and has been engaged by them, and will be open all day for the accommodation of visitors. At 9 o'clock a banquet will be served, and it is earnestly hoped that every wheelman will make arrangements to stay over.

The State Capital Wheelmen are sparing no pains to make this the most enjoyable meet in the history of this Division, and it lies with you to make it the largest. Wheels will be transported free, when accompanied by owners, to and from Concord, on all lines of the C. & M. and B. & M. on the 18th and 19th.

Let every member make arrangements to be in Concord the 18th, and if possible come the night before and stay over until the 19th.

Be sure and bring your League tickets.

Yours fraternally, R. HARRY SCOTT, Sec.-Treas.

New Hampshire Division.

The following State Committees have been appointed by Chief Consul F. A. McMaster:

Road Improvement—W. V. Gilman (Chairman Nashua; A. N. Dow, Exeter; C. H. Sanders, Penacook.

Touring—R. H. Scott (Chairman), Manchester; H. B. Glover, Concord; M. H. Purrington, Portsmouth.

Rules—C. A. Hazlett (Chairman), Portsmouth; C. E. Temple, Manchester: H. H. Dwight, Concord.

Racing—F. A. McMaster (Chairman), Nashua; Moses Sherriff, Manchester; George A. Place, Concord.

Transportation—C.B. Randlett (Chairman), Concord; James H. Weston, Manchester; H. G. Sawyer, Wolfboro' Junction.

Yours fraternally R. H. SCOTT, Sec.-Treas.

Illinois Division L. A. W.

Board of Officers' meeting, Chicago, May 3d, Grand Pacific Hotel, Chief Consul Davis presiding, meeting called to order 3 P.M.

Roll call showed the following officers present: W. A. Davis, C. C., Fred Patee, V. C., Thos. F. Sheridan, Sec.-Treas., and Representatives W. J. Nichols, J. C. Wachter, H. C. Knisely, B. F. White, of Chicago; F. W. Osborn, W. M. Brewster, of Quincy; A. A. Billingsley of Springfield; and J. S. Bagby of Rushville.

The minutes of the meeting of Sept. 27, 1890, were read and approved.

The Chief Consul stated that the Secretary's report showed the condition of our Division so well that a report from him would be unnecessary. The Secretary's report was read as follows:

SECRETARY'S REPORT.

Gentlemen—This is our first meeting under the new Constitution, and I must congratulate the Division on their splendid Constitution and By-Laws, believing that the Committee which drafted it worked hard and conscientiously to perform the task allotted them. It sub-divides our work very judiciously, and our Division now being one of the largest, it is absolutely necessary that this be done. It is impossible for one or two officers to do all of the work and keep up with the progress that wheeling is making. Each Representative should be given charge of the District which he represents and act as the Deputy of the C. C. in that district. He should keep a list of names of L. A. W. members and Local Consuls in his district, also a list of the wheelmen who are not members, and have a complete census of everything pertaining to the welfare of our Division, the Division to stand the necessary expenditures. The Sec.-Treas. will keep each Representative posted as to official happening and directions of all kind that they may work in better harmony. They should keep in close touch with all wheelmen in their respective districts, thus proving that our organization is alive to the wants and necessities of its members.

With the risk of being called monotonous I again call your attention to the magnificent increase of the past season over the previous one, an increase of 66 per cent. with a total of 1531 members.

The work which the recruiting committee has done and is doing at present, in a systematic manner, should certainly give us a membership at the end of the present year of at least 2,500, and with the energetic co-operation of all our officials should reach 3000.

The Hand-book for our Division has been compiled and its publication arranged for; at least 2000 copies will be printed and distributed, and we hope that its effect on our numerical strength will be all we anticipate for it. The committee has been hard at work on it since last September, and much has been written only to be rejected, until the present articles were selected as being the most suitable to the largest number of our members.

In the matter of legislation, there are three bills before the assembly in the interests of improved highways, one of which the Division committee is the sponsor of, known as the "Paddock bill," etc. It is hoped that even if none of these bills pass the present assembly that a start has been made in this direction which will be kept up until Illinois is gridironed with a system of highways second to none in the world. A bill was introduced in the present House of Representatives by one, "Representative White of Stark County," aimed at the welfare of cycling on our country roads, or imposing such restrictions and penalties while riding on such roads as would entirely wipe out our pleasure in touring. The daily papers, trade journals, and the literature disseminated by your recruiting committee, have made you aware of the text of the bill, and we have only to add now that the bill is practically dead, if it ever had any more life than its author gave it in its first feeble peep. This should be a good argument to use in impressing the great army of riders outside of our organization, of its utility, for undoubtedly, had there been no L. A. W., with the strength the F. M. B. A. has shown in the election of last summer and fall, the bill referred to would have passed.

Our State meet will be held this year at Rockford July 3 and 4th, and it is hoped that every member of our Division and most especially every officer, will arrange to attend that we may show its citizens how we appreciate their hospitality, also to make it the banner meet of the year. The citizens and the committee are putting forth every endeavor to make it a success, and every officer of the Division should constitute himself a committee, to see that his particular locality is represented.

It has long been customary with the Connecticut Division to appropriate a sum of money to entertain L. A. W. members attending the Hartford tournament, and the results attained have always justified the expenditures. The entertainment feature of the meet was always turned over to the Division, and none but members and those applying for membership were admitted, consequently they made great gains in the way of recruiting. I would therefore recommend that this Board appropriate a sum of money not to exceed $250 to entertain L. A. W. members at the Peoria tournament, provided the entertainment portion be turned over to a committee of the Board, and I feel certain that the work we do will more than pay us in its fruition.

The expenses of the Secretary's office has been greater this year than ever before, and I draw attention to it in this manner that a proper explanation be given. Your Secretary has been chairman of two committees, the Recruiting and Handbook Committees, which with the regular expenses of the office, have made a large total.

The growth of the Division having been so great in one year, the amount of correspondence in the Secretary's office is consequently enormous, but every letter was answered or referred in due time, and if any were overlooked or mislaid I must ask the parties indulgence.

To the Local Consuls I tender my sincere thanks for their prompt replies to circulars sent them, and take this method of acknowledging same, as saving considerable time.

The year before us is fraught with great responsibilities for the officers of our Division, and if our work is done well and quickly, the end of the year will see Illinois racing with New York and Massachusetts for the rank of first place.

Yours fraternally, THOS. F. SHERIDAN, Sec.-Treas.

Motion made and seconded that the report be asproved andspread on the minutes of this meeting—carried.

The Committee on Annual Meeting reported through the secretary, that Rockford had been chosen as the place and July 3d and 4th as the time for holding our Annual Meeting of the division this year.

The Chairman of the Recruiting Committee, Mr. Sheridan stated that the report of the Secretary embraced all the suggestions of the committee and no report would be made at their meeting.

The Hand-book Committee reported verbally to the effect that the first hand-book of our division was compiled and in the hands of the printer, that an edition of 2,000 would be printed and distributed to members of our Division gratis; that they would be issued in about three weeks, and that they thought the division should immediately arrange for the compilation of a reliable Road-book for our division and that they believed the results would justify the outlay.

The report was approved according to the new Division By-Laws. The following committees had to be elected by the Board of Officers: Executive and Finance Committee—W. A. Davis, Fred Patee, W. M. Brewster.

Recruiting Committee—Thos. F. Sheridan, M. P. Reed, A. A. Billingsley.

Rules and Regulations—F. W. Osborn, Quincy; C. B. Gibson, Chicago; C. F. Vail, Peoria.

Road Improvement—F. H. Holmes, Kankakee; J. C. Wachter, Chicago; J. S. Bagby, Rushville.

Hand-book Committee—B. F. White, Chicago; J. M. Irwin, Chicago; L. J. Berger, Chicago.

Racing Board—Fred Patee, Peoria; S. A. Miles, Chicago; A. J. Street, Chicago.

In accordance with the suggestions of the Secretary, it was moved and seconded that the sum of $250 be appropriated to entertain Division L. A. W. members at Peoria during the Peoria Bi Club's Tournament, and that a committee of three be appointed to take charge of the entertainment features during the tournament, to which none but L. A. W. members or those applying for membership be admitted—carried.

W. M. Brewster, of Quincy; John Misner, of Peoria, and R. G. Betts, of Chicago, were appointed to act as that committee.

The Executive Committee were delegated as a special committee to take charge of the coming Annual Meeting of the division.

It was resolved that any member of this Division, who shall secure in any twelve consecutive calendar months, dating back to Feb. 1st, 1891, one hundred or more applications for membership in the L. A. W., residing in Illinois, shall have his choice of any bicycle, the list price of which not to exceed $135, the same to be paid out of the funds of division treasury. Provided, that all such as try for the prize, send their applications through the Division Secretary-Treasurer.

Representative Billingsley presented the following resolution for the action of the Board.

Resolved, that the Racing Board act as a committee to gather and compile estimates, maps, etc., of bicycle tracks, together with the costs of equipments, etc., and that the same be given free to any League Club in our Division, or any other League Club, at the discretion of the Racing Board. The resolution after considerable debate was adopted as read.

The sum of $50 was appropriated to get up suitable souvenirs, to be competed for in the Division Championships at Rockford.

Attest: THOMAS F. SHERIDAN, Sec.-Treasurer.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an intiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Total 397.

BOSTON, June 12, '91.

CALIFORNIA DIVISION—2.

25651 Burkett, D. S. 25652 Walsh, Dormer,

CONNECTICUT DIVISION—45.

25653 Beardsley, Sidney S., 25901 Basney, D. S.
25902 Brewer, C. H.
25829 Stagg, Jos. H. 25903 Carter, John D.
25698 Ashborn, A. A. 25904 Langdon, W. E.
25699 Beach, R. M. 25905 Pease, A. L.
25700 Elliott, J. P. 25906 Reynolds, Henry J
25701 Hayes, Geo. F. 25907 Smith, Clyde P.
25702 Hebert, W. C. 25908 Springer, A. F.
25703 Hubbard, J. A. 25909 Wheeler, Elbert L
25704 Minor, W. D. 25697 Spear, John A.
25705 Webb, L. F. 25910 White, Wm. A.
25706 Wilson, Ed 25911 Woodward, J. A.
25830 Prest, Geo. B. 25912 Curtis, Howard L
25893 *Day, Mrs. G. H.* 25913 Wischek, Frank J
25894 McIntosh, Geo. F. 25831 Curtis, Fred L.
25895 Crane, John W. 25832 Gaffney, John
25896 Lorentz, Henry 25914 Clark, Eugene N.
25897 Hilton, Seymour E 25915 Rhodes, Geo. A.
25898 Jones, Dr. D. A. 25916 Tomlinson, Edwd S.
25899 Botsford, A. L.
25900 Higginbotham, Chas. T. 25917 Mower, Sam'l A.
25919 Tiffany, Chas. R.
25918 Rockwell, Jas. H. 25920 Stone, Harry A.
25892 Valden, Chas. H.
25654 Bristol, Cornelius G.

DISTRICT OF COLUMBIA DIVISION—5.

25655 Jose, Wm. 25749 Kyselka, Frank
25750 Lewis, H. Edgar 25707 Johnson, Oscar L.
25794 Dobson, W. H.

ILLINOIS DIVISION—27.

25751 Lloyd, W. G. 25931 Darling, Guy H.
25834 Brubaker, W. C. 25752 Cox, Thomas B.
25835 Harber, B. F. 25753 Plummer, Frank F
25921 Barwise, R. M. 25795 Mohr, Henry G.
25922 Bliss, J. P. 25932 Anderson, Ed.
25923 Card, Jos. P. 25833 Ludwig, Wm. H.
25924 Colcord, A. E. 25796 Richardson, C.W.
25925 Druer, W. C. 25836 Linden, George
25926 Shattuck, Geo. B. 25837 Rockwell, Harold H.
25927 Stewart, A. T.
25928 Stokes, C. P. 25838 Giles, A. N.
25929 House, Frank 25935 Simater, F. J.
25930 McMahon, Fred. J., Jr. 25933 Patton, James M.
25931 Boak, Robert, Jr. 26037 Haight, Prof. R.A.

IOWA DIVISION—2.

25936 Cramer, Frank L. 25839 Bowman, W. E.

KANSAS DIVISION—2.

25797 Plate, J. H. F., Jr. 26038 Barker, Jesse

KENTUCKY DIVISION—28.

25938 Updike, C. O. 25855 Sherley, Wm.
25841 Caperton, H. A. 25856 Vogel, Albert
25842 Dreifus, S. A. 25857 Waters, W. M.
25843 Gilcher, F. A. 25858 Wells, N. C.
25844 Helburn, Hugo, 25859 Wolf, P. A.
25845 Horn, W. L. 25708 Davis, Wm. J.
25846 Howard, Walter 25709 Samuel, John J.
25847 Kaufman, Siegel C 25710 Smith, St. Geo. H.
25848 Kellar, Chas. 25711 Wiseman, Harry W.
25849 Killenger, C.
25850 Lowy, Max 25656 Wyman, L. H.
25851 Mansfield, Fred 25712 Rothchild, Leon
25852 Plinke, Geo. W. 25840 Blumm, J. J.
25853 Remer, Geo. 25937 Furnas, W. C
25854 Schusten, Adolph G.

MAINE DIVISION—1.

25798 Jepson, C. E.,

MARYLAND DIVISION—30.

25714 Witte, E. 25950 Kirwan, Geo. W.
26041 Chase, C. Ernest 25951 Larned, Alex S.
25758 Hoppe, Elmer H. 25952 Linville, Chas. H.
25800 Schaeffer, Howard F. 25953 Littig, J. M.
25954 Lowry, Walter R.
25939 Amos, Thos. P. 25934 Tome, P. E.
25940 Buck, Henry J. 25956 Sadtler, Howard P
25941 Buck, Kirkland C. 25957 Wilson, Thos. J.
25942 Cummins, Jas. 25958 Wagner, James V.
25943 Diffenderfer, Chas. R. 25799 Fisher, George M.
25713 Bauer, Henry F.
25944 Early, Alex R. 25755 Norris, Edw. T.
24945 Gill, Wm. D., Jr. 25754 Justis, Wm. M.
25946 Gillett, Edgar 25756 Pels, Julius
25947 Habersham, H. S. 25757 Trippe, Dr. Samuel C.
25948 Hall, F. D.
25949 Harmon, E.

MASSACHUSETTS DIVISION—46.

26039 Clemons, M. E. 25860 Robinson, John C.
25872 Whiting, A. H. 25861 Guscott, Frank S.
25865 Robinson, Wm B. 25862 Nutter, J. W.
25715 Dennie, Horace 25863 Dagnall, Wm.
25804 Piper, C. G. 25864 Hutchinson, Wm. J.
25767 Hicks, C. W.
25866 Hoyt, Abner B. 25867 Noyes, Julian L.
25868 Heydacker. Henry A. 25869 Hadfield, T. Arthur
25716 Hobbs, Hermann E. 25870 Holmes, Clarence E.
25803 Wallis, Louis R. 25871 Jackson, John A.
25759 Patten, Geo. A. 25939 Drummond, E. A.
25760 King, James G. 25960 Giles, Clarence A.
25757 Fletcher, Edward H. 25961 Cutter, Wm. N.
26040 Parkinson, Wm. H
25758 Anstart, Geo. 25718 Tibbetts, Frank A
25759 Coulter, Wm. 25765 Williams, J. Stodard, jr.
25805 Dunham, Elvin L.
25717 Severance, Geo. E 25660 Brodie, Wm. F.
25762 Evans, Chas. Jr. 25661 Gipson, J. T.
25763 Lincoln, Edward T 25766 Belyea, Daniel C.
25764 Pidgeon, Isaac H. 25768 Safford, E. A.
25761 Chase, Charles H. 25965 White, Wm. H.
25801 Cummings, Chas. P. 25962 Place, Alfred C.
25963 Sproat, Alfred B.
25802 Curtis, Albert B. 25964 Walker, Chester E

MICHIGAN DIVISION—16.

25873 Ackley, N. B. 25771 Kemp, E. A.
25874 Noack, Chas. 25772 Ewen, George
25770 Greenwald, Jas. 25719 Hurd, Frank M.
26042 Hadden, Chas. H. 25809 Litchfield, H. I.
26043 Maroni, Harold H. 25808 Elliott, M. E.
25807 VanLoo, Kingsley 25808 Waldo, C. E.
25769 Chapman, G. L. 25966 Richards, N. A.
25875 Woodruff, H. C. 25967 Jentoft, C. B.

MINNESOTA DIVISION—2.

25810 Banker, E. 25811 Hinds, E.

MISSOURI DIVISION—5.

26044 Haight, Prof. E.A. 25970 Kemp, Wm. B.
25968 Esslinger, J. A. 25971 Ollier, L. J.
25969 Jones, Fred R. L.

NEBRASKA DIVISION—3.

25972 Cavanagh, J. A. 25974 Kelley, John
25973 Ellsworth, F. R.

NEW HAMPSHIRE DIVISION—2.

26045 French, George S 26046 Hanson, Arthur

NEW JERSEY DIVISION—26.

24678 Burtis, W. S. 25668 Prince, W. V.
24720 Jacques, Livingston 25669 Bidwell, Richard O
25670 Hewitt, Richard Jr
24877 Schmidt, John M. 25878 Butcher, J. Howard
24676 Schmidt, Henry F.
25671 Allen, F. H. 25789 Denny, Geo.
25672 Davenport, James 25880 Freeman, Robert H.
25673 Grundy, Absalom
25674 Seddon, David 25812 Davis, Marvin H.
25662 Armstrong Geo. P. 25675 Baker, Andrew H.
25663 Bray, J. F. 25676 Chamberlain, C.F.
25664 Cliff, Albert 25677 Noble, W. B.
25665 DuBois, E. J. 25773 Greene, J. H.
25666 Halsey, John S. 25774 Terhume, H. R.
25667 Holmes, W. T. Jr.

NEW YORK DIVISION—27.

25881 Woods, J. Johnston 25775 Ketcham, Chester P.
25882 Fox, Alexander K. 25723 *Banta, Mrs. R. L.*
25883 Franklin, A. M. 25887 Dreyer, Fred W. Jr
25724 Kinzer, W. W. 25727 Hall, Wm. E.
25722 Starrett, G. B. 25728 Cook, T. Eugene,
25975 Keenan, Thos. J. 25777 Miller, Fred M.
25976 McGill, Robt. 25884 Reese, W. H.
25977 Barrow, M. L. 25813 Marshall, A. W. Walton
25886 Class, Chas. H.
25721 Carroll, Wm. A. 25726 Edwards, DeL.
25885 Grosey, Alex. T. 25778 *Hayes, Mrs. Harold A.*
25679 Harthill, Thomas Francis 25979 Maurer, Henry P.
25978 Stewart, David 25980 Smith, Walter,
25725 Walmsley, S., Glenn.
25776 Palmedo, Ulrice

OHIO DIVISION—34.

25988 Marris, T. C. 25818 Baxter, J. F.
25989 Okey, Percy 25819 Beehmer, Chas. H.
25981 Renauer, Felix 25820 Morton, Edw. L.
25982 Roos, Henry 25821 Merwin, James N.
25983 Shroder, Milton 25990 Bolinger, C. H.
25984 Glaeser, E. A. 25991 Clark, Frank L.
25985 Graeser, Fred 25992 Frank, Ben F.
25986 Streng, H. G. 25993 Vought, Alonzo
25987 Taylor, Arthur 25994 Braithwaite, H.
25815 Ayers, Warren 25995 Koenig, Theo. L.
25816 Bear, Norman R. 25996 Remington, Frank
25817 Bittenger, F. D. 25997 Trimmer, J.
25888 Holl, Clement R. 25998 Whiteley, Joseph
25822 Lowenstein, Sam'l 25999 Jewell, C. A.
25823 Taylour, Ed. 26001 Nichols, Roland A.
25891 Huyette, P. B. 26047 Brown, Ralph M.
25814 Brandley, Garrett H. 26000 Fay, Robert G.

PENNSYLVANIA DIVISION—69.

26007 Grucey, John C. 25729 Bremer, Walter T.
26002 Grice, George W. 25779 Heller, David
26003 Shirley, John 26022 Beatty, Henry
26004 Simmons, H. D. 26023 Boardman, L. C.
26005 Nowack, Max 26024 *Boardman, Mrs. Jennie*
26006 Pearson, Geo. W.
26008 Enochs, Wm. H. 26025 Milligan, Wm. D.
26009 Seaber, Chas. A. 25824 Jones, Wm. B.
26010 Marriott, F. B. 25731 Kenworthy, Wm. B.
25730 Jungmann, E.
25781 Bucher, W. L. 25732 Mixsell, Austin D
25782 Obecholtzer, Edw F. 25826 MacLaughlan, J. Ros.
25734 Siegel, Wm. 25825 Okell, John R.
26011 Armstrong, Jno D. 25733 Specht, Lewis
26012 Cappell, Theo. 25693 Wood, Harry
26013 Ferrall, Jno. E. 25735 Perry, J. W.
26014 Frazer, Jno. E. 25780 Martin, Alfred E.
26015 McCulloch, Wm M. 25793 *Beatty, Miss Anna E.*
26016 Meredith, C. Clyde
26017 Norris, Milton A. 25783 Borlin, Jas. C.
26018 Pilgrim, Henry F. 25784 Bush, C. L.
26019 Work, Albert 25785 Dick, Chas. M.
26020 Wilson, C. J. 25786 Dick, Gust A.
26021 Moreland, E. B. 25787 Keck, Chas. W.
25680 Dunlop, Alex. 25788 Kunkle, Elmer A.
25681 Fuller, Thomas M 25789 Rask, H. P.
25682 Lambert, J. W. 25790 Spofford, De Witt C.
25683 Lambert, W. S.
25684 Ryle, R. 25791 Wendell, Swen
25685 Spencer, F. M. 25792 Wise, Sam'l L.
25686 Eyer, Harvey B. 25736 Eiseman, Philip
25687 Lewis, E. Sidney 25737 Young, F. R.
25688 Magee, John G. 25738 Illam, Chas. H.
26689 *Magee, Mrs. J. G.* 25889 Davis, Edw.
25690 Magee, Richard 25890 Jenkins, John V.
25691 Murray, E. H. 26026 Given, S. A. M., M.D.
25692 Wilson, Robert C.

RHODE ISLAND DIVISION—4.

26027 *Law, Miss Clara M.* 26028 Blanchard, Geo H.
25739 *Chaffee, Miss Minetta.* 26029 Murray, Frank M

TENNESSEE DIVISION—3.

26030 Harrison, A. P. 26032 Perry, Charles W.
26031 Mann, Arthur G.

VIRGINIA DIVISION—1.

25827 Kennedy, D. C.

WEST VIRGINIA DIVISION—1.

25694 Miller, C. H.

WISCONSIN DIVISION—14.

25741 Green, D. D. 26828 Schlegelmilch, H. F.
25742 Hoppin, Richard
25743 Link, Otto H. 26033 Dunham, Geo. M.
25744 Pollock, W. W. 26034 Luebkemann, Will W.
25745 Reiter, J. E.
25746 Schimmel, Wm. 26035 Parkinson, Robt.
25695 Christie, R. A. 26036 *Binner, Mrs. Oscar*
25696 Davis, L. E. 25740 Bader, F. L.

NEVADA—2.

25747 Beck, Henry L. 25748 Conkey, I. M.

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasuer, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary - Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S Atwater, 1424 Pennsylvania avenue, Washington Secretary-Treasurer, W. H. Stearns, 1421 G street, N W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No Penn street, Indianapolis. Secretary Treasurer, Arthur C. Newby, 507 No. Alabama street, Indianapolis.

IOWA—Chief Consul, H. L. Chase, Cedar Falls. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S. Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 65, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 547 Carondelet street, New Orleans.

MAINE—Chief Consul, Howard M. Breen, 199 Franklin street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, A. W. Robinson, 21 Milk street, Boston. Secretary-Treasurer, Chas S. Howard, Globe office Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 380, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI — Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H Kelley, Smith Hardware Co., Sedalia.

NEBRASKA—Chief Consul, A. H. Perrigo, 1315 Dodge street, Omaha. Sec.-Treas, C. B. Nicodemus, Fremont.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, R. H. Scott, People's Ins. Co., Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown. 116 Broad street, Elizabeth. Secretary-Treasurer. Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK — Chief Consul, W. S. Bull, 764 Main street, Buffalo, N. Y. Secretary-Treasurer George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Wes minster street, Providence.

TENNESSEE—Chief Consul, Chas. J. Sherer, 211 Main st., Memphis. Secretary Treasurer, Thomas J. Dupree, 338 Front street, Memphis.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box 281 Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro. Secretary-Treasurer, E. D. Whitney, Brattleboro

VIRGINIA—Chief Consul, Law: L. Waring, Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

L. A. W. Renewal Blank, 1891.

Fill out this blank, enclose $1 to pay your dues to April 30, 1892, and send to ABBOT BASSETT, Box 5267, Boston, Mass.

Don't send soiled bills. New bills are safer in the mails. A dollar bill is as safe as a postal note.

Don't Forget to send your Number.

Don't send checks for $1.

Write very plainly—PRINTING PREFERRED.

Stamps of a denomination above two cents will not be received.

If you live in one State and have your mail sent to another, state the fact that you may be located with the Division in which your home is.

If you desire your address changed, you must make the request on another sheet than this. Put new address on blank.

Ticket holders, 25 cts.; with name stamped, 50 cts.

Write nothing above this line.

*Number*_____

*Name,*_____

*Street and Number or P. O. Box,*_____

*City,*_____

*State,*_____

*Club*_____

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1892. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed ..... *for Holder*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2.00 with this blank on any date between date of paper and April 1, 1892. Write plainly—Printing preferred.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards, send 25 cents extra. If you want your name in gold, stamped on the holder, send 50 cents xtra. *Leave the margin in using this blank.*

The Winner of the great Irvington-Milburn Road Race

RODE A

Warwick Perfection Cycle

With Full Cushion Tires on Hollow Rims.

Send for Catalogs of their Elegant Cycles.

WARWICK CYCLE MAN'F'G. CO., - - Springfield, Mass.

TO ALL WHOM IT MAY CONCERN: - - - - - -

Applicants for Agencies can save time by applying direct to our general agent in whose territory they are. We have established general distributing agencies for our goods in various parts of the country to facilitate the transaction of our enormous business, and we can assure every one who desires to handle the IROQUOIS and PARAGON courteous treatment, fair terms and prompt shipment will be the results of an application made to any of our branch offices. We control the entire South and much of the West ourselves from the home office, and extend our thanks to our numerous Agents and correspondents for their intelligent and hearty co-operation and support, and promise them in the future, as in the past, the BEST bicycles in the market.

THE IROQUOIS AND THE PARAGON

Are sold by ALL of our Agents, and our principal branch offices are:

THOMAS KANE & CO, Chicago, Ill.—Ohio, Indiana, Northern Illinois, Michigan, Wisconsin and Minnesota.

SIDWELL & SABEN, Boston, Mass —New England

MARTIN & STEVENS, Buffalo.—Western New York.

G. A. LITCHHULT.—Eastern New York.

SWEETING CYCLE CO., Philadelphia.—Pennsylvania.

ST. LOUIS WHEEL CO, St. Louis, Mo.—Southern Illinois, Arkansas and Missouri

PRINCE WELLS, Louisville, Ky.—Kentucky.

F. R. W. REH, Washington.—District of Columbia.

EDWIN MOHRIG, San Francisco.—Pacific Coast.

F. T. MERRILL, Portland, Ore.—Washington and Oregon.

We would like to publish the names of our army of lesser agents, but this paper is not large enough.
We would like to send our beautiful Catalog to every one, and a postal addressed to us will bring one. Send for it.

THE STOVER BICYCLE MFG. COMPANY, - Freeport, Ill.

"Finest Quality Produced in the World."

TRADE "CREDENDA." MARK.

THE ✱ CREDENDA ✱ SEAMLESS

STEEL ✱ TUBE ✱ Co., ✱ Ltd.,

BIRMINGHAM,

W. C. STIFF, Managing Director.

TELEGRAMS:—"CREDENDA" BIRMINGHAM. ENGLAND.

W. W. STALL,

509 TREMONT STREET, - BOSTON, MASS.

. . . SOLE . . .

HICKORY

AGENT FOR

NEW ENGLAND.

We want a Good Hustler in every town and city in New England to sell the Hickory. (See pages 206-207.)

CALES * DIAMONDS.



Fine Easy Running Wheels.

A perfect Diamond Frame, with a strong centre brace. The most successful frame on the market to-day.

SOLID TIRES, $85.

CUSHION, $95.

Gales, Model '90, $70.

STRAIGHT FRAME.

Send for Catalogue of Sundries and Boy's Wheels.

SCHOVERLING, DALY & GALES, 302 Broadway, New York.

$1000 IN PRIZES $1000

GIVEN AWAY AT THE

OHIO · STATE · MEET,

Held in COLUMBUS, July 13th, 14th and 15th, 1891.

Grand Cheap Excursion to Detroit to National Meet will be run July 15th.

LIST OF RACES AND PRIZES, JULY 14th:

* 1. One Mile Safety, Novice, Open. First Prize, Fine Gold Watch; Second Prize, Kodak Camera.
† 2. One Mile Ordinary, Novice, Open. First Prize, Gendron Cushion Safety; Second Prize, Diamond Scarf Pin.
3. Half Mile Safety, Division Championship. First Prize, Solid Gold Medal; Second Prize, Silver Medal.
4. One Mile Ordinary, Division Championship. First Prize, Solid Gold Medal; Second Prize, Silver Medal.
5. One Mile Safety, Handicap, Open. First Prize, Warwick Diamond Frame Safety; Second Prize, Gentleman's Dressing Case.
6. Quarter Mile, Ordinary, Division Championship. First Prize, Solid Gold Medal; Second Prize, Silver Medal.
7. One Mile Safety, Division Championship. First Prize, Solid Gold Medal; Second Prize, Silver Medal.
8. Half Mile Ordinary, Open. First Prize, Rush Full Nickel Safety; Second Prize, Pair Opera Glasses.
9. Quarter Mile Safety, Division Championship. First Prize, Solid Gold Medal; Second Prize, Silver Medal.
‡10. Two Mile Safety, Open. First Prize, Fine Clock; Second Prize, Silk Umbrella.
11. Half Mile Ordinary, Division Championship. First Prize, Solid Gold Medal; Second Prize, Silver Medal.
12. One Mile Safety, Open. First Prize, Victor Full Nickel Safety; Second Prize, Lakin Cyclometer.

* 3d Prize, Nickel Rambler Lamp; † 3d Prize, Pair Fine Bicycle Shoes; ‡ 3d Prize, Elegant Meerschaum Pipe.

Entries to Handicap and Novice Races Close July 7th. Entries to all other races close July 11th. For Entry Blanks and further information address GEO. W. SMITH, Chairman Racing Committee, 38 1-2 East Spring St., Columbus, O.

The Official Programme of Meet will be issued in a few days.

WHEELMEN WEAR

THE NEW

CENTURY-BRACE

TRADE MARK

THE BEST SUSPENDER.

Non-elastic and yet perfectly elastic. Does not heat the body as a belt or tight fitting trousers; nor the shoulders as do the elastic web suspenders.

If your furnisher does not keep them, send 50c., 75c. or $1 00 for sample pair by mail, postpaid.

CHESTER SUSPENDER CO.,

No. 21 Decatur Avenue, Roxbury, Mass.

Mention this paper.

A NEW DEPARTURE.

"THE BICYCLE INN,"

194 and 196 Columbus Avenue, Boston.

Bicycles Boarded, Cleaned and Cared For

BY THE DAY OR WEEK.

Competent Attendance and Moderate Charges

Dressing, Toilet and Coat Rooms in connection with the only "BOARDING STABLE" for Bicycles in Boston, where you can leave or take your wheel at any hour of the day or evening.

E. E. BROWN, Manager.

"Imperial Wheels" FOR ALL AROUND RIDING ARE POSITIVELY THE BEST



MANUFACTURED ONLY BY

AMES & FROST COMPANY

302-304 WABASH AVE, CHICAGO

CATALOGUE UPON APPLICATION

A MODERN PRINTING OFFICE AND BINDERY.

The Collins Press

Gives Satisfaction Every Time.

WE PRINT

The "Technology Architectural Review,"
"Bicycling World and L. A. W. Bulletin,"
"Wade's Fibre and Fabric,"
"The Musical Herald."

PRINTERS TO THE BOSTON UNIVERSITY.

First Annual Race Meet

OF THE

CENTURY WHEELMEN

Saturday, June 20th, 1891,

3.15 P. M.

To be held on the grounds of the

TIOGA ATHLETIC ASSOCIATION

22d and Westmoreland Sts.

Fourteen Races. Three State Championships

ORDER OF EVENTS:

1st One Mile Safety Open.
2d One Mile Safety 3.30 Class.
3d One Mile Ordinary Open.
4th Quarter Mile Safety State Championship.
5th One Mile Tandem Handicap.
6th One Mile Safety 3.20 Class.
7th Half Mile Safety Open.
8th Two Mile Ordinary State Championship.
9th One Mile Safety 3.10 class.
10th Quarter Mile Ordinary Open.
11th Two Mile Safety Club Race, Handicap.
12th Two Mile Ordinary Handicap.
13th One Mile Safety Handicap.
14th One Mile Safety State Championship.

All entries close June 13th, with

C. W. DALSEN,

No. 1507 Columbia Ave., Philadelphia, Pa.

New Haven 40 ONE PIECE WIRE CLUB PINS.

BADGES MEDALS, &c. C. O. REICHERT.

L. A. W. 11425 828 CHAPEL ST. NEW HAVEN, CT.

The Third District

L. A. W. RACE MEET,

Hagerstown, Md., July 2, 3, 4.

Comprising the States of Pennsylvania, Maryland, Delaware, District of Columbia, Virginia, and West Virginia.

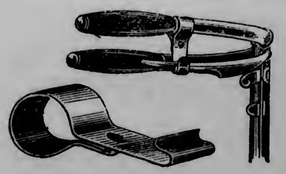
The largest meet in the East this year.

Excursion rates, one fare for the round trip on all railroads.

An attractive list of events, embracing many open races and several Division Championships of Penna., Md., Del. and D. C. Valuable prizes, including bicycles, cups and medals.

Entries close June 27, with

HARRY B. IRVIN, Box 111, Hagerstown, Md.



(Patent Applied For.)

USE THE ACME BRAKE GRIP

And rest your wheel any where without danger of falling. It pays for itself in a day. Over 10,000 in use. In ordering state size of handle bar.

Price, Nickeled, 25c.

S. R. WHITWELL, Great Barrington, Mass.

Liberal Discount to Agents.

L. A. W. SPECIAL.

All Shoes Stamped with this Trade Mark are of the Celebrated Norman & Bennett make. They are the best Fitting and Most Comfortable Shoe ever produced for Wheelmen.

FOR SALE BY

THE LEADING DEALERS

From Maine to California.





WE DIDN'T DO IT!

And we won't promise to refrain from a repetition of said delinquencies. 'CAUSE WHY? WE are NOT GUILTY.

And we wish it understood, once for all, in full reply to many letters of inquiry, that we DID NOT build the Leaning Tower of Pisa, we had no finger in the erection of the old Mill at Newport; Bunker Hill Monument was finished without our trying to spring any information or plans of previous designs on the Commissioners.

The established receipe for English Plum Pudding is no infringement on any formula of ours. We do not license makers of German sausage to use any confined styles of overcoatings, which are exclusively our property. The grass hopper weathervane on Faneuil Hall is NOT a BASE IMITATION of any particular style of hoppergrasses we were building 'steenty years ago.

We simply rise to explain that WE BUILD "BRONCHO" SAFETY BIKES. That we shall continue to build and sell them as long as the present demand continues, the assertions of the N.B. class of worshipers to the contrary, nothwithstanding.

If you want to know all the inside facts, write for CAT. and Testimonial book, AT ONCE.

ADDRESS ALWAYS,

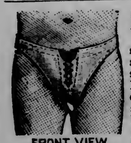
M. V. LIVINGSTON CYCLE MFG. CO., 245 Columbus Ave., Boston, Mass.

Princess No. 1, 30-inch, balls all over, -	$85 00	Climax No. 2, 28-inch, ball bearing, - -	$60 00
Princess No. 2, 28-inch, " " -	$75 00	Prince No. 1, 26-inch, " " - -	$45 00
Princess No. 3, 26-inch, " " -	$60 00	Prince No. 2, 24-inch, " " - -	$35 00
Climax No. 1, 30-inch, ball bearing, - -	$65 00		

These Wheels Are Built for Our Trade.
Agents Wanted all Over the World.

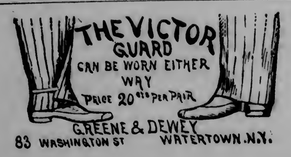
J. E. POORMAN, Agt., Cincinnati, O.

THEY DON'T KNOW YOU
Without you keep your Bicycle looking like new. It will not rust if cleaned with
WILSON'S WONDERFUL NICKEL and ENAMEL PRESERVER.
Price, 50 Cents. Ask your Cycle Agent for it.
WILSON MFG. CO., 15 Tremont Row, Boston.

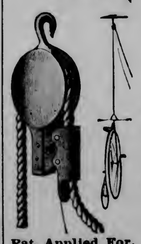


FRONT VIEW

Indispensable to Bicyclists, Athletes and the Gymnasium
Call's No. 5 Supporters (jock strap) with elastic back, lace front and adjustable back straps. A sure fit. No. 5 (same as cut), 75c. No. 6, with pockets on each side of lacing, $1.00. No. 7, with hose supporter attached to sides, $1.00. Number 8, pockets and hose supporter, $1.25. Order by number and give tight measure top of hips. Postpaid on receipt of price. S. B. CALL, 358 Main Street, Springfield, Mass

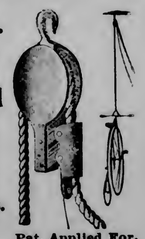


"SAFETY CYCLE HOIST."



The BEST Way in Holding the Safeties.
KEEP THE WEIGHT OFF THE TIRES.
Owners of PNEUMATICS and CUSHIONS Take Notice.

Price, Postpaid, *$1.00.*
Ask Your Dealer for it.



Pat. Applied For. Pat. Applied For.

HOLLAND & HAVENER, Manufacturers, Worcester, Mass.

CHOICE OF THE EXPERTS.

"U. S." Gallery Ammunition.

Manufactured by the
United States Cartridge Co., - Lowell, Mass.



WHAT IS HIGH WATER MARK?

Actual shipments of the **Giant Safety Bicycles** so far this year have been as follows: January, 793; February 852; March, 1112; April, 2001; May, 2256; Total, **7014.** Above are facts and demonstrate conclusively to the practical mind the widespread popularity of these wheels. We are now working overtime and producing about 450 wheels per week. Pretty good for a factory not yet two years old, is it not?

New edition of Catalogue now being mailed.

H. A. LOZIER & CO., - - Cleveland, Ohio.



Every rider of the

Eclipse Safety Bicycle

will tell you it is the finest machine he ever sat on.

You can make more miles over rough or smooth roads, in a day, with less effort, than on any wheel made.

The construction of the wheel is such as to remove all jar, and give the rider a machine that is as easy as a buggy.

The frame is made of material that cannot be broken.

The workmanship is first-class, ball bearing throughout, tangent spokes, and elegantly nickel plated.

Do not fail to see the ECLIPSE before buying. Price $100.

STEEL PULLEY & MACHINE WORKS,
Patentees and Sole Makers,
INDIANAPOLIS, IND.

PARAGON. ✣ TOURIST

SIDWELL & SABEN,

NEW ENGLAND AGENTS.

243 Columbus Avenue, - - Boston, Mass.

PRICE, - - - - $100.00.

THE HARTFORD SAFETY.



—MANUFACTURED BY—

THE HARTFORD CYCLE CO.,
HARTFORD, - CONN.

Ball Bearings, Interchangeable, Strong, Durable and Well Finished.

THE HARTFORD LADIES' SAFETY.



Send for 1891 Catalogue.

WHEELMEN LOOK OUT FOR THE REFEREE.

We can now fill some of the numerous orders which we have received. The machines are coming along in good shape and are beauties indeed.

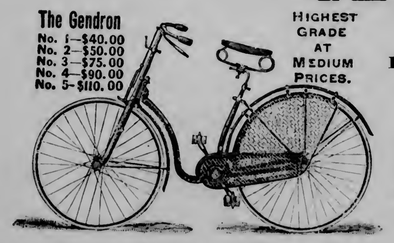
You will miss it if you don't inspect them at the

Referee Depots, W. J. NEWMAN, 46 COLUMBUS AVENUE, BOSTON, and 420 HARVARD SQ., CAMBRIDGE, MASS.

BOTH STORES OPEN EVENINGS

BRETZ, CURTIS MFG. CO., Importers, Philadelphia, Pa

GENDRON.



The Gendron
No. 1—$40.00
No. 2—$50.00
No. 3—$75.00
No. 4—$90.00
No. 5—$110.00

HIGHEST GRADE AT MEDIUM PRICES.

We are Headquarters for Cycle Supplies.

SEND FOR CATALOGUE.



The Gendron NO. 6 $100.00.

The Gendron NO. 7 $115.00.

GENDRON IRON WHEEL COMPANY,

Eastern Office and Wareroom: 107 Chambers St., New York. Factory and Home Office: Toledo, Ohio.



Dealers and Riders,

Have you examined the fine points in our 40-pound, Cushion-Tyred

"METEOR" SAFETY.

BANKER & CAMPBELL CO.,

(LIMITED.)

12 Murray St., N. Y. 1786 Broadway, N. Y. 1311 Bedford Ave., Brooklyn.

SEND FOR CATALOGUE.



Largest Exclusive Bicycle House

Between New York and Chicago.

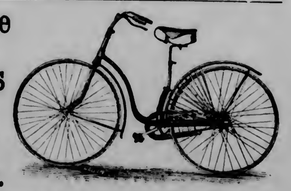
WHOLESALE and RETAIL DEALERS

27 Different Styles of Wheels,

Ranging in price from

$20 UP TO $135.00.

Agents Wanted in Unoccupied Territory. Write for Descriptive Catalogues.



STANDARD CYCLE CO., - 588 Main Street, Buffalo, N. Y.

MARTIN & STEVENS (Successors.)

THE TOURIST.



Simplicity in Construction. Ease in Running. Cushion Tyres. Bown's Ball Bearings. No Cast Metal. Manufactured for us by Wm. Bown, Birmingham, England.

Also General Agents for the

Warwick, Kenwood, Psycho, Referee AND THE St. Nicholas

Line of Medium Grade Wheels.

MANUFACTURERS OF THE

Perfection Bicycle Alarm,

Tire Heaters and

Bidwell Cyclometer.

Good Agents Desired. Send for Catalogue and Terms.

George R. Bidwell Cycle Co.,

Chicago: 270 and 272 Wabash Avenue. 308 and 310 W. 59th St., New York City

The Beeston Humber.

Correct in Model,
Perfect in Construction.



Solid Tire, Weight all on 37 Pounds,
$135.

Cushion Tire, Weight 40 Pounds,
$145.

AGENTS WANTED EVERYWHERE.
LIBERAL DISCOUNTS.

Featherstone's Pneumatics are now being Received in Quantities.

Prompt Delivery Guaranteed.

WRIGHT & DITSON, 578 AND 580 Washington St., Boston, Mass., U.S.A.

WESTERN * WHEEL * WORKS.

1891 · CATALOGUE · NOW · READY.

——SEND FOR IT.——

BEST LINE OF WHEELS FOR THE MONEY EVER MADE.

STEEL TUBING AND DROP FORGINGS.

LIGHT, STRONG, GRACEFUL, NEATLY FINISHED AND PERFECTLY FITTED.

R. L. COLEMAN & CO., 35 Barclay St., 40 Park Place, New York.

Agents,—Eastern, Middle and Southern States.

The "POPULAR" DIAMOND SAFETY $85 HIGH GRADE.



AGENTS for New York State and Northern part of New Jersey,
BANKER & CAMPBELL CO., Limited, 12 Murray Street, New York City.
For other territory apply to
PERCIVAL TATTERSFIELD, 12th and Oxford sts., Philadelphia, Penn.

See Machine at our Local Agents' before purchasing. Send for Catalogue.



WE WANT MORE SCALPS.



Our assortment of Agents' scalp locks is good—we still have room for more—but this time we want to "raise the ha'ar" on the retail customer. Now is the time to buy—we are the people to buy from. Printed matter, telling how to "Save Money on Bicycles" furnished free. Don't purchase till you have read it.
N. B. Installments if desired.

A. W. GUMP & CO., - - Dayton, Ohio.



Bicycle Riders, Base Ball Players, Athletes, Gymnasts, tell us that it is the best and most satisfactory supporter made.

Let Every Sportsman Try Them. Price, $1.00.

Will send by mail on receipt of price. Send size of waist and hip.



KNEE PANTS.
(Patented.)
810. Heavy Rib.
Improved double seat and pocket.

FULL PANTS.
(Patented.)
828.
HEAVY RIB.
Improved Double Seat, Strap and Pocket.





No.		Each.
970.	Heavy Sweater,	$5 00
967.	" "	4 00
767.	" "	3 50



3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50.
3—1. Black, navy, grey mixed, stocking, $1.25.
1—1. Black, navy, grey mixed, stocking, $1.00.

ATHLETIC and GYMNASIUM GARMENTS Manufactured by HOLMES & CO., 109 Kingston Street, Boston.

SEND STAMP FOR CATALOGUE.

"P. D. Q." means: "PRINTING DONE QUICKLY."
We fill all orders with the *utmost promptness.*

P.D.Q.

Write to us for samples and prices of our *new* L. A. W. Address Cards. Don't order without first seeing *our* samples. BRISTOL PRINTING CO., NORTH EASTON, MASS.



FINE TAPS AND DIES
For Bicycle Work.
Send for Price List.
WILEY & RUSSELL MFG. CO.,
Greenfield, - - Mass.

Better Than Ever.

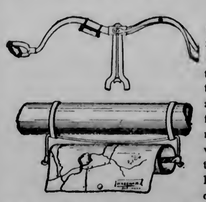
Get Our Prices on a Line of
Cheap Safeties

Money in Them to Dealers.

D. SNITJER, St. Louis, Mo.

Bicycle Tour Through Europe.
For Ladies and Gentlemen.
SAIL FROM NEW YORK JULY 29TH.
COST $300 FOR 80 DAYS.
Party filling up. Those who are going must decide soon. Address
CLARENCE H. SMITH, 211 Putnam Ave., Detroit, - - Mich.

TOURISTS' MAP HOLDER.



No dismounts necessary to examine your map. Rolls up like a spring curtain. Lay a strip of transfer paper over a map of your route for the day and mark route on paper, which you pin on to the ribbon. This holder is suspended on rubber and cannot rattle. Patent applied for. Sent by return mail for **$1.00.** Address
D. H. SMITH, 235 High Street, Holyoke, Mass.

ANNUAL EUROPEAN CYCLE TOURS,
CONDUCTED BY WM. HEYNY, JR.
Through the HARZ MOUNTAINS, Germany.
60 Days. Total Cost $200.
First Cabin Passage. Sail July 4th
At 5 A. M., by the new steamer "DANIA."
Address **Wm. Heyny, Jr.,** 301 Sixth St., N. Y. City.

"QUADRANT" CYCLES

ARE RENOWNED FOR

ORIGINALITY.

We make our own designs and work our own patents, constantly incorporating in our machines about 12 or 14 of our own inventions.

EXCELLENCE.

In these days when the commonest rubbish is advertised as "the best, the lightest, the swiftest," etc., and even sold as such, we can only ask intending buyers to send for our 1891 catalogue, and read the 16 pages of unsolicited testimonials received during the past season.

TRUSTWORTHINESS.

"A prominent feature of their exhit (Philadelphia Exhibition) is a 'Quadrant' which was caught between two cable cars on Columbia Avg. This machine is bent and twisted in every direction, but not a thing is broken."—*Bicycling World*, 6 March, 1891

"The machine is twisted out of all resemblance to a bicycle, but so far as can be seen not a single break occurred."—*Referee*, 6 March, 1891.

SAFETIES No. 17 and No. 20, with Tangent Spokes and Solid Cushion, and Pneumatic Tyres, are the leading lines of the season.

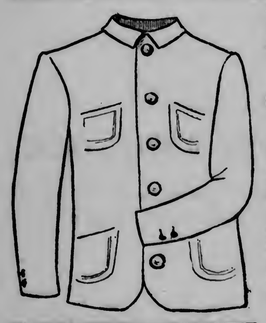
Wholesale Agents for New England, New York, Pennsylvania, New Jersey, Delaware, Maryland, West Virginia and District of Columbia,

THE STRONG & GREEN CYCLE M'F'G CO., 707 ARCH STREET, PHILADELPHIA.

For all other States east of the Mississippi,

ALFRED FIELD & COMPANY, 93 CHAMBERS STREET, NEW YORK.

Makers: THE QUADRANT TRICYCLE COMPANY, Birmingham, England.



Makers of ALL STYLES OF UNIFORMS.

Plymouth Rock Pants Company.

HEADQUARTERS: 11 TO 25 ELIOT STREET, BOSTON, MASS.

Official State Tailors OF THE L. A. W.

Washington, D.C., Maryland, Pennsylvania, Connecticut, New Hampshire, Virginia and Missouri.

Authorized makers from the LEAGUE CLOTH.

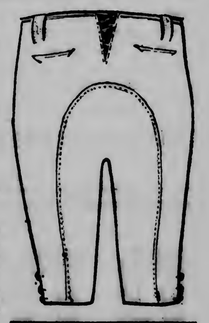
Coat, - - - $7.50
Breeches, - 4.75 } Ordered Together, $12.25.

As per *specifications required by the Uniform Committee.*

We have Branch Stores in the following Cities where your orders will be taken.

BRANCHES: 279 Broadway, New York; 943 Penn. Ave., Washington, D. C.; 72 Adams St., Chicago, Ill.; 914 Main St., Richmond, Va.; 217 19th St., Birmingham, Ala.; 291 Main St., Worcester, Mass.; 275 Meridian St., East Boston; 508 Mulberry St., Macon, Ga.; Room 4, Y.M.C.A. Bldg., Burlington, Vt.; 282 Second St., Memphis, Tenn.; 430 Church St., Nashville, Tenn.; 820 Main St., Dallas, Tex.; 640 Broad St., Augusta, Ga.; 108 W. 3d St., Davenport, Ia.; 1109 Broad St., Columbus, Ga.; 307 Tremont St., Galveston, Tex.; 143 So. 12th St., Lincoln, Neb.; 700 Austin St., Waco, Tex.; 110 Canal St., New Orleans, La.; 6 E. Government St., Pensacola, Fla.; 39 Whitehall St., Atlanta, Ga., 68 So. Main St., Waterbury, Conn.; 970 Elm St., Manchester, N. H.; 106 N. Main St., Concord, N. H.; 104 Montgomery St., Montgomery, Ala.; 796 Chapel St., New Haven, Conn.; Main St., opp. P.O., Springfield, Mass.; 16 W. 9th St., Chattanooga, Tenn.; 134 Thames St., Newport, R. I.; 606 Main St., Kansas City, Mo.; 244 Fourth Ave, Louisville, Ky.; Exchange St., corner entrance, 2 State St., Hartford, Conn.; 910 Congress Ave, Austin, Tex.; 406 Houston St., San Antonio, Tex.; 318 So. 15th St., Omaha, Neb.; 310 E. 5th St., Dayton, Ohio.

Also Agents at most all points in every State. We will call whenever and wherever needed by your notifying Headquarters, BOSTON, MASS.



Address POSTAL CARD For Samples.

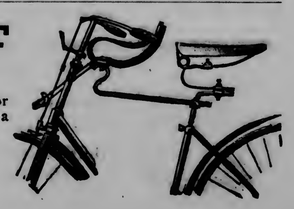
The * Beauty * Bundle * Carrier

AND CHILD'S SEAT.

ADAPTED for all Safety Bicycles and Tricycles, attaching to either horizontal, vertical, solid or hollow posts of any diameter, without marring the same. Will carry a good-sized child, a peck of apples, an armful of books, or anything you can get in it.

Cloth, $6. Mackintosh, $7. Send for Circulars.

RICH & SAGER, 210 West Main Street, Rochester, N. Y.



SPECIAL NOTICE TO THE TRADE.

The Manchester Cycle Company, Limited,

OF MANCHESTER, ENGLAND.

Have much pleasure in announcing that they have a large stock of the celebrated **"Irwell Safety"** on hand, ready for immediate delivery. Material and workmanship of the best. Guaranteed for twelve months against imperfections of any kind. The **"Irwell"** is the machine so popular in England for touring, on account of its strength, combined with lightness.

The Manchester Cycle Co., Ltd., are very desirous of introducing these wheels into every section of the country, and to do this quickly, and save correspondence, this announcement is made:

The price of the **"Irwell" is *$100,*** the discount to the trade is **25 per cent.** The Company want to sell through the trade only, and therefore will not supply any at retail in any town after an agent is appointed. *However*, until an agent is appointed, sample wheels will be furnished to any applicant at *$75* net, this being the lowest wholesale price. The machines will be crated, and are fitted with Garford saddle, tool-bag, oiler, wrench and bell. Built of Credenda steel tube, drop forgings and ball bearings all over.

After an Agent is appointed in any town, *no more* wheels will be *Retailed* at *Wholesale* prices.

Wheels sent C. O. D., with privilege of examination, on receipt of $10. Guaranteed Superior to most, and equal to any in material, workmanship and finish. Address.

The Manchester Cycle Co., Ltd., of Manchester, England. || American Office, 101 NORTH SEVENTH ST., Philadelphia, Pa., U. S. A.

Missouri Division Annual Meet

AND

CYCLING TOURNAMENT

AT

Fair Grounds, Carthage, Mo,

July 3d and 4th,

AT 2 P. M.

Entries Close June 28th at 6 P. M.

$800 IN PRIZES.

EVENTS:

1 One Mile Ordinary, Novice.
2 One Mile Safety, Novice.
3 One-half Mile, Open.
4 One Mile Safety, Handicap.
5 One Mile Ordinary, Missouri Division Championship.
6 Three Mile Safety, Missouri Division Championship.
7 One Mile Ordinary, Handicap.
8 One Mile Safety, Missouri Division Championship.
9 Two Mile Ordinary, Handicap.
10 Ten Mile Ordinary, Missouri Division Championship.
11 One Mile Safety, Consolation.
12 One Mile Ordinary, Consolation.
13 Hill Climbing Contest on July 3.

L. A. W. RULES TO GOVERN.

Finest Half Mile Track in the West.
Fast Time.
Prize List Ready Next Week.

For Entry Blanks address
R. W. GARNER, Carthage, Mo.

Entry Fee 25c. for each event, which must accompany all entries.

$3.00 Per Pair.



$3.00 Per Pair.

It is just like this, we have a good Shoe and guarantee it Kangaroo. We are not afraid to say this, because it is true. There is plenty of higher priced Shoes you can buy, but the above guarantee is generally nix. Send for Catalogue and rules for self measurement. Liberal terms to Agents. Address,

W. B. TOULMIN, 285 Main St., Buffalo, N. Y.

MUNN & CO. SCIENTIFIC AMERICAN AGENCY for **PATENTS**

A pamphlet of information and abstract of the laws, showing How to Obtain Patents, Caveats, Trade Marks, Copyrights, *sent free.* Address MUNN & CO. 361 Broadway, New York.

Official Outfitters to the League of American Wheelmen.

Authorized by the Executive Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.

406, 408, 410 & 412 Broome Street, NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.00, BREECHES, $5.25.
Cloth, $2.10 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk.....40
Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic. 4.00
No. 1, Canvas, leather trimmings. 3.50

Sent post paid on receipt of price.
Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,
241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia. 1039 Chestnut St.

THE NEW COLOR **LEAGUE CLOTH** IS NOW READY.

Samples of same can be obtained on application to

BROWNING KING & CO., - New York.



THE SPIRAL FLEXIBLE TOE CLIP

Is flexible and easy on the foot. Adjusts to any size of foot or pedal. Stands any amount of blows, kicks or tramping on, and still retains its form. Will not catch on curbs, sidewalks, door sills or obstructions and pull out of shape while wheel is being trundled over them.

The only toe clip extant that permits of the correct adjustment of foot to pedal; not having a toe check it does not tend to pedalling with toes pointing downward, which position induces a strained and set condition of the muscles of the foot, ankle and calf. One of the best, simplest and most easily attached. Try a pair and be convinced. Send for descriptive circular.



AS CARRIED WHILE RIDING

No more foul, greasy and collapsed tool bags.
No soiled hands or clothes
No loss of oil or one's temper.
No dirty tool bags or oily tools.
No weight, no delays to oil up.
No loose tops, no rattle.
No neglected or damaged bearings.
No squeaking or pounding.

Made in sizes suited to different machines.

Pronounced by old wheelmen, the press and the trade as the BEST novelty before the cycling public for '91.

In ordering state make of wheel and give diameter of seat rod or handle bar shaft.

Price mailed, 50c.
With C. & D. Oiler $1.

The Spiral Flexible Toe CLIP is flexible, easy, adjustable, effective, indestructable, faultless. One of the best, simplest and most easily attached. Price per pair, mailed, 50c Agents wanted everywhere.

Descriptive circular free. [Mention this paper.

L. H. BANNISTER & CO., Youngstown. Ohio.

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. **W. E. AUGHINBAUGH,** Baltic Building Washington, D. C.

M. R. WARREN,

Fine Stationery,
336 Washington Street, - Boston.

I call special attention to my engraving department, in which you will find the best of workmanship, correctly and quickly executed at the lowest prices.

SATISFACTION GUARANTEED.

Wedding Invitations,
Wedding Announcements.
Reception Cards,
Visiting Cards,
Party Invitations, etc.

Sketches Furnished. Odd Novelties in Box Papers. New Style Envelopes.
Mention this paper.

ATHLETIC GOODS!

KINGSTON KNITTING CO.,



Manufacturers for the

Trade and Clubs.

The most beautiful line of

Bicycle, Gymnasium, Tennis Costume and Sporting Goods

Made, in worsted, wool and best lisle thread stock. Unsurpassed for style, completeness, elasticity and durability, and at very low prices.

Send for catalogue and club price list, or order with entire confidence that our styles, material and prices will be entirely satisfactory.

No. 27 Kingston Street,

BOSTON, MASS.

BEST OUT.

75c. for this Nickeled Toe Clip.



Every wire braces the others. Best Spring Steel. Foot never slips. No headers. Great for hill climbing. No pinching of corns or catching of foot. Solid comfort. Rubber coated, only 90 cents. The Pat. balance E, always brings Pedal and Clip right side up as per cut, only 75 cents extra.

If your Agent is dead and don't keep it, don't let him bluff you, but send price by P. O. Note. No stamps. Size 1 for boots up to No. 8. Size 2 for boots from 8 to 11. AGENTS WANTED EVERYWHERE

J. A. HUNT & CO., Sole Mfgs., Westboro, Mass.



I. A. WESTON & CO.,

JAMESVILLE, N. Y.,

MANUFACTURERS OF

SAFETY BICYCLE WHEELS,

MADE WITH

Parallel Coned or BALL BEARINGS, Solid or Cushion Tire.

THE BEST MATERIAL and THE FINEST FINISH.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜



L. A. W. BADGES

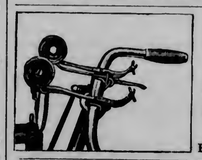
The official design in **SOLID GOLD.**

Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the interior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better to. $1.50, $2.00, and $2.50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.



LAMSON'S

Luggage Carrier

NO. 1.

Convenient, durable, noiseless, cheap. $1. Sold everywhere.

Made by

C. H. LAMSON,

Portland, - Maine.



JOHN HARRIOTT.

PRIZE MEDALS CUPS,

BADGES AND PINS.

3 WINTER ST. BOSTON.

ANTI-RHEUMATIC.

The best remedy for Sprains, Stiffness, etc. It cures new cases of Rheumatism and prevents suffering in older ones. Trial bottle, 25c.; large size, 75c. NORRONNA NOVELTY CO., 102 W. Huron st., Chicago.

BIG BARGAINS—58-in. (VICTOR) in good condition, $50 C. O. D.; (55-in. Col. Lt. Roadster, half nickel, with cyclometer and lantern, A1 condition, $65 C. O. D.); Safeties, $135; new in cases, direct from factory, wheels 30-in., best rubber tire, best steel forgings, for $50 C. O. D.; HARTFORD, gent's, not run over 200 miles, cost $100, sell for $80 C. O. D.; UNION No. 9, regular $135 last year, in fair condition, $70 C. O. D.; (INTERMEDIATE SINGER) 28-in. wheels, cost $90, run about two weeks, $75 C. O. D.; (LOVELL DIAMOND) regular $85, fair condition, $60 C. O. D. (Any of the above machines crated and sent as above.) $40 (HALL TYPEWRITER) used only a short time, $25 C. O. D.; 3 (Double Case World Typewriters) regular price $175 will sell for $8 each. If you want any of the above bargains, send right away. C. E. CLAFLIN, Bicycle Agent, Lock Box 371, Hopkinton, Mass.

SEVERAL NEW $135 SAFETIES to offer in exchange for old wheels on favorable terms. Send full description of what you offer. ZOOK, Lititz, Pa.

WANTED—Bicycle Dealers and Agents to handle our *Official League* and other Bicyclists' emblems. Send for price list and discounts. DURYEA JEWELRY CO., wholesale jewelers, 150 B'way, N.Y.

WRITE TO B. P. CO., North Easton, Mass., for samples of new L. A. W. Address Cards.

L. A. W. CARDS. Send stamp to BARTLETT & POWERS, 16 Gooding Street, Pawtucket, R. I.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ *Cash must accompany the Order.*☜

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜

53-INCH RUDGE RACER, nearly new, $45; No. 1 condition; 52-inch Eagle, new last fall, $85; fine condition. A. IRVING FULLER, Rome, N. Y.

FOR SALE—Two Ladies' Rovers; the finest ladies' wheel made; almost new and in perfect order; Garford Saddles; $110 each; weight, 39 lbs. J. S. NEGUS, 219 Putnam avenue, Brooklyn; 140 Water st., New York.

VICTOR SAFETY FOR SALE—'89 pattern; used 500 miles; just been refinished at factory and is in first-class condition; best cash offer takes it. GRANT McNEIL, Akron, O.

FOR SALE—Cheltonian Safety, in first-class condition; a bargain. Box 517, Newton Centre, Mass.

BARGAINS—Columbia Tandem Bicycle; Coventry Tandem Tricycle; 52-inch Dictator; Volunteer Columbia and Singer; 55 and 58-inch Victor; 50-inch Singer; 56-inch New Mail; two 50-inch Eagles; and ten 30-inch safeties. Write for particulars to WM. E. TANNER, Fall River, Mass.

$65—New Crescent Safety; factory price, $85. W. ZIMMERMAN, 803 Broad st., Newark, N. J.

PIANO FOR A HORSE—I will trade a good piano for a good horse. Address F. T. C., care BICYCLING WORLD, 12 Pearl st., Boston, Mass.

A BARGAIN—A 50-inch Eagle Roadster, full nickel, cost $132.50; will sell for $100; reason for selling, too large, want a 48 inch; this wheel has been run just 36 miles. Address WM. J. WHITNEY, 2 Free st., Portland, Me.

BARGAIN—Light Roadster Rambler Bicycle, 1891 pattern; ridden less than six miles; $112; No. 17 Quadrant Safety Bicycle, never uncrated, for $115; either one will be shipped, with privilege to examine, on receipt of $10, the balance C. O. D. W. A. CAMPBELL, P. O. Box 83, Oil City, Pa.

1891 COLUMBIA L. R. Safety, $115; perfect; Hartford Ladies' Safety, cushion, $90; perfect. L. B. SUTTON, New Canaan, Conn.

FOR SALE—Swift Safety. For particulars address L. A. W., Box 13, Oakville, Conn.

FOR SALE—Victor Spring Fork Safety, in fine condition excepting tires; $80 cash. A. J. BAECHLE, 30 Genesee street, Utica, N. Y.

25 CENTS BUYS Road Book and Map of Boston and Vicinity. CHAS. A. UNDERWOOD, Jamaica Plain, Mass.

FOR SALE—Ivel Tandem Safety; cost $200. Recently fitted with Columbia steering. Little used; in perfect order. Best offer takes it, or will exchange for good safeties. CHAS. E. SIMANTON, Washington, N. J.

FOR SALE—Star Safety, with bell and lamp, $90. Address B. I. CARHART, 540 Broadway, Albany, N. Y.

SPECIAL 48 STAR, built to order at a cost of $165; perfect order; fine condition; for best cash offer. 48 Star Racer, good as new, for best cash offer over $60. 42 Special Star, $40. 45 Special Star, $50. Bargains. "DANIEL," Box 27, Lititz, Pa.

WANTED—Companion for wheeling tour through Europe. Lasting two to three months. Start July 8th, 1891. Address "Teller," Bank of DuBois, DuBois, Pa.

BARGAIN—Premier Tandem, A1 condition, less than 100 miles wear, $135. Also '89 Victor Safety, with new '90 saddle, good condition, $85. A. C. M. ALPIN, Warren, Pa.

FOR SALE—48-inch American Light Champion in A1 condition. Will sell cheap or trade for high grade safety. Correspondence solicited. P. W. HALL, Sheldon, Iowa.

FOR SALE—Columbia Ladies' Safety, in a No. 1 condition, not run over 10 miles, for $100. One 1890 Columbia Light Roadster Safety, in first-class condition, not run over 400 miles, for $95. Above are strictly rare bargains. Address E. G. ZERN, Lehighton, Pa,

WANTED BICYCLE MACHINIST—A thoroughly competent bicycle machinist will receive good pay and a permanent position with a large N. Y. house. References required. Address "Manager," care BICYCLING WORLD, 12 Pearl st., Boston, Mass.

UNION SPRING SAFETY, No. 12, '91 pattern; just uncrated; perfect condition; $115. H. RIDDLE, 642 Wabash avenue, Terre Haute, Ind.

FOR SALE—*Rational Ordinary* Columbia Light Roadster, 55-inch, and cyclometer; perfect condition. Address D. Q. EWING, St. Nicholas Building, Pittsburgh, Pa.

FOR SALE—1890 Victor Safety, ridden 300 miles, excellent condition; best offer over $100 takes it. B. W. ROBB, L. A. W. 12521, Holley, N. Y.

FOR SALE—Psycho Tandem Safety; bearings, finish, etc., in excellent condition; is a specially made wheel, costing $225; has been run but little; will sell for $140. Address Lock Box 109, North Easton, Mass.

WANTED—A Victor or Columbia safety, 1890 pattern, A1 condition; quote cheapest cash price. L. S. MILLER, Lewis Co., Lowville, N. Y.

I WILL PAY CASH for a collection of Postage Stamps. H. CORBETT, 1413 Wash. st., Boston.

FOR SALE CHEAP—Complete camping outfit for 9 persons, comprising one 14x14 tent, and two A tents, folding stools, dishes, knives and forks, pots, pans and kettles, etc., etc., folding chests to hold all, and opening out will form table to seat 10 persons. Address FRED. G. WIESE, Bordentown, N. J.

COLUMBIA TANDEM SAFETY, in perfect order, A1 condition, cheap; cost $200; will sell it for $160. S. A. S. METHENY, Ann Arbor, Mich.

FOR SALE OR EXCHANGE—One Humber Tandem, cost $250; one Columbia Tricycle, cost $165; will sell cheap or exchange for second-hand safeties. DAVID BRIGHTBILL, Lebanon, Pa.

FOR SALE—54-inch full nickel Eagle, almost new. GEO. W. PROUTY, 620 Atlantic avenue, Boston.

FOR SALE—Three $135 Bronchos, 1891 pattern; fine wheels, latest improvements; price only $85. Address the manufacturers of best Toe Clip on earth, J. A. HUNT & CO., Westboro, Mass.

$95 BUYS a Columbia 1890 Light Roadster Safety; first-class condition; used one season. C. M. JAQUITH, White River Junction, Vermont.

FOR SALE—One '90 Columbia Safety, *new*, $120; one Broncho, nearly new, $65. F. A. TYLER, Rome, N. Y.

$98 50 SPOT CASH buys 1890 Columbia Safety; has been carefully used; bearings and all parts perfect; C. O. D. on approval. Address "ROBERTS," this office.

FOR SALE CHEAP—A Columbia Tandem Safety, 1890 pattern, in splendid condition. W. H. DUVALL, 122 S. Market st., Frederick, Md.

$85—New Eagle, 48 inch, '91 pattern; great bargain. L. HOYSRADT, Rondout, N. Y.

$100 BUYS a 30x24 full nickel B. B.; first-class condition; sent C. O. D. on receipt of $10. J. B. TRAVER, Chatham, N. Y.

FOR SALE—A Marlboro Club Tandem Tricycle in good condition. Apply to R. F. WILLIUS, 124 E. 3d street, St. Paul, Minn.

$99 BUYS a $135 Broncho Safety, 1891 style, latest; big improvement over 1890; fine condition; run only 25 miles; a bargain. Address Box 408, Westboro, Mass.

VERY CHEAP—One '89 C. L. R. Safety, $80; and one '90 C. L. R. Safety, $90. Each is worth $25 more, and both are guaranteed perfect in every respect, and practically good as new. A 34-inch Ideal Tricycle, good as new, cost $40, for $20. A 50-inch Rudge Light Roadster, in perfect running order, tires and bearings A1, for $25. G. FRANK FRIES, Akron, Ohio.

NOW IS THE TIME To Advertise in the BICYCLING WORLD AND L. A. W. BULLETIN.

MUST BE SOLD.

If you want a "Bargain,"

Send for List to EDMANS & SON, Troy, N. Y.

WANTED.

A FEW DISTRICT AGENTS

— OR A —

Sole American Agent

FOR A HIGH-CLASS CYCLE.

Apply Immediately to

THE COVENTRY CYCLE MFG. CO., GROVE WORKS, Coventry, England.

Largest United States

BICYCLE SUPPLY HEADQUARTERS FOR

Pants' Guards, Tire Tape, Rims, Balls, Locks,

ALL kinds of Supplies,

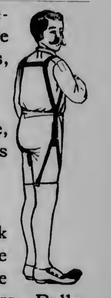
Crank Keys, Handles, Belts, Wrenches, Shoes, Lamps,

STOCKING Supporters,

Z. & S. for Shoulder, Hip and Belt, Z. & S. Bundle Carriers, Touring Caps, Sweaters, Knee Tights, Full Tights, Shirts, Stockenette Suits,

FULL REPAIR SHOP.

Hose, Gloves, Cement, Enamel, Toe Clips, Horns, Tires,



CYCLOMETERS,

Badges, Graphite, Saddles, Foot Rests

OILERS, Rubber

Cement, Newark Spoke Grips, Cycle Brush Tools, Toe Clips, Screw Drivers, Bells, Instruction Belts, Bags, Safety Stands, Drinking Cups, etc.

NEWARK, N. J., 518 Broad St.

HOWARD A. SMITH & CO.

Newark, N. J.

All the Requisites for Cycling.

Send for Catalogue and Second-Hand List.--Free.

COMPLETE

REPAIR SHOP.

$2.75.

I will cut a single line, steel street die, monogram or cipher, with 5 quires fine writing paper and envelopes, paper stamped in colors for $2.75; all duplicate orders filled at $1.00 less, the die to remain in my possession; will mail samples on application.

M. R. WARREN,
Stationer and Engraver,
336 WASHINGTON ST., BOSTON.
Mention this paper.

WE MAKE

A SPECIALTY OF BUYING AND SELLING SECOND HAND HIGH GRADE WHEELS.

SCHWALBACH CYCLE CO.,
Brooklyn, N. Y.



SAMPLE CAN, BY MAIL, 25 CENTS

Liberal Trade Discount.

GRAPHITE,
P. O. Box 1202,
NEW YORK, N. Y.



FOR TANGENT AND DIRECT SPOKES.

Nickeled, Price 75c., Postpaid.

Dealers send for Sample and Electrotype.

AVERY & JENNESS,
5756 Madison Ave., Chicago.

Erie Knitting Mills,

Erie, Pa.

Are still making the very best goods for cyclers. We know this, and others are finding it out.

This is a copy of a letter just received from the champion road rider of the United States:

ERIE KNITTING MILLS—
I cheerfully recommend your knit goods for the use of bicyclers, especially hard road-riders, as from my experience with them I have found them well-fitting, elastic and durable as iron.
Yours very truly,
WM. VAN WAGONER.

FRANK FAIRBAIRN, 513 WEST 11TH ST., ERIE, PA.

Exchange Your High Wheel

FOR A SAFETY.

Try us as a last resort. Send stamps.

CLINTON CYCLE CO.,
Clinton, Mass.

NOTICE

To Manufacturers and Agents.

LOUIS GLASEL & CO., - Coventry, Eng.
THE CONTINENTAL CYCLES
Are the Cheapest and Best in the Trade.
CUSHION SAFETIES Ready for immediate delivery. Balls throughout. Best material. Workmanship guaranteed.

LOUIS GLASEL & CO.,
Supplies also all rough and finished parts; also chains, tubes, stampings, hubs, cushion tyres, lamps, forks, rims, etc, etc.

Rock Bottom Prices.
All very cheap and only for cash. Best and prompt attention given to the smallest orders.
Mention this paper.

MAINE ROAD BOOK

Now ready. Shows over 175 bicycling routes. Three to Rangeley Lakes. Three to Moosehead Lake. Through route Boston to St. John, N. B., or St. Lawrence River. Three comprehensive maps. Abundant information about wheeling roads, fishing preserves and pleasure resorts in Maine.

80-pp. Price $1.00.

Address BATES TORREY, Portland, Me.

FITCHBURG RAILROAD

Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

HOOSAC TUNNEL ROUTE

THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

BICYCLES CARRIED FREE
FAST EXPRESS TRAINS

With elegant PALACE PARLOR and SLEEPING CARS to and from

BOSTON and CHICAGO and BOSTON and ST. LOUIS, via NIAGARA FALLS,
without change.

THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.
THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.
THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.

ELEGANT PALACE SLEEPING CARS
to and from
BOSTON and MONTREAL,
without change.

For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at

250 Washington Street, or
Fitchburg Railroad Passenger Station, Boston.
J. R. WATSON, General Pass. Agent.

Price List of Specialties

—MANUFACTURED BY—

ELASTIC TIP CO.

Mailed Postpaid on Receipt of Price.

Dropped Forged Steel Spade Handles, all nickeled and threaded to fit any machine, $2.50 per pair.
Soft Rubber Handles, pear shaped, $1.50 per pair.
Vulcanized Handles, pear shaped, $1.50 per pair.
Boys' Soft Rubber Handles, pear shaped, $1.00 per pair.
Double Grip Pedal Rubbers, No. A, 1 inch x 3 3-4 inches, $2.00 per set of four.
Double Grip Pedal Rubbers, No. B, 1 inch x 4 inches, $1.50 per set of four.
Double Grip Pedal rubbers, No. C, 1 1-4 inch x 4 inches, $2.00 per set of four.
Pedal Rubber, round or square; made from white rubber, $1.00 per set of four. When ordering state size required.
Spade Grips, vulcanite, 50 cts. per pair.
Safety Handles, vulcanite, to fit any machine, $1.00 per pair.
Safety Handles, for Boys' Wheel, 50 cts. per pair.
Soft Rubber Grips for Safety, $1.00 per pair.
Soft Rubber Grips for Boys' Safety, 50 cts. per pair.
Soft Rubber Sleeves, to fit over vulcanite grip, 75 cts. per pair.
Steel Balls, 3-16 inch, $2.00 per C.; 1-4 inch, $2.40 C.; 5-16 inch, $3.00 per C.
Imported Tire Cement, 25 cts. per box.
Tire tape for holding on tire, 25 cts. per roll
Rubber Cement, for repairing cuts in tires, 25 cts. per can.
Bicycle Spokes. Price according to quantity.
BICYCLE TIRES, SOLID or CUSHION, either red or grey; price according to size. Send for Catalogue.

ELASTIC TIP CO.,
Cor. Cornhill and Washington Street,
BOSTON, MASS., U. S. A.

REAL BICYCLE UNIFORMS.



Be sure to send for free samples and measure blanks. Club Uniforms a specialty. L. A. W. Coats, $8. Knee Breeches, $4. Punnett's celebrated Jersey Cloth Knee Breeches, only $4 a pair. Bicycle Caps, Hose, Pins, Tights, gold or silver Letters, Punnett's Invisible Pants Holders, 25c. a pair. Be sure to write now.
R. A. PUNNETT, Tailor and Athletic Outfitter,
98 & 100 West Ave., ROCHESTER, N. Y.
All strictly first-class work at moderate prices.

SEND FOR CATALOGUE.



PRICES TALK!

You are going to buy your Bicycle where you can get a good one for little money.
Examine our prices.—We can save money for you.

Meacham Diamond—A Gents' or Ladies' Safety, DIAMOND FRAME of seamless tubing, ball bearing all over, including socket, ball bearing head, lightly built, high grade in all respects (see cut)..List, $115.00; Net, **$76.00**

Express, Gents'—30-inch wheels, ball bearings all around, frame of steel tubing..List, $90.00; Net, **$61.33**

Express, Ladies'—30-inch wheels, ball bearings all around, frame of steel tubing..List, $90.00; Net, **$61.33**

28-Inch Safety—Combination wheel for GENTS or LADIES, ball bearings all over..List, $75.00; Net, **$53.33**

Large Boys' and Girls'—Combination Safety, 26-inch wheels, adjustable cone bearings all over.....List, $40.00; Net, **$24.00**

Boys'—25-inch wheels, adjustable saddle and brake, rubber tires, mud guards, adjustable cone bearings.....List, $35.00; Net, **$20.00**

Boys' and Girls'—24-inch wheels, DIAMOND FRAME of steel tubing, adjustable CONE bearings.....List, $35.00; Net, **$22.66**

Boys' and Girls'—24-inch wheels, DIAMOND FRAME of steel tubing, adjustable BALL bearings.....List, $40.00; Net, **$24.66**

Send for Catalogue. **E. C. MEACHAM ARMS CO., ST. LOUIS, MO.**

$85.00 LOVELL DIAMOND CYCLES. $85.00

High Grade Only.

All Ball Bearing,

Steel Tubing

—AND—

DROP FORGINGS.

NO BETTER MACHINE AT ANY PRICE.



Lovell Diamond,	$85.
With Cushion Tires,	95.
For Ladies,	85.
Convertible,	85.

AGENTS WANTED.

BICYCLE CATALOGUE FREE.

MANUFACTURED BY

John P. Lovell Arms Co., Boston, Mass.

Learn to Ride

BY USING OUR

INSTRUCTION BELT

Price, with instructions for use, $1.25.

ST. LOUIS WHEEL COMPANY,
311 N. 14th St., St. Louis, Mo.

AMBERG'S

CABINET LETTER FILE.

IT Files your Letters, Bills and all Office Papers, so you can always find the paper wanted at once.

Is it Not Worth Investigation?

Send for an Illustrated Catalogue and Price List.

AMBERG FILE & INDEX CO.,
79 and 81 Duane St., New York.

N. NUNN, - Boston Agent,
23 Doane Street.
CHICAGO. LONDON.
Mention this paper.

HAVE YOU SEEN THE NEW

BUTCHER CYCLOMETER?

Ask Your Dealer to Show it to You.



For Ordinary Bicycles. Price $10.00. By Mail On Receipt of Price.

For Safeties. Price $11.00. By Mail On Receipt of Price.

The unprecedented demand for this Cyclometer this season is our apology to our many customers for delays in filling orders. With enlarged facilities, we can now fill all orders promptly.

The Butcher Cyclometer Co.,
338 WASHINGTON ST., BOSTON, MASS.

THE UNIVERSAL WHISTLE.



Patented Dec. 11, '88.

The Best Whistle for Cyclists, Hunters, Horse-car Conductors, and every one who use Mouth Whistles. The Patent Mouth-Piece enables one to hold it in mouth without use of hands. Price, by mail, 25c. or $2.00 a dozen. A chance for any smart boy to make money. WHITTEN, GODDING & CO., Providence, R. I.

To Athletes, Cyclists, Baseball & Footballists, Horse-back riders, Boxers and Oarsmen; when you want to ride, run, walk, row, skate or swim a long distance, USE

ANTI-STIFF

To Strengthen the Muscles.



To Strengthen the Muscles.

It is a marvellous preparation for Strengthening the Muscular System. With Anti-Stiff there is no faith required; it goes straight for the muscles, and you can feel it at work. It has a peculiarly warming, comforting and stimulating effect on all weak or stiff muscles and sinews. Quick in action, cleanly and pleasant in use. Rub it into the muscles every night for a fortnight, and you will be pleased at its supporting and strengthening properties. There is not, nor has been, anything like it till now. It differs from all Oils, Embrocations, and Liniments, both in substance and effect. Some athletes are so fond of it that they rub it all over them.

E. FOUGERA & CO., Agents for U. S.,
30 N. Williams St., N. Y.
Mention this paper.



COLUMBIA CUSHION TIRES.

It is an open question whether, on a smooth road, the solid or the cushion tire is the best. It has come to be the opinion of many wheelmen of experience that on a soft, sandy road or on a rough road, the cushion tire makes a safety run easier and with less vibration.

The Columbia Cushion Tires as perfected, are the best on the market. They are meeting with high favor, and the testimony of practical wheelmen is to the effect that they will, with the same care, last as long as, if not longer than, the solid tires.

The Columbia Cushion Tires are made from the best gray Para Rubber; size, one and one-eighth inch, with five-sixteenths inch hole, for front wheel, one and one-fourth inch, with five-sixteenths hole, for rear wheel. For a safety thus tired, no spring fork is used. We also equip the safety, if desired, with cushion tire for rear wheel, and spring fork and solid tire front.

Every tire is thoroughly tested before being used.

Our unqualified guarantee goes with all our Cushion Tires.

POPE MFG. CO.,

77 Franklin Street, BOSTON.

BRANCH HOUSES:

12 Warren Street, NEW YORK.
291 Wabash Avenue, CHICAGO.
Factory, HARTFORD, CONN.

Gus Jones says the header into a ditch broke him all up, while the club tumbler fell all over the road.

AT WOONSOCKET, R. I.—Last Saturday at Agricultural Park, Woonsocket, R. I., the following races were run:

One mile novice safety, nine starters—Napoleon Bedard of Providence, first; A. S. Noyes of Whitinsville, second; time 3m. 35s.

One mile novice ordinary, four starters—M. C. Schiffle of Providence, first; B. Franklin of Providence, second; time 3m. 30s.

Two mile safety handicap, nine starters—A. P. Martin of Millbury, 150 yards, first; James B. Dunn of Millbury, 175 yards, second; time 6m. 3s.

Half-mile dash, six starters—Mont Scott, first; B. P. Hedges of Foxboro, second; time 1m. 27s.

Five mile Woonsocket championship race, three starters—Thomas A. Hackett, first; Fred J. Batchelor, second; time 18m. 52s.

One mile safety, three minute class, five starters—James B. Dunn, first; Napoleon Bedard, second; time 3m. 18s.

One mile ordinary, three minute class, ten starters—A. K. Pressy of Newton, Mass., first; B. P. Hedges of Foxboro, second; time 3m. 14s.

One mile tandem safety—Mont Scott and H. B. Scott, first; B. P. Hedges and H. S. Greene of Foxboro, second; time 3m. 35s.

Two mile championship, two starters—Mont Scott, first; M. C. Schiffle, second; time 6m. 43 1-2s.

Boys' half-mile race for safeties, two starters—James Gaskill, Woonsocket, first; Harry E. Arnold of Providence, second; time 1m. 40s.

AT MORRIS PARK, L. I.—The Queens Co. Wheelmen's five mile club handicap road race on the Broadway course, Morris Park, L. I., resulted as follows: J. Magee, scratch, first, 19.10 1-2; C. E. Berton, 2m.; second, 21.40. On the course with sand and loose stone the time is considered fast.

AT SAN LEANDRO, CAL., May 30.—In the 25-mile road race at San Leandro, Cal., Decoration Day, there were 18 entries. The attendance was very large and the enthusiasm ran high. The roads were very muddy but the race was very close and exciting. The result was as follows:

W. F. Foster, (3m. handicap), first; time, 1.25.25. George Osen, (3m.) second; time, 1.25.30. Frank Waller, (2 1-2), third; time, 1.24.57. F. G. White, (4 1-2), fourth; time, 1.32.30. A. Alcayaga, (5), fifth; time, 1.33.30. O. L. Pickard (3 1-2), sixth; time, 1.30.50. J. F. Ives, (scratch), seventh; time, 1.26.55. E. E. Stoddard, (scratch), eighth; time, 1.27.00. D. Marshall, (3), ninth; 1.30.45. W. E. Lee, (3 1-2), tenth; time, 1.31.30.1

SPRINGFIED, ILL., May 30th—The race meet held here to-day under the auspices of the Capital City Cycling Club was a grand success. About twenty Jacksonville wheelmen rode over and were our guests for the day. In the evening a banquet was given to the visiting wheelmen. The following is a list of the races.

One mile novice, safety—John Fogarty, first, time, 3.16 1-2; Fred Grant second. First prize, gold medal; second, Newark horn.

One mile ordinary—A. H. Woods, Jacksonville, first; time, 3.26. Chas. Banman, second. First prize, gold medal; second, bicycle coat.

C. C. C. C. Championship, one mile—Jay Price first, time 3.10; John Fogarty, second. First prize, gold medal; second, five pound box of candy.

One mile open, safety—Jerome Leland, first; time 3.15 1-2. Mortimer Reed, second. First prize, gold medal; second, fountain pen.

One half mile dash—Hal Smith, first; time, 1.33. Roy Donaldson, second. First prize, silver medal; second, pair cycle shoes.

Three mile open—Jerome Leland, first; time, 10.25. Hal Smith, second. First prize, gold medal; second, etching.

Fred Grant made the most points in the three mile race, and won a pair of bicycle shoes.

Mortimer Reed made best time for a mile and received a gold medal and a dozen photographs.

L. A. W. 14020.

THE Syracuse (N.Y.) mile safety championship badge, held by R. A. Bonta, Jr., is admired by every one. George expects to secure it in August. May the best man win.

THE usual 4th of July city races will be held on the Chelsea Park oval, under the auspices of the Chelsea (Mass.) Ramblers Bicycle Club. There will be four events for Chelsea riders only, and two open events of two and one miles for safety machines. Suitable prizes will be offered. Entries may now be made at rooms of the Ramblers, 270 Broadway, Chelsea, Mass.

THE Syracuse (N.Y.) Cycling Club's road riding record for May finds Geo. Westfall in the lead with 942 miles. H. W. Chapin, second, 678. H. R. Hall, third, 600. C. E. Wood, fourth, 310. R. A. Bonta, fifth, 285. Many reached the two hundred mark.

ON June 28th, '91, the Syracuse (N.Y.) Cycling Club hold a century run from Geneva to Buffalo, a distance of 104 miles. All are invited to attend.

TRADE NOTES.

NOTICE TO THE TRADE.

MESSRS. R. L. COLEMAN & Co. of New York City, agents for the Western Wheel Work's goods in the following States: Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, West Virginia, North Carolina, South Carolina, Alabama, Georgia, Mississippi, Florida and District of Columbia have been annoyed by the fact that certain dealers, under the impression they had a right to do so, have been selling the Western Wheel Work's cycles in the terriotry which, by Messrs. Coleman's contract, is exclusively their own. In order that an understanding might be arrived at and their rights defined, the following agreement has been made between the parties at interest:

"This agreement made this first day of June, 1891, by and between the Western Wheel Works, a corporation doing business in Chicago, Ill., and R. L. Coleman & Co. of New York City.

Witnesseth: That whereas certain jobbers, customers of the said Western Wheel Works, have lately been selling goods manufactured in the territory reserved to the said R. L. Coleman & Co., in a certain contract made and entered into by and between the Western Toy Company and the said R. L. Coleman & Co., dated March 6, 1889, which said contract has been assumed by the Western Wheel Works as successors to the said Western Toy Company, and is now in full force and effect, controlling the business relations of the two parties to this agreement, and said invasion of R. L. Coleman & Co.'s territory being contrary to the intentions of the two parties to said contract of March 6, 1889. Now, in consideration of the premises and of the agreement hereinafter entered into by said R. L. Coleman & Co. the said Western Wheel Works hereby agree that in case any of its customers shall hereafter sell any goods of its manufacture i territory so reserved to R. L. Coleman & Co., in said contract, that it when notified of such invasion of their territory by R. L. Coleman & refuse to sell any more goods of its manufacture to its customer or tomers who are known to have sold its goods in the territory so rese to said R. L. Coleman & Co. until said customer or customers of said W tern Wheel Works shall stop selling said goods in the said territory o L. Coleman & Co., and enter into an agreement to refrain from such vasion in the future.

And R. L. Coleman & Co. hereby agree not to sell any goods manu tured by said Western Wheel Works outside of the territory deser and reserved to them in said contract. And in case the said Wes Wheel Works shall be sued by jobbers or others for non-delivery of g to them by the Western Wheel Works by reason of this agreement, R. L. Coleman & Co. agree to pay one-half the expenses of said suits one-half of any judgments that may be obtained against said West Wheel Works in said suits.

Signed { WESTERN WHEEL WORKS, L. A. SCHOENINGER, Sec. R. L. COLEMAN & Co.

THE cushion tired ladies' Premier safety, fitted with the front wh hand brake, has proved a great success with our lady riders, and the P mier Cycle Co. are kept busy filling orders for this elegant little machi A number of ladies have written to the company, testifying their appr ciation of this change in the matter of brake, the total absence of dust mud-throwing being apparent on a short ride in the condition of t rider's skirt.

ON the Pacific coast in the 25-mile road race at San Leandro, Cal Decoration Day, Victor, model B, took positions one, two, three, four. Certainly, sufficient glory for one race, we should say.

OF all nuisances to cycle riders, the slowly slipping of the stockings from their moorings is the most annoying, though easily corrected if the rider would wear the "Z. & S. Stocking Supporter" for shoulder, hip, or belt, manufactured by Messrs. Howard A. Smith & Co., Newark, N. J. They have the Warren clasp, are easily adjusted. All our readers are cautioned against the many imitations, and advised to buy none but the best.

THE Massachusetts Medical Association is now holding its 110th annua meet at Mechanics fair building, Boston. Prominent among the displays there was one by the Pope Mfg. Co. of hygienic appliances in the shape of bicycles. This show by the Pope Mfg. Co. was made at the direct solicita tion of the association, this being the second time that company has been requested to make such an exhibition. The exhibition of bicycles attracted a great deal of attention, and the exercise of cycling was commended by most of those who noticed the machines.

STERLING ELLIOTT (need we add he of the Hickory fame) holds forth on pages 206 and 207 of this issue. W. W. Stall, "The only Stall," also has his little say on page 214, look 'em both up.

THE Eagle got first place at the 100 miles road race of the Rutherford Wheelmen. It got first and second in the Columbia Cycle Club races at Washington, D. C. Also first place in the one mile championship race of the Central Penna. Wheelmen, also the one mile handicap at Orange, N. J., June 6. Quite a creditable list to prove the going qualities of the Eagle!

THE following telegram from the John Wilkinson Co. reached us Friday last, too late for the last issue: "Decoration Day victories for the Rover Cycles; two of the first three in the Pullman race; first in two events at Washington, D. C.; first in ten mile race at Danville, Ills." All of which is a pretty good showing for the wheel, and perhaps our friend Merrill won't smile, eh?

THE Century Brace advertised on page 215 of this Issue is par excellence in the line of suspenders. They are light, cool and durable, especially suited for warm weather, no elastic web, so that heat of body or perspiration does not destroy them, and still they yield to every motion of the body. Send price mentioned in ad and get a pair of the "finest" made.

FIXTURES.

JUNE.

15-17—Three days' Athletic Meet at Buffalo, N. Y.
16, 17—Annual Meet of the Iowa Division L. A. W. at Newton, Ia.
17—Norfolk County (Mass.) Wheelmen's race meet, Hyde Park, Mass.
18—New Hampshire Division Meet, Concord, N. H.
20—Century Wheelmen (of Philadelphia) annual Race Meet at grounds of Tioga A. A. C. W. Dalsen, 1507 Columbia avenue, Philadelphia.
20—Independent Cyclers, Louisville, Ky., 3-mile road race.
26 and 27—Kentucky Division Meet at Louisville, Ky.
27—Cycling and Athletic Meet of Kings County Wheelmen at Washington Park, Brooklyn. John Bensinger, 1255 Bedford avenue, Brooklyn.
27—South End Wheelmen's Race Meet at Philadelphia. C. A. Dimon, 1726 S. Broad street, Philadelphia.
27—First Race of the Boston Road Racing Association. George H Perry, Medford, Mass.

JULY.

2, 3 and 4—Race Meet of the Hagerstown Bicycle Club and 3d Racing District, Hagerstown, Md.
3, 4—Annual Meet of the Illinois Division L. A W. at Rockford, Ill.
3 and 4—Missouri Division Meet at Carthage, Mo.
4—International Meet at Watertown, N. Y. H. P. Cooke, Secretary.
4—Chelsea City (Mass.) races, under auspices Chelsea Ramblers. Address 270 Broadway, Chelsea, Mass.
4—Second annual Poorman handicap Road Race at Cincinnati. J. E. Poorman, Cincinnati.
4—Tournament at Charter Oak Park, Hartford, Conn., under the auspices of the Columbia Cycle Club.
4—California Division Meet at Stockton.
4 and 5—Postponed races of the Denver Cyclist's Union tournament.
10 and 11—Tennessee Division meet at Nashville, Tenn.
11—Annual meet of the Indiana Division L. A. W. at Indianapolis, Ind.
13, 14, 15—Annual Meet of the Ohio Division L. A. W. at Columbus, Ohio.
16, 17 and 18—Annual League Meet and National Championships, Detroit, Mich.
July 24 and 25—Annual Bicycle Meet of Chicago Cricket Club at Parkside. J. G. Davis, Parkside, Chicago, Ill.
22 and 23—Wisconsin Division Annual Meet and Green Bay Cycle Tournament at Green Bay.

[CONTINUED FROM PAGE 204.]

melly, O. W., second. Time 3.02 1-5. These two were the only starters. Donnelly led until the back stretch on last lap, when Kelley took the d and won in a canter.

Two-mile ordinary, handicap—J. H. Draper, A. C. S. N., 80 yards, first; V. Merrihew, A. C. S. N., 155 yards, second; J. B. Fontaine, C. C., 170 ds, third. Time 6.05. Seven started, but Draper cut down his men in style, Kelley dropping out on the first lap, leaving the finish to be con- ted between Draper, Merrihew, and Fontaine, who finished in the order ned, Fontaine pushing Merrihew hard.

Half-mile safety, open—W. W. Taxis, A. C. S. N., first; S. H. Crawford, M. C. A., second. Time 1.23 2-5. Raced all the way out; Crawford rting from the start, but it was no go, Taxis winning with ease. Don- ly started but dropped out.

One-mile safety, 3.15 class—F. B. Marriott, Y. M. C. A., first; F. H. Gar- gues, C. W., second. Time 3.19 2-5. Garrigues got a long lead on Marriott, it the latter held on, mounted on a cushion tire, and distanced his man a the last lap; Garrigues' racing tire cutting in the cinders.

Quarter-mile ordinary, open—W. W. Taxis, A. C. S. N., first; J. H. raper, A. C. S. N., second; M. J. Bailey, C. W., third. Time .39 3-5. The ree men made a pretty race, finishing in order named.

One-mile safety, handicap—F. B. Marriott, Y. M. C. A., 65 yards, first; H. Draper, A. C. S. N., 45 yards, second; J. C. Donnelly, O. W., 85 yards, ird. Time 2.48 2-5. Nine men started, but Draper and Marriott speedily vertook them one by one, the former doing all he knew, but tired by the ireulous race he could not pass Marriott, and after a desperate struggle e was beaten on the tape by six inches.

One-mile ordinary, three-minute class—V. J. Kelley, A. C. S. N., first; J. B. Fontaine, C. C., second; M. J. Bailey, C. W., third. Time 3.11 4-5. A limit of 3.05 was put on this race, but the men rode well and Referee Bracher decided it a race.

One-mile safety, open—W. W. Taxis, A. C. S. N., first; J. C. Donnelly, O. W., second. Time 3.04 1-5. Taxis won by ninety yards as he pleased, just getting inside the referee's limit of 3.05. ARIEL.

Philadelphia, June 8, 1891.

CONNECTICUT DIVISION AND NEW HAVEN BICYCLE CLUB TOURNAMENT.—RECORD GOES.

THE much talked of meet and tournament of the above mentioned organizations was a success. The track records were successfully as- saulted this season for the first time, and the mile record in competition has fallen captive to the superior work of W. F. Murphy who, notwith- standing the fact of slipping his pedal twice, put the record at 2.26 4 5, a remarkable performance in every way.

The day's festivities opened with a parade of the cyclists under the auspices of the New Haven Bicycle Club, and was a decided success; there were fully 1000 wheelmen in line, and at ten o'clock the column, headed by the 2d Regiment band, moved through the principal streets of the city. A feature of the parade was the appearance of the Vera club, composed entirely of ladies; after the parade the wheelmen were photo- graphed on the steps of the Centre church.

The races were run at Elm City Park in the afternoon. The club had the clerk of the weather with it, and as a result 3000 or more people were in attendance. Preceding the races which were to be started at 2.45 P. M., the 2d Regiment band gave a concert which lasted an hour; and the scene at this time was beautiful to look upon, as the grand stand was bright with the variegated costumes of the ladies and the different uniforms of the cyclers. The events were:

One-mile novice, safety—This event was captured by J. M. Grant of Hartford; Geo. Tonkin, Brooklyn, N. Y., second; H. S. Wolcott, New Haven, third. Time 2.56 1-5.

One-mile novice, ordinary—H. P. Greene, New Haven, first; W. H. Ballou, New Haven, second; E. C. Borst, Meriden, Conn., third. Time 2.57 1-5.

The one-mile safety, handicap, can safely be called the event of the day. Twenty-nine men were entered for this event, among whom were some of the best riders in America; 15 men paced the starter; the handi- caps ranged from 25 yds. (R. H. Davis) to 200 yds. (F. J. Catlin). At the start Catlin increased his lead and passed the 1-2 mile 30 yds. ahead of his nearest competitor, with Herman of Hartford after him; W. F. Murphy, who was scratch man, had been gradually mowing down those ahead of him until, reaching the home stretch, he pressed H. Herman hard for second place, finishing third in the wonderful record time of 2.26 4-5. The winner Catlin took first prize in 2.25 2-5, including handicap.

G. M. Worden (75 yds.) of the M. A. C., who finished fourth in this event was unfortunate in having been interfered with by a collision between two of the riders, and might possibly have done better had not such been the case.

One-mile open was won by A. A. Zimmerman, who ran away from his competitors, making the mile in 2.47 3-5; W. W. Taxis, second; Mont Scott, third.

One-mile safety L. A. W. State championship—H. B. Hewitt, New Haven, first; Fred Herman, Hartford, second; C. E. Larom, New Haven, third. Time 2.42.

One-mile ordinary, 2.50 class—This event was captured by G. F. Taylor of Harvard University. Time 2.47 1-5. M. Scott of Providence, second; H. B. Green, third.

The one half mile safety, open, was taken by R. H. Davis of Harvard, who cut a comical figure in a white cotton suit with red trimmings, and a straw hat of enormous proportions. G. M. Worden, M. A. C., was second in this event. Time, 1.16 2-5.

One-mile ordinary team race—In this event the N. Y. A. C. team, A. Zimmerman, W. Van Wagoner, and W. F. Murphy, had things all their own way, finishing in the order named. Time 2.49 1-5.

One-mile safety for members of New Haven Bicycle Club—E. F. Cat- lin, first; T. J. Abell, second. Time 2.49 3-5.

The one-mile safety, open, which came next in order, had a number of good men for starters; but W. F. Murphy outclassed them all and, with scarcely an effort, won in 2.39 2-5. W. W. Taxis, second; R. H. Davis, third.

Half-mile ordinary, L. A. W. State Championship was taken by C. L. Sage, Hartford; time 1.26 1-3. W. H. Ballou, second.

One mile ordinary handicap was looked forward to with much interest as it was thought that A. A. Zimmerman at scratch might exert himself and endeavor to lower the record. He was not in form, however, how- ever, and W. W. Taxis of Philadelphia (25 yards) won in a close race with M. Scott (70 yds.) a close second, and G. F. Taylor (35 yards) of Harvard, third. Time, 2.35 2-5.

One mile tandem safety—Won by W. F. Murphy and W. Van Wagoner, N. Y. W. S. Campbell and A. J. Hall, Jr., N. Y., second. Time 3m. 4-5s.

Two mile ordinary for Yale University—Won by J. W. Allen: H. P. Green, second; time 6.35 1-5.

I understand that there is some doubt about the length of the track, which I hear will be resurveyed.

In the evening about 200 of the wheelmen enjoyed a moonlight sail down the harbor as guests of the New Haven and Rover Bicycle Clubs, and thus wound up the biggest event yet recorded in the annals of the New Haven Bicycle Club. S.

SPLENDID WORK OVER IRVINGTON-MILBURN COURSE AND A RECORD.

THE first race of the Inter-Club Racing League took place over the Irvington-Milburn course last Saturday, and the results were all that could have been expected from a sporting standpoint. Nearly 500 wheelmen rode to the course and swarms of people lined the course from start to finish.

The clubs in the League number eight, but six of these showed up at the start as follows:

Brooklyn Bicycle Club (C. K. Starr, C. S. Quimby, F. Coningsby and R. Coningsby); Kings County Wheelmen (J. Bensinger, W. Finn, F. Mc- Donald and D. McLean); Harlem Wheelmen (R. Morrison, F. Olmsted, H. Bryan and M. Macy); Gotham Wheelmen (D. Levy, F. Mastin, J. Gerhart and T. Powers); Brooklyn Ramblers (G. Holland, A. Feldmier, J. McCue and R. Pedlar), and Bedford Cycle Club (C. Hoppe, P. Bartel, U. Page and W. Hovenden).

When the wheelmen arrived on the course it was found that certain "repairs" had been instituted, which materially dampened the ardor of the contestants and spectators, but notwithstanding the apparent in- tentional desire to block the way, the time made and the results were most remarkable.

Cushion tires were penalized thirty seconds and two minutes for pneu matics. It was 4.48 when Mr. Barkman sent the solid tires away, and thirty seconds after the cushion tires, and then one minute thirty seconds later still, John Bensinger and C. K. Starr, on pneumatics, were sent along. Five miles out the first men to show up was F. W. Mastin, who had a good lead, with Finn and McLean in close attendance. F. Coningsby and J. Bensinger were about tenth and eleventh. Mastin did the first five miles in 16.40. At the ten mile mark Mastin also led and McLean well up. On the circuit Starr's pneumatic had given out and he had to finish on a heavy roadster. The best time for the ten miles was made by John Ben- singer, in 33.33. Great interest and excitement was shown at the finish line, and when Mastin and McLean appeared close up, spurting for the finish, the enthusiasm mounted high. Down they came and McLean gradually drew away and finished first by a good twenty yards, Mastin second and John Bensinger third, in the record time of 50.35 for the course of 15 miles. The order of finish was as follows:

First, D. McLean, K. C. W., time 51m. 25s.; second, Fred W. Mastin, G. W., 51m. 25 3-5s.; third, John Bensinger, K. C. W., 50m. 35s.; fourth, W. J. Finn, K. C. W., 50m. 23s.; fifth, George Holland, B. R. 53m. 50s.; sixth, Charles Hoppe, B. C. C., 53m. 47s.; seventh, A. H. Feldmier, B. R., 54m. 31s.; eighth, U. S. Paige, B. C. C., 55m. 49s.; ninth, Phelps Bartel, B. C. C., 55m. 51s.; tenth, Robert Coningsby, B. B. C., 55m. 23s.; eleventh, J. McCue, B. R., 56m. 2s.; twelfth, F. G. McDonald, K. C. W., 54m. 17s.; thir- teenth, C. F. Quimby, B. B. C., 57m. 33s.; fourteenth, Fred Coningsby, B. B. C., 58m. 43.; fifteenth, R. B. Morrison, H. W., 57m. 36s.; sixteenth, R. Pedlar, B. R., 58m. 19s.; seventeenth, C. K. Starr, B. B. C., 57m. 25s.; eighteenth, Thomas Powers, G. W., 59m.; nineteenth, A. C. Bryan, H. W., 59m. 26s.; twentieth, Wm. Hovenden, B. C. C., 60m. 20s.

The Kings County Wheelmen won with a total of 80 points, having taken the first, third, fourth and twelfth places. The Brooklyn Ramblers were second, with 61 points; the Bedford Cycle Club were third, with 57; the Brooklyn Bicycle Club fourth, with 46; the Gotham Wheelmen fifth, with 33, and the Harlem Wheelmen last, with 20 points.

RACING AND MEET NEWS AND GOSSIP.

AT MADISON, WIS.—The first road race of the Madison (Wis.) Cycling Club was run May 30th at nine o'clock, over a hilly course of 6 1-8 miles.

There were thirteen entries. B. D. Paine was first, in 23m. H. J. Warner, second in 23 1-2m. Dick Stone, third, in 24 1-2m., and the rest nowhere.

Their next race will be July 4th, and will be 12 miles.

AT BUFFALO, N. Y.—The Wanderers Bicycle Club held their semi- monthly road races on Saturday evening, June 6th. For the first race there were six entries, distance one mile. Won by William Buse. Time 3m. 15s.

For the second race there were five entries, distance 3 miles. Won by William Buse. Time 12m.

For the third race there were four entries, distance two miles. Won by Clarence Keyser. Time 7m. 45s. Trophies were given to the first man in each race.

The club will on the 20th inst. hold a 20-mile road race, open to mem- bers only. "JASPER."

AT DETROIT, MICH.—The 15-mile handicap road race of the Detroit Wheelmen came off last Satuaday. The weather was fair, but a good strong head wind made the going rather stiff, though the surface was good.

Promptly at 3.25 P.M. the first man was sent on his way, and from then on, at the proper intervals, the others were started. At 4.30.45 Geo. Thorne (6m.) shot over the line, and then others followed in quick succession. Results:

Geo. Thorne, (6m.), first; riding time 1.45.00. H. Putnam, (5 1-2), second; riding time 1.00.40. J. Hoffner (11m.), penalized 4m., third; riding time 1.03.00. W. Marks, (6m.), fourth; riding time 1.02.05. B. Hulett, (1 1-2), fifth; riding time 58.00. W. C. Rand, (scratch), penalized 4m., sixth; riding time 52.35. R. T. Deacon, (11m.), penalized 4m., seventh; riding time 1.02.15. J. Keenan, (6m.), penalized 1m., eighth; riding time 1.02.00.

Will Rands well deserves the honor of being the best rider in Michigan for the Grand Rapids race, and then our own of Saturday makes him such.

The handicapping for our road race turned out to be very near perfect, bringing the men in close as a finish in a one lap track race. Will Metzger, B. J. Holcomb, and "The Judge" arranged the handicaps.

Keenan had his tire come off on the first half mile, and rode the rest of the way with the rear tire loose all the way around, yet did the 15 miles in 62 minutes.

FOUNDED 1878

THE BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXIII. Number 8.

BOSTON, 19 JUNE 1891

$1.00 a Year. 5 cents a copy.

Victor Cushion Tires Penalized!

THE CAT OUT OF THE BAG.

HANDICAPPER'S ARE "ONTO IT."

And—THE VICTOR IS "IN IT."

Riders over this broad land have learned that VICTORS are the fastest bicycles going on wheels. Both riders and handicappers have learned also that there is a difference, with a large D, be- tween Victor Cushion Tires and "hose pipes."

The records recently made by the Victor in the big races have alarmed riders of "hose pipes," and they now demand that Victor Cushions be handicapped. Agents and dealers are kicking, but those who don't own Victors want some show—and why not?

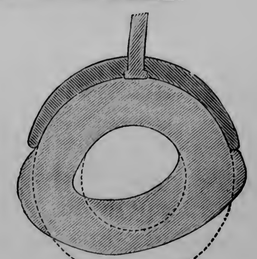
If you want to ride the best, book your order for a Victor; you will have to wait a few days and pay the highest price, but it will be a Victor.

THE DEADLY PARALLEL.



Victor Cushion Tire—PENALIZED

20 yards in a mile over Solid Tires.
10 yards in a mile over "Hose Pipe" Tires.
(There's but one real Cushion Tire, and the VICTOR is that one.



"Hose Pipe" Tire—PENALIZED

10 yards in a mile over Solid Tires.
(And that's ten times too much when A. W. Porter mounts his old VICTOR with Solid Tires.

OVERMAN WHEEL CO., Chicopee Falls, Mass. { BOSTON, WASHINGTON, DENVER, SAN FRANCISCO.

Hickory TRADE MARK

DID you notice those two pages we occupied last week? (206 and 207). We don't do that very often, but we thought that some League members might like to see a *part* of our catalogue and yet not care for *all* of it.

Did you see *Stall's* ad. on page 214? Stall is a good one. Perhaps you don't know Stall. He may be a little mite too angelic in his disposition perhaps, for every day work, but when you take Stall up one side and down the other he averages first-rate. He now delivers an illustrated lecture on Hickory that is said to be very touching. We have just sent him some more illustrations.

It wont cost you anything to go in and hear this lecture, but it may cost you $100 to get out. You will never regret it, however.

There was at one time considerable prejudice against Hickory Wheels, but now we find it only among the rural members, and particularly those who don't know that Lee has surrendered.

If you meet a man who is posted on wheels he will tell you that the Hickory Wheels are

TOUGH, LIGHT, ELASTIC,
STRONG, DURABLE,

Hickory TRADE MARK

Some objection has been raised against the use of Hickory by the repairers who don't get much work out of it. Of course we can't expect to please everybody, much as we would like to.

The question of looks which was so often raised at first, though mostly by people who hadn't seen it, doesn't trouble us much now since the introduction by others of the empty tire.

Few people can strain at a (Hickory) gnat after having swallowed a (pneumatic) camel.

The Hickory wheels are moving,

Those who last year bought them
Now only buy the more,
While many this year take them
Who never did before.

Or, how would this do?

"Millions have reached that blest abode,
And millions more are on the road."

Of course "millions" is only figurative, but we are hopeful that it will not be always so.

We are turning out over three times the whee's this season that we did in '90, while last year we sold more than double the output of '89, and we shall make for the '92 trade about two and one-half times the number that we are turning out this year. Having now what we never had before, viz. capital enough so that we can run our plant full force through the dull season we shall have '92 wheels ready for delivery when agents want them. To be an agent for the Hickory in '92 will mean something, and we want good men. No matter how good a man is he will be still better for having a little previous experience with the Hickory. A dozen new agents who only take one wheel each are better for us this year than one agent who takes a dozen wheels. We want agents in places where the Hickory has *not yet been seen*. The more prejudice there is in your town the more we want an agent *right there*.

The Hickory Bicycle is *born*, but it is not yet *dead*, and if you think it is you just come down and have a talk with our office boy.

The Hickory Bicycle has embodied in it, an eternal truth that you *can't get over*, and when the survival of the fittest is accomplished in bicycles and you then want to find where the Hickory stands, don't begin looking at the bottom of the heap unless you have time to go through the whole "bloomin' " pile.

We have stood a large amount of chaff first and last and have worked harder at times for less money than would have been necessary had we been willing to follow the popular lead. We never believed that anything was right simply because it happened to be popular. We believe thoroughly in Hickory, and believe that it will have a comfortable future. We have never been disheartened by the fact that the majority was against us, for at the beginning of all reforms, great and small, history shows that the majority has *always* been wrong. So this much was to be expected.

As we stand now and look back over the few years of our Hickory experience we have seen no moment of uneasiness as to the result. If you, as an agent, have any such doubts, you had better get acquainted with us and let us send you a new backbone.

"If you are not for us you are agin us."

"Now is the accepted time."

Our corporate name is the

ELLIOTT HICKORY CYCLE CO.,

We live (and move) at

Newton, Mass

P. S.—We answer letters. We send catalogues. We ship machines with reasonable promptness.

Hickory TRADE MARK

Hickory TRADE MARK

EXTRAORDINARY BARGAINS IN SPRINGFIELD ROADSTERS

TO BE HAD NOW.

Having had a large lot of Springfield Roadsters made to our special order, and, owing to the size of the order, we are able to offer this most excellent machine at

40 PER CENT. OFF FORMER LIST.

This is without doubt the best bargain ever offered in the bicycle line. These machines are by far the best combination of the safety and ordinary on the market, and are particularly desirable, as in material, construction and finish they are fully equal to any bicycle made. They are well adapted to rough and hilly roads, and are easier learned than any other high machine. We have sold the Springfield Roadster all over the United States for use by all sorts of riders over all sorts of roads, and it has given the best of satisfaction. Send for full description and catalogue, free.

ROUSE, HAZARD & CO., - 9 G Street, Peoria, Illinois.

Second Hand and brand new job lot Machines of all makes at Cut Prices.

NEW ENGLAND BICYCLE DEALERS.

If the UNION or WARWICK CYCLES are not represented in your territory, write us for terms. You will find them more than liberal.

A. O. VERY CYCLE CO., - - 173 TREMONT ST., BOSTON.

LACTART

ACID OF MILK.

A REFRESHING DRINK WITH WATER and SUGAR.

Call for Orange or Raspberry Lactart at the Soda Fountains.

Benson, of Corey Hill fame, says:

AVERY LACTART CO., Boston.

Gentlemen—"For several seasons I have used your Lactart and found it very satisfactory, as a quencher of thirst." Respectfully,

A. P. BENSON, Newton Club.

Union Cycles Win the Race.

We thought we heard something drop.
It may have been only a stray pneumatic exploding.
It may have been the spirits of those who got left.
We know not, we care not. It is enough for us that the

PULLMAN ROAD RACE

—WAS WON ON A—

UNION NO. 9

CUSHION TIRED.

There is nothing slow about it. He who tries, buys and flies.

UNION CYCLE MANUFACTURING CO., Highlandville, Mass.

Mr. Stokes of Chicago looks after our Western business.



FEATHERSTONE'S

PNEUMATICS.



Are now being sent out in quantities, and agents will be rapidly supplied. A little more patience is all that will be necessary before you will be able to get one of these Pneumatics. After you have ridden it you will be glad you waited. When you have received and tried one, write and let us know what you think of it and whether it does not prove to be all that we claim for it.

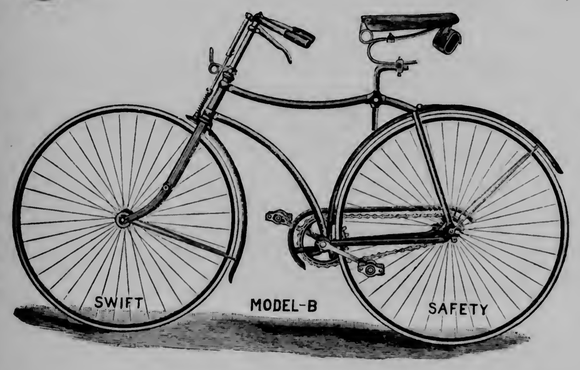
SOME OF OUR AGENTS.

WRIGHT & DITSON, Boston, Mass.
SCHOVERLING, DALY & GALES, New York.
HOWARD A. SMITH & CO., Newark, N. J.
SWEETING CYCLE CO., Phila., Penn.
CLINE BROS., Baltimore, Md.
CAPITOL CYCLE CO, Washington, D. C.
SPALDING & CO., Syracuse, N. Y.
F. L. HUGHES, Rochester, N. Y.
MARTIN & STEVENS, Buffalo, N. Y.
F. L. FAIRBAIRN, Erie, Penn.
DAVIS HUNT CO., Cleveland, Ohio.
J. W. GROVE, Pittsburg, Penn.
EMIL GRAH, Toledo, Ohio.
CHARLES HANAUER, Cincinnati, Ohio.
PRINCE WELLS, Louisville, Ky.
COMBS & ROLER, Nashville, Tenn.
E. C. FENNER, New Orleans, La.
E. C. MEACHEM ARMS CO., St. Louis, Mo.
A. W. GUMP & CO., Dayton, Ohio
J. C. SHERWOOD, Columbus, Ohio.
ROUSE, HAZARD & CO., Peoria, Ill.
HODGSON CYCLE CO., Des Moines, Ia.
A. H. PERRIGO & CO., Omaha, Neb.
WM. R. BURKHARD, St. Paul, Minn.
SNOW'S BICYCLE AGENCY, Minneapolis, Minn.
JULIUS ANDRAE, Milwaukee, Wis.

A. FEATHERSTONE,

Clark and 16th Sts., and Armour Ave., - - - Chicago.

BE · WISE · IN · TIME.



If you want a wheel that pays few visits to the repair shop,

RIDE A

SWIFT

CATALOGUE FREE.

COVENTRY MACHINISTS' CO., Ltd.,

239 Columbus Avenue, Boston, Mass.

11 and 13 Madison Street, Chicago, Ill.



HANDSOMEST SAFETY MADE.

WHY is the NEW MAIL at $100

The Best Value in the Market at the Price or Anywhere Near It?

BECAUSE IT HAS Cushion Tires which annul jar and vibration, giving life and elasticity to whole wheel, and are to be the Favorite Tires for 1891, and we Warrant Them. Our Cushion Tires are Right and the Best.

BECAUSE IT HAS Tangent Spokes strongly tied and Nickelled to intersections. Stronger and handsomer than direct spokes as used on cheaper wheels. Select Tangent Spokes Always!

BECAUSE IT HAS a Brazed Frame at all joints. Look our and get a Brazed Frame always to stand road wear, and at *every point* of the frame!

BECAUSE IT HAS a Standard Easy Saddle, the Garford, which is a Favorite.

BECAUSE IT HAS the Popular New Mail Shape Handle Bars, low and well back to rider.

Study all these points on examining the wheels in the market and see if you find them in Any Other. The BEST YET!!! If your dealer has not got it ask him to show one before you decide.

WM. READ & SONS, 107 Washington St., Boston, Mass.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

—BY—

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN CO.

☞ *Postage stamps will not be accepted hereafter in payment for Advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.* ☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

Editorial Contributor, F. A. EGAN.

BOSTON, 19 JUNE, 1891.

WHY we are late this week: Generals Warren and Prescott in their little dispute with Generals Howe, Clinton, and Burgoyne, on Bunker Hill, June 17, 1775, are responsible for our lateness this week. Patriotic Bostonians have set aside June 17 as a legal holiday, and a day of rejoicing, though why we cannot quite reason out, as that little affair did not result in a decided victory for the patriots. However, Boston patriotism doesn't stop at a little thing like that; they see in this the first of the serious battles for Independence, the beginning of that which has resulted in one of the greatest of the great nations of the earth. In view of these facts, all patriotic readers will rejoice in the remote cause (116 years ago) which makes us late this week.

ERRATUM—In speaking of the fatal accident in Brooklyn to Mr. Usher the types made the time read "three o'clock." This was an absurd mistake; it should have been eight o'clock.

THE fourth act of the "Rule G Comedy" has closed, and the curtain has been rung down previous to the fifth, and we hope final act. In act first we had as a climax the incorporating of the famous rule G in the racing rules, and the minority report of Mr. Bassett. In the second act the culminating point of interest was found in the joint report of the Rights and Privileges and Executive Committees declaring Rule G unconstitutional. The curtain on this act rang down amid suppressed excitement and expectancy, which was warranted by the climax in act three, which was the "defi" of the Chairman of the Racing Board to the Executive Committee and the Rights and Privileges Committee, together with complimentary allusion to President Dunn. Now the interest waxed warm, and went up with the thermometer to about 100 in the shade, and the next move was looked for with bated breath. By referring to our official columns the particulars of act four will be found in the announcement that Mr. Charles E. Randall has been removed. Act five will probably be the final act and contain particulars and results of a joint meeting to be held in New York to-morrow, June 20, by the Executive Committee and the Racing Board, at which time we believe the vexed question as to disposition of Rule G will be settled then and there.

IN the days agone when America was a young country and the aborgine were in a vast majority, an old Indian besought a settler to give him some beef; the request was generously granted, and beef enough to last the Indian family a week was handed over. Next day the Indian again appeared and asked for "more beef." "Why," said the settler, "What have you done with the large quantity I gave you yesterday?" "Ugh!!" grunted the Indian, "want more; that you gave me yesterday lasted quick!"

So it can be said of the policy and chairmanship of the '91 Racing Board; "it lasted quick." We are sorry for this for more reasons than one, and we believe that had Mr. Randall been let alone by "his friends" "the independence of the Board" and its action would never have taken the form of rule G. We believe this because Mr. Randall and those members of the Racing Board who were present at the joint meeting in New York were apparently heartily in favor of the alliance with the A. A. U., an alliance which they must have known was impossible with such a rule. If it was in the minds of those members of the Racing Board at the time of the joint meeting to incoporate rule G in the new rules it was not acting in good faith toward the Executive Committee and the A. A. U. to suppress the fact; the matter would then and there been fought out with much less friction and resultant soreness than now exists. We, however, are constrained to believe that rule G was not thought of until Mr. Randall returned West and and listened to the counsels of his friends. If Mr Randall and the members of the Racing Board did not know at the joint meeting that such a rule would be in direct violation with the understanding and arrangement made with the A. A. U., then they must have been woefully ignorant of facts, with which they should have been familiar. If they did know it, then it was bad faith not to bring the subject up at the meeting and avow their intention, if their intention was formed at that meeting. Take it which way we can, the Racing Board has placed itself in an ambiguous light. We have expressed our opinion, and printed the decision of the Rights and Privileges Committee and Executive Committee as to the constitutionality of the rule, and we think there is nothing further to add on that point. We are sorry that the culmination of the affair has been unpleasant, but in view of the circumstances nothing could come out of the incident except the resignation or dismissal of Mr. Randall.

THE question will probably arise: Why are not the other members of the Racing Board also removed? Our reply to this is that Mr. Randall's official declaration which appeared in last week's issue was not the declaration of the Racing Board as he stated, but it was the work of Mr. Randall alone and unauthorized by his Board. The Racing Board, as a Board has not yet had the chance to pass on the action of the Rights and Privileges and Executive Committees. In justice to the other members, therefore, we must await their formal action.

THE New York police are getting very much exercised over the manner in which the New York City Wheelmen are using the asphalt on 8th avenue. The police claim that cyclists rush along at a speed which would not be allowed by horsemen, and they cite a number of cases of reckless riding and utter disregard for the safety of the other passengers and users of the avenue. They report a number of cases of collision and consequent breaking of limbs and a fractured skull. If all these charges are correct and complaints well founded, it does seem strange that riders will be so blind to their own interests as to violate reasonable city ordinances. The police claim they will stop cycling on 8th avenue. This they cannot do, but there is lots of room for "regulating" same if the half that is told is true.

NEW YORK Division members seem to be suffering from apathy, and especially does this appear so when we are told that they do not seem to appreciate the vast benefits to accrue from helping themselves by helping the League to capture cycle thieves. A reference to the official columns will show that the New York Division has offered a reward of $25 00 for the recovery of a stolen wheel. The Division will do its part if the members will only wake up and give it help in the form of information. Chief Consul Bull has issued over 9000 circulars, stating that if information is given the executive committee, a reward will be offered and all expenses necessary to prosecution will be paid. The circular urges all dealers to post conspicuously all announcements of stolen wheels. Members of the New York Division must be very dead if they don't take advantage of the generous offer of the State Executive Committee.

WE expect from our Western contemporary bitter complaints of disloyalty to the League at the hands of 1st Vice President Burdette, because of his ardent efforts to enlist the co-operation of the Grangers of Counecticut to secure better roads. At the meeting of the State Division he said:

"I have been in consultation with leading members of the Grange throughout this State, and I find them in hearty accord with our road improvement plans. The Grangers, and they are 8000 strong, have promised us their support in our efforts to get better roads. This Grange is yet in its infancy, but growing rapidly year by year. Hand in hand with the farmers we can soon hope to accomplish the object we have been endeavoring to secure so long—the passage of a law regulating the construction of highways in this State."

Get the farmers interested and in earnest, and good roads will come sooner or later. It is an awfully hard task to convince the average granger that it will be cash in his pocket if he will only spend his hard earned money. In the first place the farmer is very apt to look with distrust on any movement made by cyclists. They are apt to discern no other motive than that of selfish advantage. When it comes to that there is comparatively very little in this world but that has the mainspring of selfishness as the motive power. The great enterprises of the world and those that have proven of inestimable value to the masses. Railroads are not built purely because of the projectors' overwhelming desire to benefit mankind, yet none will dispute the great public advantage of railroads, the chief incentive to build same being selfish (?) gain.

THERE is no class of people so fearful of being outwitted as the farmer. He is naturally cautious, and as his money, as a rule, comes hard, he wants to be dead sure of positive material return before he invests his dollars. The principle of caution is the true one, but it becomes a difficult one to overcome when arguments fail to convince, and prejudice takes the place of reason. We must be patient but persistent, we must face the question as it is. The building of good roads will be of vast advantage to cycling as a sport and trade, but it will be also of incalculable financial value to the farmer, the village tradesman, and the ruralist generally. The wheelmen may be selfish, but the time is not far distant when they will be acknowledged to be blessings in disguise, and posterity will thank wheelmen and the League for being chiefly instrumental in bringing about a condition of highways which the present generation in this country is ignorant of.

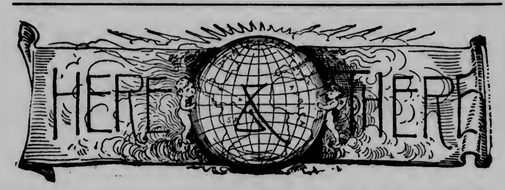
IT is the custom for town authorities to make exceptions in the cases of small boys riding velocipedes and bicycles on the sidewalks, and while we have never been in favor of sidewalk riding, we must confess that we have suffered mortal fear of damage and maiming from the small boy or girl and the velocipede, more fear than we ever did from the grown-up rider. The small boy is prone to dash round corners and come after you yelling like a Comanche, and his powers to control his "wheel" so as to run in a steady and direct line are limited. In fact, his erratic course minimizes your chances of escape to an infinitessimal fraction, unless you incontinently flee to the middle of the road and wait until the youthful cyclones have swept and rattled past. The reckless devil-may-care shavers do not mean any harm, but a blow from their machines, while not usually attended with the serious results of collision with the bigger fellows on the bigger wheels, is still sufficiently serious to make it unpleasant to say the least.

It has been absurdly claimed by some extremists that "if bicycles be prohibited from using the sidewalks baby-carriages also be forbidden." This is silly nonsense. A baby carriage is not, as a rule, rushed along the sidewalk at helter-skelter speed by a nurse-maid. Give the babies a chance, but we do draw the line at the small, irrepressible boy, dashing along, mounted on his diminutive but dangerous velocipede.

THE EVOLUTION OF THE CYCLIST.

THE present generation of cyclists are almost all men and women who learned to ride after reaching adult age; the recruits have come and do still come from the non-riding people. But the cyclist of the future will come into his heritage with superior advantages—he will be a born cyclist. This thought is suggested by the great number of young riders from thirteen to sixteen years of age, of both sexes, that one meets at every turn. These are the cyclists of the future who will be veterans by the time they are grown, who are familiar with the wheel from childhood. And what a race of men and women they will be! Strong limbed, deep chested, with the brawn of sun and wind on their faces, and the full tide of health in their pulses. What an argument they will be of the power of the wheel for good, and a protest against effeminency and weakness. The wheel is an educator, and they will have a stronger love for all that is beautiful in nature. But what of the succeeding generation? These boys and girls will, of course, rear their children on a wheel; that is, they will simply graduate from the baby-carriage to the wheel; they will ride as naturally as they walk. Will not some Spencer or Huxley tell us what sort of a being will be this product of natural selection seventy-five or a hundred years hence? Will he possess abnormal legs and prodigious muscles? Will the racing man of the future be bred as the racing horse is now? Perhaps; why not?

And if the evolution of the wheel is to keep pace with the evolution of the riders, will not some Bellamy tell us what sort of a looking thing it will be and what it will be made of? Will it have but one wheel and be made of paper, and travel thirty or forty miles per hour on roads constructed expressly for its use? *Quien sabe?* L. A. W. 3320.



THE Athletic Cycle Club of Cincinnati now start out on their club runs from their club rooms on West Court street, which are furnished in the latest style and have all conveniences wheelmen desire. All visiting and local riders are cordially invited to call. This season promises to be the most successful in the history of the club.

The Athletic Cycle Club of Cincinnati are making arrangements for a run from Maysville to Lexington, Ky., on July 4th. Any riders who desire to make this trip West will be welcome. For information address M. L. Kleeman, Captain, 237 5th street.

THE picture of the New Haven meet is now ready; it is an exceptionally good one; for copies address I. H. Stoddard, photographer, 844 Chapel street, New Haven, Ct., or Frank Thompson, Chairman L. A. W. Meet Committee, 51 Broadway, New Haven, Ct.; pictures $1.50 each.

THE wheelmen of Elkhart and Goshen, Ind., are well wrought up at the prospect, and probable outcome of the ten mile road race between those two cities. The course will be along the road beside the railway tracks.

THE first number of volume II. of the *Outing Weekly Tennis Record* for the season of 1891 was published on June 13th, and it should be read by every devotee of the delightful game. It is the official organ and bulletin of the United States National Lawn Tennis Association, and bears the indorsement of Chas. E. Stickney, Secretary of that organization. The *Weekly Record* is tastefully gotten up, and in addition to all official records up to date contains portraits of noted players, a department of "Club Gossip," Current Chat," "The Referee," and editorial paragraphs from the pens of prominent tennis players, while club matters, personals, etc., lend additional interest. The principal editorials refer to the new committee and amended rules of U. S. N. L. T. A. The "English Letter," an article on "Mixed Doubles," and "Tennis in the South," are special features of a most attractive number.

THE races given by the Waltham Bicycle Club on Memorial Day have caused considerable comment as to who are really the crack riders in the vicinity, and as a result no less than four races are on to take place in the near future. The Waltham Club contains many good road riders, and they expect to give a good account of themselves in the 25-mile inter club road race which takes place June 27.

THE Utica Cycling Club has been presented with a handsome silver water pitcher and goblet by their lady friends.

THE Palisade Wheelmen will hold a handicap road race early in July, open to members only.

W. D. PECK has won the first thousand miles medal of the Business Men's Cycling League, and has 800 miles to his credit toward another.

FIFTY or more members of the Business Men's Cycling League will attend the cycling carnival at Prospect Park, Brooklyn, on June 20.

ORANGE, N. J., has a cycling club recently organized and known as the Essex Co. Wheelmen; thirty members were present at the organization of same.

THE Waltham, Mass., Wheel Club to the number of twenty-eight, made a run to Crescent Beach on Sunday June 7, and dined at the Strathmore.

THE Utica, N. Y. Cycling Club will hold a road race on July 4th.

THE Syracuse Cycling Club, after a heated discussion over the matter, have decided not to join hands with the Syracuse Athletic Club at present.

CAPT. V. M. HONNECKER of the Norwalk, Conn., Wheel Club, has issued a neat folder, giving the official runs of the club for June and July. A gold club badge is offered for best attendance at club runs during the season.

GOSHEN, IND., cyclists are getting up a series of races to be given during the summer for local riders only, for the purpose of creating a rivalry among them and to fit them for the tournament to be given there this fall.

TWENTY members of the Newburyport Bicycle Club made a run to Magnolia on Sunday, June 7, and it proved to be without exception the pleasantest outing the club has enjoyed. Dinner was served at the Hesperus, and the members of the organization are loud in their praise of the manner in which they were treated by the proprietor, and cordially recommend the house to any cyclers who happen that way.

THE Manhattan Bicycle Club has established a cafe in its new headquarters.

ENGLISH riders are to be barred in the great French bicycle race from Paris to Brest in September next; the French riders claim to have no show if the English riders are allowed to compete.

A LARGE party of the Century Wheelmen will take part in the summer tour of the club which leaves here on Sunday, June 28th. The course of the trip, which will consume twelve days, is laid through Lancaster, Gettysburg, Hagerstown (stopping in that city for the meet on July 3d and 4th), Winchester, Staunton, Natural Bridge and Luray. The distance to be covered is 420 miles.

THE lady cyclists' of Mitchell, So. Dakota, are talking up the matter of forming a ladies' cycling club.

THE Bedford Wheelmen of Brooklyn, N. Y., gave a successful entertainment at their club rooms in Brooklyn on the evening of June 10.

THE Columbia Bicycle Club of North Attleboro, Mass., held a lantern parade last week, and though the numbers were below one hundred the effect was very pretty, and the decorations fine. Colored fire and rockets added to the beauty of the scene, and the spectators were very hearty in their expressions of approval. Arriving in front of the club room before the parade was dismissed, the band gave several nice selections, among them a triple tongue cornet solo by L. E. Morse and a selection by a quintet, Messrs, Manter, Stanley, Bent, Bens and Blackwell. All then repaired to the vacant store in Anawan block, where the lady cyclists of the town had prepared a bountiful collation, consisting of sandwiches, coffee, cheese, doughnuts, lemonade, pickles and other good things. The ladies who waited on the members were Misses Peck, Capron, Jones, Schmadi, Rohrbach, Mrs. Wm. Swift and Mrs. C. S. Joslin.

SEVERAL members of the Irvington (N. J.) Cycle club expect to start on the morning of July 4th for a ten-day wheeling trip through Connecticut and Massachusetts. They expect to reach Bridgeport the first day. The rest of the route is undecided.

THE industrious beaver, the provident ant and the busy bee are the veriest sloths as compared to the members of the Porkopolis Wheelmen of Cincinnati, Ohio, at the present time. The cause of all this bustle is their bicycle tournament which is to be held on the afternoon of the Fourth of July, and which they propose to make worthy of the Queen City of the West. When it is considered that perseverance, pluck and Porkopolis Wheelmen all begin with the same letter no doubts as to their success will be entertained.

THE Columbia Bicycle Club, of North Attleboro, Mass., gave a successful lantern parade on the evening of June 8.

ELLEN TERRY, the great English actress, president of the ladies' cycling club of London, is very ill with congestion of the lungs.

THE Alpha Wheemen, of Philadelphia, have removed to their new quarters at 1507 Columbia avenue. The Alpha is a young club but is pushing rapidly to the front, and is in a very prosperous condition.

THE Winnipeg, Manitoba, Bicycle Club will hold three road races on the evenings of June 16, 23, 30.

ABINGTON, Mass., has a ladies' cycling club.

REV. R. A. GEORGE, of Cleveland, Ohio, accompanied by his brother, Prof. W. J. George, of Lawrenceville, N. J., will leave on June 25 for a two months' tour through Europe on bicycles.

IT is rumored that Windle may have a go at the records at Hartford on July 4.

THE first four high wheels to finish in the century run (Newark-Philadelphia) were ridden by four members of the Bergen County Wheelmen.

THE Scranton, Penn., Bicycle Club will observe the 10th anniversary of the organization on Saturday evening, June 20.

A CYCLING club with a membership of fourteen has been organized at Fair Haven, Vermont.

THE Cook County Wheelmen have arranged for a road race to take place July 11.

IT is estimated that at least fifty cycling organizations will take part in the wheelmens' parade to be held in Brooklyn, on Saturday, June 20.

THE Roamers Bicycle Club, of Buffalo, N. Y., will hold a twenty-mile road race in Buffalo on June 25.

AN English bicyclist was coming at great speed down one of the steepest streets in Edinburgh, when his machine capsized and landed him in the middle of the road. Two carters were passing, and they promptly came to his assistance.

"Maun, hoo did ye fa?" kindly inquired one of the carters, to which he received this answer:

"I was coming down that declivity with such velocity that I lost my gravity and fell on the macadamized road."

The carter turned from the unfortunate rider with true insular contempt.

"C'wa, Jock," he said to his mate. "If I'd kent the cratur' wis a forriner he would bae lain in the gutter lang eneuch for me."

A WHEEL club was formed at Chicopee, Mass., to be known as the Chicopee Wheel Club.

Two young bicyclers, evidently novices,, were riding along Main street, Norristown, one night last week, when one of the pair ran into ex-Postmaster Iredell. The old gentleman was on the east crossing at the time, and the rider had abundant opportunity to have avoided the collision. Mr. Iredell was indignant and demanded the rider's name, but with an oath for an answer the cyclist rode away.

THE Bergen County (N. J.) Wheelmen are having a hard time trying to decide on a site for their new club house. Several sites are offered to them free for building purposes in Ridgefield and Leonia, and the residents of both places are striving to have their site selected.

W. F. GASSLER, Jr., has decided to do no racing this season.

A NEW cycling club has been formed at Chicopee, Mass., and starts off with a membership of sixteen.

THE Westfield, N. J., wheelmen will hold a five-mile handicap race on June 27.

We are glad to welcome our Southern California correspondent "Hexamater" back again: "Well, we're on deck once more, or to use the Kate Fieldian style, I am on deck. Eight months ago I went to the mountains with only the hope of six or eight weeks more to enjoy this mundane. But careful living, best and purest of mountain water, and abundance of such climate as only Southern California knows has restored me to a long suffering public! Handicapped in matters bicycular, we are still hammering away on the same idea, a division for Southern California. Knocked out last year by the action of our League club we are trying to take time by the forelock this year. Although we have to lose many members who will not renew, they want a division, but say that we can't sing the song we did last year, still we hope this year to win. My words of last year are proving true, that if the League and League membership is to make any showing in this part of the State, we must have a division with headquarters nearer than five hundred miles, etc., etc., *ad lib.* but I trust not *ad nausea*."

THE New York and Brooklyn Suburban Investment Company has bought a thousand acres of land, stretching from Long Island Sound to the Great South bay in a direct line, and there is a plan to construct a bicycle railroad, on which passengers will be conveyed from the Connecticut shore to the ocean. The sound terminus will be at Rock Point.

THE Springfield (Mass.) Bicycle Club is talking of running a race meet to follow immediately after the Hartford meet, September 7 and 8.

A DISPATCH from Paris, France, says: "The great bicycle race from Paris to Brest and back, a distance of about 750 miles, will occur in September. The prizes range from $100 to $500, but none of them will fall to the share of English competitors, the French riders paying them the compliment of explicitly stating that they will stand no chance if their British cousins are allowed to compete."

The Ramblers' Bicycle Club, of Rochester, N. Y., will have a 25 mile road race on the afternoon of July 4th, a mile handicap ladies' race and several minor events. A reception will be afterwards given at the club house, 664 North St. Paul street. Wheelmen desiring to enter in the races should apply to P. J. Dukelow, 47 Clifford street.

THE Texas Division meet will be held at Houston, Texas, July 3 and 4. Address F. P. Dumble, Houston, Texas.

IT will, no doubt, be pleasing to many wheelmen to hear that the roads all through the Delaware valley have been judiciously worked with shale, and are in a better condition than they have been for many years.

THE Worcester (Mass.) Wheel Club was oaganized last week with six charter members. We hope to see a "big oak" grow from this "little acorn."

WE are in receipt from Mr. N. H. Van Sicklen, of Chicago, the finest lithographic cut of a cycle race we have ever seen. It is a work of art, and as such is worthy of criticism. The coloring is rich and the picture is worthy of a place on the walls of any one. The two faults we find are that the spokes of the cycle show as though the wheels were standing still, and the shadows of the men are carried into the shadows of the trees and buildings. For general artistic effect the picture is not equalled in cycling cuts. We notice that Mr. Poorman uses this splendid lithograph to advertise his road race, July 4th.

THE committee having in charge the arranging of the summer races for the Mercer County (N. J.) Wheelmen contemplate having the best bicycle races this country has ever witnessed. Nothing definite has yet been decided upon, but that the committee will make a great success of them is assured.

Star Sayings, of St. Louis, announces that A. H. Overman has sued the Meacham Arms Co., of St. Louis, for alleged infringement of the Bown ball bearing patent.

AN exchange heads an article "The Bicycle Business," and then gives details of how a certain machine was stolen!

THE Wilmington, Del., Wheel Club will be well represented at the Hagerstown Meet.

A CYCLING club with a membership of twenty-five has been organized at Skeneateles, N. Y.

THERE is a possibility that the Vineland Wheelmen will hold a race meeting on July 4.

THE Mt. Vernon Wheelmen, of Philadelphia, will hold open house on June 29.

IT is said that the Gotham Wheelmen have their eyes on a house on 70th street, near Lexington avenue, for club purposes.

IT will be remembered that about a year ago the authorities of Elmira, N. Y., granted permits to cyclers to ride on certain sidewalks of that city. It seems that cyclers are using the prohibited sidewalks and the authorities threaten to revoke all permits unless the riders refrain from using the prohibited sidewalks.

"HEXAMETER" writes: "The Los Angeles Wheelmen have been resuscitated; we are thirty-five strong. The dues have been cut to fifty cents per month and officers are elected semi-yearly. Club runs have begun. The other morning thirteen of us started from the club house going out the old mission road to Alhambra, Ramona, San Gabriel, E. San Gabriel, past the old mission, Sunny Slope, (L. J. Rose's famous horse ranch), taking dinner at Pasadena. The gait going was nine miles per hour, the roads being in good condition; the average pace back was fifteen miles per hour. [Pretty good for a man who has had a bout with consumption.—Ed.] Going out we sampled the oranges at E. San Gabriel, and struck a piece of deceptive road. It looked a down grade, but the up grade was 300 feet to the mile and over two miles long. We came back via the Arroyo Seco, stopping at Sycamore Grove to take in the French picnic. We had three ordinaries in the crowd; one man took a bad header at Alhambra, breaking handle bar short off on one side, but he rode right through with the rest of the crowd just the same. By the two cyclometers on the trip we made just thirty miles from the club house and back. We're going to have a race meet on Thanksgiving Day, if? ? ? And a lantern parade very soon."

IT is said that James T. Powers, the well-known comedian, has made application, and will be elected to membership in the Riverside Wheelmen.

THE Hudson County Wheelmen will hold a lantern parade on June 25.

THE Union Wheel Club has been formed at Highlandville, Mass., and comprises twenty-five members.

THE Clyde Cycle Club with a membership of thirteen has been recently organized at Clyde, Ohio.

THE Utica N. Y., Cycling Club tendered an informal reception to its friends at its club house, 341 Genesee street, on the evening of June 12; a large number of persons were present and an enjoyable time was passed by all. This organization, although but a little over one year old, has a membership of 85, and is in very prosperous circumstances.

TOURING through Europe on bicycles is becoming very popular. On the steamer La Champagne there sailed June 13 three wheelmen, Edward Fisher, W. Hughes, and Edward Sweeney, of Nashville, Tenn., who will make a four months' cycle tour. They will land at Havre, and, starting from there, go to Paris, Marseilles, Florence, Rome, Naples, Venice, Switzerland, Frankfort, through Holland, thence to London by steamer. From there they will ride through England and Scotland. At the expiration of four months they will take the steamer from Liverpool for home.

THE Riverside Wheelmen will give a stag house warming on June 25, to which all N. Y. City, Brooklyn, and New Jersey Clubs are to be invited.

MOBILE, ALA., was the scene of a disgraceful riot June 6th, on the occasion of a race meet held at Frascati Park. A New Orleans paper thus describes the affair: "The four events were won by Julius Mehlig of New Orleans, Frank Mehlig of Mobile and L. B. Auner of Mobile. After the last race a crowd of 200 men and boys surrounded the two Mehlig brothers and began cursing and hooting at them, and also threw rocks and sticks, one of which struck Frank in the back. He immediately picked up a 3-foot plank and hurled it into the crowd. It struck George Flynn, twelve years old, in the ribs and knocked the breath out of him for a while. He fell to the ground, and the crowd shouted that he was dead. The mob then chased Mehlig out of the grounds, and he sought refuge in a room in the rear of the barroom. The mob by this time had increased to five hundred men and boys, who stood outside and yelled "hang them; get me a rope; cut their throats." * * * Mehlig was placed in an ice box until ten policemen, a patrol wagon and Chief Felder arrived, when Mehlig and J. J. Moody and Ed O'Conner, the two reporters, entered the wagon and were driven out of the reach of the crowd.

SAYS Setagee: "A party of the Detroit Wheelmen went down to Toledo last Saturday evening to the opening of the Toledo Cycling Club's house, and on Sunday were taken out on a splendid run along the quiet, beautiful Miami, and no prince or potentate could have entertained us more royally than were the visitors. All the Detroit men join in wishing the Toledos constant joy. The new club house is one of the finest equipped and arranged that I have ever seen, and that's saying considerable."

MR. ALLAN (?) SWAN, who is making a tour from New Bedford, Mass., to San Francisco, was one of the spectators at the Columbus (Ohio) road race last Saturday. He had travelled that far in 19 1-2 days, and his cyclometer registered 870 miles. He left next morning for Dayton, accompanied by three of the cyclers from that place. Mr. Swan is bearing up wonderfully; he says he hasn't lost a pound.

THE chairmen on the various committees of the Ohio Division meet are very busy getting everything ready for the meet one month hence. The programme was put to press last week.

THE Columbus Safety Cycle Club will run to Springfield on the 4th, and there meet the Dayton riders, and will consume two days on the trip.

DETROIT Wheelmen's tour will surely be one of the events of the season. The bicycle clubs in the Canadian towns are making big preparations to receive the tourists. A big steamboat excursion on the bay at Hamilton will be a feature of the tour. It is important that all who intend to go should book their name early, so as to receive all information and allow the management time to make all arrangements. Address C. H. Smith, Detroit, Mich.

AT a recent meeting of the New Jersey Division Board of Officers, the different members of the board were talking about sidewalk riding, when a certain captain chimed in "Yes, five of us were jugged at Plainfield last Saturday!" The laughter that followed was loud and long.

HAWKSHAW'S COLUMN.

FARMER HEY REUB, was sitting on the rail fence which kept the cows out of his corn-field, thinking about crops, the price of potatoes, whether it was going to be a good summer for city boarders, and other like thinks that at about this season of the year always take possession of the rural brain, when he was startled by a cry from the front of the house, which faced the main road between Podunkville and nowheres. Carefully letting his rheumatic limbs straighten themselves out till they caused his feet to touch the ground, he slowly shuffled around the corner of the house, and came in sight of his excited wife who, standing in the door, looking in wild-eyed astonishment at a wheelman who was endeavoring to push his machine through six or eight inches of stone and sand, and at the same time looking as though he enjoyed the riding it afforded. "For the Lord's sake, Reuben! what is that there thing? she said. Before Reuben could reply, the object of all of this excitement took an old time, full regular, double-jointed header, and proceeded to travel along on the top of his head for a distance. "Wall, I dunno," answered Reuben, "but I guess it must be one of them there road-skullers that the post-master was reading about in one of them New York papers, that them city boarders over to Sloan's gits every day. Mandy, that's what them city chaps call 'great sport,' but I'm hanged if I can see any in it."

"The general effects of cycling are produced mainly through the agency of the heart and lungs. The stress of exertion makes the breathing more rapid, and the beat of the heart quicker and stronger. The greater rapidity of respiration means that more oxygen is taken into the lungs, and therefore more blood is cleansed of the physiological sewage thrown into it by the tissues through which it has passed in its circulation through the body; while by the increased activity of the heart this purified blood is distributed in greater abundance to every part of the economy. The lungs and the heart themselves share in the good effects of cycling, and thus become still more elastic, the heart firmer in structure and more vigorous in action. The smaller muscles which encircle the stomach and intestinal tubes are quickened into greater activity, while their contractile power is increased, a matter which, trifling as it may seem, any doctor will tell you, is of incalculable importance for the health of the mind as well as of the body. The other internal organs, those secret laboratories where nature performs feats of chemical transmutation, beyond the dreams of those old enthusiasts who wasted their lives in a vain search after the philosopher's stone. Any derangement of these functions may give rise to seas of trouble against which medicine takes arms in vain. Cycling aids these organs to work to better advantage by supplying them with better raw material in the shape of more generous blood. The body is at once better nourished and kept more free from the burdensome accumulation of superfluous tissue by the more rapid and complete removal of waste matters. The nerves, too, and the brain—which is, as it were, the sun of the nervous system—are maintained in the highest state of efficiency. The general effects of cycling are therefore, briefly, a more abundant supply of better blood to all tissues and organs: hence, all the component elements of the body are better nourished, so that each is able to play its allotted part to the best possible advantage. In fact, the effects of cycling may be summed up in half a dozen words: Better fuel and more of it for the vital engine."

The foregoing explains in not too scientific language, and with but few alterations from me, the whole reasons why cycling is to-day the greatest exercise, and hence the greatest remedy for weakened and diseased humanity that there is. It is not only like a patent medicine, a cure-all, but it is likewise a preventive agent against disease of equal power to its curative ones. It makes the strong and healthy yet stronger and healthier; but, like all agents given to mankind for their benefit and good, it is capable of grave injury to those who misuse and abuse its possibilities, and by so doing pervert good and transform it into evil. Be content, then, to use the wheel in moderation, and remember that it is like a medicine which, taken as it should be, in moderation, and in doses suited to the cause it is prescribed for, will not fail to do wonders, but if taken in doses too large or too frequent cannot benefit, and may injure the patient.

"HAWKSHAW."

THE LADIES.

To many of the ladies who have become interested in cycling, the question has arisen, What shall we wear? or rather, what weight of cloth is necessary to keep the dress well down over the ankles, and defy the creeping tendency caused by the movement of the feet on the pedals?

My own experience has been first, a rather light weight flannel, which proved utterly impracticable. Next a divided skirt which was all right while on the machine, but awfully annoying if I wished to walk any distance. Then a very heavy cloth that resisted wind and pedal motion, but became so wearying to the limbs after a short time on the machine that it was almost impossible to carry it, not to speak of the extreme warmth. Then I thought by what means can I contrive to wear a light weight dress, and still keep it down, and at last a very simple method came into my head, which I will try to explain for the benefit of all lady riders.

First I bought a yard of wide flat elastic, and after cutting it to the length needed, made a loop at one end to just fit over the instep of the foot; after leaving a space of about two inches, sewed the other end to the side of the light weight flannel dress opposite the outside of the foot, thus forming a sort of elastic stirrup for the foot; and by means of the short space left between the loop and the dress, not binding the dress into the foot so as to be noticeable. Then I started on my machine, and found that I could ride with perfect freedom, setting at defiance all the heavy winds and fast riding in the world to move that dress one little inch above where I had intended it to be. Oh! what a relief to the female mind. And so I write this, hoping that my sister riders will take as much comfort from this simple little device as I do.

"MAG-PIE."

A New Haven, Conn., exchange has this sensible comment to make on the prejudice of some people against lady riders. "* * * The trouble is we are too ready to denounce the novel as the naughty, and for that reason new customs always have to fight their way into popular favor. We all have an innate something which looks askance at innovations and in ignorance singles out some disparaging feature which becomes the foundation for the most unpardonable prejudice. We may as well get used to the idea as soon as possible that our lives must differ from those of our grandmothers, and that whatever conduces to health and broadens the mind is likely to be adopted, and that the present generation are going to wheel right through all prophesies of broken necks and a coming race of hoydens. * * *"

Another exchange gives the following points to be remembered in making the costumes. "First—perfectly plain round skirt, just reaching to the ankle. Second—have the hem turned up on the outside to prevent catching on the pedals. Third—use the sailor hat unless the cap becomes you."

Copyrighted, 1891.

A SUMMER VACATION AWHEEL IN THE HARZ MOUNTAINS.

BY WM. HEYNY, JR.

(CONTINUED.)

JUST out of Hasserode we take left fork through the "Drange" valley The fine, smooth highway, with its white kilometre-stones, showing the distances between points, winds, slowly ascending, through pretty and wild scenery.

If we choose to pay a visit to the "Hohneklippen," the most romantic cliffs of the Harz, and in their rugged beauty rivalling those of Switzerland, our way lies further above, through the "Dumkuhlen" valley. After passing the "Knaupholz" rocks, the road makes several turns, we see the "Teuerstein klippen" (flintstone cliffs) and the "Schnarcher klippen" (snorer cliffs) in the distance, and take a rest at Schierke, 1800 feet high. The small, low frame houses of this village are mostly covered with shingles. And here we meet our old friend, the "Bode," again, but the "Cold Bode" and the wild, narrow valley, filled with rocky debris, present only a cold and uninteresting appearance. The peculiar character of the



Won on the Eagle.

MAY 30th.

Rutherford, N. J. Wheelmen. 100-mile Road Race,

Won from scratch by - - - - - - R. R. LEEDS

Columbia Cycle Club, Washington, D. C. 5-mile Handicap Open,

First, - - - - - - - - - - C. A. PROCTOR

Second, - - - - - - - - - - E. C. BOWEN

Central Penna. Wheelmen, Lewisburg, Pa. 1-mile Championship,

Won by - - - - - - - - - R. J. WILSON

JUNE 6th.

Orange, N. J. Athletic Club. 1-mile Handicap Open,

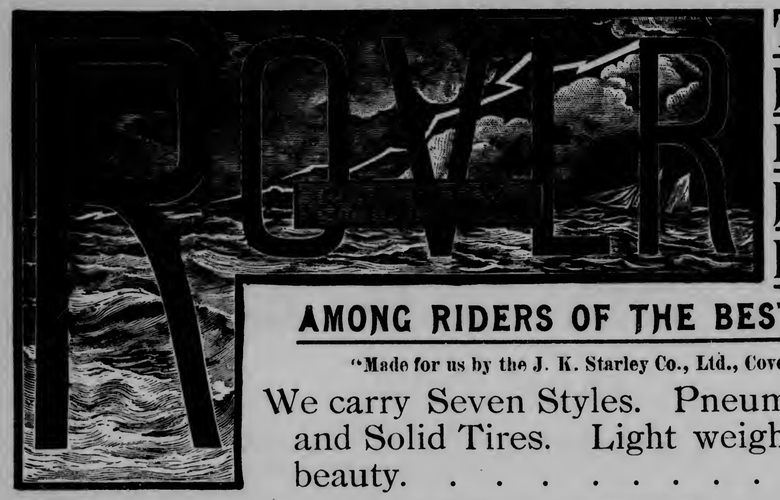
Won by - - - - - - - C. T. COGGSHALL

The Eagles Get There Just the Same

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

THE



THE MOST POPULAR MACHINE IN AMERICA.

AMONG RIDERS OF THE BEST JUDGMENT.

"Made for us by the J. K. Starley Co., Ltd., Coventry, England."

We carry Seven Styles. Pneumatic, Cushion and Solid Tires. Light weight, rigidity and beauty. . . . . .

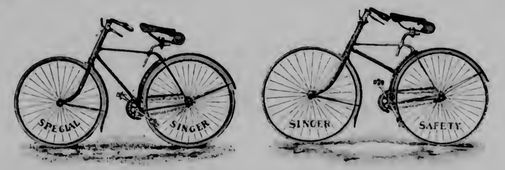
Get our Quotations on SUNDRIES.

The JOHN WILKINSON COMPANY, 269 - 271 STATE STREET, CHICAGO.

Sixteenth Year in America.

1876 1891

The First Cycles in the United States



The Largest Cycle Manufactory in the World

SINGER & CO.,

BOSTON, MASS.

6 AND 8 BERKELEY STREET. 2 WARREN AVENUE.

NEW YORK: F. W. AYMAR, 2 Astor House, Broadway.

PHILADELPHIA: WALL & BOYER, 1714 N. Broad St.

CHICAGO: THORSEN & CASSADY, 60 and 62 Wabash Ave.

Brocken here begins to show itself. Green-clad and mossy fragments of rock abound in forest and plain, and are scattered about the meadows, where herds of fine cattle are pasturing; the harmonious chimes of their bells greeting our ears from afar. The road rises only 550 meters in the 8000 to the "Brockenhaus" on the top of the Brocken. Presently we come up with the two isolated peaks of the "Schnarcherklippen" to the left (so named because of a like sound they occasion when a southeast wind is blowing); they are furthermore interesting on account of the needle of the compass declining on their heights. This is probably due to certain metallic compositions in their substance. Behind them are the "Schenthorsklippen," and later on half an hour below the "Brockenhaus" we shall see the "Feuersteinklippen" again. They represent the most effective and picturesque episodes of the Brocken region. The three most prominent mountains westerly are the "Grosse Winterberg" (great Winter mountains) quite bald and about 2800 feet high; the "Kline Winterberg" (little W.), 2600 feet, and "Wurmberg" (worm m.), 3000 feet. Here the waters of innumerable and invisible little springs are heard rushing under the granite rocks, which are piled about in gigantic blocks. It is the scene Goethe describes in his great "Faust."

Not far above Schierke we find the name of the builder of this magnificent road: "Count Otto Wernigerode" chiseled into stone, and soon afterwards a sign informs us that the "Brockenhaus" is still two hours' distant. To the right the old road forks off, the new, broader and easier graded "Chaussee," to the left is our road. If clear weather attends us we shall have some grand panoramic views of points below; they appear and vanish like pictures in a magic lantern. Arrived at the "Brockenbett" (bed of the Brocken) we stop at the cast iron road sighn, whose three arms point to Schierke, Ilsenburg and the Brockenhaus. We have now reached a considerable height, and this is particularly noticeable by the great change in the temperature. It is really cool up here and we had better not rest too long. Before we remount for the last climb, however, let us take a hurried glance at the charcoal burners on the "Hamberg," the cliffs below, the "Steinerne Renne" and Wernigerode whence we came. The castle seems to be within a stone's throw from here.

The summit road turns off at right angles from the Ilsenburg-Schierke Chaussee, and winds around the "Heinrichshoehe," (Henry's height) in a great curve to the right through pine forest. After awhile the road turns to the left, the woods lighten and soon we have a clear view. No more trees are seen above 1000 meters rise, which make a surprisingly low boundary line of trees for the Harz. In the Alps pines are still found at a height of 2000 meters. A sharp turn to the left around the "Brocken kulm" and the dusky tower and "Brockenhaus" rise up before us.

THE NEW YORK STATE DIVISION MEET.

THE Rochester Wheelmen's League are already well organized and work well along for the State Division meet, to be held August 19 and 20. The Committees appointed are as follows:

Track—P. J. Dukelow, Rambler; J. C. McNab, Genesee; E. A. Carpenter, Lake View.

Privileges—Robert Thomson, Genesee; Robert Leadly, West End; E. H. Chamberlain, Crescent.

Prizes—Fred Morgan, Lake View; W. N. Barry, Genesee; W. E. Williams, Lake View.

Races—G. S. Montgomery, Genesee; John H. Graham, Flower City; Frank Crouch, Lake View.

Entertainment—Frank Talling, Crescent; Fred Shedd, Lake View; F. J. McCall, Genesee.

Parade and Photographs—M. F. Shafer, Genesee; J. S. Groh, Rambler; C. H. Crouch, Lake View.

Programme—J. H. Brown, Flower City; M. B. Fox, Lake View; G. S. Montgomery, Genesee.

Transportation—F. B. Weeks, Flower City; E. G. Lane, Lake View; E. H. Craig, Genesee.

Press—T. W. Shannon, West End; J. H. Wilborn, R. T. Olcott, West End; J. H. Brown, Flower City; C. J. Iven, Lake View and Genesee; F. B. Weeks, Flower City.

Advertisement—James Barnes, Crescent; W. R. Pollock, Flower City; H. F. Nisbet, Genesee; W. N. Williams, Crescent; F. M. Talling, Crescent.

Reception—W. N. Love, West End; S. S. Braman, Crescent; Bert Anthony, West End.

Finance—H. Dolbier, Rambler; C. F. Garfield, Flower City; L. B. Vincent, West End.

Tours and Runs—C. A. Rockwell, Lake View; C. J. Conolly, West End; C. C. Newton, Flower City; G. E. Montgomery, Genesee; Henry Marks, Lake View.

Rochester has twelve live, active clubs with an aggregate membership of 800, of which about 80 are lady riders. The Lake View club leads with a membership of 150 and the Genesee next, 80 members. There will be 24 races in the two days' programme. The Rochester Wheelmen are well known for their hustling proclivities, and they will hustle to make the '91 meet of the New York State Division a banner event.

MISSOURI DIVISION MEET.

THE programme for the sixth annual meet of this Division is out, and it is in all respects far ahead of anything in this line published here. The programme consists of fifty stereotyped pages, and is replete with original matter and also contains a photo-engraving of the fine half-mile track on which the races will be run. The racing events number twelve and the prizes include a bicycle, gold watch, gold medals for all the championship events, parlor lamp, shot gun, and other articles equally valuable and useful. See advertisement on page 259. Carthage possesses advantages which no other city boasts of. It has an elevation of 1,200 feet above sea level, and this fact alone makes the summers extremely pleasant and the nights cool. It has a population of 10,000 people, who are all taking the liviest interest in the success of the meet. The town is well built, healthy, beautifully situated on the hills of the southern branch of Spring River, a most lovely spot nestling in the forest shade. It has splendid parks, shady groves, and her streets cannot be surpassed for cycling. The Fair Grounds are among the most complete in the State, ranking with Kansas City and St Louis, improved at an expense of $30,000, and having a fine grand stand and a seating capacity of 5,000, and the finest half-mile track in the West. The hotel accommodations are excellent, and the cycling visitors will find all the conveniences of a metropolitan city. The Harrington will be the official headquarters, and has made a special rate of $1.50 per day, *on presentation of League ticket only.*

During the meet runs will be taken to Oronogo, Webb City, and Joplin, to inspect the famous lead and zinc mines. People who have never visited this section of the State have an idea that it is the most secluded region on earth; bad roads, no bridges, and no street improvements. A visit to Carthage will disprove this idea. The riding district embraces 190 miles of road, and all are uniform in their excellence. Carthage has the reputation for royally entertaining her guests, and she will not lose her popularity in this instance. St. Louis wheelmen are urgently requested to sign their names on the lists hanging at all the cycle agencies, so that a special car can be provided. A rate of $9.40, one fare, for the round trip has been conceded by both the Mo. Pacific and 'Frisco Railway. The smoker on the night of July 3 will be a "corker," and at the banquet which will be served on the evening of the Fourth a valuable souvenir will be presented to each participant. This is part of what Carthage offers to her cycling visitors who will attend the meet. The racing promises to be very fine and every inducement will be made to have the fastest men of the States present. *Don't forget your League ticket.* Bring your wheel. Sign that list at agencies at once. *This is necessary.* St. Louis wheelmen should provide themselves with the special badge to be had of Geo. Wilder. LINNEUS.

FIRST STATE MEET TEXAS, DIVISION, L. A. W.

THE first annual meet of the Texas Division will take place at Houston on the third and fourth days of July. The Houston Bicycle Club, the only League club in the State, are making great preparations for this event, the meet being given under their auspices. At the same time and place the Division Championships will be contested on one of the finest tracks in the world. This is a broad claim, but from all accounts it can be substantiated. The material composing the track is concreted shell, hard and smooth as a floor, and we look for some of the "flyers" to make fast time and establish some records. The track is located in Magnolia Park, an elegant site with beautiful surroundings, and will be a six-lap one. On the first day the time will be taken up as follows: A.M., reception of wheelmen, and business meeting of the Division. P.M., excursion on wheels to Magnolia Park, and scorching on the track. At night, lantern parade, with prizes to best decorated wheel.

July 4, second day: A.M., parade of the wheelmen, followed by refreshments and taking of photographs. P.M., races; contesting of Division Championships, interspersed with local races for prizes donated by the Houston Bicycle Club. At night, fireworks, smoker, and a general good time. The citizens of Houston are giving substantial aid towards insuring the success of the meet, and the members of the Houston Bicycle Club are putting in much time and labor in the same direction.

Houston is the "Hub" of wheeling in Texas. The Houston Bicycle Club do nothing by halves, and the wheelman who absents himself from the coming meet and Division Championships will miss a rare treat. All of the railroads will give a one fare rate for the round trip at that time, because of the national holiday. Houston is a railroad centre, easy of access, and the Texas Division extends a cordial invitation to every wheelman to participate in the festivities, and help us make a grand success of our meet.

Fraternally, E. W. HOPE.
C. C. Texas Division L. A. W.

THE WISCONSIN DIVISION MEET.

THE programme for the Wisconsin State meet at Green Bay, July 22 and 23, will be varied enough to suit all; with a grand procession, run to De Pere (5 miles), photograph, races in afternoon, meeting of State Division in the evening; second day, steamer excursion on beautiful Green Bay, races again in the afternoon, and a banquet at the Beaumont House in the evening.

The park of the Fair and Park Association has been secured for the two days; it not only has the best half-mile clay track, but the zoological garden, club house and exposition building are the finest in the West. The exposition building will be fitted up for the use of the wheelmen.

At the regular weekly meeting of the club the other night the regulation League uniform was selected, and we will all be as pretty as pictures in three weeks.

The necessary funds to defray all the expenses of the meet have been loaned by eight of the members of the club, who will have entire charge of the arrangements and management of this tournament.

The citizens will offer two diamond medals, valued at $200 each for two one mile races, open to the United States, ordinary and safety. A valuable prize will also be given to the largest club in the procession.

G. W. F.

OHIO DIVISION MEET.

ON July 13, 14 and 15 the Ohio Division will hold its meet at Columbus, Ohio. The official programme of each day's events has not yet reached us, but we are promised it so that we can print same in our next issue without fail. On page 251 of this issue will be found a complete list of races and prizes as given. The aggregate value of prizes is $1000. We call attention to the fact that a cheap excursion will be run to Detroit on the 15th for those who desire to attend the National meet. Look out for the official programme of the Ohio State Division meet.

TRANSPORTATION TO HAGERSTOWN.

THE Baltimore and Ohio Railroad advertise special rates from all points east and west to the Hagerstown meet. For particulars see page 251. The B. and O. has always been generous in its treatment of the wheelmen. We hope to see wheelmen patronize the B. and O.

BICYCLE SONG.

(Air, "A wet sheet and a flowing sea.")

Join in this sprightly versicle,
Ye lads and lasses bright!
As we astride the bicycle,
Pursue our gladsome flight!
Nor scorn this blithesome canticle,
But sing it, as we play
The treadles of the vehicle
We ride with spirits gay!
CHORUS—Enchanting, in sooth, to the auricle,
As we rattle through the glade,
Sound the notes of the cornicle,
Blown by some sweet-mouthed maid!

From cuticle to ossicle
We feel the welcome glow.
Oh! who our joy can chronicle,
As swiftly on we go?
It is a pleasant spectacle
To see one coasting down
The hills, avoiding obstacle,
And winning fair renown.
CHORUS—Enchanting, etc.

Now scaling some hill's pinnacle
The wheelman dares to boast,
While urging still his bicycle
O'er deserts to sea—coast,
There heathen greet as miracle
The curious sight revealed,
Of man on such strange article
Astride, instead of steed.
CHORUS—Enchanting, etc.

Start not as touched by icicle
Ye men of learning grave,
To see one in a tunicle
The cycle's dangers brave.
Throughout its every particle,
From tire to sprocket wheel,
The cycle is the article
On which life's joys we feel.
CHORUS—Enchanting, etc.

Within the heart's close follicle
The secret each one keeps
Of how it strains the clavicle,
To climb the rugged steeps.
The hill top gained, the canticle
Renew, with eager voice;
No paean of conventicle
Was ever framed more choice!
CHORUS—Enchanting, etc.

UMGARARTHERUM.

LEAGUE MEET NOTES.

THE sums mentioned in a former issue as being appropriated by the directors of the Detroit Wheelmen for the coming League meet were not the limit but simply starters.

The space for cycleries at the rink has all been taken and the exhibit alone will well repay agents for coming to the City of the Straits.

The rink will be the headquarters and there will be no bother about hotel service, as there was last year at Niagara, for Detroit has scores of good hotels and with rates to suit all.

The Cadillac is one of the finest hotels in the whole world, while the Russell House is nearly as good, then comes the Normandie, Griswold, Gies, Goodman, and a number of other first class hotels with a host of others on both the European and American plan, with some distinctive German, French and theatrical caravansaries. There is plenty of room for all.

Another matter I wish to call the attention of the readers of the WORLD to. The wheelmen who visit Detroit will have a grand good time, and while the Detroit Wheelmen will throw wide open their doors they will not be able to admit wheelmen to races free as the types made me say a week ago. What should have been stated was that all L. A. W. members will be admitted to the grand stands free of charge; and by the way, our grand stand and tracks are the finest in the West. "SETAGEC."

SYRACUSE, N. Y. TOURNAMENT—CHANGE IN DATE.

THE Syracuse, (N. Y.) Cycling Club tournament will be held on the Kirkwood Track, Syracuse, on July 10th, instead of August, as previously announced.

We already have the entries of A. B. Rich, Hoyland Smith, Zimmerman, Taxis, Murphy Bros. W. S. Campbell, H. J. Hall, Jr., and many others. The track which is very fast will be put in the best of condition and we have every reason to believe there will be a number of records broken. A special prize will be given for every record broken.

There will be sixteen events, and the five remaining New York State championships will in all probability be included in this list. The Racing Committee give us their decision on Friday morning next.

This will be one of the leading race meets of the season. An extra grand stand seating 10,000 people will be erected and every effort used to make this *the* race day of the year. We are guaranteed an attendance of ten thousand people by the National Cantonment of Odd Fellows, who hold their encampnent in our city at that time. Entries to Carl G. White, 338 So. Salina street, Syracuse, N. Y. Truly yours,

(CAPT.) R. P. JUDD,
CARL G. WHITE,
Committee S. C. C.

THE MASSACHUSETTS ROAD BOOK

WILL probably be ready for mailing this week. The new road maps are fast nearing completion, and will be ready for distribution by the last of the month.

DETROIT—RACING MEN, ATTENTION.

THE Detroit wheelmen print their entry blank in this week's issue on page 250, so that it may get in the hands of every member of the L. A. W. Should any desire a special copy please send to Jos. Bressler, Chairman of the Race Committee. See page 250.

THE CENTURY RUN.

NEW YORK END.

SOME four hundred and fifty bicyclists assembled in Newark on last Friday evening, preparatory to starting on a hundred-mile run to Philadelphia the following day. The Continental Hotel, which was the wheelmen's headquarters, was filled to overflowing. It was there that ex-captain Waldo Fuller of the Brooklyn Bicycle Club, the manager of the run, was located. In spite of the fact that the wheelmen had a big run in prospect for Saturday, the strangers in the city remained up until a late hour.

This was the fourth annual century run. To Larry Clarke is due the credit of being the originator of the trip, but for the last two years he has had nothing to do with the affair.

At four o'clock Saturday morning, after a hasty breakfast, Broad street was filled with close on to five hundred wheels.

The start was made from Newark shortly after four o'clock, and an easy pace taken into Plainfield, the roads to this point being macadam made splendid riding. After a brief rest, refreshments were taken here, and then the riders pushed on again. The pace was quickened here a bit, and getting out into the country, nasty, dusty roads were encountered, up to Somerville and on to Trenton. At the latter place dinner was eaten.

Trenton was reached at two o'clock, and upon entering the town the tourists received quite an ovation. The men were now pretty well strung out and riders continued pouring into Trenton until three o'clock.

After leaving Trenton very good roads were encountered, and the leaders pushed steadily on to the Quaker City. The first detachment arrived in Philadelphia shortly after seven o'clock. At the termination of the route, Broad street, was roped in and great crowds of people lined the sidewalks. A short distance outside of Philadelphia a number of men scratched ahead of the leaders and pushed on to the city, to be the first in. This was against the rules, and Manager Fuller says they will not be counted in the run. Three hundred and ninety-one riders finished.

Plucky Mrs. Dalsen, the captain of the Fairmount Lady Cyclers, and Miss Powell, of the Philadelphias, rode the entire distance.

There were any number of break downs during the trip. Graham, of the Kings County Wheelmen, Harrop, a Philadelphia man, and Bullard of the Poughkeepsie Club, all met with slight accidents. There were many others too. The Century Wheelmen brought the largest number of men through. They will secure the first banner.

The run was the most successful ever held. The managers of the affair will get up small souvenir medals and all survivors may purchase the same for a small sum. "TREE."

PHILADELPHIA END.

OWING to a satisfactory and previously arranged understanding with the clerk of the weather, the rain and mud which have heretofore attended the annual century runs of the New York, New Jersey and Philadelphia clubs, were dispensed with on the run which took place on Saturday, and which was the fourth of its kind. It was due to this fact that the main body reached this city on schedule time, although a few of the advance guard came in at six o'clock, while Mr. A. W. Evans, N. Y. A. C., registered at 4.30 P. M., having left Trenton about one o'clock.

The number of survivors was unusually large, 378 finishing out of 465, who started promptly at four o'clock from Newark, and so well planned was the pace that schedule time was maintained all along the route, Elizabeth being reached at 4.30; Westfield, 5.30; Plainfield, 7; and Bound Brook, 8 (rest); Hopewell, 11; thence to Trenton, where dinner was had, leaving at 3.15. Bristol was passed at 4 P. M. and the pace makers registered at the Century Club at 7.15.

Red lights and fireworks welcomed the weary cyclers, who were enabled to finish their journey peaceably, without being crowded upon each other by the assembled throngs on Broad street, the municipal authorities having roped off the street from Oxford to Montgomery, and having a large squad of policemen on hand. In the wheel room of the Century Club house the indefatigable Centurions had provided coffee and sandwiches with lemonade and cake, of which the most substantial appreciation was shown by the riders.

Philadelphia again captured the first prize offered to the Century Club, bringing the greatest number through and the silk banner of '91 keeps its companion of '90 in countenance on the walls of the club house. Sixty-three out of the sixty-four who started with Captain Dalsen finished, and this not only gave them the prize but is also record for a club run for a single day. Nor does the first prize only come here.

The second was captured by the Park Avenue Wheelmen, under Captain Bilyeu and President Bunnell, who brought thirty men through out of the thirty-five starting. President Bunnell, by the way, started from Boston on Wednesday morning and covering a century each day, had four hundred miles to his credit oe Saturday night.

Mrs. Dalsen, Captain of the Fairmount Lady Cyclers, and Miss Powell of the Philadelphia Club (daughter of the old veteran, A. G. Powell) are the two ladies who are entitled to the distinction of having made the run this year, and they finished with the leaders, receiving hearty cheers from the assembled crowd. The following is a list of the number of men brought

They tell you that

The Day of the Boneshaker

is over, but don't you believe 'em. The boneshakers of to-day are of somewhat different pattern, and considerably handsomer than those of years ago, but they are here just the same. Like as not you may be riding one. You may not know what luxury is to be found in a spring frame, and possibly you're a clam, and wouldn't if you could. But where ignorance is bliss it is not *always* folly to be wise, and first chance you get, try a RAMBLER, "just for the fun of the thing," if nothing else. It has a spring frame, and a good one, too---practical, effectual, simple---the spring is in the right place, nothing complicated about it, no forcing of feet off pedals, the steering isn't affected in the slightest, and when the spring "gives" there is no dangerous change in the distance between saddle and pedals---in a word, it is thoroughly practical. With it every jolt is a delightfully easy one.

If you desire to have your bones shaken,

Steer Clear of the Rambler.

GORMULLY & JEFFERY MFG. CO.,

MAKERS OF

"The American Cycles."

222-228 N. FRANKLIN STREET, - CHICAGO, ILL.

Chicago Retail Store, 85 MADISON STREET.

1325 14th STREET, N. W.,
Washington, D. C.

174 and 178 COLUMBUS AVENUE,
Boston, Mass.

through by each Philadelphia club: Century Wheelmen, 63; Park Avenue Wheelmen, 29; Quaker City Wheelmen, 16; Columbia Cyclers, 8; Mt. Vernon, 7; South End Wheelmen, 7; Oxford Wheelmen, 4; Pennsylvania Bi. Club, 3; Philadelphia, 3; Frankfort, 3; Jefferson, 3; Penn City, 4; Alpha, 4; Americus, 2; Bryn Mawr, 1; Lehigh, 1; Northwest, 1; Camden Wheelmen, 4. Out of town clubs were checked: Elizabeth, 23; East Orange 'Cyclers, 21: Orange Wheelmen, 21; Atalanta, 14; Business Men's 'Cycle League, Newark, 11; Kings County, 5; N. Y. A. C., 1; Manhattan A. C., 1; New York Bicycle Club, 4; Union County Wheelmen, 9; Westfield, 4; Crawford, 4; Asbury Park, 1; Mercer County, 8; York, 6; Merion, 5; Hudson County, 2; Collingswood, 1; Outing Wheelmen, 3; Amsterdam, 3; Atlantic City, 1; Knickerbocker, 2; Royersford, 1; Montclair, 3; Harlem, 2; Yonkers, 1; Gotham, 1; Binghamton, 1; Mercury, 1; N. Y. Y. M. C. A., 1; Long Island, 1; Staten Island, 1; Morristown, 1; Rhode Island, 1; Ansonia, 1; Palisade, 2; West Jersey, 2; Poughkeepsie, 4; Brooklyn, 5; Prospect, 4; unattached, 24.

The visitors on Sunday, which was a perfect June day, were taken on a short run through the park, assembling at Strawberry Mansion, where refreshments were served and a photograph taken. The New York and New Jersey visitors returned home by a special train Sunday afternoon.

If the run continues to increase proportionately in the future as in the past, it will be a burning question as to where Philadelphia shall entertain her visitors. The Century Wheelmen, with their wonted hospitality, have been the hosts for three successive years, but it is more than unfair to expect them to handle so large a body of men unassisted. Will the Associated Cycling Clubs step in, or shall the thing be allowed to go by default?

"ARIEL."

Philadelphia, June 15, 1891.

PROGRAMME OF HAGERSTOWN MEET.

FIRST DAY'S RACES, JULY 3d.

1. One-mile novice, ordinary—First prize, gold medal; second prize silver medal.
2. Half-mile, heat race, ordinary—First, second and third men to qualify for final; first heat.
3. Second heat—First prize, handsome silver cup, presented by the Pope Mfg. Co.; second prize, timing watch.
4. One-mile safety, District of Columbia Division championship—First prize, gold medal; second prize, silver medal.
5. One-mile ordinary, Maryland Division championship—Prize, gold medal.
6. One-mile safety, open—First prize, fine gold watch, presented by Crawford Bicycle Mfg. Co.; second prize, leather travelling bag.
7. Fancy riding.
8. Two-mile handicap, ordinary—First prize, "The Hedgson" gold medal, presented by Harry H. Hodgson, New Orleans; second prize, silver medal.
9. Half-mile safety, Pennsylvania Division championship—First prize, gold medal; second prize, silver medal.
10. Half-mile, ordinary, Hagerstown Bi. Club championship—Prize, gold medal.
11. One-mile safety, team race, bicycle clubs—Prize, handsome silk banner.
12. One-mile ordinary, Third District riders—First prize, "The Hotel Hamilton" gold medal, presented by Chas. Webb of J.; second prize, silk umbrella.
13. One-mile safety, heat race, 3.10 class—First, second and third men to qualify for final; first heat.
14. Second heat—First prize, gold medal presented by the professional men of Hagerstown; second prize, silver medal.

SECOND DAY'S RACES, JULY 4.

1. One-mile ordinary, Pennsylvania Division championship—First prize, gold medal; second prize, silver medal.
2. One-mile ordinary, District of Columbia Division championship—First prize, gold medal; second prize, silver medal.
3. Half-mile ordinary, Pennsylvania Division championship—First prize, gold medal; second prize, silver medal.
4. Half-mile safety, Hagerstown Bicycle Club championship—Prize, gold medal.
5. One-mile ordinary, open, championship of the meet—First prize, standard Light Rambler Safety bicycle, presented by Gormully & Jeffery Mfg. Co., Chicago; second prize, handsome silver cup presented by the citizens of Hagerstown.
6. One-mile safety, Maryland Division championship—Prize, gold medal.
7. One-mile tandem safety, open—Prize, two gold medals.
8. Trick riding.
9. Half-mile heat race, final.
10. One-mile safety, 3.10 class, final heat.
11. One-mile ordinary, team race, open—Prize, handsome silver cup, presented by Crawford Mfg. Co., Hagerstown, Md.
12. One-mile ordinary, 3.10 class—First prize, gold medal, presented by the Hagerstown merchants; second prize, silver medal.
13. One-mile, Delaware Division championship—Prize, gold medal.
14. One-mile safety, Third District rider—First prize, "The Baldwin House" gold medal, presented by J. E. Thomas; second prize, silver medal.
15. Two-mile safety handicap—First prize, a handsome silver cup, presented by the Overman Wheel Co.; second prize, medal.

NOTES.

Two time prizes will be given. For the fastest mile a gold watch. For the fastest half mile a diamond pin, presented by the Crawford Mfg. Co., (Tandems excluded). $1560 in valuable prizes.

Be careful to give particulars for handicap and class races. If not a member of L. A. W., give proof of amateur standing. L. A. W. Division championships open to L. A. W. members only. L. A. W. rules to govern. The order in which events will be run off will be determined after entries are all in. Entries close June 25. Entrance fee returnable to starters. All open events, unless otherwise specified. Pneumatic and cushion tires will be penalized on basis of solid tires according to the most approved tables. No athletic clubs will be allowed to enter race No. 11, July 3. No second prizes where there are less than three starters. A class race is open only to those who up to date of closing entries have not won one of the first two positions in a track race in the same or better time than the class under consideration.

H. B. IRVIN,
P. O. Box 111, Hagerstown, Md.

FAST TIME IN CALIFORNIA.

WE omitted to make note of the remarkable time for 25 miles credited to J. F. Ives, 1.26.55, and to E. E. Stoddard, 1.27.00, for the same distance. If these records were made over a course, the measurement of which is as authentic as the Irvington-Milburn course, we must credit the record to Mr. Ives. We wish the parties at interest would send us the full particulars, etc.

RACING AT THE FOURTH ANNUAL SPRING GAMES OF THE Y. M. C. A., PHILADELPHIA.

ON last Saturday afternoon at their grounds at Belmont and Elm avenues the following cycling events were run off at the spring games of the Y. M. C. A. Summary of the events: One mile safety—C. L. Allison, Y. M. C. A., 165 yards, won; J. C. Donnelly, Y. M. C. A., 80 yards, second. Time, 3m. 7 2-5s.

Three mile ordinary—J. H. Draper, A. C. S. N., 140 yards, won; J. C. Donnelly, Y. M. C. A., 220 yards, second. Time, 9m. 55s

"ARIEL."

Philadelphia, June 15, 1891.

RACING AND MEET NEWS AND GOSSIP.

CAMBRIDGEPORT, MASS.—The fifth annual 25-mile road race, and fourth for the Sanborn gold medal, was run on Thursday, June 11, by the Cambridgeport Cycle Club. Cottage Farm was the starting point, and the route was through Newton and Wellesley, and back via Chestnut Hill reservoir. There were four entries: John S. Carmen, Geo. F. Kehew, J. W. Bean, and H. C. Spear, and all but Spear finished. The result and time is as follows:

Geo. F. Kehew, 1st; 1.44.22; J. W. Bean, 2d; 1.53.22; J. S. Carmen, 3d; 1.58.00.

The judges were Fred Ball and Geo. Fogg, and the timers were M. Nowell and F. S. Sanborn.

AT DANBURY, CT.—The 10-mile handicap race of the Danbury Wheel club was run on the afternoon of June 12. Arthur W. Ballard was the winner. Time, 46m. The time prize went to Orville W. Swift, scratch man, who rode a pneumatic tired wheel. Time, 39m.

AT MADISON, WIS.—The first race of the Madison Cycling Club was run on Memorial Day. The course was six miles, and the race was won by Byron Paine. Time 23m. Mr. Paine thus becomes possessor of the beautiful gold medal which he must hold against all members of the club.

AT WILMINGTON, DEL., June 13.—The postponed races of the Wilmington (Del.) Wheel Club came off last Saturday, and resulted as follows:

One-mile novice, safety—Albert Beggs, W. W. C., won. Time, 3m. 11 1-2s. S. H. Benson, Wilmington, second.

Two-mile ordinary, scratch—W. C. Seeds, W. W. C., won. Time, 6m. 20s.; F. M. Dampman, A. C. S. N., second.

Half-mile safety—For boys under 17 years, S. H. Benson won. Time, 1m. 32 4-5s.

Half-mile safety, (hands off)—W. C. Seeds, W. W. C., won. Time, 1m. 37s.; B. F. McDaniel, W. W. C., second.

One-mile safety, 3.30 class—J. L. Hanley, W. W. C., won. Time, 3m. 4s. Albert Beggs, W. W. C., second.

Half-mile ordinary, scratch—W. C. Seeds won. Time, 1m. 27 3-4s.; S. W. Merrihew, W. W. C., second.

100-yards ordinary, slow race—S. D. Wilson, W. W. C., won. Time, 3m. 17 1-2s.

Two-mile safety, handicap—W. C. Seeds, scratch, won. Time, 6m. 22 1-4 seconds; F. M. Dampman, A. C. S. N., 100 yards, second.

One-mile, married men's race, 4m. class—H. Jackson, Wilmington, won. Time, 3m. 26s.; George C. Smith, W. W. C. second.

One-mile ordinary, handicap—W. C. Seeds, W. W. C., scratch, won. Time 3m. 3 3-5 s.; S. W. Merrihew, 25 yards, second.

Half-mile, ordinary, 1.45 class—J. L. Hanley, W. W. C., won. Time, 1m. 32s.; H. B. Donaldson, W. W. C., second.

Five-mile safety, handicap—J. L. Hanley, W. W. C., 200 yards, won. Time, 15m., 43 3-5s.; F. M. Dampman, 100 yards, A. C. S. N., second.

AT COLUMBUS, OHIO.—Last Friday, June 12, the Columbus (Ohio) Safety Cycling Club held its first road race for this season. The roads were fine and the weather excellent, hence the good records made. The contestants were started consecutively every three minutes. T. C. Cosner made the best time (5 miles) in 16.13; E. H. Severly, second, 16.57; J. L. Gordon, third. J. L. Shobe, the ex-champion, was thrown from his wheel, bending the pedal, thus depriving him from getting a place.

The Los Angelos (Cal.) Athletic Club had a fine Field Day on May 30 at the Agricultural park. There were three bicycle races: one-half mile ordinary, one-half mile safety, and one-mile ordinary. The time was very slow, although Burke broke the one-half mile ordinary record for Pacific coast. D. L. Burke won both one-half mile races, and D. L. Shrode won the mile in 3.14. This was the first time Shrode has ever ridden in a race. The slow time was attributable to "headwork tactics."

TRADE NOTES.

A. W. GUMP & Co., Dayton, Ohio, are this year selling on favorable instalment terms, as will be seen by reference to their advertisement on page 257. They report trade better than ever before.

WE can confidently state that after having given the Century Brace, advertised on page 251, a fair trial, that they are undoubtedly the best thing in a suspender on the market to-day, and we can recommend them to all readers of the paper.

IT speaks volumes for the speed of the new Warwick cushion tire that the following paragraph has gone the rounds of the sporting journals: "A number of the participants in the Irvington-Milburn race have announced their intention of entering a protest against the awarding of the first prize to the rider who captured first place in Saturday's contest. It is claimed that while he entered as riding a cushion-tired wheel, the rear wheel was in reality fitted with a pneumatic tire, the valve of which had been removed." The tire objected to in the above paragraph, we are advised, is nothing but a cushion tire, but is made on somewhat peculiar principles by the Warwick Cycle Mfg. Co., and so far the experiments have shown that it embraces all the good qualities of the pneumatic, with none of its drawbacks.

MR. BERT MORRISSON, the celebrated trick rider, has accepted a position with A. W. Gump & Co., of Dayton, Ohio. His arrival has stirred up considerable excitement among local riders.

FIXTURES.

JUNE.

26 and 27—Kentucky Division Meet at Louisville, Ky.
27—Cycling and Athletic Meet of Kings County Wheelmen at Washington Park, Brooklyn. John Bensinger, 1255 Bedford avenue, Brooklyn.
27—South End Wheelmen's Race Meet at Philadelphia. C. A. Dimon, 1726 S. Broad street, Philadelphia.
27—First Race of the Boston Road Racing Association. George H Perry, Medford, Mass.

JULY.

2, 3 and 4—Race Meet of the Hagerstown Bicycle Club and 3d Racing District, Hagerstown, Md.
3, 4—Annual Meet of the Illinois Division L. A W. at Rockford, Ill.
3 and 4—Missouri Division Meet at Carthage, Mo.
3 and 4—Texas Division meet at Houston, Tex. F. W. Dumble, Houston, Tex.
4—International Meet at Watertown, N. Y. H. P. Cooke, Secretary.
4—Chelsea City (Mass.) races, under auspices Chelsea Ramblers. Address 270 Broadway, Chelsea, Mass.
4—Second annual Poorman handicap Road Race at Cincinnati. J. E. Poorman, Cincinnati.
4—Tournament at Charter Oak Park, Hartford, Conn., under the auspices of the Columbia Cycle Club.
4—California Division Meet at Stockton.
4 and 5—Postponed races of the Denver Cyclist's Union tournament.
10—Syracuse, N. Y., tournament.
10 and 11—Tennessee Division meet at Nashville, Tenn.
11—Annual meet of the Indiana Division L. A. W. at Indianapolis, Ind.
13, 14, 15—Annual Meet of the Ohio Division L. A. W. at Columbus, Ohio.
16, 17 and 18—Annual League Meet and National Championships, Detroit, Mich.
July 24 and 25—Annual Bicycle Meet of Chicago Cricket Club at Parkside. J. G. Davis, Parkside, Chicago, Ill.
22 and 23—Wisconsin Division Annual Meet and Green Bay Cycle Tournament at Green Bay.

AUGUST.

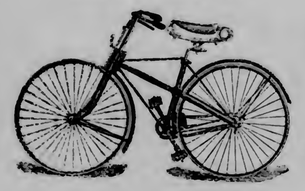
4—Waiontha Bi. Club's 50-mile road race, Richfield Springs, N. Y.
19 and 20—N. Y. State Division meet at Rochester, N. Y.

SEPTEMBER.

5—At Providence, Rhode Island Wheelmen's tournament at Narragansett Park.
7 and 8—Hartford Wheel Club Tournament, and Meet of the Connecticut Division, L. A. W. Address J. J. Grace, Secretary, Box 365.
12—Second Road Race of the Wheelman's Racing League, Brooklyn, N. Y.
18 and 19—Third annual tournament of the Peoria Bicycle Club.
18 and 19—Syracuse C. C. race meet.
29—Montreal (Canada) Bicycle Club annual race meeting.

PRICE, - - - - $100.00.

THE HARTFORD SAFETY.



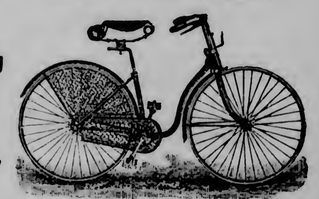
—MANUFACTURED BY—

THE HARTFORD CYCLE CO.,

HARTFORD, - CONN.

Ball Bearings, Interchangeable, Strong, Durable and Well Finished.

THE HARTFORD LADIES' SAFETY.



Send for 1891 Catalogue.

CALES * DIAMONDS.



Fine Easy Running Wheels.

A perfect Diamond Frame, with a strong centre brace. The most successful frame on the market to-day.

SOLID TIRES, $85.

CUSHION, $95.

Gales, Model '90, $70.

STRAIGHT FRAME.

Send for Catalogue of Sundries and Boy's Wheels.

SCHOVERLING, DALY & GALES, 302 Broadway, New York.



A Shot with the Kodak.

Send to The Eastman Company, Rochester, N. Y., for a copy of "Do I want a Camera," (illustrated) free by mail.

Take a Kodak with you.



Every Club House should have an Automatic Box.

Address, Tutti Frutti Automatic Vending Co.
148 SANDS ST., BROOKLYN, N. Y.

PIERCE, SMALL & CO.,

RANDOLPH, MASS.

—MAKERS OF—

"S. & P.," "Boston" and "P. S. & Co."

SPORTING SHOES.



Bicycle Shoes can be obtained in Boston at

J. P. LOVELL ARMS CO.
J. F. MORRILL & CO.
DAME, STODDARD & KENDALL.
SIDWELL & SABEN.
POPE MFG. CO.
WM. READ & SONS.
A. O. VERY,
THAYER, McNEIL & HODGKINS.

Protected by letters patent. Stamp for Catalogue.

'IT IS NOT A THING OF BEAUTY,"

"Nor a joy forever," (we speak of our catalog), but it goes right to business in a way to please people who mean business, and "no others need apply." Latest second-hand list is just out, too, and it may save you $5 to $45.00. All for one postal, with your legible address on it.

KNIGHT CYCLE CO.,
207 N. 10th Street, St. Louis, Mo.

John F. Morrill & Co.

Division Tailors of the L. A. W. for Massachusetts.



Coat, - - - $5.75
Pants, - - - - 3.75
Cap, - - - - 85
Shoes, - - $3 to 3.75
Shirts, Flannel, $2.50 upwards
Shirts, Cheviot, - 87 upwards

Manufacturers and Dealers in

Base Ball, Tennis, Bicycle, Gymnasium, Athletic and Sporting Goods.

We make a specialty of all styles of outing clothing.

12 Bromfield Street, Boston.

CHOICE OF THE EXPERTS.

"U. S." Gallery Ammunition.

Manufactured by the

United States Cartridge Co., - Lowell, Mass.



BACK VIEW

Indispensable to Bicyclists, Athletes and the Gymnasium

Call's No. 5 Supporters (jock strap) with elastic back, lace front and adjustable back straps. A sure fit. No. 5 (same as cut), 75c. No. 6, with pockets on each side of lacing, $1.00. No. 7, with hose supporter attached to sides, $1.00. Number 8, pockets and hose supporter, $1.25. Order by number and give tight measure top of hips. Postpaid on receipt of price. S. B. CALL, 358 Main Street, Springfield, Mass



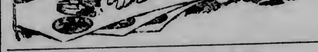
H. H. BROWN,

Wappingers Falls, N. Y.

Patentee and Manufacturer of

Hard Rubber Bicycle Handles and Grips

FOR CYCLE MANUFACTURERS.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - - Room 20

ABBOT BASSETT, Secretary,

OFFICERS FOR 1890—91.

PRESIDENT,
JAMES R. DUNN,
40 Wall st., Room 63, New York.

FIRST VICE PRESIDENT,
MAJOR CHAS. L. BURDETT,
Hartford, Conn.

SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN,
116 Broad Street, Elizabeth, N. J.

TREASURER,
W. M. BREWSTER,
117 No. 4th Street, Quincy, Ill.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committees.

Membership Committee.

Sanford Lawton.....Springfield, Mass.
George C. Pennell.....Elizabeth, N. J.
Howard L. Perkins.....Box 103, Providence, R. I.

Committee on Improvement of Highways.

Isaac B. Potter.....Potter Bldg., New York
W. M. P. Bowen.....Box 1513, Providence, R. I.
Charles W. Wood, 334 S. Salina St., Syracuse, N. Y

Committee on Rights and Privileges.

Geo. A. Perkins.....5 Pemberton Sq., Boston
J. S. Dean.....88 State St., Boston
Chas. F. Cossum.....Poughkeepsie, N. Y.

Committee on Rules and Regulations.

T. J. Kirkpatrick.....Springfield, O.
A. B. Richmond.....Grand Rapids, Mich.

Transportation Committee.

Albert Mott.....203 Lenox St., Baltimore, Md.
Joseph T. Chism.....120 Mosher St., Baltimore, Md.
Burley B. Ayres, Rand, McNally Bldg. Chicago, Ill.
Thomas Savage Clay.....Savannah, Ga.
Amzi T. Dodd.....70 Park Place, Newark, N. J.
John B. Seward.....35 Milk Street, Boston
Chas. A. Sheehan.....5 Vanderbilt Ave., New York

Racing Board.

George S. Atwater.....1424 Penn. Ave., Washington, D. C.
George Collister.....147 Ontario St., Cleveland, O.
Abbot Bassett.....12 Pearl St., Boston
Lewis A. Miller.....Meriden, Conn.

12th Annual Meet of the L. A. W.

DETROIT, MICH., JULY 16, 17, 18, 1891.

Address Chairmen as below at Detroit for information relating to the work of the committees:

Chairmen of Committees:

Reception—C. H. Smith, 211 Putnam avenue; B. J. Holcombe, 222 Woodward ave
Races and Transportation—Jos. Bresler, 22 Lafayette Avenue.
Exhibit—A. F. Peck, 143 Jefferson avenue.
Hotels—J. Hoffner, 243 Woodward avenue.
Parade—F. L. Abel, 187 Charlotte ave.

L. A. W. Uniform Cloth.

A contract has been made with the Burlington Mills for a cloth, steel gray in color, which will be used for the regulation League uniform. This cloth is now kept in stock by the Secretary, and will be supplied to League members only at $2.10 per yard, cash with order. The Regulation League button will be supplied by the Secretary at 5 cents for the large and 3 cents for the small size. The cloth is 54 inches wide.

ABBOT BASSETT, Secretary.

Mr. Randall Removed.

Acting under authority conferred by Section 5 of Article VI. of the Constitution of the League of American Wheelmen, I have this day removed Mr. Charles E. Randall from the office of Chairman of and from membership on the Racing Board, League of American Wheelmen.

Mr. Randall has been notified to send to the Secretary of the League all books, papers, memoranda, and other effects of his office.

Yours sincerely, JAMES R. DUNN,
June 15, 1891 President L. A. W.

Warning.

The names of all those who do not renew before July 1st will be taken from the mail list in order to complete the work in time to send out the paper of July 3 from the new list. We must commence to take names off several days before that date. The mail list for that paper must be in printer's hands June 30th; this is to give notice that we cannot guarantee to send a paper of July 3 to those whose renewals reach us after June 26.

Racing Board.

I desire to place myself on record as being fully in accord with the sentiments expressed in Mr. Bassett's letter in reply to Chairman Randall's resolution as contained in the BULLETIN of the 12th inst. No such resolution was ever submitted to me for my vote, and had it been I should never have voted "aye" to a resolution containing such disrespectful and insulting language. As a member of the Racing Board I disclaim my connection with the resolution.

GEO. S. ATWATER, Member Racing Board

Proclamation.

Ye men of Massachusetts, listen to the words of your committee, and it will be well if ye profit thereby.

Be it known that on the 13th, 14th, and 15th of August ye must needs hie to Cottage City, there to give the hours to innocent amusement. By the dancing sea waves ye may revel, on the wave-kissed sands ye may woo the gentle breezes, and eat clams, ye may lay your gentle hands upon old ocean's mdiae and bid him to caress you, and ye may make the welkin ring with your glad voices. If the island has no welkin to ring the committee will provide one. And here follows the programme:

Thursday, August 13, 10 A.M.: Meeting of Consuls at Town Hall to discuss ways and means, whatever that may mean. 3 P.M.: Base ball game. It was thought well to abandon this feature, but we can't afford to do that till we have scored one victory. Committee in charge, J. W. Bean. 8 P.M., band concert and bluffing. We do not reveal the awful significance of the latter, but we who shall go will attend to it.

August 14, 10 A.M.: Run around the island in charge of Capt. H. W. Robinson. The men are not expected to run, they will wheel; we use the term only in its conventional form. Sailing on the bay wherein the toothsome bluefish doth sport himself, and wherefrom many are taken, though the big ones escape. Note, a lemon is good for sea-sickness. 3 P.M.: coasting match on Hebron avenue, to see whom gravitation most doth favor, to be followed by a five-mile race, around by the New York pier and skyward, past the lighthouse. Committee, Abbot Bassett, Paul Hassenfader, C. E. Whitten. 8 P.M., ball at the Casino. Here young men and glad maidens will thread the mazes of the merry dance, always provided they pay the small admission fee charged for this event only. Committee, Carle P. Cubberly, Geo. W. Smith.

August 15, 10 A.M.: Parade, followed as usual by the picture. The committee has picked your place for the view. There will be a band of music at the head and many divisions to follow. Chief Marshal, Chief Consul Robinson. 3 P.M., races which will be announced later. We shall have no long races but a good many short ones. Committee, Geo. A. Perkins, Will S. Atwell, Frank L. Wing. 8 P.M., a grand torchlight procession. We have tried lantern parades and found them to be a snare and a delusion. We want to illumine the island and have not our lights extinguished. We hope to see the wheelmen in gay costumes, in white dominoes, or in such respectable dress as their fancy may dictate, and we shall look for a display such as was never seen before. Committee in charge, Sterling Elliott, W. W. Griffin, A. C. Copeland.

Transportation and hotel rates announced later. Committee on Transportation, J. B. Seward; committee on hotels, Geo. W. Smith.

Provost Marshal to woo the graces of sweet peace and to wage bitter war against hoodlumism, Sterling Elliott. He will be armed with a club of wood to be selected by himself, and will have power to appoint deputies. The Provost Marshal and his guard will be backed by all the power possessed by the League, and woe be to him who regardeth not their command. This guard we have never had before, but this year we expect visitors from New York. The guard will precede, as doth the burly policeman, every thing in the way of a procession.

Prizes will be given for every event. These will be announced later.

The General committee appoints its members ex-officiis members of every committee.

The committee will be glad to receive hints regarding other sports. We can crowd in a few more.

ARTHUR W. ROBINSON, Chairman.
GEO. A. PERKINS,
ABBOT BASSETT,
Subordinate members.

Racing Board.

The charges against P. J. Berlo of South Boston, Mass., are hereby dismissed and the suspension removed.

C. J. Appel of Rochester, New York, is hereby declared to have forfeited his amateur status by violation of clause "a" and "b" of the amateur rule. Amateurs are warned against competing with C. J. Appel. This declaration carries with it expulsion from the League.

CHARLES E. RANDALL,
Chicago, June 12, 1891. Chairman Racing Board.

Missouri Division.

To St. Louis members:

We have tried hard to have the bridge rate of fifteen cents reduced to five cents to wheelmen going to and from business in East St. Louis, and on pleasure trips to the country beyond. The following letter from Manager Jennings explains itself and it is another case of a few imbecile wheelmen doing the damage which affects the pleasurable riding of hundreds.

Fraternally yours, ROBT. HOLM, C. C.
St. Louis, June 12, 1891.

Mr. Robert Holm, 908 LaSalle St., St. Louis, Mo.:

Dear Sir: I have your favor of the 9th, regarding rates to wheelmen using the bridge between St. Louis and East St. Louis. You are correct in saying that the tariff was formerly five cents; it is now fifteen cents. We were compelled about two years ago to make this change in order to stop serious abuses to which we were subjected by wheelmen. They used to come in sets of from six to ten towards evening, paid five cents each, and made the smooth roadway of the bridge a race course, turning around when approaching the end, 250 for five cents each practically monopolizing the bridge for about an hour or more. We had accidents from horses taking fright, and I recall two which cost us a good deal of money. The fifteen cent rate was therefore adopted, not as a matter of revenue, but to protect us against this nuisance.

Wheelmen who have regular business between St. Louis and East St. Louis, and go and come daily, can get monthly tickets for $3.00, which is practically five cents per trip. There may be isolated cases of wheelmen making single trips on business for which they have to pay fifteen cents, but as we are unable to discriminate between those who go on business and those who go for pleasure, we feel compelled to maintain this rate. Yours truly,

WM. JENNINGS, President.

Missouri Division Championships.

The following State championships will be run at the Missouri Division meet, Carthage, Mo., July 3d and 4th:

One-mile ordinary.
Ten-mile ordinary.
One-mile safety.
Three-mile safety.

GEO. M. WILDER,
June 10, 1891. Chairman State Racing Board.

Renew—Missouri Division—Renew.

To Members:

The renewal season will soon close, and up to date but a scant third of the members of this Division have renewed their membership. This is not as it should be, and I therefore urgently request members who have not renewed to date to give this matter *immediate attention*. Never has the League worked so hard for the cause as this year and never were the advantages of L. A. W. members more apparent than now. Have you not received in your weekly paper alone more than you ever paid for membership in the League? Don't let that paltry dollar stand in the way of your renewal. He who fails to renew will sorely regret it. Every dollar that is paid is spent for your benefit, and no member can afford *not* to renew. Fraternally yours,

ROBT. HOLM, C. C.
St Louis, June 12, 1891.

Pennsylvania Division.

To the Pennsylvania Division:

The temporary restriction placed upon our use of the north side of Girard avenue between the Pennsylvania railroad bridge and Elm avenue, has been removed. I earnestly urge members of this Division and all wheelmen, to respect to the letter the rule which requires wheelmen to ride singly and slowly upon this part of the park. Our right to its use has been jeopardized by the foolish and almost criminal carelessness on the part of some riders.

SAMUEL A. BOYLE,
Philadelphia, June 9, 1891. Chief Consul.

Pennsylvania Division.

To the Pennsylvania Division:

Numerous complaints have been made to me of the ungentlemanly and in some cases ruffianly conduct of wheelmen in Fairmount Park. I desire to give notice that if this state of affairs should continue, I shall request the Park Commission to permit only those wheelmen to enter the park who are members of the League, and who may in that way to some extent be controlled by our organization. As it is, the League members share the onus and dishonor which attach to this kind of conduct and I propose to protect, if I shall be able to persuade the Commission to accede to my views, the Pennsylvania Division in the generous and ample use of the park which we now enjoy.

SAMUEL A. BOYLE, Chief Consul.
Philadelphia, June 9, 1891.

Pennsylvania Division.

The meeting of the Division authorized by our constitution to be held in June, is hereby postponed to a day during the meet at Hagerstown, Md., to be determined by the Chief Consul or Vice Consul at that place. Notice will be given during the meet at League headquarters in Hagerstown, Md. SAMUEL A. BOYLE,
Philadelphia, June 13, 1891. Chief Consul.

Ohio Division, Attention!

Your Committee on Constitution and By-Laws will meet at Park Hotel, Columbus, Ohio, on Sunday, July 12th, for the purpose of revising the By-Laws. Any member having alterations or additions to suggest will confer a favor by forwarding them to the committee as early as possible. The work of the committee will be greatly facilitated by so doing as well as the work of the convention.

A. E. MERGENTHALER,
Fostoria, June 4, 1891. Chairman.

Ohio Hotel.

Pomeroy, Grand Dilcher. Day, $2.00; meals or lodging, 50 cents each. Fraternally,

WM. D. KEMPTON,
Cincinnati, June 8, 1891. Sec.-Treas.

Ohio Membership.

Thirty-four new members during the second week in June gives us 1572 provided all the old ones renew. We will only need 428 more to reach the coveted 2000. Can't we get that many by the time of the State meet? That number may seem large to some, but it is only 67 more than we have received since April 1. Suppose you make a little extra effort. Fraternally,

M. A. HIGH, Chief Consul.

Ohio Consuls.

Newark—H. J. Hoover in place of A. E. Turner, resigned.
Wellsville—E. S. Kelley.

WILLIAM D. KEMPTON, Sec.-Treas.

Kentucky Division.

At the regular meeting of the Independent Cyclers of Louisville, held Monday night, June 8th, Mr. W. E. Castle, president of the club, was indorsed for Chief Consul for the coming year. Mr. Castle, we believe, is fully able and competent to fulfill the duttes of the office in an intelligent and business-like manner, and if elected will undoubtedly make a good presiding officer. Your favorable consideration is most respectfully solicited.

INDEPENDENT CYCLERS,
B. Humphreys, Secretary.

Kentucky Division Tailors.

The Plymouth Rock Pants Company, Fourth avenue near Market, Louisville, has been selected as the official uniform tailors for Kentucky Division. This company has exclusive control of the L. A. W. cloth in this State, and members desiring uniforms will do well to communicate with them. The Company will shortly establish a branch in Lexington where Central Kentucky riders may be accommodated. A special man to take measures will be sent out where parties of eight or ten order together. For single orders, self-measurement blanks will be mailed. The cost of the uniform is to be as follows: coat, $7.50, knickerbocker breeches, $4.75; cap, $1.25; stockings, $1.00; coat and breeches together, $12.25. The company has signed the contract as printed in the BULLETIN four weeks ago.

A. J. LAMB, Chief Consul.
G. E. JOHNSON, Sec.-Treas.

June 26—Kentucky Division—June 27.

The Executive Committee has matters well arranged now for the meet in Louisville, June 26 and 27, and wheelmen who contemplate being present can rest assured that they will be well taken care of.

The programme may be altered slightly, so as to have the parade Friday afternoon. The races Friday night will begin at 8 o'clock. Saturday morning the business meeting of the Division will be held at the club house of the Louisville Cycle Club, 716 Second street, where all visitors are requested to report on arrival in town. The order of business will be Roll Call, Report of Chief Consul, Report of Secretary-Treasurer, Report of Committees, Unfinished Business, Miscellaneous and New Business, Nominations, Adjournment. This order may be changed at the discretion of the presiding officer.

After the business meeting, a short run about town will be made, then dinner, and then the races at 2 o'clock.

Saturday night, the Committee on Entertainment will have a supper or banquet for the visitors. At midnight, those who desire to go to Mammoth Cave will leave over the Louisville and Nashville Railroad. The return will be Monday morning about 12 o'clock. A tour through the Blue Grass country will follow.

From present indications the attendance of outside wheelmen will not be less than 500, but all can be taken care of.

As stated, the Division headquarters will be at the Louisville Cycle Club house, this club having extended the invitation at the Richmond meet last year, but both the clubs will keep open house, and wheelmen will be made welcome by the Independent Cyclers, Walnut, near Fourth street, as well as by their older brethren of the Louisville Club.

G. E. JOHNSON, Sec.-Treas.

Connecticut.

Detroit transportation, Special committee:
Frank H. Crygier, chairman; Henry Goodman, Lewis C. Grover, all of Hartford.

ARTHUR ALLEN DEAN,
Chief Consul.

Connecticut to Detroit.

The special committee on transportation have made the following arrangements for those wishing to attend the National L. A. W. Meet, at Detroit, July 16, 17, and 18. The party will leave Springfield at 9.43 P. M., on Tuesday, July 13th, via B. & A., N. Y. C. & H. R. R. R., and Michigan Central, arriving at Detroit the following day at 8.45 P. M. Round trip tickets will be sold at the following rates: From Bridgeport, $22.40; from New Haven, $21.90; from Meriden, $21.35; from Hartford, $20.80; from Springfield, $20.00. The N. Y. N. H. & H. R. R. will carry the wheels of holders of excursion tickets to and from Springfield free, and the B. & A. R. R. will provide a special baggage car from Springfield to Detroit and and return for the free transportation of wheels. A special Wagner sleeping car has been chartered by the committee, the charges for which will be $3.50 per person for round trip. At a meeting of the Board of Officers held May 7, an appropriation of $50 was made for the purpose of procuring badges and defraying other necessary expenses of the trip. As a large number have already signified their intention of attending the meet, the committee requests all persons who intend going to send their names to the chairman as soon as possible in order to secure sleeping-car accommodations, Further information regarding hotel rates, etc., will be given later.

FRANK H. CRYGIER,
48 State St., Hartford, Conn.
Chairman Special Transportation Com.
June 13, 1891.

Connecticut.

To the Connecticut Division League of American Wheelmen:

In conformity to vote of annual meeting of the Division held in New Haven, June 8th, I herewith present in the soul of wit my report, in lieu of the more highly garnished and lengthy document, which perhaps lacked the soul, was escaped by the meeting and is now escaped by the printer.

Features:

1—Board of Officers vote $200 for special work in recruiting.

2—Prizes of gold L. A. W. badges offered. Plan great success. Copied by other Divisions; "Imitation is flattery." Great increase in membership.

2—Board of Officers vote $75 to help out L. A. W. Highway Improvement Committee and the organization treasury in capturing photographs of mud holes. Plan success. L. A. W. treasury saved.

4—Division Highway Improvement Committee work as reported.

5—Rules Committee frame new Constitution.

6—Rights and Privileges Committee sit on lantern act in Bridgeport. Conclude cyclists must obey law.

7—Racing Committee establish championships.

8—Conference to report on reward for capture of thief of Connecticut members' wheels appointed. Will report at next B. O. meeting, July 3d. Hope you will be pleased.

9—Contract for uniforms made with P. R. P. Co. of Boston. If not lived up to, let me know.

10—Directory of Connecticut Division issued; 36 pages, said to contain much useful information; 2,500 copies. Send for one. Cost $75.

11—Local Consuls very important; doing good work. Congratulations; 92 now on list.

12—Harmony prevails, prosperity perches on our nutmeg and the temple of Janus has its gates ajar.

Recommendations:

1—Larger inducements to L. A. W. clubs.

2—Distribution of work among representatives.

3—Compilation of book of local cycling districts which shall deal in narrative style concerning objects of interest, routes, etc.

4—Taking of census as recommended by President Dunn at Washington.

5—All hands hustle in new members.

With many and my most profound thank yous for the hearty co-operation in Division work to me extended by the general membership, by local consuls, and by the more immediately executive body—the Board of Officers, I submit above report. ARTHUR ALLEN DEAN, Chief Consul.

Minnesota Division Tailor.

A contract has been made with Mr. H. S. Kelsey, No. 40 Fourth St., South Minneapolis, to furnish suits of the League cloth and regulation pattern at the following prices: Coat $8.00, pants $5.00. He will also sell the cloth at $2.25 per yard, and buttons at 5 cents for large, 3 cents for small. Transportation to points outside of Minneapolis to be paid by the purchaser. T. M. SLOSSON,
Chief Consul.

Minneapolis, June 10, 1891.

New York State Division.—Stop Thief.—$25.00 Reward.

Stolen from in front of the club house of the Lockport Wheelmen, Lockport, N. Y., about eight o'clock in the evening of June 4th, a full nickelled, American Light Rambler, 1890 pattern, No. 1605; short mud guard over rear wheel; machine used very little. Owner, Harry Van Horn, No. 67 Main st., Lockport, N. Y. A reward of $25.00 is hereby offered for evidence that will lead to the conviction of the thief and the recovery of the above described wheel.

Consuls are requested to have copies of the above notice posted conspicuously in every Bicycle Agency and Police Station throughout the State.

Members are requested to keep a careful lookout for this machine, and upon discovery to communicate at once with the undersigned, and Mr. Walter Q. Jenkins, Division attorney, No. 14 East Eagle street, Buffalo, N. Y. Executive committee, New York State Division. W. S. BULL,
Buffalo, June 13, 1891. Chief Consul.

Transportation.

Albert Mott, Esq., Chairman:

Dear Sir—Free transportation of wheels over Atlantic Coast Line Railroad.

Find inclosed letter from "Atlantic Coast Line Railroad regarding transportation of wheels. Please add this road to your list. Yours truly,

Savannah, Ga., June 5th, 1891. T. S. CLAY.

Mr. Thomas Savage Clay, P. O. Box "B," Savannah, Ga.

Dear Sir—Replying to yours of the 4th. Below I beg to give you rule in regard to transportation of bicycles over this line:

"Bicyeles at owner's risk may be checked if plainly tagged with the address and destination corresponding with the ticket. When these conditions are not complied with bicycles must be turned over to the freight department or express company for shipment." Yours truly,

H. M. EMERSON, A. G. P. A.

Wilmington, N. C., May 11th, 1891.

New League Clubs.

The following club has qualified as League club and filed the certificate required in the office of the Secretary:

345—Mt. Washington Bicycle Club, So. Boston, Mass.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an Initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Total 491.

BOSTON, June 19, '91.

CALIFORNIA DIVISION—2.

26140	Brooks, Al.	26141	Cromwell, H. B.

CONNECTICUT DIVISION—102.

26318	Baldwin, G. W.	26371	*Witherell, Miss Allie M.*
26319	Joy, W. H.		
26320	Lamb, Irving W.	26372	Riley, Wm.
26321	Rivers, A. J.	26373	Tyrall, Wm.
26322	Butler, W. S.	26374	Stevens, D. E.
26323	Lombard, A. H.	26375	Clark, Chas.
26324	Spencer, E. S.	26376	Michael, Isaac E.
26325	Spencer, Samuel H.	26377	*Russell, Miss Florence M.*
26326	Galvin, Jno. F.		
26327	Carter, W. M.	26378	Starkie, Harry
26328	Alling, Frank D.	26379	Belcour, Frank
26329	Bailey, Wm. P.	26380	Yost, Fred G.
26330	Bassett, Geo. J.	26381	Washburn, Fred E
26331	Bradley, M. C.	26382	Sears, Frank A.
26332	Campbell, Sam E.	26383	Allen, J. N.
26333	Gallagher, Jno. D	26384	Beers, Burton M.
26334	Gibbons, Jno. F.	26385	Berger, C. E.
26335	Goady, Wm F.	26386	Bright, W. A.
26336	Hoffmeister, Herman C. E.	26387	Douglass, H. B.
		26388	Earle, Seymour W
26337	Judd, Willard R.	26389	Frisbie, C. R.
26338	Kennedy, A. W.	26390	Gardner, W. H.
26339	Leighton, A. R.	26391	Gruerner, Edwd O
26340	Leishman, Chas. A	26392	Hoggerty, J. W.
26341	Marshall, Guss.	26393	Holmes, Lyman A
26342	Martin, John T.	26394	Killam, Harry
26343	Maynard, J. G.	26395	Obright, Robert
26344	Mix, Chas. W.	26396	Pratt, Geo. T.
26345	Pendleton, J. E.	26397	Van Beren, Fred
26346	Potolu, Homer H.	26398	Williams, Thos. F
26347	Robinson, D. W.	26399	Williams, Eddie
26348	Root, Geo. P.	26400	Whitmore, Geo. A
26349	Sanford, J. H.	26401	Dailey, F. B.
26350	Sproat, Thos. A.	26402	Starr, E. E.
26351	Thomas, Edgar	26403	Chasmar, Edw.
26352	Tibbits, C. L.	26404	Cousins, Chas. E.
26353	Williams, Gordon	26405	Doty, Howard W.
26354	Hanaford, H. S.	26406	Hitchcock, Walter, M. D.
26355	Washburn, Wm. U		
26356	Wilcox, Irving C.	26198	Crofutt, F. B.
26357	Blair, Chas.	26199	Blackmer, Chas S.
26358	Dockendorff, J. A.	26103	Andrews, Chas.
26359	Percy, Richard T.	26104	Welles, Alfred A.
26360	Peterson, Geo. C.	26200	Wilkinson, Louie H.
26361	Reichert, Eugene		
26362	Bradley, W. H.	26201	Pardee, Frank W.
26363	Meshural, H. W.	26048	Eaton, Charles S.
26364	Pettibone, J. C.	26407	Batterson, Jesse W.
26365	Hoppen, Theo. E.		
25366	King, C. M.	26408	Darrow, John F.
26367	Tiley, Chas. B.	26409	Hoyt, Albert J.
26368	Bristol, L. B.	26410	Hamilton, Lewis B
26369	Goodell, Fred'k M	26421	Sparks, Harry L
26370	Vreeland, F. L.	26422	Johnson, John A.

DISTRICT OF COLUMBIA DIVISION—2.

26049	Craig, Wm. A.	26142	Angell, Stephen H

ILLINOIS DIVISION—32.

26146	Merwin, J. B.	26418	Simpson, Robt.
26426	Eddy, Louis O.	26419	Thorson, J. B.
26050	Hath, J. Geo.	26420	Wooster, E. M.
26051	Hubbard, John	26428	Shaw, H. J. Jr.
26052	Tobey, C. H.	26423	Patchen, L. J.
26053	White, H. B.	26424	Patterson, Dr. John
26143	Radell, A. H.		
26237	Hatch, Allen W.	26425	Schall, F. B.
26202	Ray, James T.	26105	Wilson, Chas. C.
26145	Wetzel, John G.	26144	Watson, Jas. K.
26411	Bamberger, Ed. D	26427	Wyman, Willis L.
26412	Corby, R. B.	26236	Tummel, J. E.
26413	Crane, O. F.	26054	Marley, W. P.
26414	Gleason, W. C.	26238	Penwell, Warren
26415	McLean, A. B.	26300	Look, Ibe
26416	Mink, Wm.	26147	De Motte, Orville
26417	O'Connell, W. J.		

INDIANA DIVISION—12.

26239	Dougherty, G. W.	26443	Hughes, Chas. P.
26240	Greene, Jesse B.	26241	Parker, Chas. H.
26301	Schmades, Wm.	26203	Cornelius, Wilbur F.
26429	Lazarus, Geo. M.		
26431	Dickson, George	26430	Daniels, Will S.
26432	Igelman, Ed. O.	26475	Miner, E. V.
26433	Pasquier, John		

IOWA DIVISION—5.

26056	Salmon, A. T.	26055	Jones, A. K.
26149	Snook, Willie J.	26150	Shumack, Frank A
26148	Snook, Jas. P.		

KANSAS DIVISION—11.

26438	Hooper, Wm. W.	26437	Moran, Chas. U.
26439	Schmelzer, John F	26205	Pine, Walter F.
26440	Schott, Aug. L.	26206	Thompson, W. H.
26441	Yookum, R. B.	26435	Coburn, Frank A.
26442	Varney, H. C.	26436	Morris, Geo. W.
26443	Varney, L. L.		

KENTUCKY DIVISION—33.

26242	Banta, C. W.	26251	Neffer, Lew C.
26243	Chelf, F. C.	26255	Peake, Noble B.
26244	Hutton, D. M.	26302	Reutlinger, Albert
26245	Mills, C. F.	26303	Reutlinger, R. E.
26246	Powell, J. R., Jr.	26207	Schuhmann, Hy
26247	Pulliam, S. G.	26301	Mitchell, E. O.
26248	Robertson, John J	26256	Egnew, J. A.
26249	Terhune, C. W.	26257	Roseman, Sim
26250	Vanarsdall, R. S.	26444	Bohannon, H. H.
26251	Grunwald, Chas.	26445	Martine, J. P.
26252	Hummler, Oscar A	26446	Montgomery, H. C
26108	Jacoby, J. B.	26447	Bower, J. A.
26106	Crush, L. W.	26448	Cozatt, Wm. D.
26449	Hance, A. R.	26450	Elliston, R. H.
26109	Tiller, T. Carter	62451	Nesbitt, C. C.
26252	Brigman, J. W.	26452	Western, John N.
26253	Burch, H. L.		

LOUISIANA DIVISION—1.

26453	Fayssoux, W. McL.		

MAINE DIVISION—1.

26057	Gallert, B. S.,		

MARYLAND DIVISION—10.

26304	Diffenderfer, W. S	26.08	Jones, Jesse
26305	Sisco, Chas. T.	26151	Albaugh, Harry F
26306	Snowden, Wilton	26110	Lee, Hillyard C.
26307	Wood, Milton S.	26455	Nelson, Henry V.
26209	Michael, John T.	26454	Graham, T. Clark

MASSACHUSETTS DIVISION—55.

26538	Morton, A. C.	26259	Breed, Stephen L.
26262	Dupont, John	26260	Moulton, Albert S.
26263	Jenkens, Fred B.	26310	Lewis, Lawrence B.
26264	Warner, Albert H.		
26457	Bernard, Albert	26311	McLaughlin, M. B.
26458	Blakeley, Fred	26059	Pinkham, Henry W.
26459	Chickering, Geo.		
26460	Duffy, Edward	26114	Brown, Edw. D.
26461	Jones, Leonard F.	26153	*Hayden, Anna P.*
26462	Roberts, Fred	26154	Coolidge, Clarence W.
26463	Sacket, Lewis		
26464	Williams, R. S.	26261	Hawes, Leon E.
26155	Kirkham, J. Stuart	26115	Knappe, Emil C.
26058	McArdle, Fred W	26116	Lawton, Wm. C.
26213	Graham, R. S.	26212	Willard, Walter H
26308	Kender, Jno. A.	26211	Bailey, Richard H.
26152	Rollins, E. S.	26117	Ashley, Wm. C.
26208	Nickerson, Isaah	26061	Jones, Wm. T.
26309	Covington, Geo. H	26158	Fairfield, P. H.
26265	Hadley, Chas. E.	26157	Emery, Geo. H.
26266	Hadley, W. P.	26156	Emery, C. B.
26267	Millard, Chas. H.	26214	McMahon, John
26268	Converse, Wm. L.	26466	Fessenden, Horace C.
26269	Merry, A. F.		
26270	Sampson, Isidore	26468	Koffman, Ed. I.
26271	Wood, Clinton A.	26467	Mackintosh, Fredk
26111	Carter, Geo. H.		
26112	Douney, Willie E.	26456	Hitch, Mayhew R
26210	Hodges, Geo. W.	26455	Magoun, Stillman A.
26113	Shaw, C. A.		
26060	Burns, John T.		

MICHIGAN DIVISION—18.

26473	Holmes, D. D.	26470	Chittenden, Harry
26474	Thorpe, H. C.	26472	Kenk, John A.
26215	Adams, Chas. M.	26471	Gilbert, Floyd S.
26159	Cate, Geo. W.	26481	*Dann, Miss M. Ida*
26216	Allyn, Oscar	26476	Bown, Chas. E.
26160	Anderson, E. J.	26477	Collyer, L. A.
26161	*Beachman, Miss D. May*	26478	Mathews, J. G.
		26479	Knoer, Joseph
25162	French, Frank J.	26480	Timm, W. H.
26469	Bury, Fred		

MINNESOTA DIVISION—6.

26482	Burdick, Chas. B.	26485	Smith, Frank H.
26483	Crittenden, A. M.	26217	Tevlin, P. J.
26481	Klingberg, Chas. S	26486	Cannon, C. H.

MISSOURI DIVISION—5.

26062	Shepard, Carl S.	26488	Corley, James T.
26272	Owsley, C. S.	26489	McCorkle, R. F.
26487	Stanage, Jno. L.		

NEBRASKA DIVISION—7.

26492	Nelson, M.	26490	Briggs, G. A.
26493	McElroy, Chas.	26491	Murray, W. C.
26494	White, Geo. H.	26537	Ellison, Enoch J.
26495	Roeser, Albert		

NEW HAMPSHIRE DIVISION—9.

26273	Sheldon, Geo E.	26496	Kavanagh, Miles
26274	Hood, E. J.	26497	Langley, Hiram W
26218	Hildreth, Chas. A.	26498	Hoyt, A. H.
26219	Reed, Walter	26499	Proctor, Jno. P.
26063	Folsom, Harrison O.		

NEW JERSEY DIVISION—19.

26069	Green, Rev. Geo. F.	26220	Harper, Willie G.
		26070	Whittlesey, Mills
26064	Campbell, Arthur P.	26071	Harding, James A
		26072	Murphy, Franklin Jr.
26065	Cree, Clarence A.		
26066	Hiller, Chas. A.	26119	Crossley, G. W.
26067	Stansbury, Sidney H.	26120	Lellingwell, Frank P.
26068	Woolsey, Walter	26121	Fontayne, Chas. H
26118	Trantwein, Fred	26163	Clay, Geo. S.
26073	McConaughy, Dr. F.	26221	Slanson, Alfred T.
		26122	Fritts, J. T., M. D.
26500	Decker, E. Madden		

NEW YORK DIVISION—18.

26502	Allen, J. Geo.	26506	McCoy, Frank
26503	Esler, Geo. W.	26508	Benson, E. J.
26504	Kick, Emil F.	26075	Carnell, J. R., Jr.
26505	LaParle, E. W.	26076	Wadsworth, S. G. I.
26164	Garrett, Wm. H.		
26165	Hendrickson, Horatio	26509	Clapp, Geo. M.
		26222	Deubler, Geo.
26121	Hanchett, Fred,	26223	Petri, Geo. F.
26167	Dillon, W. H.	26278	Turner, Geo.
26077	Beaudry, G. F.	26313	Ehlers, Herman
26078	Gray, H. P.	26169	Warner, F. H.
26079	Miller, L. C.	26168	Southworth, John H.
26080	Porter, L. E.		
26312	Orrkyle, James	26315	Rudd, Wyllys N.
26276	Regan, C. F.	26170	Christman, E. R.
26277	Ryan, Edw. J.	26171	Quinlan, W. A.
26082	Leadley, Robert	26125	Kuhn, H. G.
26083	Percival, W. J.	26224	Raymond, O. K.
26513	Kuchler, C. T.	26074	Abell, Howard H.
26514	Schell, Rev. Edw. A.	26225	Studwell, Edwin A
		26126	Barden, Ernest John
26166	Johnson, Rev. W. Everett	26314	Wells, Chas. L.
26123	Hamilton, Chas. H	26518	Mott, Geo. F.
26081	Westlay, Dr. Henry E.	26512	Labaree, A. J.
		26511	King, Geo. G.
26275	Welcke, Wm. A. R	26507	Luther, E. H.
26501	Mott, Lewis C.		

OHIO DIVISION—37.

26279	Jeffrey, R. H.	26226	Cassaday, E. S.
26229	Webb, T. E.	26174	Black, C. W.
26528	Dunn, W. C.	26175	McCoy, Harry
26525	Tiffany, Geo. D.	26176	Ridenow, J. F.
26519	Hoge, O. M.	26127	Strayor, Chas. S.
26520	Hunt, H. F.	26172	Homeier, Louis G.
26521	Moore, J. W.	26173	Wood, Ed L.
26531	Stevenson, J. J.	26280	Hagar, J. W.
26515	Crane, Frank W.	26281	Surface, H. A.
26516	Everhard, Frank	26128	Bradeen, H. A.
25517	Gould, H. C.	26227	Anderson, Chet. H
26518	Johns, Oscar	26177	Diver, Frank
26522	Adams, E. G.	26178	Taylor, Harry
26524	Munns, L. E.	26228	Laughlin, Rev. E. G.
26523	*Johnston, Miss Nellie*	26179	Cohen, E. L.
26525	Babbitt, A. L.	26282	Bostwick, A. A.
26527	Mooney, W. T.	26230	Pursell, C. R.
26529	Anderson, J. R.	26129	Heath, C. K.
26530	Strobel, C. J.		

PENNSYLVANIA DIVISION—51.

26084	Aitken, John W.	26130	Darby, H. Albert
26085	Avery, D. B.	26088	Johnston, Frank N
26086	Benton, Geo. J.	26290	Lawrence, M. L.
26087	Borst, W. H.	26096	Mowry, Paul F.
26088	Elbrecht, H. F.	26131	Moss, Frank H.
26088	Levison, Thomas	26132	Pool, Hiram D.
26090	Lathrop, W. M.	26133	Voss, August
26091	May, H. E.	26134	Mac Watters, Wm J.
26092	Peck, E. L.		
26093	Roberts, William	26100	Moeckel, G. A.
26094	Samson, G. B.	26317	Grim, R. H.
26095	Wonnacott, U. S.	26135	Vought, J. W.
26232	Giles, W. G.	26186	Palmer, Andrew L
26231	Lange, Kennedy T	26291	Bixler, E. Stanley
26099	Runipp, Walter	26180	Forney, C. M.
26283	McCambridge, Jos	26181	Mehring, Howard H.
26284	Bayer, Harry K.		
26285	Enochs, J. N.	26182	Hammond, M. F.
26286	Cahill, John J.	26187	Urling, Geo. A.
26097	Platz, Anthony	26183	Bacon, Wm. W.
26316	Buckley, Frank G	26184	Fling, George E.
26287	Lukens, Wm. H. R	26185	Fowden, Joseph J.
26288	*Schell, Bertha*	26294	Jordan, Elmer
26292	Cannon, James B.	26137	Pifer, Will T.
26293	Effrig, Hiram F.	26136	Hughes, Willet P.
26289	Barth, Carl G.	26532	Adams, R. W.
26233	Barrow, Geo. D.		

RHODE ISLAND DIVISION—8.

26295	*Hull, Clara W.*	26101	Parker, Chas. K.
26138	*Willis, Clara L.*	26533	Lewis, Jno. D.
26188	Fuller, Earnest L.	26534	Robinson, Cyrus
26189	Fuller, Chas. E., Jr	26535	Whaley, Earl C,

TENNESSEE DIVISION—3.

26190	Byrne, Mike	26191	*Scherer, Mrs. Victoria*
26234	Galbreath, Horace		

VERMONT DIVISION—1.

26102	Wood, H. M.		

VIRGINIA DIVISION—1.

26296	Collingwood, J. Reed		

WISCONSIN DIVISION—7.

26139	Eastman, Geo. P.	26299	Rigby, Ed D.
26297	Patitz, Martin	26235	Schmidtbauer, J. O
26298	Prachthauser, Fred C.	26192	Russell, Ed E.
		26536	Goette, Wm. L.

OREGON—5.

26193	Ainsworth, Lewis D.	26195	Williams, Ed.
		26196	Wilson, J. W.
26194	Crowe, L. E.	26197	Wingate, E. M.

RENEWAL LIST—NO. 4.

Renewals received from June 1 to June 13, inclusive, in first column, and total renewals to date, June 13, in second Column:

California,	11	327	Virginia,	0	66
Colorado,	2	55	West Virginia,	0	72
Connecticut,	177	965	Wisconsin,	22	147
Delaware,	3	10	Alabama,	2	3
Dist. of Col.,	14	75	Arizona,	0	8
Illinois,	70	901	Arkansas,	1	3
Indiana,	9	140	North Dakota,	0	4
Iowa,	2	105	South Dakota,	0	1
Kansas,	23	60	Florida,	0	6
Kentucky,	18	86	Georgia,	2	7
Louisiana,	6	95	Idaho,	0	1
Maine,	8	159	Mississippi,	0	5
Maryland,	122	357	Montana,	2	7
Mass.,	145	1369	Nevada,	0	4
Michigan,	46	271	New Mexico,	1	3
Minnesota,	14	72	North Carolina,	1	6
Missouri,	58	186	Oregon,	2	8
Nebraska,	0	141	South Carolina,	0	1
N. Hampshire,	0	251	Utah,	0	10
New Jersey,	57	752	Washington,	0	2
New York,	208	1305	Wyoming,	0	1
Ohio,	113	761	Bermuda,	0	1
Pennsylvania,	286	1198	Canada,	0	8
Rhode Island,	66	346	England,	0	2
Tennessee,	1	56	Nova Scotia,	2	5
Texas,	0	78			
Vermont,	0	75		1584	10191

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasueer, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1424 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 507 No. Alabama street, Indianapolis.

IOWA—Chief Consul, H. L. Chase, Cedar Falls. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 65, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

MAINE—Chief Consul, Howard M. Breen, 199 Franklin street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 303 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, A. W. Robinson, 21 Milk street, Boston. Secretary-Treasurer, Chas S. Howard, Globe office Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 380, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI — Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

NEBRASKA—Chief Consul, A. H. Perrigo, 1315 Dodge street, Omaha. Sec.-Treas, C. B. Nicodemus, Fremont.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, R. H. Scott, People's Ins. Co., Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 116 Broad street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK — Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Wes minster street, Providence.

TENNESSEE—Chief Consul, Chas. J. Sherer, 211 Main st., Memphis. Secretary Treasurer, Thomas J. Dupree, 338 Front street, Memphis.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box 281 Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro. Secretary-Treasurer, E. D. Whitney, Brattleboro

VIRGINIA—Chief Consul, Law: L Waring, Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

L. A. W. Renewal Blank, 1891.

Fill out this blank, enclose $1 to pay your dues to April 30, 1892, and send to ABBOT BASSETT, Box 5267, Boston, Mass.

Don't send soiled bills. New bills are safer in the mails. A dollar bill is as safe as a postal note.

Don't Forget to send your Number.

Don't send checks for $1.

Write very plainly—PRINTING PREFERRED.

Stamps of a denomination above two cents will not be received.

If you live in one State and have your mail sent to another, state the fact that you may be located with the Division in which your home is.

If you desire your address changed, you must make the request on another sheet than this. Put new address on blank.

Ticket holders, 25 cts.; with name stamped, 50 cts.

Write nothing above this line.

*Number*_____

Name,_____

Street and Number or P. O. Box,_____

City,_____

State,_____

*Club*_____

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1892. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2.00 with this blank on any date between date of paper and April 1, 1892. Write plainly—Printing preferred.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards, send 25 cents extra. If you want your name in gold, stamped on the holder, send 50 cents xtra. *Leave the margin in using this blank.*

The Winner of the great Irvington-Milburn Road Race

RODE A

Warwick Perfection Cycle

With Full Cushion Tires on Hollow Rims.

Send for Catalogs of their Elegant Cycles.

WARWICK CYCLE MAN'F'G. CO., - - Springfield, Mass.



INCLUSIVE of spokes, nipples, chain and balls, the average high-grade safety is made up of some seven hundred distinct and separate parts and pieces.

From this the value of a little care can best be realized. —*The Wheel.*

The above is fact; but in the

PARAGON

we offer a spring frame machine with fewer parts and simpler action than any machine on the American market.

SEND FOR CATALOG.

STOVER BICYCLE MFG. CO.,

FREEPORT, ILL.

By the way, WATCH FOR THE PHŒNIX.

"Finest Quality Produced in the World."

TRADE "CREDENDA." MARK.

THE CREDENDA SEAMLESS

STEEL TUBE Co., Ltd.,

BIRMINGHAM,

ENGLAND.

W. C. STIFF, Managing Director.

TELEGRAMS:—"CREDENDA" BIRMINGHAM.

Twelfth Annual L. A. W. Meet,

DETROIT, JULY 16, 17, 18, 1891.

ENTRY BLANK.

J. BRESLER,

22 Lafayette Avenue, Detroit, Mich.

Enclosed please find $ . . . entrance fee. For which please enter me in events NOT CROSSED out.

First Days' Races July 17, 1891.

1. One mile novice, safety.
2. One mile novice, ordinary.
3. One mile club handicap, safety.
4. Halt mile L. A. W. Championship, ordinary.
5. One mile open, safety.
6. Halt mile open, ordinary.
7. One mile L. A. W. championship, safety.
8. One mile handicap, ordinary.
9. Quarter mile L. A. W. championship, safety.
10. Three mile lap, ordinary.
11. One mile velocipede.

Second Days' Races, July 18, 1891.

12. One mile 3 min. class, ordinary.
13. One mile 3-min. class, safety.
14. One mile club handicap, ordinary.
15. Half mile L. A. W. championship, safety.
16. One mile open, ordinary.
17. Half mile open, safety.
18. One mile L. A. W. championship, ordinary.
19. One mile handicap, safety.
20. Quarter mile L.A.W. championship, ordinary
21. One mile L. A. W. championship, tandem.
22. Three mile lap, safety.
23. Velocipede.

Twenty-five mile handicap road race, Pontiac-Detroit, July 16th, afternoon.

To enter handicap class or road races, give particulars as follows:

Best Record Quarter Mile,	.	Half Mile,	.
One Mile,	.	Two Mile,	.
Three Mile,	.	Five Mile,	.
Ten Mile,	.	Fifteen Mile,	.
Twenty Mile,	.	Twenty-five Mile,	.

L. A. W. No._____. Signed,_____

Please state style of Tyre,_____

NOTES.

L. A. W. rules to govern all events. Entries close July 8th.

Pneumatics and cushion tyres will be penalized to be decided upon by committee.

Be careful to give particulars for handicap, class road races.

A class race is open only to those who, up to date of closing entries, have not won one of the first two positions in a track race in the same, or better time than the class under consideration.

L. A. W. championships only open to those, as provided for by Racing Board Rules. Bicycles used in novices' races must weigh over thirty-five (35) pounds. Entry fee will be returned to all starters in velocipede races only. Velocipede races not open to League members or professionals. DRAW a line through all events which you DO NOT intend to enter.

Valuable prizes amounting to $2000 offered for above races, will be on exhibition at the cycle show.

Entry Fee $1.00 Each Event.

$1000 IN PRIZES $1000

GIVEN AWAY AT THE

OHIO · STATE · MEET,

Held in COLUMBUS, July 13th, 14th and 15th, 1891.

Grand Cheap Excursion to Detroit to National Meet will be run July 15th.

LIST OF RACES AND PRIZES, JULY 14th:

* 1. One Mile Safety, Novice, Open.
First Prize, Fine Gold Watch; Second Prize, Kodak Camera.

† 2. One Mile Ordinary, Novice, Open.
First Prize, Gendron Cushion Safety; Second Prize, Diamond Scarf Pin.

3. Half Mile Safety, Division Championship.
First Prize, Solid Gold Medal; Second Prize, Silver Medal.

4. One Mile Ordinary, Division Championship.
First Prize, Solid Gold Medal; Second Prize, Silver Medal.

5. One Mile Safety, Handicap, Open.
First Prize, Warwick Diamond Frame Safety; Second Prize, Gentleman's Dressing Case.

6. Quarter Mile, Ordinary, Division Championship.
First Prize, Solid Gold Medal; Second Prize, Silver Medal.

7. One Mile Safety, Division Championship.
First Prize, Solid Gold Medal; Second Prize, Silver Medal.

8. Half Mile Ordinary, Open.
First Prize, Rush Full Nickel Safety; Second Prize, Pair Opera Glasses.

9. Quarter Mile Safety, Division Championship.
First Prize, Solid Gold Medal; Second Prize, Silver Medal.

‡10. Two Mile Safety, Open.
First Prize, Fine Clock; Second Prize, Silk Umbrella.

11. Half Mile Ordinary, Division Championship.
First Prize, Solid Gold Medal; Second Prize, Silver Medal.

12. One Mile Safety, Open.
First Prize, Victor Full Nickel Safety; Second Prize, Lakin Cyclometer.

* 3d Prize, Nickel Rambler Lamp; † 3d Prize, Pair Fine Bicycle Shoes; ‡ 3d Prize, Elegant Meerschaum Pipe.

Entries to Handicap and Novice Races Close July 7th. Entries to all other races close July 11th. For Entry Blanks and further information address GEO. W. SMITH, Chairman Racing Committee, 38 1-2 East Spring St., Columbus, O.

The Official Programme of Meet will be issued in a few days.

WHEELMEN WEAR
THE NEW
CENTURY-BRACE
TRADE MARK

THE BEST SUSPENDER.

Non-elastic and yet perfectly elastic. Does not heat the body as a belt or tight-fitting trousers; nor the shoulders as do the elastic web suspenders.

If your furnisher does not keep them, send 50c., 75c. or $1.00 for sample pair by mail, postpaid.

CHESTER SUSPENDER CO.,

No. 21 Decatur Avenue, Roxbury, Mass.

Mention this paper.

The Third District

L. A. W. RACE MEET

Hagerstown, Md., July 2, 3, 4.

Comprising the States of Pennsylvania, Maryland, Delaware, District of Columbia, Virginia, and West Virginia.

The largest meet in the East this year.

Excursion rates, one fare for the round trip on all railroads.

An attractive list of events, embracing many open races and several Division Championships of Penna., Md., Del. and D. C.

$1560 in Valuable Prizes,

Including Bicycles, Gold Watches, Diamond Pins, Silver Cups, Gold and Silver Medals.

Entries close June 27, with

HARRY B. IRVIN, Box 111, Hagerstown, Md.

"Imperial Wheels" FOR ALL AROUND RIDING ARE POSITIVELY THE BEST



MANUFACTURED ONLY BY
AMES & FROST COMPANY
302-304 WABASH AVE, CHICAGO
CATALOGUE UPON APPLICATION

A MODERN PRINTING OFFICE AND BINDERY.

The Collins Press

Gives Satisfaction Every Time.

WE PRINT

The "Technology Architectural Review,"
"Bicycling World and L. A. W. Bulletin,"
"Wade's Fibre and Fabric,"
"The Musical Herald."

PRINTERS TO THE BOSTON UNIVERSITY.

THE MIDSUMMER EVENT.

Columbia Cycle Club TOURNAMENT,

At Charter Oak Park, Hartford, Conn.,

JULY 4th, 1891,

Will Set the Pace for the Year.

Fastest Cycle Track in America. Look out for exciting contests and new records. Three costly prizes in every event. Two elegant prizes given to out-of-town clubs in parade.

See official programme.

SPECIAL ENGAGEMENT OF

W. S. MALTBY, Champion trick rider of the world

Excursion rates from Bridgeport, New Haven, Meriden and Springfield. Entries close June 27. Entry blanks mailed on application.

C. F. TUCKER, Sec'y.,
P. O. Box 54, Hartford, Conn.

WE MAKE

A SPECIALTY OF BUYING AND SELLING SECOND-HAND HIGH GRADE WHEELS.

SCHWALBACH CYCLE CO.,
Brooklyn, N. Y.

Reduced Rate

FOR

HAGERSTOWN MEET.

On account the Wheelmen's Meet at Hagerstown, Md., July 2-4, the Baltimore and Ohio Railroad, the only direct line to Hagerstown from East or West, will sell the tickets at the lowest first-class fare for the round trip from all points. The sale of tickets will begin June 30th. Tickets will be good for return passage until July 7th. The "Official" train of L. A. W. out of New York will be via the famous Royal Blue Line of the B. and O. and connecting roads, and will be run through to Hagerstown without change. All B. and O. trains from the East for Hagerstown run via Washington. Tickets allow stop over at the Capital, going and returning. Bicycles of passengers transported free of charge. Detailed information in regard to time of trains, rates of fare, etc., will be cheerfully furnished by any of the following named agents of the line, viz: A. J. Simmons, New England Passenger Agent, 211 Washington st., Boston, Mass.; C. P. Craig, Gen'l Eastern Passenger Agent, 415 Broadway, New York; C. R. Mackenzie, District Passenger Agent, 833 Chestnut st., Philadelphia, Pa.; B. F. Boad, Division Passenger Agent, Baltimore, Md; E. D Smith, Division Passenger Agent, Pittsburgh, Pa; W. E. Reppert, Division Passenger Agent, Columbus, O.; L. S. Allen, Asst. Gen'l Passenger Agent, Chicago, Ill.; O. P. McCarty, Ass't. Gen'l Passenger Agent, Cincinnati, O.; G. M. Taylor, Passenger Agent, 105 N. Broadway, St. Louis, Mo. Or any Ticket Agent of the Baltimore and Ohio R. R.

L. A. W. SPECIAL.

All Shoes Stamped with this Trade Mark are of the Celebrated Norman & Bennett make. They are the best Fitting and Most Comfortable Shoe ever produced for Wheelmen.



FOR SALE BY

THE LEADING DEALERS

From Maine to California.



WE DIDN'T DO IT!

And we won't promise to refrain from a repetition of said delinquencies. 'CAUSE WHY? WE are NOT GUILTY.

And we wish it understood, once for all, in full reply to many letters of inquiry, that we DID NOT build the Leaning Tower of Pisa, we had no finger in the erection of the old Mill at Newport; Bunker Hill Monument was finished without our trying to spring any information or plans of previous designs on the Commissioners.

The established receipe for English Plum Pudding is no infringement on any formula of ours. We do not license makers of German sausage to use any confined styles of overcoatings, which are exclusively our property. The grass hopper weathervane on Faneuil Hall is NOT a BASE IMITATION of any particular style of hoppergrasses we were building 'steenty years ago.

We simply rise to explain that WE BUILD "BRONCHO" SAFETY BIKES. That we shall continue to build and sell them as long as the present demand continues, the assertions of the N.B. class of worshipers to the contrary, nothwithstanding.

If you want to know all the inside facts, write for CAT. and Testimonial book, AT ONCE.

ADDRESS ALWAYS,

M. V. LIVINGSTON CYCLE MFG. CO., 245 Columbus Ave., Boston, Mass.

NOW READY!

New Edition Revised

— OF —

Mr. Porter's Excellent and Remarkably Successful Handbook of the Wheel and Everything Connected with its Use.

Brought down to date with Special Reference to Tires and Vibration.

CYCLING

— FOR —

Health and Pleasure

A Complete Guide to the Use of the Wheel.

230 Pages, Illustrated.

PRICE, 50 CENTS, POSTPAID.

WHEELMAN COMPANY, PUBLISHERS.

12 Pearl St., - Boston.

Stamps not Received.

$1000 IN PRIZES $1000

Indiana Division L. A. W. Race Meet,

INDIANAPOLIS, JULY 11th.

Fifteen Events, embracing seven State Championships and six open races.

Entries close July 4 with L. J. KECK, 116 N. Penn Street, Indianapolis, Ind.



SAMPLE CAN, BY MAIL, 25 CENTS

Liberal Trade Discount.

GRAPHITE,

P. O. Box 1202, NEW YORK, N. Y.

A NEW DEPARTURE.

"THE BICYCLE INN,"

194 and 196 Columbus Avenue, Boston.

Bicycles Boarded, Cleaned and Cared For

BY THE DAY OR WEEK.

Competent Attendance and Moderate Charges

Dressing, Toilet and Coat Rooms in connection with the only "BOARDING STABLE" for Bicycles in Boston, where you can leave or take your wheel at any hour of the day or evening.

E. E. BROWN, Manager.

$2.75.

I will cut a single line, steel street die, monogram or cipher, with 5 quires fine writing paper and envelopes, paper stamped in colors for $2.75; all duplicate orders filled at $1.00 less, the die to remain in my possession; will mail samples on application.

M. R. WARREN

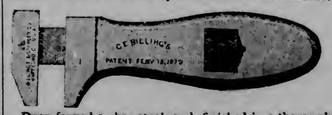
Stationer and Engraver,

336 WASHINGTON ST., BOSTON

Mention this paper.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged o bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.

For sale y a Cycle manufacturers and dealers.

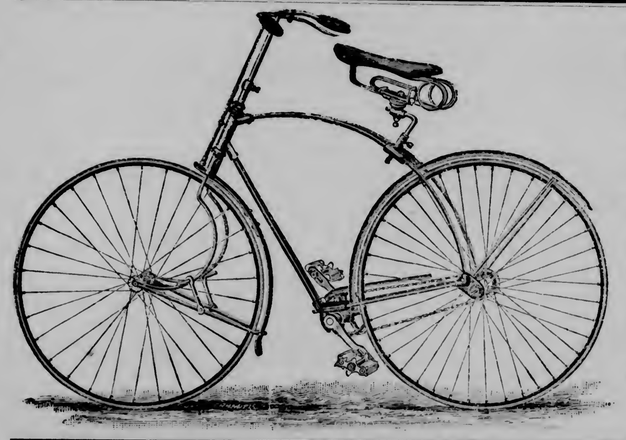


WHAT IS HIGH WATER MARK?

Actual shipments of the **Giant Safety Bicycles** so far this year have been as follows: January, 793; February 852; March, 1112; April, 2001; May, 2256; Total, **7014.** Above are facts and demonstrate conclusively to the practical mind the widespread popularity of these wheels. We are now working overtime and producing about 450 wheels per week. Pretty good for a factory not yet two years old, is it not?

New edition of Catalogue now being mailed.

H. A. LOZIER & CO., - - Cleveland, Ohio.



Every rider of the

Eclipse Safety Bicycle

will tell you it is the finest machine he ever sat on.

You can make more miles over rough or smooth roads, in a day, with less effort, than on any wheel made.

The construction of the wheel is such as to remove all jar, and give the rider a machine that is as easy as a buggy.

The frame is made of material that cannot be broken.

The workmanship is first-class, ball bearing throughout, tangent spokes, and elegantly nickel plated.

Do not fail to see the ECLIPSE before buying. Price $100.

STEEL PULLEY & MACHINE WORKS,

Patentees and Sole Makers,

INDIANAPOLIS, IND.

PARAGON. ✣ TOURIST

SIDWELL & SABEN,

NEW ENGLAND AGENTS.

243 Columbus Avenue, - - Boston, Mass.



"THE BELMONT."

The Best Value ever offered to the American Public. Highest Grade throughout. Credenda Steel Tube, Dropped Steel Forgings, Garford Saddle, and Best Cushion Tires. True Referee Frame. Price, direct spokes, $100. Tangent spokes, $110.

Agents Wanted.

Manufacturers,

THE SWEETING CYCLE CO., 639 Arch Street, Philadelphia.

WHEELMEN LOOK OUT FOR THE REFEREE.

We can now fill some of the numerous orders which we have received. The machines are coming along in good shape and are beauties indeed.

You will miss it if you don't inspect them at the

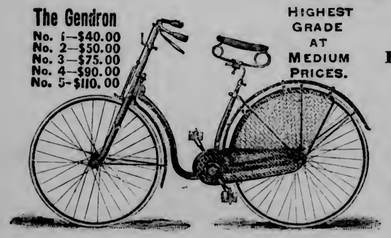
Referee Depots, W. J. NEWMAN, 46 COLUMBUS AVENUE, BOSTON, and 420 HARVARD SQ., CAMBRIDGE, MASS.

BOTH STORES OPEN EVENINGS.

BRETZ, CURTIS MFG. CO., Importers, Philadelphia, Pa.

GENDRON.

The Gendron
No. 1—$40.00
No. 2—$50.00
No. 3—$75.00
No. 4—$90.00
No. 5—$110.00



HIGHEST GRADE AT MEDIUM PRICES.

We are Headquarters for Cycle Supplies.

SEND FOR CATALOGUE.

The Gendron NO. 6 $100.00.



The Gendron NO. 7 $115.00.

GENDRON IRON WHEEL COMPANY,

Eastern Office and Wareroom: 107 Chambers St., New York. Factory and Home Office: Toledo, Ohio.



Dealers and Riders,

Have you examined the fine points in our 40-pound, Cushion-Tyred

"METEOR" SAFETY.

BANKER & CAMPBELL CO.,

(LIMITED.)

12 Murray St., N Y. 1786 Broadway, N. Y. 1311 Bedford Ave., Brooklyn.

SEND FOR CATALOGUE.



Largest Exclusive Bicycle House

Between New York and Chicago.

WHOLESALE and RETAIL DEALERS

27 Different Styles of Wheels,

Ranging in price from

$20 UP TO $135.00.

Agents Wanted in Unoccupied Territory. Write for Descriptive Catalogues.



STANDARD CYCLE CO., - 588 Main Street, Buffalo, N. Y.

MARTIN & STEVENS (Successors.)

THE TOURIST.



Simplicity in Construction. Ease in Running. Cushion Tyres. Bown's Ball Bearings. No Cast Metal. Manufactured for us by Wm. Bown, Birmingham, England.

Also General Agents for the

Warwick, Kenwood, Psycho, Referee AND THE St. Nicholas

Line of Medium Grade Wheels.

MANUFACTURERS OF THE

Perfection Bicycle Alarm,

Tire Heaters and

Bidwell Cyclometer.

Good Agents Desired. Send for Catalogue and Terms.

George R. Bidwell Cycle Co.,

Chicago: 270 and 272 Wabash Avenue. 308 and 310 W. 59th St., New York City

Featherstone's Pneumatics

WIN THE RACE!

What Race? Why, the Human Race!

THEY WIN THE PATRONAGE OF ALL.

BECAUSE

They are Fast on Road or Track.
They are the acme of Comfort.
They are built Right.
They are fully guaranteed.

THIS INCLUDES THE TIRES.

We guarantee immediate delivery as we now have them in quantities. Pay your money and take your wheel. We stand behind it.

WRIGHT & DITSON, Sole N. E. Agents,

578 and 580 Washington Street, Boston.

WESTERN * WHEEL * WORKS.

1891 · CATALOGUE · NOW · READY.

——SEND FOR IT.——

BEST LINE OF WHEELS FOR THE MONEY EVER MADE.

STEEL TUBING AND DROP FORGINGS.

LIGHT, STRONG, GRACEFUL, NEATLY FINISHED AND PERFECTLY FITTED.

R. L. COLEMAN & CO., 35 Barclay St., 40 Park Place, New York.

Agents,—Eastern, Middle and Southern States.

Princess No. 1, 30-inch, balls all over, -	$85 00	Climax No. 2, 28-inch, ball bearing, - -	$60 00
Princess No. 2, 28-inch, " " -	$75 00	Prince No. 1, 26-inch, " " - -	$45 00
Princess No. 3, 26-inch, " " -	$60 00	Prince No. 2, 24-inch, " " - -	$35 00
Climax No. 1, 30-inch, ball bearing, - -	$65 00		

These Wheels Are Built for Our Trade.
Agents Wanted all Over the World.

J. E. POORMAN, Agt., Cincinnati, O.



WHY DOES THIS MAN SMILE?



Because he bought his bicycle from us and SAVED MONEY. Send for catalogue and bargain list and see what we can do for you. Remember we also sell on favorable installment plan terms, if desired. Write for particulars. Any wheel on the market supplied at lowest prices.

If you are a Bicycle Dealer, write for our WHOLESALE prices.

A. W. GUMP & CO., - - Dayton, Ohio.



Bicycle Riders, Base Ball Players, Athletes, Gymnasts, tell us that it is the best and most satisfactory supporter made.

Let Every Sportsman Try Them. Price, $1.00.

Will send by mail on receipt of price. Send size of waist and hip.



KNEE PANTS.

(Patented.)

810. Heavy Rib.

Improved double seat and pocket.

FULL PANTS.

(Patented.)

828.

HEAVY RIB.

Improved Double Seat, Strap and Pocket.





No.		Each.
970.	Heavy Sweater,	$5 00
967.	" "	4 00
767.	" "	3 50



3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50.

3—1. Black, navy, grey mixed, stocking, $1.25.

1—1. Black, navy, grey mixed, stocking, $1.00.

ATHLETIC and GYMNASIUM GARMENTS Manufactured by HOLMES & CO., 109 Kingston Street, Boston.

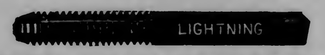
SEND STAMP FOR CATALOGUE.

"P. D. Q." means: "PRINTING DONE QUICKLY." We fill all orders with the *utmost promptness*.

P.D.Q.

Write to us for samples and prices of our *new* L. A. W. Address Cards. Don't order without first seeing *our* samples. BRISTOL PRINTING CO., NORTH EASTON, MASS.

FINE TAPS AND DIES. For Bicycle Work.



LIGHTNING AND GREEN RIVER SCREW PLATES.
Bolt Cutters, Hand and Power Drilling Machines Punching Presses and Other Labor Saving Tools.
Send for Price List.
WILEY & RUSSELL MFG. CO., Greenfield, Mass.

A Few Bargains to Dealers Only.

Strictly New Goods.
Write Quick.

D. SNITJER, St. Louis, Mo.



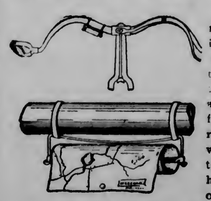
FOR TANGENT AND DIRECT SPOKES.

Nickeled, Price 75c., Postpaid.

Dealers send for Sample and Electrotype.

AVERY & JENNESS,
5756 Madison Ave., Chicago.

TOURISTS' MAP HOLDER.



No dismounts necessary to examine your map. Rolls up like a spring curtain. Lay a strip of transfer paper over a map of your route for the day and mark route on paper, which you pin on to the ribbon. This holder is suspended on rubber and cannot rattle. Patent applied for. Sent by return mail for **$1.00.** Address

D. H. SMITH, 235 High Street, Holyoke, Mass.

ANNUAL EUROPEAN CYCLE TOURS,
CONDUCTED BY WM. HEYNY, JR.
Through the HARZ MOUNTAINS, Germany.
60 Days. Total Cost $200.
First Cabin Passage. Sail July 4th
At 5 A. M., by the new steamer "DANIA."
Address **Wm. Heyny, Jr.,** 301 Sixth St., N. Y. City.

"QUADRANT" CYCLES

ARE RENOWNED FOR

ORIGINALITY.

We make our own designs and work our own patents, constantly incorporating in our machines about 12 or 14 of our own inventions.

EXCELLENCE.

In these days when the commonest rubbish is advertised as "the best, the lightest, the swiftest," etc., and even sold as such, we can only ask intending buyers to send for our 1891 catalogue, and read the 16 pages of unsolicited testimonials received during the past season.

TRUSTWORTHINESS.

"A prominent feature of their exhit (Philadelphia Exhibition) is a 'Quadrant' which was caught between two cable cars on Columbia Ave. This machine is bent and twisted in every direction, but not a thing is broken."—*Bicycling World*, 6 March, 1891

"The machine is twisted out of all resemblance to a bicycle, but so far as can be seen not a single break occurred."—*Referee*, 6 March, 1891.

SAFETIES No. 17 and No. 20, with Tangent Spokes and Solid Cushion, and Pneumatic Tyres, are the leading lines of the season.

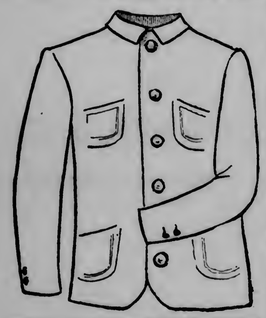
Wholesale Agents for New England, New York, Pennsylvania, New Jersey, Delaware, Maryland, West Virginia and District of Columbia,

THE STRONG & GREEN CYCLE M'F'G CO., 707 ARCH STREET, PHILADELPHIA.

For all other States east of the Mississippi,

ALFRED FIELD & COMPANY, 93 CHAMBERS STREET, NEW YORK.

Makers: THE QUADRANT TRICYCLE COMPANY, Birmingham, England.



Plymouth Rock Pants Company.

HEADQUARTERS: 11 TO 25 ELIOT STREET, BOSTON, MASS.

Official State Tailors OF THE L. A. W.

Washington, D.C., Maryland, Pennsylvania, Connecticut, New Hampshire, Virginia and Missouri.

Authorized makers from the LEAGUE CLOTH.

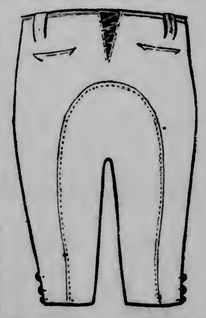
Coat, - - - $7.50
Breeches, - 4.75 } **Ordered Together, $12.25.**

As per *specifications required by the Uniform Committee.*

We have Branch Stores in the following Cities where your orders will be taken.

BRANCHES: 279 Broadway, New York; 943 Penn. Ave., Washington, D. C.; 72 Adams St., Chicago, Ill.; 914 Main St., Richmond, Va.; 217 19th St., Birmingham, Ala.; 291 Main St., Worcester, Mass.; 275 Meridian St., East Boston; 508 Mulberry St., Macon, Ga.; Room 4, Y.M.C.A. Bldg., Burlington, Vt.; 282 Second St., Memphis, Tenn.; 430 Church St., Nashville, Tenn.; 820 Main St., Dallas, Tex.; 649 Broad St., Augusta, Ga.; 108 W. 3d St., Davenport, Ia.; 1109 Broad St., Columbus, Ga.; 307 Tremont St., Galveston, Tex.; 143 So. 12th St., Lincoln, Neb.; 700 Austin St., Waco, Tex.; 110 Canal St., New Orleans, La.; 6 E. Government St., Pensacola, Fla.; 39 Whitehall St., Atlanta, Ga., 68 So. Main St., Waterbury, Conn.; 970 Elm St., Manchester, N. H.; 106 N. Main St., Concord, N. H.; 104 Montgomery St., Montgomery, Ala.; 796 Chapel St., New Haven, Conn.; Main St., opp. P.O., Springfield, Mass.; 16 W. 9th St., Chattanooga, Tenn.; 134 Thames St., Newport, R. I.; 606 Main St., Kansas City, Mo.; 244 Fourth Ave, Louisville, Ky.; Exchange St., corner entrance, 2 State St., Hartford, Conn.; 910 Congress Ave, Austin, Tex.; 406 Houston St., San Antonio, Tex.; 318 So. 15th St., Omaha, Neb.; 310 E. 5th St., Dayton, Ohio.

Also Agents at most all points in every State. We will call whenever and wherever needed by your notifying Headquarters, BOSTON, MASS.



Makers of ALL STYLES OF UNIFORMS.

Address POSTAL CARD For Samples.

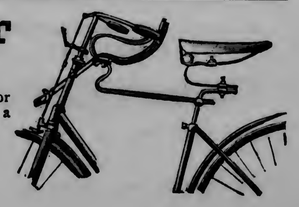
The * Beauty * Bundle * Carrier

AND CHILD'S SEAT.

ADAPTED for all Safety Bicycles and Tricycles, attaching to either horizontal, vertical, solid or hollow posts of any diameter, without marring the same. Will carry a good-sized child, a peck of apples, an armful of books, or anything you can get in it.

Cloth, $6. Mackintosh, $7. **Send for Circulars.**

RICH & SAGER, 210 West Main Street, Rochester, N. Y.



SPECIAL NOTICE TO THE TRADE.

The Manchester Cycle Company, Limited,

OF MANCHESTER, ENGLAND.

Have much pleasure in announcing that they have a large stock of the celebrated **"Irwell Safety"** on hand, ready for immediate delivery. Material and workmanship of the best. Guaranteed for twelve months against imperfections of any kind. The **"Irwell"** is the machine so popular in England for touring, on account of its strength, combined with lightness.

The Manchester Cycle Co., Ltd., are very desirous of introducing these wheels into every section of the country, and to do this quickly, and save correspondence, this announcement is made:

The price of the **"Irwell" is *$100*,** the discount to the trade is **25 per cent.** The Company want to sell through the trade only, and therefore will not supply any at retail in any town after an agent is appointed. *However*, until an agent is appointed, sample wheels will be furnished to any applicant at ***$75*** net, this being the lowest wholesale price. The machines will be crated, and are fitted with Garford saddle, tool-bag, oiler, wrench and bell. Built of Credenda steel tube, drop forgings and ball bearings all over.

After an Agent is appointed in any town, *no more* wheels will be *Retailed* at *Wholesale* prices.

Wheels sent C. O. D., with privilege of examination, on receipt of $10. Guaranteed Superior to most, and equal to any in material, workmanship and finish. Address,

The Manchester Cycle Co., Ltd., of Manchester, England. || American Office, 101 NORTH SEVENTH ST., Philadelphia, Pa., U. S. A.

Missouri Division Annual Meet

AND

CYCLING TOURNAMENT

AT

Fair Grounds, Carthage, Mo.,

July 3d and 4th,

AT 2 P. M.

Entries Close June 28th at 6 P. M.

$800 IN PRIZES.

EVENTS:

1 One Mile Ordinary, Novice.
1st Prize, Gold Medal, $15; 2d, Pair Ball Pedals.

2 One Mile Safety, Novice.
1st Prize, Gold Medal, $15; 2d, Bicycle Hub Lamp.

3 One-half Mile, Open.
1st Prize, Gold Medal, $25; 2d, Breech Loading Shot Gun.

4 One Mile Safety, Handicap.
1st Prize, Safety Bicycle, $75; 2d, Elegant Clock, $15.

5 One Mile Ordinary, Missouri Division Championship.
1st Prize, Gold Medal, $25; 2d, Oxydized Silver Smoking Set, $15.

6 Three Mile Safety, Missouri Division Championship.
1st Prize, Gold Medal, $25; 2d, Sterling Silver Watch, $15.

7 One Mile Ordinary, Handicap.
1st Prize, Kodak Camera; 2d, Fine Piano Lamp.

8 One Mile Safety. Missouri Division Championship.
1st Prize, Gold Medal, $25; 2d, Massive Silver Headed Cane, $12.

9 Two Mile Ordinary, Handicap.
1st Prize, Gold Watch, $50; 2d, Gold Headed Cane, $20.

10 Ten Mile Ordinary, Missouri Division Championship.
1st Prize, Gold Medal, $25; 2d, Elegant Silver Water Service, $16.

11 One Mile Ordinary, Consolation.
1st Prize, Victor Cyclometer; 2d, French Bicycle Horn; 3d, Luggage Carrier.

12 One Mile Safety, Consolation.
1st Prize, Rat Trap Pedals; 2d, Lamp; 3d, Cycle Horn.

13 Hill Climbing Contest on July 3.
1st Prize, Gold Medal, $25; 2d, Silver Headed Silk Umbrella.

Wilder & Laing, of St. Louis, offer a Special Gold Medal to any rider breaking the State mile record of 2.46 in any race contested at Carthage. Riders who intend to compete must notify the referee on July 4.

L. A. W. RULES TO GOVERN.

Finest Half Mile Track in the West. Fast Time. Prize List ready next week.

For Entry Blanks address R. W. GARNER, Carthage, Mo.

Entry Fee 25c. for each event, which must accompany all entries.

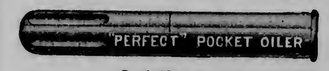


$3.00 Per Pair. **$3.00 Per Pair.**

It is just like this, we have a good Shoe and guarantee it Kangaroo. We are not afraid to say this, because it is true. There is plenty of higher priced Shoes you can buy, but the above guarantee is generally nix. Send for Catalogue and rules for self measurement. Liberal terms to Agents. Address,

W. B. TOULMIN, 285 Main St., Buffalo, N. Y.

"PERFECT" POCKET OILER.



One-half size.

For Bicycles, Guns, etc. No Leakage. Throws only small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price 50c. each. CUSHMAN & DENISON, 172 Ninth Avenue, N. Y.



Official Outfitters to the League of American Wheelmen.

Authorized by the Executive Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.

406, 408, 410 & 412 Broome Street, NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.00, BREECHES, $5.25.
Cloth, $2.10 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk..... .40
Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic. 4.00
No. 1, Canvas, leather trimmings. 3.50

Sent post paid on receipt of price.
Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,
241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia. 1033 Chestnut St.

THE NEW COLOR LEAGUE CLOTH IS NOW READY.

Samples of same can be obtained on application to

BROWNING, KING & CO., - New York.



THE SPIRAL FLEXIBLE TOE CLIP

Is flexible and easy on the foot. Adjusts to any size of foot or pedal. Stands any amount of blows, kicks or tramping on, and still retains its form. Will not catch on curbs, sidewalks, door sills or obstructions and pull out of shape while wheel is being trundled over them.

The only toe clip extant that permits of the correct adjustment of foot to pedal; not having a toe check it does not tend to pedalling with toes pointing downward, which position induces a strained and set condition of the muscles of the foot, ankle and calf. One of the best, simplest and most easily attached. Try a pair and be convinced. Send for descriptive circular.



AS CARRIED WHILE RIDING

No more foul, greasy and collapsed tool bags.
No soiled hands or clothes
No loss of oil or one's temper.
No dirty tool bags or oily tools.
No weight, no delays to oil up.
No loose tops, no rattle.
No neglected or damaged bearings.
No squeaking or pounding.

Made in sizes suited to different machines.

Pronounced by old wheelmen, the press and the trade as the BEST novelty before the cycling public for '91.

In ordering state make of wheel and give diameter of seat rod or handle bar shaft.

Price mailed, 50c. With C. & D. Oiler $1.

The Spiral Flexible Toe CLIP is flexible, easy, adjustable, effective, indestructable, faultless. One of the best, simplest and most easily attached. Price per pair, mailed, 50c Agents wanted everywhere. [Mention this paper.

Descriptive circular free.

L. H. BANNISTER & CO., Youngstown, Ohio.

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. **W. E. AUGHINBAUGH**, Baltic Building Washington, D. C.

M. R. WARREN,

Fine Stationery,

336 Washington Street, - Boston.

I call special attention to my engraving department, in which you will find the best of workmanship, correctly and quickly executed at the lowest prices.

SATISFACTION GUARANTEED.

Wedding Invitations,
Wedding Announcements,
Reception Cards,
Visiting Cards,
Party Invitations, etc.

Sketches Furnished. Odd Novelties in Box Papers. New Style Envelopes.

Mention this paper.

ATHLETIC GOODS!

KINGSTON KNITTING CO.,



Manufacturers for the

Trade and Clubs.

The most beautiful line of

Bicycle, Gymnasium, Tennis Costume and Sporting Goods

Made, in worsted, wool and best lisle thread stock. Unsurpassed for style, completeness, elasticity and durability, and at very low prices.

Send for catalogue and club price list, or order with entire confidence that our styles, material and prices will be entirely satisfactory.

No. 27 Kingston Street,

BOSTON, MASS.

BEST OUT.

75c. for this Nickeled Toe Clip.



Every wire braces the others. Best Spring Steel. Foot never slips. No headers. Great for hill climbing. No pinching of corns or catching of foot. Solid comfort. Rubber coated, only 90 cents. The Pat. balance E, always brings Pedal and Clip right side up as per cut, only 75 cents extra.

If your Agent is dead and don't keep it, don't let him bluff you, but send price by P. O. Note. No stamps. Size 1 for boots up to No. 8. Size 2 for boots from 8 to 11. ☞AGENTS WANTED EVERYWHERE

J. A. HUNT & CO., Sole Mfgs., Westboro, Mass.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜



L. A. W. BADGES

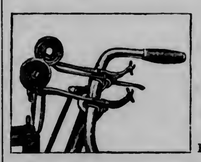
The official design in **SOLID GOLD.**

Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the interior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better to. $1.50, $2.00, and $2 50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.



LAMSON'S

Luggage Carrier

NO. 1.

Convenient, durable, noiseless, cheap. **$1.** Sold everywhere.

Made by

C. H. LAMSON,

Portland, - Maine.



JOHN HARRIOTT.

PRIZE MEDALS CUPS,

BADGES AND PINS.

3 WINTER ST. BOSTON.

WANTED—Bicycle Dealers and Agents to handle our *Official League* and other Bicyclists' emblems. Send for price list and discounts. DURYEA JEWELRY CO., wholesale jewelers, 180 B'way, N.Y.

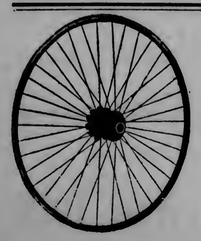
L. A. W. CARDS. Send stamp to BARTLETT & POWERS, 16 Gooding Street, Pawtucket, R. I.

BARGAINS—We must have money. We sell out at nearly cost. Columbia, $115; Union No. 12 $105; Eclipse, $75; Gendron No. 5 (cushion), $85; Giant, $75; Gianless, $65; Crescent, $70; Juno, $65; Featherstone Pneumatic convertable, $115; all above 1891 machines. One Ladies' Columbia, $100; 1 Hartford, $75 of 1890 pattern. Every wheel good as new, but all been used a little. C. O.D. F. B. CATLIN, Winsted, Conn.

BARGAINS—10 second-hand safeties; 2 ordinaries cheap. **REMINGTON**, $100; Typewriter, good as new, $65 C.O.D. **HALL**, $30, for $25. World $17, $10. C. E. CLAFLIN, Bicycle Agent, Lock Box 371 Hopkinton, Mass.

FOR SALE—Three $135 Bronchos, 1891 pattern; fine wheels, latest improvements; price only $85. Address the manufacturers of best Toe Clip on earth, J. A. HUNT & CO., Westboro, Mass.

1891 PNEUMATIC—B. & A. Humber racing safety, 26 1-2 pounds, Dunlop's latest (sewn canvas) pneumatic tires; machine and tyres absolutely new; enamel slightly marred; $150; owner going to England. H. O. STICKNEY & CO., 440 Harvard st., Cambridge.



I. A. WESTON & CO.,

JAMESVILLE, N. Y.,

MANUFACTURERS OF

SAFETY BICYCLE WHEELS,

MADE WITH

Parallel Coned or BALL BEARINGS, Solid or Cushion Tire.

THE BEST MATERIAL and THE FINEST FINISH.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ *Cash must accompany the Order.*☜

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜

'91 CUSHIONED WARWICK, diamond frame, 1 1-4 tires; never ridden; $120; $450 Club tandem tricycle, $50; $140 Catford, new last fall, $75; '89 Warwick, $65. W. E. ELDRIDGE, Newark, N. J.

$80 BUYS a 30x24 Star, 1890 style; cost $113; latest improvements; excellent condition; will exchange for 1891 30x30 Star. H. S. EVANS, Box 401, Youngstown, O.

PREMIER ROADSTER SAFETY—Perfect, A1 condition; balls all over; warranted thoroughly strong and reliable roadster; weight, 50 pounds net; price $75. H. O. STICKNEY, 440 Harvard st., Cambridge.

$75 Buys Rover Safety, in good shape. $65 buys National Safety, good as new. J. J. YOUNG Joliet, Ill.

FOR SALE—One No. 2 Kodak, very little used, $25. Also wanted ladies' safety bicycle. Price must be low. Address Box 77, Waterville, N. Y.

FOR SALE—30x24 Star; almost new; ridden about 100 miles; hollow frame, ball bearings to front wheel; price $80. WALTER DAVIS, 2447 Broadway, Cleveland, O.

$60 Buys 54 inch all nickeled Eagle; good condition. G. L. F., Box 12, Norston, Conn.

FOR SALE CHEAP—1 New Improved 1891 Crescent Safety run less than 100 miles, will sell for $75, cost $85, will send on approval C.O.D. on receipt of $5. G. E. W., 310 Main st., Towanda, Pa.

WANTED—To exchange, a handsome 7 stone diamond ring, cluster worth $100, for High Grade Safety, or Tandem Safety, address with full description of wheel, FRANK K. SMITH, 411 N. Main street, Piqua, Ohio.

1891 B. & A. HUMBER LIGHT ROADSTER Safety, nearly new; A1 condition; very fast and strong; will carry up to 180 pounds; price $85. H. O. STICKNEY & CO., 440 Harvard st., Cambridge.

FOR SALE—45-inch Special Star; hollow rims, frame, bar, spade handles, balls, cyclometer; cost $140; price $45. Child's single or tandem tricycle, cost $70; price $25. DR. HERTZ, Hazelton, Pa.

53-INCH RUDGE RACER, nearly new, $45; No. 1 condition; 52-inch Eagle, new last fall, $55; fine condition. A. IRVING FULLER, Rome, N. Y.

FOR SALE—Two Ladies' Rovers; the finest ladies' wheel made; almost new and in perfect order; Garford Saddles; $110 each; weight, 39 lbs. J. S. NEGUS, 219 Putnam avenue, Brooklyn; 140 Water st., New York.

VICTOR SAFETY FOR SALE—'89 pattern; used 500 miles; just been refinished at factory and is in first-class condition; best cash offer takes it. GRANT McNEIL, Akron, O.

BARGAIN—Light Roadster Rambler Bicycle, 1891 pattern; ridden less than six miles; $112; No. 17 Quadrant Safety Bicycle, never uncrated, for $115; either one will be shipped, with privilege to examine, on receipt of $10, the balance C. O. D. W. A. CAMPBELL, P. O. Box 83, Oil City, Pa.

1891 COLUMBIA L. R. Safety, $115; perfect; Hartford Ladies' Safety, cushion, $90; perfect. L. B. SUTTON, New Canaan, Conn.

25 CENTS BUYS Road Book and Map of Boston and Vicinity. CHAS. A. UNDERWOOD, Jamaica Plain, Mass.

FOR SALE—Star Safety, with bell and lamp, $90. Address B. I. CARHART, 540 Broadway, Albany, N. Y.

FOR SALE—48-inch American Light Champion in A1 condition. Will sell cheap or trade for high grade safety. Correspondence solicited. P. W. HALL, Sheldon, Iowa.

A BARGAIN—I have taken in exchange one "Swift" Safety, Model A, and one "Victor," Model C, both latest patterns and cushion tires; will sell for $125 each C. O. D. A. E. HARRIS, Ashburnham, Mass.

BE QUICK if you want a bargain—First draft for $100 takes a 48-inch F. N. Eagle; good as new; also a number of guns for sale cheap or trade. S. B. ALLEY, 601 South First street, San Jose, Cal.

UNION SPRING SAFETY, No. 12, '91 pattern; just uncrated; perfect condition; $115. H. RIDDLE, 642 Wabash avenue, Terre Haute, Ind.

FOR SALE—*Rational Ordinary* Columbia Light Roadster, 55-inch, and cyclometer; perfect condition. Address D. Q. EWING, St. Nicholas Building, Pittsburgh, Pa.

FOR SALE—50-inch Standard Eagle bicycle in good condition. A bargain at $65. Correspondence solicited. Address R. G. STOVALL, care of Second Natl. Bank, Jackson, Tenn.

FOR SALE—One new Hartford Safety, cushion tires, perfect condition; never been used; regular price $105; will sell for $95 C. O. D. GEO. O. ALLEN, Fitchburg, Mass.

$100 BUYS 1891 full nickeled 52 inch Eagle; good as new, except saddle slightly marked. R. P. HOLDEN, Saratoga Springs, N. Y.

HAWKEYE CAMERA FOR SALE—$11.00; 1892 model; 3 double plate holders. A. P. C., 16 Warren ave., Marlboro, Mass.

$85 BUYS a first-class '89 Victor Safety; sent on approval for $5 H. E. CLEWELL, Nazareth, Pa.

NOW IS THE TIME To Advertise in the BICYCLING WORLD AND L. A. W. BULLETIN.

MUST BE SOLD.

If you want a "Bargain,"

Send for List to EDMANS & SON, Troy, N. Y.

WANTED.

A FEW DISTRICT AGENTS

—OR A—

Sole American Agent

FOR A HIGH-CLASS CYCLE.

Apply Immediately to

THE COVENTRY CYCLE MFG. CO., GROVE WORKS, Coventry, England.

BICYCLE RECORDS.

Cycle Records compiled from official sources by F. K. LANPHER, 48 and 50 Summer Street, Boston. Price, 10c. postpaid

---

WANTED.

25 Second hand Safeties. 2 Tricycles. 1 Tandem Tricycle. 1 Broncho Safety. In good order for renting purposes. Will exchange new Gendron or pay cash.

A. H. JUNOD, 707 N. Main St., Pueblo, Colo.

The POPULAR DIAMOND

$85.00.

BALL BEARINGS ALL OVER.



Send for Catalogue.

PERCIVAL TATTERSFIELD,

12TH AND OXFORD STS., PHILADELPHIA, PA.

Largest United States

BICYCLE SUPPLY

HEADQUARTERS FOR

Pants' Guards, Tire Tape, Rims, Balls, Locks,

ALL kinds of Supplies,

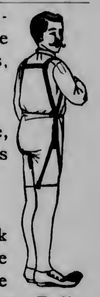
Crank Keys, Handles, Belts, Wrenches, Shoes, Lamps,

STOCKING Supporters,

Z. & S. for Shoulder, Hip and Belt, *Z.* & S. Bundle Carriers, Touring Caps, Sweaters, Knee Tights, Full Tights, Shirts, Stockenette Suits,

& FULL REPAIR SHOP.

Hose, Gloves, Cement, Enamel, Toe Clips, Horns, Tires,



CYCLOMETERS,

Badges, Graphite, Saddles, Foot Rests

OILERS, Rubber

Cement, Newark Spoke Grips, Cycle Brush Tools, Toe Clips, Screw Drivers, Bells, Instruction Belts, Bags, Safety Stands, Drinking Cups, etc.

Newark, N. J., 518 Broad St.

NEWARK, N. J. HOWARD A. SMITH & CO.

Newark, N. J.

All the Requisites for Cycling.

Send for Catalogue and Second-Hand List.--Free.

COMPLETE REPAIR SHOP.

First Annual Meet

— OF —

The Danville Cycling Club

Danville, Illinois,

July 4th, 1891.

$500 WORTH OF PRIZES.

Entries close June 27th,
Address,

W. M. BERRY,
Sec'y D. C. C.

Erie Knitting Mills,

Erie, Pa.

Are still making the very best goods for cyclers. We know this, and others are finding it out.

This is a copy of a letter just received from the champion road rider of the United States:

ERIE KNITTING MILLS—
I cheerfully recommend your knit goods for the use of bicyclers, especially hard road-riders, as from my experience with them I have found them well-fitting, elastic and durable as iron.
Yours very truly,
WM. VAN WAGONER.

FRANK FAIRBAIRN, 513 WEST 11TH ST., ERIE, PA.

Exchange Your High Wheel

FOR A SAFETY.

Try us as a last resort. Send stamps.

CLINTON CYCLE CO.,
Clinton, Mass.

NOTICE

To Manufacturers and Agents.

LOUIS GLASEL & CO., - Coventry, Eng.
THE CONTINENTAL CYCLES
Are the Cheapest and Best in the Trade.
CUSHION SAFETIES Ready for immediate delivery. Balls throughout. Best material. Workmanship guaranteed.

LOUIS GLASEL & CO.,
Supplies also all rough and finished parts; also chains, tubes, stampings, hubs, cushion tyres, lamps, forks, rims, etc, etc.

Rock Bottom Prices.
All very cheap and only for cash. Best and prompt attention given to the smallest orders.
Mention this paper.

IT IS IN THE SOUP

Without you keep your bicycle looking like new. It will not rust if cleaned with

WILSON'S WONDERFUL NICKEL and ENAMEL PRESERVER.

Price, 50 Cents. Ask your Cycle Agent for it.
Wilson Mfg. Co., 15 Tremont Row, Boston, Mass.

FITCHBURG RAILROAD

Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

HOOSAC TUNNEL ROUTE

THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

BICYCLES CARRIED FREE
FAST EXPRESS TRAINS

With elegant PALACE PARLOR and SLEEPING CARS to and from

BOSTON and CHICAGO and BOSTON and ST. LOUIS, via NIAGARA FALLS,
without change.

THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.
THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.
THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.

ELEGANT PALACE SLEEPING CARS
to and from
BOSTON and MONTREAL,
without change.

For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at
250 Washington Street, or
Fitchburg Railroad Passenger Station, Boston.
J. R. WATSON, General Pass. Agent.

Price List of Specialties

—MANUFACTURED BY—

ELASTIC TIP CO.

Mailed Postpaid on Receipt of Price.

Dropped Forged Steel Spade Handles, all nickeled and threaded to fit any machine, $2.50 per pair.
Soft Rubber Handles, pear shaped, $1.50 per pair.
Vulcanized Handles, pear shaped, $1.50 per pair.
Boys' Soft Rubber Handles, pear shaped, $1.00 per pair.
Double Grip Pedal Rubbers, No. A, 1 inch x 3 3-4 inches, $2.00 per set of four.
Double Grip Pedal Rubbers, No. B, 1 inch x 4 inches, $1.50 per set of four.
Double Grip Pedal rubbers, No. C, 1 1-4 inch x 4 inches, $2.00 per set of four.
Pedal Rubber, round or square; made from white rubber, $1.00 per set of four. When ordering state size required.
Spade Grips, vulcanite, 50 cts. per pair.
Safety Handles, vulcanite, to fit any machine, $1.00 per pair.
Safety Handles, for Boys' Wheel, 50 cts. per pair.
Soft Rubber Grips for Safety, $1.00 per pair.
Soft Rubber Grips for Boys' Safety, 50 cts. per pair.
Soft Rubber Sleeves, to fit over vulcanite grip, 75 cts. per pair.
Steel Balls, 3-16 inch, $2.00 per C.; 1-4 inch, $2.40 C.; 5-16 inch, $3.00 per C.
Imported Tire Cement, 25 cts. per box.
Tire tape for holding on tire, 25 cts. per roll
Rubber Cement, for repairing cuts in tires, 25 cts. per can.
Bicycle Spokes. Price according to quantity.
BICYCLE TIRES, SOLID or CUSHION, either red or grey; price according to size. Send for Catalogue.

ELASTIC TIP CO.,
Cor. Cornhill and Washington Street,
BOSTON, MASS., U. S. A.

REAL BICYCLE UNIFORMS.



Be sure to send for free samples and measure blanks. Club Uniforms a specialty. L. A. W. Coats, $8. Knee Breeches, $4. Punnett's celebrated Jersey Cloth Knee Breeches, only $4 a pair. Bicycle Caps, Hose, Pins, Tights, gold or silver Letters, Punnett's Invisible Pants Holders, 25c. a pair. Be sure to write now.
R. A. PUNNETT, Tailor and Athletic Outfitter,
98 & 100 West Ave., ROCHESTER, N. Y.
All strictly first-class work at moderate prices.

SEND FOR CATALOGUE.



PRICES TALK!

You are going to buy your Bicycle where you can get a good one for little money.
Examine our prices.—We can save money for you.

Meacham Diamond—A Gents' or Ladies' Safety. DIAMOND FRAME of seamless tubing, ball bearing all over, including socket, ball bearing head, lightly built, high grade in all respects (see cut)..List, $115.00; Net, **$76.00**

Express, Gents'—30-inch wheels, ball bearings all around, frame of steel tubing..List, $90.00; Net, **$61.33**

Express, Ladies'—30-inch wheels, ball bearings all around, frame of steel tubing..List, $90.00; Net, **$61.33**

28-Inch Safety—Combination wheel for GENTS or LADIES ball bearings all over...List, $75.00; Net, **$53.33**

Large Boys' and Girls'—Combination Safety, 26-inch wheels, adjustable cone bearings all over.....List, $40.00; Net, **$24.00**

Boys'—26-inch wheels, adjustable saddle and brake, rubber tires, mud guards, adjustable cone bearings.....List, $35.00; Net, **$20.00**

Boys' and Girls'—24-inch wheels, DIAMOND FRAME of steel tubing, adjustable CONE bearings.....List, $85.00; Net, **$22.66**

Boys' and Girls'—24-inch wheels, DIAMOND FRAME of steel tubing, adjustable BALL bearings.....List, $40.00; Net, **$24.66**

Send for Catalogue. **E. C. MEACHAM ARMS CO., ST. LOUIS, MO.**

$85.00 LOVELL DIAMOND CYCLES. $85.00

High Grade Only.

All Ball Bearing,
Steel Tubing
—AND—
DROP FORGINGS.

NO BETTER MACHINE AT ANY PRICE.



Lovell Diamond,	$85.
With Cushion Tires,	95.
For Ladies,	85.
Convertible,	85.

AGENTS WANTED.

BICYCLE CATALOGUE FREE.

MANUFACTURED BY

John P. Lovell Arms Co., Boston, Mass.

Learn to Ride

BY USING OUR

INSTRUCTION BELT

Price, with instructions for use, $1.25.

ST. LOUIS WHEEL COMPANY,
311 N. 14th St., St. Louis, Mo.

AMBERG'S

CABINET LETTER FILE.

IT Files your Letters, Bills and all Office Papers, so you can always find the paper wanted at once.

Is it Not Worth Investigation?

Send for an Illustrated Catalogue and Price List.

AMBERG FILE & INDEX CO.,
79 and 81 Duane St., New York.

N. NUNN, - Boston Agent,
23 Doane Street.
CHICAGO. LONDON.
Mention this paper.

HAVE YOU SEEN THE NEW

BUTCHER CYCLOMETER?

Ask Your Dealer to Show it to You.

For Ordinary Bicycles. Price $10.00. By Mail On Receipt of Price.

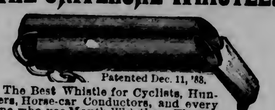


For Safeties. Price $11.00. By Mail On Receipt of Price.

The unprecedented demand for this Cyclometer this season is our apology to our many customers for delays in filling orders. With enlarged facilities, we can now fill all orders promptly.

The Butcher Cyclometer Co.,
338 WASHINGTON ST., BOSTON, MASS.

THE UNIVERSAL WHISTLE.



Patented Dec. 11, '88.

The Best Whistle for Cyclists, Hunters, Horse-car Conductors, and every one who use Mouth Whistles. The Patent Mouth-Piece enables one to hold it in mouth without use of hands. Price, by mail, 25c. or $2.00 a dozen. A chance for any smart boy to make money. WHITTEN, GODDING & CO., Providence, R. I.

To Athletes, Cyclists, Baseballists, Horse-back Riders, Boxers and Oarsmen; when you want to ride, run, walk, row, skate or swim a long distance, USE

ANTI-STIFF

To Strengthen the Muscles.



To Strengthen the Muscles.

It is a marvellous preparation for Strengthening the Muscular System. With Anti-Stiff there is no faith required; it goes straight for the muscles, and you can feel it at work. It has a peculiarly warming, comforting and stimulating effect on all weak or stiff muscles and sinews. Quick in action, cleanly and pleasant in use, Rub it into the muscles every night for a fortnight, and you will be pleased at its supporting and strengthening properties. There is not, nor has been, anything like it till now. It differs from all Oils, Embrocations, and Liniments, both in substance and effect. Some athletes are so fond of it that they rub it all over them.

E. FOUGERA & CO., Agents for U. S.,
30 N. Williams St., N. Y.
Mention this paper.



CUSHIONS AGAIN.

We stated last week that the Columbia Cushion Tire is the best on the market. Additional testimony and endorsements of that statement lead us to repeat it.

The call for cushion tired machines is steadily growing, and no better has yet been found than the Columbia.

The reason is apparent. The utmost care is exercised in their construction, and all known means are used to obviate the imperfections possible in tire manufacture Then every tire is thoroughly inspected and tested not once, or twice, but several times, before it is allowed to be cemented to the wheel.

Step in and inspect these tires, and satisfy yourself as to "look and feel," and you will not regret it.

POPE MFG. CO.,

BRANCH HOUSES:
12 Warren Street, NEW YORK.
291 Wabash Avenue, CHICAGO.
Factory, HARTFORD, CONN.

77 Franklin Street, BOSTON.

BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXIII. Number 9. BOSTON, 26 JUNE, 1891 $1.00 a Year. 5 cents a copy.

THE GREAT CENTURY RUN.

102 Miles—Newark to Philadelphia. 525 Riders Started, 460 Came Through. 160 Victors Finished Without a Mishap.

The great Century Run is over, and another feather has been added to our cap. This was not a race, but a hard road test that is of really more importance to the ordinary buyer of wheels than a dozen races. Victors win a great many races. But the rank and file are not racers; they want a bicycle that not only runs easily, but stands the test of hard, every-day usage as well—and Victors never fail on this test.

The thoughtless observer may marvel that out of 460 wheels to finish in the Century Run, more than one-third were Victors, when probably over fifty makers were represented. There are many reasons for so many Victors. The stragglers and smashes were of other makes. Victors are the most popular wheels, and with our Victor (penalized) Cushion Tire and Victor Spring Fork a combination is formed which challenges the world.

Our latest success has caused another stampede for Victors. Riders of other makes are offering their new '91 machines and from twenty to fifty dollars in cash for Victors. Our Philadelphia representatives, especially, are over-run with exchange offers. A small fraction only of the requests can be attended to.

The lesson of the Century Run carries its own moral: Buy Victors first and avoid the necessity of a change. You can't afford to buy a cheap bicycle if you want to enjoy sport. You must ride a Victor.

OVERMAN WHEEL CO.,

CHICOPEE FALLS, MASS.

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

SOME INFORMATION.

We are sometimes asked why we presume to charge $100 for a small "two-wheeled bicycle," when for the same money they can buy "an elegant large four-wheeled buggy weighing several times as much."

It is an unfortunate thing that it should be necessary for us to answer such a question. With the establishment of so many technical schools and the general broadening tendency of mankind, there will come a time when these simple everyday truths will be more contagious.

Of course you can buy a buggy with five wheels (it seems not to be generally known that every buggy has also a "fifth wheel.") You can get a very good (no top) buggy for a hundred dollars, but you will notice that the men who are credited with having the most sagacity in other matters invariably buy buggies that cost more money.

A few years ago there were top buggies made that were sold to whoever would buy them at forty dollars each, or three for a hundred dollars, and at the same time there were plenty of buyers who were paying $300, $400, and even more, for buggies with the same number of wheels, the same number of other parts, and at a distance, the same thing. Why is this? We don't ask the question to have you answer it, because if you can answer it this is not for you, and the fellows we are driving at can't answer it.

You can buy two hundred loads of gravel, delivered, for $100. You can get 100 loads of loam, and in some localities you can even get 100 acres of land for the same money. We have known an instance where a member of a state legislature was bought for $100, though this was a small specimen and couldn't have changed hands again for fifty cents.

Hickory TRADE MARK

Imagine a man who should complain of a dealer's charging him $100 for a little gold watch and he should say, "Why, that is exorbitant, I can buy one of those

ELLIOTT HICKORY BICYCLES

for $100, and it is much larger and contains more parts." How would such an argument strike you?

We have just received a letter from a party who, judging by the post mark, lives in Olean, N. Y. He says: "I have got your catalogue and don't know but your wheel is all right, except the price—I think that to be highway robbery. I have just bought a milk wagon, all complete, for $85; I would like the job of making your bicycle for $25."

When this enterprising Oleander has to tumble out of bed at two o'clock A. M. and drive all over Cataraugus County with a load of cream made of corn starch and skim milk, that he must sell at 32 cents a pint before it is light enough for people to see the difference, there can be no doubt that he would like to build Hickory Bicycles or anything else that could be done after sunrise. We admire both his frankness in saying that he would *like to* build them and the modesty that prevents his claiming that he *could* do it.

Another man writes "that he is a carriage maker and he *knows* that hickory wheels can be made very much cheaper than steel ones." *We* hardly know whether this is true or not; either one *might* be made so cheaply that a chattel mortgage wouldn't hold it.

Now, gentle reader, please incline your ear for one moment and hear a statement which we make for the purpose of proving it, and not merely to juggle with words. We want you to understand it as meaning something *definite*.

There is no carriage maker, or carriage wheel maker on the earth, who, with his present facilities, or his present knowledge of the art, can make for you, at *any* price, one single wheel equal to those used on our $100 safety. The best workmanship used in the finest carriages would not do for the Hickory Safety, and the best carriage wheel workmen are of no use to us, even with *our* facilities, until they have learned our methods.

Compare the thickness of the spokes, rim and hub used in the lightest racing sulkey with those in the Hickory and see what you think.

You will notice that the different members of our wheels are not one-half as large as those used in "track wagons."

In the making of such wheels something beside whiskers is required. We hear rumors that others are getting ready to manufacture bicycle wheels of wood. We already know of three such attempts. Other machines than ours will, no doubt, be offered on the market. When that time comes we sincerely hope they may be *well made* and sold for what they *are, strictly on their* own *merits*.

We guarantee the wheels *we* make, and we hardly need say that you should not hold us responsible for the work of others.

You will find our trade mark (as above) in gold leaf on the rear guard of each machine made by us after this date.

Elliott Hickory Cycle Co.,
Newton, Mass.

P. S.—We are appointing new agents for the Hickory all the time. Are you in the line?

THE STRONGEST AND LIGHTEST IS THE BEST.



THE SYLPH SPRING FRAME SAFETY.

EVERY wheelman knows the lighter a wheel is built, the better, provided it carries the load all right and is easy running. The SYLPH combines these features and yet has the advantages of the Spring Frame which differs widely from all other Spring Frames, in being trussed, and consisting of three separate and distinct parts; one part carrying the front wheel, another the rear, and the third the rider. Other Spring Frames consist of two parts, thus leaving the saddle rigidly connected with either the front or rear wheel. The arrangement of the springs is such on the Sylph that they are less liable to breakage, as they are held firmly to place in casings, and cannot spread out or throw sideways. It is graceful in appearance, while the workmanship and material used cannot be excelled. If you want the best buy the SYLPH and not be disappointed. Full descriptive catalogue sent free on application. Liberal discounts to dealers and agents

Rouse-Duryea Cycle Co., 9 G St., Peoria, Ill.

NEW ENGLAND BICYCLE DEALERS.

If the UNION or WARWICK CYCLES are not represented in your territory, write us for terms. You will find them more than liberal.

A. O. VERY CYCLE CO., - - 173 TREMONT ST., BOSTON.

LACTART

ACID OF MILK.

A REFRESHING DRINK WITH WATER and SUGAR.

Call for Orange or Raspberry Lactart at the Soda Fountains.

Benson, of Corey Hill fame, says:

AVERY LACTART CO., Boston.

Gentlemen—"For several seasons I have used your Lactart and found it very satisfactory, as a quencher of thirst." Respectfully,

A. P. BENSON, Newton Club.

THE UNION WINS

THE PULLMAN.

The editor of the "Howling Witness" has again gone into hysterics over his success as a "Union" agent. He says: "The 'Union' has pulled me through when all seemed dark as blueberry pie. Our miserable contemporary, the 'Deadhead Dagger,' went under last week; he posed as agent for the —— & ——, and also sold fly papers to his customers; we have it on good authority that his sales for the season amount to one spoke.. We reprint his valedictory and trust that his end may be painless. It is as follows: 'We are pleased to inform our few and long suffering readers that we decide to vamoose, and that by the time this edition of 20 copies reaches their hands the 'Deadhead Dagger' will have ceased to exist. We attribute failure firstly to the lack of brains, and secondly to the want of money. During the period through which the 'Dagger' has passed, our sanctum has been the scene of continual disorder, and our skull, which was once sound as a prize-fighters, now consists chiefly of two kinds of court plaster. It has been the aim of public ambition and the corrugated ruffianism of unpaid contributors. We consequently decide to vamoose, and to-night rejoicing in the rich faith which has kept our printer from presenting his bill, under a cloud be-blotched firmanent, while the frogs in Bogg's Marsh trill their midnight carol, we shall sneak along the shadow of the fence to the crossroads and lay lightning tracks for a greener community." The "Witness" continues: "He has got a good start of his creditors, and as he 'borrowed' a 'Union' bicycle on the way it is pretty certain that they won't catch him."

This is a true story; our veracity is never questioned. On track or road, for strength, beauty and speed, they are unsurpassed

UNION CYCLE MANUFACTURING CO., Highlandville, Mass.

Mr. Stokes of Chicago attends to our Western business.



FEATHERSTONE'S PNEUMATICS.



Are now being sent out in quantities, and agents will be rapidly supplied. A little more patience is all that will be necessary before you will be able to get one of these Pneumatics. After you have ridden it you will be glad you waited. When you have received and tried one, write and let us know what you think of it and whether it does not prove to be all that we claim for it.

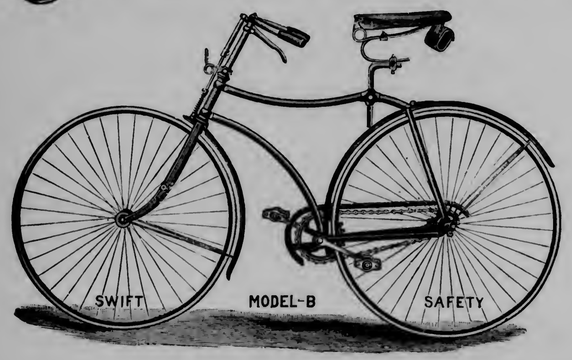
SOME OF OUR AGENTS.

WRIGHT & DITSON, Boston, Mass.
SCHOVERLING, DALY & GALES, New York.
HOWARD A. SMITH & CO., Newark, N. J.
SWEETING CYCLE CO., Phila., Penn.
CLINE BROS., Baltimore, Md.
CAPITOL CYCLE CO, Washington, D. C.
SPALDING & CO., Syracuse, N. Y.
F. L. HUGHES, Rochester, N. Y.
MARTIN & STEVENS, Buffalo, N. Y.
F. L. FAIRBAIRN, Erie, Penn.
DAVIS HUNT CO., Cleveland, Ohio.
J. W. GROVE, Pittsburg, Penn.
EMIL GRAH, Toledo, Ohio.
CHARLES HANAUER, Cincinnati, Ohio.
PRINCE WELLS, Louisville, Ky.
COMBS & ROLER, Nashville, Tenn.
E. C. FENNER, New Orleans, La.
E. C. MEACHEM ARMS CO., St. Louis, Mo.
A. W. GUMP & CO., Dayton, Ohio
J. C. SHERWOOD, Columbus, Ohio.
ROUSE, HAZARD & CO., Peoria, Ill.
HODGSON CYCLE CO., Des Moines, Ia.
A. H. PERRIGO & CO., Omaha, Neb.
WM. R. BURKHARD, St. Paul, Minn.
SNOW'S BICYCLE AGENCY, Minneapolis, Minn.
JULIUS ANDRAE, Milwaukee, Wis.

A. FEATHERSTONE,

Clark and 16th Sts., and Armour Ave., - - - Chicago.

BE · WISE · IN · TIME.



If you want a wheel that pays few visits to the repair shop,

RIDE A

SWIFT

CATALOGUE FREE.

COVENTRY MACHINISTS' CO., Ltd.,

239 Columbus Avenue, Boston, Mass.

11 and 13 Madison Street, Chicago, Ill.



HANDSOMEST SAFETY MADE.

WHY

is the **NEW MAIL at $100**

The Best Value in the Market at the Price or Anywhere Near It?

BECAUSE IT HAS Cushion Tires which annul jar and vibration, giving life and elasticity to whole wheel, and are to be the Favorite Tires for 1891, and we Warrant Them. Our Cushion Tires are Right and the Best.

BECAUSE IT HAS Tangent Spokes strongly tied and Nickelled to intersections. Stronger and handsomer than direct spokes as used on cheaper wheels. Select Tangent Spokes Always!

BECAUSE IT HAS a Brazed Frame at all joints. Look our and get a Brazed Frame always to stand road wear, and at *every point* of the frame!

BECAUSE IT HAS a Standard Easy Saddle, the Garford, which is a Favorite.

BECAUSE IT HAS the Popular New Mail Shape Handle Bars, low and well back to rider.

Study all these points on examining the wheels in the market and see if you find them in Any Other. The BEST YET!!! If your dealer has not got it ask him to show one before you decide.

WM. READ & SONS, 107 Washington St., Boston, Mass.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN Co.

☞ *Postage stamps will not be accepted hereafter in payment for Advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.* ☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

Editorial Contributor, F. A. EGAN.

BOSTON, 26 JUNE, 1891.

THE amount and quality of dense ignorance usually shown by the general press on cycling matters, is amusingly illustrated by the following comment made by the Chicago *Tribune* on the Randall affair. The italics are ours and indicate the points so laughably misstated:

* * * "When the original rule G was made, declaring that a man who accepted training expenses forfeited his amateur standing, Mr. Dunn and the committees he acted as chairman of were silent, but the president, nevertheless, paid little regard to the rule *and all members expelled for its violation were by him reinstated.*" * * *

"By him reinstated." Here's richness! Mr. Randall will, no doubt, be extremely edified to learn that it was President Dunn and not the Racing Board which reinstated the racing men.

Here's another and from the same well-posted (?) source:

* * * "By the action of President Dunn in declaring rule G void the controlling power of the L. A. W. was broken, and *Pullman, Irvington-Milburn and other great road races* and track meets were held under any and all rules except the L. A. W."

More succulent richness! ! We have searched the Racing Rules through and through, but cannot find that the L. A. W. ever pretended to control road races, and as for track races we would like the *Tribune* man to cite a single important (or unimportant for that matter) track event this year that has not been run under League rules.

THE New York *World* also makes a botch of it by putting the following words in to the mouth of Mr. Collister:

* * * "He (Collister) was a member of the Racing Board last year under Chairman Davol, and he will fight if any attempt is made to oust him now. He contends that as he was appointed to serve one year he will do it, no matter what President Dunn thinks to the contrary."

Now Mr. Collister is a well-posted League man, and we most sincerely doubt the correctness of the New York *World's* report. As we have before pointed out, the members of committees appointed by the President can also be removed by the President, and further the appointment does not carry with it the impossibility of removal for one year; that's nonsense. In justice to Mr. Collister, we therefore respectfully express our doubts as to his ever having made such a statement as the New York *World* credits him with.

THE New York *World* also knocks its head against the apparent inconsistency of the Constitution, which gives the powers of the President to appoint and remove members of the National Committees and the By-Laws which provide for the bringing of charges against, the hearing and removal of members or officials other than those of the National Committees. In the one case, the Constitution distinctly gives the President power to appoint and remove any member of the committees specified in the Constitution, while the By-Laws apply to the rank and file of the League and officials not under the direct control and appointment of the President.

THE *Sun* of New York joins the great army of blunderers this week in dealing with League matters. Speaking of the road race to be run at Detroit during the National League Meet in July, it says:

* * * "In the face of the attitude the L. A. W. takes toward road racing this announcement (the road race) sounds very strange. In fact, if a road race is permitted to be run off at the national meeting of the League of American Wheelmen, which is the most important gathering of the bicyclists, the prohibitory rule may as well be rescinded at once."

We never knew there was a League rule "prohibiting road racing!" Where is it please, Mr. *Sun* man?

DURING the late famous baccarat trial in London Sir Charles Russell with many a mysterious nod and gesture, remarked to the jury that there was much in the case that did not appear on the surface, and he requested the jury to look beneath and discover what they could not see on the surface. This underhand piece of sharp practice was promptly and peremtorily rebuked by the Chief Justice in his summing up, who charged the jury that all they had to attend to was what had been presented to them on the surface, and they were to confine themselves strictly to facts presented, and not to suppositions and vague matters beneath.

A parallel case is that which we find in the Baltimore *Herald*, which with many portentious nods and winks flings the following on the unsuspecting public:

"The suspicion is gaining ground daily that there are private reasons why the Eastern 'cycling papers refuse to see anything but peace and pleasantness in the ranks of the League, and faith in the statements of those papers is proportionately on the decrease, while the mass of the League members are beginning to awaken to the fact that there is something about the League which is decidedly in need of correction. * *."

Well perhaps there is something about the League that needs "correction." Who knows? Whether it's the kind of correction meant by the author of the above, time only will tell, and perhaps he may be surprised at the direction the correction takes. It is a bit risky to dive *too* deep below the surface for fear of sticking in the mud. "Suspicions" sometimes have a boomerang tendency unless they have foundations. They are also likely to be very similar to a two edged sword and dangerous to daily with. Finally we would suggest that our Baltimore friend does not allow his "suspicions" to carry him too high in the air, because when he falls it might hurt someone. Stick to "surface" facts and don't delve for imaginary mares' nests beneath, for they might turn out to be hornets' nests instead.

THERE is a lull in the excitement over the Racing Board episode. The Board was to have met in New York last Saturday, but owing to the lack of a quorum by the absence of Messrs. Collister and Atwater, it was impossible to do anything. Mr. Atwater, we are sorry to say, was detained by the serious illness of his daughter. Action on Rule G and the permanent reorganization of the Board will have to be deferred for a time therefore. In the mean time we notice that one of our Western contemporaries does not seem to be able to discern the difference between an honorable agreement between the L. A. W. and A. A. U., and a surrender of all rights of the former body to the latter. There are none so blind as those who will not see.

"WHAT will you have to drink?" is perhaps the most common form of greeting between men in America. We do not propose to go into any temperance discussion, because this is not the place for it, and then perhaps the writer is not competent.. With the thermometer doing high kicking away up among the nineties, however, the question of what to drink becomes to wheelmen one of much prominence and worthy of some attention. Of the many ways to become cool, perhaps none is so much adopted as the drenching of our stomach with ice-cold beverages. It is beyond the power of any writer to stop this, no matter how much he may do to prove its danger to health and even life, so we will take an easier course, and write a few words as to the best and least injurious kinds of cold drenchings to use. The name of so-called summer beverages is legion, but they are roughly divisible into three classes. Those that con-

tain alcohol in however small a quantity should be avoided; they may afford temporary relief to the overheated rider, but only by increasing the amount of discomfort later on. Those that contain milk, coffee, or chocolate, are not liable to the same objection as those having alcohol in them; but they, too, have a baneful effect upon the liver, and are therefore under ordinary circumstances to be discarded. The third class of summer beverages is prepared by mixing some acid with aerated water. Druggists give these mixtures all sorts of fancy names, just as they do the commonest kind of an article when it enters into a prescription. That is a part, and a large part, too, of their business; but, laying these names aside, we find that the beverages generally have citric or phosphoric acid as a base. As citric acid is naturally found in lemons and limes, the juice of these fruits, fresh or prepared, is often taken, with the happiest effects, instead of the pure acid, which is comparatively without flavor. Some lime juice, a little syrup, and plenty of aerated water will be found to be as near the perfect summer drink as any that wheelmen can use. A few drops of elixir of vitriol in aerated water is also refreshing, particularly if any tendency to dysentery exists, as is often the case when touring.

IF the foregoing treatise on what to drink does not keep the rider cool, let him follow out the following list of things not to do, and if he does not succeed in being comfortable then, the best thing he can do is to go and secure board in an ice house until winter sets in. Don't scorch. Don't wear linen collars, cuffs, and shirts, while riding. Don't over-eat. Don't debilitate your system with warm baths, but take them as invigoratingly cold as you can. Don't swelter in gas-lit club houses when you can go out for a ride. Don't be afraid of taking cold from draughts, or from thin clothes, provided they are woolen. Don't imagine that riding even in the sun is detrimental. The rider who is active, out of doors, and without hurry, suffers less from the heat than he who is inert.

EXERCISE is the physical duty of every man, woman and child. That a certain amount of exercise is needful for health is one of the few things about which all doctors are agreed, and one of the still fewer things as to which medical teaching is submissively accepted by the non-professional public. Unfortunately, though, intellectual assent no more implies practical performance in the domain of hygiene than in that of morals. It is by those "in populous cities pent," by professional and business men chained to the desk or consulting room, and by women, that exercise is most apt to be neglected. Having seen that doctors agree upon the absolute need of exercise on the part of all those who have, or would secure, health, perhaps it may be well to note also that a larger proportion of them agree upon cycling as the most correct method of securing this needed exercise, and more physicians prove their sincerity in this belief in bicycles by riding them, than they do in all the other forms of exercise combined. The moral of all of this is evident.

WE are in receipt of the official programme of the ninth annual meet of the Canadian Wheelmen's Association. The pamphlet is an exceedingly neat one, and the cover is ornamented with a likeness of the Countess of Aberdeen, patroness of the Hamilton Bicycle Club, the entertainers this year of the Canadian Wheelmen's Association. Glancing through the pages devoted to the good things that are made ready for the entertainment and amusement of those attending the meet, our eye was attracted by the following notice:

"TO SAFETY RIDERS—We desire to call attention to the fact that our programme includes more safety races than has been the custom heretofore, and hope the large and rapidly increasing number of safety riders will appreciate our action."

Turning to the list of events, we find that of the twelve races to be run, just exactly six of them are for the good old ordinary. From this, and the fact that the word "pneumatic" does not once occur in the entire pamphlet, we are inclined to think that our Canadian friends are not as great leaders in matters cycling, as one would think them to be, when their close affiliation to England and things English is considered. We do not want to cast any cold water on the meet, though, for when a club can point to a $15,000 race track and grounds as belonging to it, as the Hamilton Club does, I am convinced that to be entertained by such progressive and possessive hosts as these would indeed be a pleasure.

IT is with regret that we notice that the Rt. Rev. Bishop Coxe of Western New York took occasion at the commencement exercises of St. Magaret's School, Buffalo, June 17, to speak directly against cycling as an exercise for women. The report that we have at hand on the subject is brief, and is as follows:

"After telling the girls that their aim in life was not to meet men on an equal footing at the polls he gave bicycles a shaking down. He hoped that none of the graduates present would ever be seen astride a wheel, and said the girls he had seen riding on Delaware avenue looked like old women on a broomstick."

The saving clause in this assault on cycling for ladies is that the objections seemed based on the appearance that ladies cut on the wheel, and is not founded on any hygienic reason. This being so, the opposition is based on so flimsy and correctible grounds that were it not for the fact of the high position of the Rev. Bishop it would not be worth noticing. Utterances and opinions from such a high source, even on trivial subjects, carries more weight with it than had it emanated from a less distinguished person. We therefore protest against the words of condemnation uttered by Bishop Coxe, whose opposition comes from the fact that his sense of the æsthetic has received a shock, and we are of the opinion that his words will have no other effect than to make the subjects of his criticisms affect better form in riding, and encourage the teachers of cycling to be more careful in correcting the bad and awkward habits of riding that many ladies seem to contract.

NOT only have we editorially from time to time called attention to the evident tendency of lady cyclers to ride with the saddle too low, the handle bars too high and the use of the hollow of the foot instead of the ball on the pedals, but many of our correspondents have ably seconded our efforts to correct these evils. We can call to mind many ladies who ride in perfect form, saddle well up so that the toe is slightly pointed down at the lowest point of pedals, handle bar adjusted so that the hands come a little below the hips, cranks not too long and body erect. We imagine the Rev. Bishop in likening a lady on a bicycle to an "old woman on a broom stick" must have seen those who persist in riding with low saddle, high handle bars and long cranks, and we do not blame him for being a trifle shocked at the effect. Lack of knowledge in the "arts" of riding no doubt led Bishop Coxe to express his wholesale condemnation of cycling for women; he did not appreciate the fact that the fault he saw was correctible, and that a woman riding in "proper form" was a thing of beauty and a veritable joy forever. If some of our lady riders could only see how terribly awkward they look all doubled up, they would take our own outspoken advice and Bishop Coxe's criticisms as a suggestion to learn to ride in good form. If Bishop Coxe had said "learn to ride in good form and gracefully, *or give it up*," he would have struck nearer the keynote.

THE Buffalo *Commercial Advertiser* has this to say on Bishop Coxe's fulminations against women riding the cycle:

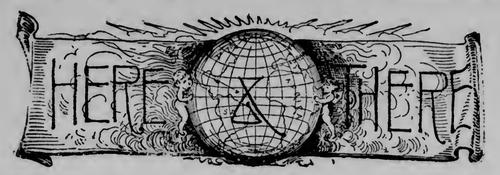
The women who use bicycles have in almost every case shrunk from the experiment for a long time time in fear of the comments of conservative folk like the Bishop. It is a question for him to decide whether it is entirely Christian-like to make the daily toil of hard-working women more burdensome by robbing them of a wholesome, cheering, and entirely innocent recreation, by assuming that a form of locomotion is necessarily unwomanly because it was not familiar to him in his boyhood and has not yet very generally been adopted among the more fashionable persons of his acquaintance, who have at their command less economical methods of enjoying their pleasure.

THE "cycling authority" comes forth and announces (on "authority" we suppose) that a meeting of the national assembly will be called for at the Detroit meeting next month. We have before suggested that the "authority" better post itself before making statements not founded on possibility and thus avoid making blunders. If the "authority" will consult Article V., Section 2, it will observe that thirty days' notice is required to call a special meeting of the national assembly. Hence the impossibility of holding such a meeting at Detroit, July 16, 17, 18. "The anthority" is not a safe one to rely on.

WE are glad to notice that the idea of admitting ladies as club members is growing in popularity. The Fort Madison (Wis.) Cycle Club admitted twelve lady members the other day. The admission of ladies to clubs cannot but act as a balance wheel to the sometimes over exuberance of the frisky youths, an exuberance really harmless; but at the same time a little toning down in many cases would do no injury to the sport.

THE announcement that Springfield is to have a tournament, September 10 and 11, on the same grand scale of yore, will be hailed with delight by all. The famous track is to be put in its old record breaking shape, and the value of prizes to be offered will aggregate $3500. We print in another column full particulars to date.

"Two of Bridgeport's (Ct.) lady bicyclists, Mrs. T. F. Hall and Miss Nellie Fox, accompanied by T. F. Hall, accomplished, Wednesday, that which might be called a wonderful test of endurance. They rode from Bridgeport to South Norwalk and return. During the trip they witnessed a horse race, a runaway, a railroad accident, and the Buckley-Jennings wedding at Southport. The ladies arrived home at 8 o'clock P.M., none the worse for their long ride."—*Exchange.*



NASHVILLE, TENN., is to have an eighteen mile road race on July 10.

JOHN W. OVERSTREET holds the State record for Kentucky. He rode 117 miles in 12 hours recently.

ON Bunker Hill day, June 17, the Rover Cycling Club of Charlestown kept open house, and a large number of visiting wheelmen enjoyed their hospitality.

MR. POORMAN of Cincinnati has quite a number of entries for his road race in July 4th. Van Sicklen is one of them, but that does not seem to frighten Al Arnot.

BUFFALO has a cycling physician who has a druggist's poison label with skull and cross bones pasted on the rear mud guard. When asked why he replied: "To keep it from being taken."

GEO. S. MACKEY and J. Huffner, Detroit, and of the hotel committee, left on the tour to Buffalo with pneumatic tired safeties, they will return via Erie, Cleveland, and Toledo, and expect to have a very pleasant tour all around. Trudell, another member of the D. W., accompanies them.

THE premium list of the Porkopolis tournament to be held in Cincinnati on July 4th, is much more extensive and elaborate than the one at the State meet held last year. Entries are coming in rapidly, and those who fail to witness these races deserve to die in oblivion.

THE Boston Interclub Road Racing Association will hold its first road race, starting from the Faneuil House, Brighton, to-morrow, June 27, at three P. M. The entries are coming in fast, and a good field is expected to start.

THE Houston (Tex.) bicycle track is built of concreted shells and on scientific principles. It is claimed that it is "the finest and fastest track in the world." Whether investigation would make good the rather broad claim we cannot say, but we do know that shells make the finest surface for traction known. We therefore think there may be "something" in the Houston Cyclers' claim.

INDIANA wheelmen will look towards Elkhart on July 4, and they will also journey thence if they desire to enjoy a good day's sport. It is expected that 1000 wheelmen will be present, and the ladies, "bless them," are especially invited to be present.

NEXT Friday and Saturday is the Texas Division meet at Houston. The first day will be spent in the business meeting, seeing Houston awheel and lantern parade. Second day, street parade, picnic lunch at Magnolia Park, and races in the afternoon.

HARTFORD—Our readers should not forget the midsummer tournament of the Columbia Cycle Club of Hartford on July 4. It will be one of the events of the summer season.

THE "forty-niners" of cycling will remember Harry Etherington in connection with cycling. He for years was the proprietor of *Wheeling*, and in the early days of cycling he brought over a party from England, which did much to rouse public interest in the sport here. Mr. Etherington has for the past few years been in Australia, and he has become the possessor of a tract of land which has turned out to contain rich gold deposits. We sincerely hope that the expectations of Mr. Etherington and the stockholders of the company he has formed will find the field as red in actual working as it indicates in the preliminary tests.

PRESIDENT GRIFFITH, of Detroit, has completed arrangements with the Canadian custom officers so that wheelmen coming to the annual meet will have little trouble to get their wheels through. Particular pains should be taken to report at both ends giving name and number of wheel ridden. Some of the questions asked by custom house officers may be thought impudent but their government requires it and by complying with the rules all trouble will be avoided. Remember that common courtesy is a coin that passes in any realm.

HELLO, doctors, where are you? The Doctors' Wheel Club of Buffalo is now quietly reposing in a Rip Van Winkle sleep, and perhaps dreaming of the once happy times they enjoyed last summer. It would be a good thing for their captain to administer to them a tonic stimulant. The question arises, are they tired of the wheel, or what? Can anyone tell?

B. J. HOLCOMBE, one of the most popular members of the Detroit Wheelmen, was married last Tuesday evening, the bride being Miss Sophie C. Orth, a very estimable young lady.

THE Roamers' Wheel Club of Buffalo having flourished like the proverbial green bay tree, and the family increased to such an extent that the present roof is not broad enough to protect it from the storms and sunshine, so they have very wisely decided to make a move in the right direction into more commodious quarters. The membership is now nearly forty-five, and the lawn in front of the club house has become altogether too small, or rather the members have become too numerous to be accommodated upon the aforesaid "lawn." If they take rooms, what will they do for a "lawn?" In the resignation of ex-Lieut. Frank, the Roamers lose a valuable officer, a model Director and a good comrade; may his office be as acceptably filled.

THE Phelps Cyclers is the name of a new cycling organization at Canandaigua, N. Y.

THE Utica, N. Y., Cycling Club will hold a 20-mile handicap road race on July 4, open to all. In the evening they will hold a lantern parade, for which event prizes will be given.

FREDERICK HOYT of New Haven, Conn., while coasting a hill in Derby, Conn., struck an obstruction and was thrown several feet; he was unconscious for some time and serious results were feared, but later developments indicated a better condition of things, and his recovery is looked for. The wheel was broken beyond repair.

A CYCLING club has been formed at East Syracuse, N. Y., with 25 members.

LILLIAN RUSSELL samples the drives of Central Park daily on a tricycle.

THE Park Avenue Wheelmen expect to have 100 men as their quota at the Hagerstown meet.

THE Highland Bicycle Club is the name of a new cycling organization at Lowell, Mass.

THE date of the Riverside Club's housewarming has been changed to June 30.

IT is estimated that the cyclists in France number 80,000.

ABOUT 40 of the Buffalo, N. Y., Ramblers went to Erie on Saturday night to make the "Erie run," but from the weather signs they did not get very far before the rain fell and then their fun was spoiled.

PARIS wheelmen lead the world in one respect. The Ligue Nationale de l'Education Physique own a public race path which all Paris wheelmen are free to use.

THE wheelmen of Greenpoint, L. I., have organized a cycling club to be known as the Sterling Bicycle Club.

C. W. DORNTGE, the phenomenal rider of the Buffalo, N. Y., Pressites, is developing speed, having done some excellent riding and making a local reputation for himself. He is the youngest fast rider in the city. On June 16th, 1890, he made his first mount, and it was just one year from that date when he established his reputation as fast man, perhaps the fastest in Buffalo. His first appearance before the Buffalo public, since the indoor games, was made June 16th, '91; on the former occasions he appeared on a 10-lap track, or board floor, at the State Arsenal on December 8th, '90; he won both five and ten mile races, in 16m. 17 sec. and 36m. 56 sec. respectively. He competed in all the indoor races and was never beaten, with the exception of once when he fell. He was formerly a member of the Iroquois A. C. of this city, but now the Press C. C. has him under its wing and will do all it can to assist in adding laurels to his budding crown by putting him under a trainer and sending him out upon other tracks, where he will meet flyers of reputation, and his powers as a speedy man will be severely tested. From all indications he will hold his own.

THE suit of Val. A. Fath against the hoodlum who assaulted him in St. Louis some weeks ago, has been continued in the Court of Criminal Correction of that city until next week. The outcome will be watched with interest.

THE advance party of the Heyny Harz Mountain tourists sailed from New York last Thursday, June 18th, on the steamship "Fuerst Bismarck." They were Messrs. Hassey, Kinzel and Dorer of New York City, and Mr. Busse of Hamburg, Germany. The rest of the party will follow in two weeks.

LATELY a party of ladies and gentlemen met at the residence of Miss Grace Keefer on Capitol Hill, Washington, D. C., and organizdd the Nomad Cycle Club, electing the following officers: Arthur H. Smith, President; Miss Mamie A. Douglas, Vice President; Cyrus C. Babb, Secretary; Miss Grace Keefer, Treasurer; T. H. Brooks, Captain; B. F. Larcombe, First Lieutenant, and Miss E. Hepburn, Second Lieutenant. It will probably become a League club, and visit Hagerstown during the bicycle meet, July 4, as a League club.

DO not forget the race meet of the Columbia Cycle Club of Hartford, July 4th.

THE Hamilton Wheelmen is the name of a cycling club recently organized at West Hoboken, N. J.

THE McKeesport Bicycle Club will make a three week's tour early in July to Niagara and Detroit and points in Canada. About twenty members have already signified their intention of making the trip, and it is thought that the number may be increased to 30 before July 6, the date set for starting.

THE Rover Bicycle Club was recently organized in Washington, D. C.

THE Century Wheelmen of Philadelphia, have been presented with a handsome silver cup by Messrs. Simon Bros. & Co., as a prize for bringing through the greatest number of men in the Century run.

THE following, which we clip from an exchange, shows conclusively that either the arresting officer had a very poor idea of the speed of a cyclist, or that English riders are scorching at a remarkable rate of speed: "A cyclist of Southport, England, was arrested recently for fast riding and fined 10 shillings and costs. The officer who made the arrest swore that the wheelman was riding along the road at the rate of forty miles an hour."

MR. HERBERT FOWLER of the Manhattan Bicycle Club appears to have a very brief memory, and at times presents a rather ludicrous appearance on account of the methods he practices to jog his recollection. Mr. Fowler's latest experience in this direction caused no end of amusement. When asked why so many knots appeared in his whiskers he leaped to his feet and rushed out to seek the nearest barber shop, replying "The knots were placed there to remind me that I want to get shaved, and this knot in my kerchief tells me to pay the barber before leaving the shop."—*N. Y. Recorder.*

"IT never rains but it pours," A. L. Jordan of St. Louis is the latest victim. He is just recovering from the effects of the horrible burns received at the Worth fire when his only child was taken ill with diphtheria and died on Friday. He has the sympathy of his friends in his bereavement.

THE challenge of the Press Club to any Buffalo club for a team race has been accepted by the Ramblers of that city, distance either 25 or 50 miles. The personnel of the teams not announced. The event will take place on the afternoon of July 4.

THE Cortland, N. Y., Wheel Club will hold their first annual tournament August 1st.

AS William S. Mills, a member of the Bridgeport Wheel Club, was crossing Marion street on his bicycle on Wednesday evening last, a team driven by James E. Cody ran him down and completely demolished his machine, Mills luckily escaping serious injury. Mr. Mills made a demand on Mr. Cody for the amount of damage he had sustained, claiming he was on the right side of the road at the time of the accident, and that the accident was due to reckless driving on Cody's part. Mr. Cody refused to settle, and Mr. Mills has placed the case in the hands of attorney Canfield, and he will be assisted by Lawyer Burdette, the L. A. W. Consul for the State, and of which organization Mr. Mills is a member.

THE lady cyclists of Milwaukee, Wis,, and there are a large number of them, are agitating the question of forming a ladies' cycling club.

THE Union County roadsters will hold a race meet on July 4.

THE New York Bicycle Club took a run to Fort Schuyler and return on Sunday last. The run was made by twelve members, many being deterred by the threatening weather.

THE Seaside Wheel Club, composed of ladies and gentlemen, has been formed at Bridgeport, Conn.

A CORRESPONDENT writes us: "I had the pleasure while in Lansing, Mich., of witnessing the finish of a century run made by H. B. Morgan, J. M. Hatch of the Lansing Bicycle Club, and H. J. Gute, of Detroit Wheelmen. The start was made at 5 A.M. and the finish at 11.45 P.M. They rode to Alma, 54 miles, and returned over the same route. All three deserve great credit, owing to the fact that the day was so hot that other people thought they could scarcely live and do nothing. H. B. Morgan rode a pneumatic, H. J. Gute a cushion, and J. M. Hatch rode a '91 solid tire. Hatch struck his pedal and bent a crank, which compelled him to walk six miles.

SAYS "HAWKSHAW": "I see that a Brooklyn racing man has taken the American agency for an English bicycle named the 'Roulette.' Now if that Brooklyn gentleman is smart, he will get the English manufacturers of the wheel to be appointed special purveyors to H. R. H. Prince of Wales, and the wheel, backed by his endorsement and its own gambling nature, will, I think, be regarded as a Cumming machine."

THE police of Riverside Park, New York, will enforce the ordinance prohibiting coasting in that Park. The New York *World* says that the restrictions arose from a letter written by Mr. F. D. Olmsted of the Harlem Wheelmen, complaining of the action of the members of the Riverside Wheelmen. The New York *World*, June 16th, says: "The Riverside and Harlem Wheelmen have taken up Olmsted's action. The latter deny his right to use the name of the club in uttering his views, and say he has put the club in the position of reflecting upon a friendly club. Last night (June 15) the officers of the two clubs met at the Harlem Wheelmen's rooms, One Hundred and Thirty-third street, and discussed the matter at some length."

THE Columbia Club of South Attleboro, Mass., are talking about a tournament sometime in the near future.

TO-MORROW (Saturday) will take place the much talked of road race between teams of the Orange (N. J.) Wheelmen and the Business Men's League of Newark; $50 has been put up by each club, and a handsome trophy will be bought with the $100 and presented to the winning team.

WILL some one suggest a two weeks' bicycle trip from Washington, west or south? A trip to Luray Cavern would be preferred.

THE Evansville (Ind.) Cycling Club has been organized with a membership of ten, which promises to triple before the season is over. The use of a cosy room has been given, rent free, for a club room by Messrs. Dunham and Paine. A novel feature of the club is that it does not recognize Sunday runs that continue longer than 7 A.M.,thus to preventing any annoyance to devotional services Sunday morning.

"ADJUTANT-GEN. PORTER, of New York State, has declined to grant the request of Col. Austen for authority to enlist a bicycle corps, on the ground that he has no legal right to do so. If Col. Austen wants to detail some of his men for a bicycle corps he may do so, provided they perform their duties to the State. This he will undoubtedly do."—*Exchange.*

A CONTEMPTIBLE trick was played by a couple of cyclists whose names and addresses we wish we knew. It seems that M. Moynihan was at the throttle of a "Royal Blue Flyer," and going at the rate of a mile a minute, when, beyond Bound Brook on the New Jersey Central, two red lights were flashed before him on the track, just as he was rounding a curve. The signals were less than a hundred yards away, and Moynihan turned on the air brakes and prepared to leap from his engine to escape the death he anticipated. As the engine sped by the lights Moynihan heard a mocking laugh, and discerned in the dim light of the lanterns two bicyclists, who mounted their wheels and rode away. The horrible joke completely prostrated the engineer, and his hair turned white with terror. Detectives are searching for the bicyclists for violation of a State law, in signaling a train without cause.

THE Columbia Cycle Club of North Attleboro, Mass., will entertain the members of the Somerville Cycle Club some time next month.

MR. MARTIN, the racing man of the Gotham Wheelmen, is willing to try conclusions with any member of the Riverside Wheelmen for a cup or medal in a ten, fifteen or twenty-five mile race on the Irvington-Millburn course.

LANSING, Michigan, is to have a ladies' cycling club in the near future.

A CYCLING club has been formed at Delhi, N. Y.

SYRACUSE, N. Y., has captured the remainder of the State championships, and they will be run at the tournament to be given there July 10.

JOHN CLAIRE, of 47 Adams street, Hoboken, was the victim of an unprovoked assault on Saturday last. It seems that Claire with several other members of the Palisade Wheelmen were riding along Newark street on their way to participate in the Brooklyn parade. Claire's wheel gave out and he stopped at a wheelwright's to have it fixed. Wm. Peterson, having a liquor saloon next door, came out and remonstrated with Claire on account of the crowd gathering around his place to see the wheel repaired. Claire took exception to his remarks and Peterson came out from his saloon with a great club and without a word of warning dealt Claire a terrible blow on the head, felling him to the ground. The prompt arrival of an officer was all that saved Peterson from getting his just dues. City Physician Simon dressed Claire's wound, and he was conveyed to his home in a coach.

THE annual outing and ladies' day of the Somerville Cycle Club took place on June 17, and was a very enjoyable affair in every respect.

A SPECIAL committee was appointed at the last meeting of the Missouri Bicycle and Athletic Club, of St. Louis, for the purpose of securing grounds. They will report at the July meeting. The membership is now 215, and it has decided to raise it to 250 at once by waiving the initiation fee on the first fifty men joining the club.

NEW Rapid Safety, No. 1749 was stolen from Mr. Jno. H. Schenkle, of Baltimore, Md., June 8. The handle bar had a deep cut on it. Keep a look out for it.

THE Readsville (N. C.) Bicycle Club is a new club, and the first one ever organized in that place.

ENTERTAINMENT UNIQUE.

THE complimentary to Mrs. Hopkins was as we have predicted a success from both points of view, artistically and in point of attendance. The Barker Concert Co. in their quaint dress and sweet old time songs captured the audience. The character song and dance of Miss Graydon as a Scotch lassie was acceptably done, and she received an encore. Master Fred Roberts' impersonations and recitations were a credit to him, and Little Willie Sheldon (four years old) in his sweet and charming recitations just won the house, and his efforts were applauded to the echo.

Mrs. Charles Hopkins in her recitations and impersonations showed a versatility that would have done credit to a professional. Whether in the sad story of the old blind veterans or the comic characters of Mrs. Puffy and Mrs. O'Grady she showed herself to be an adept in the art of acting and elocution. Mrs. Puffy is one of Neil Burgess' sketches, and though Mrs. Hopkins departed as far as possible from Mr. Burgess' conception, the old Yankee lady as depicted by Mrs. Hopkins did not suffer thereby. Mrs. O'Grady is original with Mrs. Hopkins, and though well known to many of us we found the old Irish woman with a daughter of high aspirations to be as amusing and delightful as ever. That Mrs. Hopkins has talent in this line none will gainsay who have seen her.

THE CYCLE EXHIBIT AT DETROIT.

THE exhibit at Detroit promises to be one of the best ever held in this country. The hall of exhibit will give twenty-four spaces ranging in size from 12x20 to 16x22, and every one of these spaces except No. 23 and No. 24, each 16x20, has been already taken. This floor also contains a large room for the headquarters of the L. A. W. and Detroit Wheelmen, ladies' and gentlemen's retiring rooms, check room, press room and lunch room. A fine gallery surrounds the hall, and the band stand is also located in the gallery, and a band will be in attendance toe entire time. The exhibition will be free to all wheelmen during the meet, and will be general headquarters. As we remarked above at the time of going to press all spaces except 23 and 24 have been taken. For further information address A. F. Peck, Chairman, 139 Jefferson avenue, Detroit, Mich.

OPENING OF THE TOLEDO CYCLING CLUB'S HOUSE.

THIRTEEN is said to be an unlucky number, but the thirteenth of June was not an unlucky day for the Toledo Cycling Club by any means. This enterprising club has set the pace for many older and more wealthy clubs. It is composed of two branches, the wheeling and the gymnasium divisions, though the wheeling division is never to be less than sixty per cent.

The Toledo Cyclers have occupied the same site on Ontario street as a club house for several years, but they have just had the building rebuilt and added a gymnasium 46 feet long, 30 feet wide, and 20 feet high, making the whole building 110 feet long with 30 feet frontage.

The club house is of handsome design ofbrick, and fronted by a wide veranda. In the basement is a bowling alley, which is the same size of the wheel room directly above it, taking up one-half of the basement. The other half of the basement is divided into lockers and bath rooms, and a small Turkish bath will be added to these, though the baths are very complete now. Doors open directly on to the gymnasium floor from both bowling alleys and locker rooms, while opening off from wheel room and cloak room above is a wide gallery overlooking the gymnasium, which is fitted up with modern apparatus.

The main entrance opens into the hall and parlor which are beautifully and harmoniously decorated and furnished. In the rear of the parlor is the cloak room, itself a charming lounging apartment. There is also a larder on the first floor which opens into the large wheel room. The latter can be cleared and used for a supper room, for the club has an occasional banquet, and in the winter regular balls and supper for its members and friends. There is a separate entrance to the wheel room.

A broad modern stairway from the parlor and hall takes one to the reading room, library, music, card and secretary's rooms on the second floor. There is also a large billiard and pool room on the second floor. The Toledo Cycling Club has everything to be desired in a bicycle club house, and in conveniences has more to offer its members than many athletic clubs.

The club house is fitted with gas for light, natural gas for heat, hot and cold water for baths, and a complete kitchen equipped with range, etc. In fact I do not see what more they could desire.

There were at the time of the opening of the club house about 130 members, but I am informed that 50 members were added the following Monday night.



The Latest Success.

THE

Cushion Tired Eagle Light Roadster.

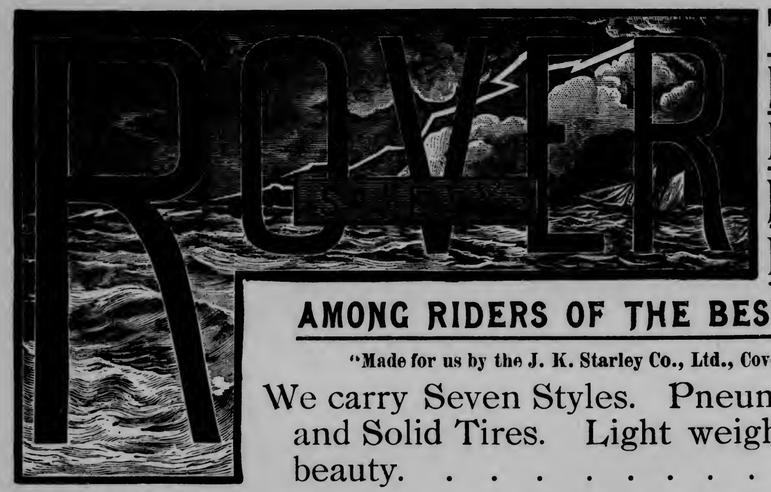
Thoroughly Tested on road and track it has proved its superiority.

The Cushion Tire adds one more to the many advantages of the EAGLE. It makes the EAGLE equal to the Pneumatic in comfort, while avoiding the many disadvantages of inflated tires. The CUSHION TIRED EAGLE only needs to be tried to be appreciated.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

THE



THE MOST POPULAR MACHINE IN AMERICA.

AMONG RIDERS OF THE BEST JUDGMENT.

"Made for us by the J. K. Starley Co., Ltd., Coventry, England."

We carry Seven Styles. Pneumatic, Cushion and Solid Tires. Light weight, rigidity and beauty. . . . . .

Get our Quotations on SUNDRIES.

The JOHN WILKINSON COMPANY, 269-271 STATE STREET, + + CHICAGO. + +

Sixteenth Year in America.

1876 1891

The First Cycles in the United States





The Largest Cycle Manufactory in the World

SINGER & CO., BOSTON, MASS.

6 AND 8 BERKELEY STREET. 2 WARREN AVENUE.

NEW YORK: F. W. AYMAR, 2 Astor House, Broadway.

PHILADELPHIA: WALL & BOYER, 1714 N. Broad St.

CHICAGO: THORSEN & CASSADY, 60 and 62 Wabash Ave.

Parties of wheelmen from Detroit, Monroe, and many other places, attended the opening. The club house was tastefully decoroted with palms and cut flowers, and tables loaded with fruit, orangeade, lemonade, and other delicacies in solids and liquids were placed in the wheel room, while the floor of the "gym" was cleared and an ebony hued orchestra furnished the mellowest of music for those who desired to

"Shake a friendly toe."

Many lady friends were shown through the club house during the evening, and all visitors spoke in the highest of all things connected with this cosiest of cosy club houses.

The Toledo Cycling Club was incorporated Feb. 13, 1891, though it was organized several years prior. "SETAGEC."

GRAND RAPIDS-DETROIT TOUR.

INTEREST is increasing every day in the tour, and letters of inquiry are coming in thick and fast.

C. A. Conover (Secretary-Treasurer of Michigan Division) and wife have joined the tour, which makes four ladies from out of town, with several others undecided yet.

W. H. McMullen and wife, Minneapolis, Minn., F. W. Osborn and wife, Quincy, Ill., are contemplating the trip.

The Wolverine Cyclers of Ann Arbor have appointed committees to arrange a grand banquet and other entertainment for the Hunt tourists. Ann Arbor wheelmen's abilities and hospitalities need no recommendation.

I have just ridden from Grand Rapids to Lansing over this part of the route and find the roads much better than I expected, to tell the truth, they are good roads. W. E. Beach of Howell rode over the route from Howell to Lansing and reported the roads in fine shape; a few of the Ann Arbor wheelmen rode to Howell the other day and made the same report.

Remember the time is near and the earlier you join the better.

Remember entertainment every night. P. S. H.

TO MAINE WHEELMEN.

THE only Fourth of July celebration held in Saco and Biddeford, Maine, for a number of years, will be furnished this year by the York County Wheelmen, who will make a day of it. In the morning will be given a big fantastic parade and a base ball game; in the afternoon a series of bicycle races for cups and medals, and in the evening an illuminated bicycle parade. The affair has been well advertised, and all the wheelmen in that part of the State are being interested. A band will furnish music ot the races and in the evening.

DETROIT WHEELMEN'S NIAGARA-DETROIT TOUR.

THIS tour is an assured success, as nearly 100 are already booked, about twenty ladies on the list. They will start from the Spencer House, Niagara Falls at 10 A.M. sharp, Thursday, July 9th. Some will get left because they have neglected to send in $1.00 deposit for a place. Particulars and time table will be sent only to those who book. It is important to have party filled by July 1st, so the management will know just how to act. There will be an excursion on the bay at Hamilton, some scrub races on the asphalt track at Woodstock, an evening entertainment at London, and a big reception at Port Huron. There will probably be 250 in the party from Port Huron to Detroit the last two days, as a large delegation from Michigan and Canada will join them there. Railroad tickets between Detroit and Niagara Falls will be furnished all who book for $5, good in either direction, over the Grand Trunk. These can be had by an order from the manager only. Regular fare $7.50. Let all who intend to go send in their $1 deposit at once to Clarence H. Smith, 211 Putnam avenue, Detroit. Ladies who think the day's run too long for them will have their railroad fare paid to next town.

LOG OF ILLINOIS CYCLING CLUB'S FIRST ANNUAL "CENTURY" RUN, JUNE 14, 1891.

ARRANGEMENTS were made to accommodate over night at the club house visitors and members who lived at a distance.

Lunch was served at 3.30 A.M. A start was made promptly at 4 o'clock, going by way of California avenue to Douglas Park, through the Park to Ogden avenue, out Ogden avenue, through Lyons, La Grange, Hinsdale, Downer's Grove and Naperville to Aurora, where breakfast was eaten. Then through Batavia, Geneva, St. Charles, to Elgin to dinner. Then by by State road through Ontarioville, Bloomingdale, Addison, Maywood and Oak Park, back to club house.

First stop made on way out was made at Naperville, distance twenty-eight miles. A halt of about twenty minutes was made here to rest and give the stragglers a chance to catch up.

Left Naperville at 7 o'clock, and arrived at the hotel at Aurora at 8 o'clock, making just four hours out from Chicago; time spent in Aurora was two hours. The next stop was made at St. Charles, twelve miles from Aurora; time of halt twenty minutes. Arrived at Elgin, next stop, at 12.30 P. M.; spent two hours there. First arrival at Chicago from Elgin, 6.08 P. M., or about fourteen hours for round trip, including stops. The actual riding time of pacemakers was about nine hours. No attempt was made for time, the idea being to set a pace and take the party around the circuit between the hours of 4 A. M. and 9 P. M.

The number of starters was ninety, many of whom had no intention of making the entire circuit. Sixty-five finished, divided among the different clubs as follows: Illinois Cycling Club, 55; Chicago Club, 4; Cook County, 4; unattached, 2.

The weather was very favorable, as were the roads, with the exception of that from Elgin to Chicago, which was undeniably bad, and which was the hardest part of the trip. From Aurora to St. Charles the sun was red hot, but from there on there was every indication of rain, and in fact it did rain slightly, and a nice cool breeze sprang up, which made the riding very pleasant.

While at dinner there was a little more rain and things looked dubious, but the sky cleared up again and left the breeze to help the party home.

The wheels used were as follows: Forty-one safeties (six pneumatics), 24 ordinaries.

Barrett broke an axle near Downer's Grove; he broke into a blacksmith shop and made another, catching the party at Aurora, only to have his tire burst at Batavia. He took a train home.

Staitman's tire popped just going into Aurora. He succeed in borrowing a solid tire and finished on it.

Collisions were numerous, occasioned by the party riding too close together on bad road.

At Hinsdale Mr. Harry Knisely met the party with his arms full of flowers, which he distributed as they passed by.

Harry Chisholm got into Aurora minus six spokes of the large wheel of his ordinary.

Moffatt buckled his wheel, but was equal to the occasion, and soon straightened it out and finished.

Pope got almost to Maywood when his backbone broke.

Castro's bearings tightened up, and he swears his performance was equal to 150 miles.

Tuttle says that "centuries" make him tired.

Mass rode into Aurora on his hat, having broken his saddle.

Kelly lost the champagne, even if the "Prince of Wales is King."

Simpson moans the loss of a watch.

Graham and his bugle were "in it."

Sloan must have forgotten to register.

Mr. G. W. Webb of Aurora was extremely kind to those who had met with accidents to their wheels, repairing them quickly without charge. Mr. F. E. McEwen of Elgin was also very good in this respect.

THE GREAT BROOKLYN PARADE.

THE growth and importance of bicycling was attested to in Brooklyn on Saturday last. The largest, and it could be appropriately added the grandest parade ever held by wheelmen, was held in that city.

Brooklyn is a lively cycling centre. It is probably this fact that was conducive of originating the idea of the parade. At all events, the city was virtually in the possession of wheel riders all the afternoon.

The Brooklyn, Kings County, Long Island and Bedford Clubs had been arranging for a monster parade of wheelmen for a month past. It was apparent early in the day that their project was going to be a huge success. Thirty-nine clubs responded to their invitations to participate in the event.

A ladies' division was formed and put in charge of Miss L. E. Paige.

The Park Commissioners offered their aid, and on Saturday last all arrangements for the bicycle pageant were consummated. It was arranged that all the clubs should assemble on Eastern Parkway at 4 o'clock. By 3.30 the boulevard was lined for miles with bicycles. The roads were filled with carriages and the sidewalks with spectators. It was judged that all Brooklyn had congregated at Prospect Park. It was withal a pretty sight.

It was none of your exclusive parades, where club's alone were allowed to participate. It was an open event to all riders over 18 years of age. The park drives, along which the parade passed, was lined on both sides, a dozen deep, by pretty girls. The people walked over the grass and lawns at will. It was a holiday crowd. Light clouds held the sunshine for a while, but just before the parade began they parted, and the sunlight brightened such a massing of brilliant colors as Prospect Park has rarely, if ever, seen before.

Precisely at 4 o'clock, President J. R. Dunn, as marshal, assisted by Vice Presidents Burdette and Brown, all three in new League uniforms, and Messrs. DeGraff, Luscomb, Smith and Potter, as aids, started the procession. In advance of President Dunn was a platoon of police.

The ladies' division, in charge of Miss L. Paige, followed the President and party. They made a pretty appearance, every woman having her wheel decorated. There were 45 women in line. A Mrs. E. Hoppock rode a wheel trimmed with daisies. It was very pretty. Mrs. A. Rankin's wheel was decorated with lillies and smilax. Miss K. Gorham had her machine enveloped with yellow roses and ferns. The machine ridden by Mrs. H. J. Hall was profusely trimmed with pinks, roses and smilax. Over Miss Carrie Hoppe's wheel towered a very pretty framework of roses and pinks. The ladies' wheels were all handsomely decorated.

The prize for the most beautifully decorated wheel was awarded to Miss Bornner of 254 Clinton street, Brooklyn. She rode a tandem with her sister.

After the ladies' division came the Long Island, King's County, Brooklyn, Bedford, South Brooklyn, and other city clubs. Then the New York and New Jersey clubs. The unattached men brought up the rear.

The men rode four abreast. There were any variety of wheels. The safeties were in front. They were also in the majority, although there were a goodly number of ordinary wheels.

The line of march was to Prospect Park by the Eastern Parkway; thence by West Drive to South Gate, along the Ocean Boulevard for a short distance, and return the same way.

The grand stand was erected just outside the park. On this were the judges. They consisted of Police Commissioner Henry I. Hayden, James F. Graham of the *Commercial Advertiser*, and F. P. Prial of New York.

Each club was immaculately attired, each striving to win the proffered prizes. The Brooklyns were *the* people. They turned out eighty-seven men all clad in their neat blue uniforms trimmed with heavy black braid, the word "Brooklyn" inscribed on their collars; they also wore white gloves. In the face of this natty make-up the judges could do nought else but award them the prize for the best appearance as well as that for the largest number in line. The appearance of the Brooklyn's, whom some term the "kid glove" boys, was the signal for applause all along the line. The Long Island Wheelmen made a very neat appearance.

The Bedford Cycling Club by a Chesterfieldian action made themselves prime favorites. Upon reaching the grand stand, the entire club with one accord simultaneously raised their caps. They were the only club to do this.

There were thirty-nine clubs in line and 1230 men.

The names of the clubs and the number of men is as follows:

Ladies, 45; Long Island Wheelmen, 62; Kings County Wheelmen, 58; Brooklyn Bicycle Club, 87; Bedford Cycling Club, 36; Bedford Wheelmen, 21; Prospect Wheelmen, 20; South Brooklyn Wheelmen, 22; Peerless Bicycle Club, 15; Bohemian Wheelmen, 9; Chelsea Bicycle Club, 10; Y. M. C. A., Brooklyn, 16; Amity A. C. Wheelmen, 20; Centaur Bicycling Club, 20; Queens County Wheelmed, 35; Hempstead Wheelmen, 2; New York Bicycle Club, 25; Harlem Wheelmen, 35; Riverside Wheelmen, 12; Manhattan Bicycle Club, 19; Gotham Wheelmen, 48; Manhattan A. C. Wheelmen, 24; Knickerbocker Wheelmen, 15; Hudson County Wheelmen, 37; Atalanta Wheelmen, 30; Plainfield Wheelmen, 7; Business Men's League, 18; Orange Wheelmen, 11; Rutherford Wheelmen, 10; Roselle Ramblers, 11; Cranford Cycling Club, 4; Passaic City Wheelmen, 10; Passaic Falls Wheelmen, 21; Jersey City A. C. Wheelmen, 7; Palisade Wheelmen, 1; Bergen County Wheelmen, 22; Englewood Wheelmen, 15; Columbia Cycle Club, 22; Unattached Wheelmen, 350.

The Harlem Wheelmen who were clad in green knickerbockers, white

sweaters and green caps were awarded the prize for the neatest appearing out of town club.

The parade disbanded at about 6 o'clock.

At the conclusion of the parade the visitors repaired to the club houses of the different city clubs where they were royally entertained.

The committee in charge of the parade which was such a big success were Messrs. C. C. Alden, L. I. W., chairman; N. Palmer, L. I. W.; I. B. Potter, B. B. C.; H. E. Raymond, B. B. C.; D. McLean, K. C. W.; H. S. Blakeman, K. C. W.; J. C. Ketchum, B. C. C.; and G. L. Titus, B. C. C.

It is likely the affair will be made an annual one.

A military bicycle equipped with the implements for scouting and courier duty was ridden by F. A. Aymar of the Kings County Wheelmen.

"SPEC."

BOSTON CITY RACES, JULY 4.

GAINING experience by last year, the city fathers of Boston have placed the entire arrangements for the races, July 4, in the hands of experienced wheelmen. Nine events are on the programme, and the prizes will aggregate $275 in value. Entries close to-morrow, June 27, with Clerk Hilliard at City Hall. The races will commence at 9 A. M. sharp; contestants are requested to report to the Clerk of the Course at Franklin Park not later than 8.30.

MEET OF THE OHIO DIVISION AT COLUMBUS.

THE meet of the Ohio Division at Columbus on July 13th, 14th, and 15th, will undoubtedly be the biggest affair in the cycling line that the Buckeye State has ever witnessed.

The races which take place on the 14th will be run on a fine half-mile track specially prepared, and some fast time may be expected. By references to the advertising columns of the BICYCLING WORLD, page 287, the full list of events and prizes offered may be seen.

Six championship races are open to members of the Ohio Division only, for which twelve elegant medals of special design are offered.

The attention of all members of the League is called to the six open events and to the character of the prizes given. These comprise four safety bicycles, an elegant gold watch, chain and pin, handsome clock, Kodak, opera glasses; etc., the value of all being over $1000.00.

A fine banner will be presented to the club having the largest number of uniformed men in line in the parade on the 14th.

Special rates have been secured over all railroads in the central traffic association, and on the 15th a grand excursion will be run to the national meet at Detroit for the remarkably low fare of $3.30 for the round trip.

This will land the visitor in Detroit in time for supper, and will enable him to take in both meets without loss of time, and save money.

The people of Columbus are most hospitable, and our streets are admitted to be the finest in the West.

Come and see us, and have a royal good time. For entry blanks to races write Geo. W. Smith, 38 1-2 E. Spring street. "BUCKEYE."

THE HAGERSTOWN MEET.

THE official programme is at hand, and a very neat little folder it is so far as appearances go, but it is the inside that will interest wheelmen. The macadam roads round Hagerstown are justly famed, and as a centre of historical point made famous by the late war it is wonderfully interesting. Formal runs will be made to the famous battle fields in the vicinity, an illustrated talk of a trip through Switzerland by J. E. McKenson will be given, fireworks, open air smoker and band concert will be some of the features. Everything will be done in the open handed hospitality and generous freedom that "My Maryland" is so justly celebrated for. In the matter of transportation the committee say: "We owe our success in transportation facilities to the interest manifested by the Baltimore and Ohio Railroad (see page 287—ED.) and your committee earnestly hope wherever it is possible patronage will be given to those who have won for us in transportation what we have so long fought for on the path; viz., recognition as a fraternity * *." The parade will be at ten A. M., July 4.

The races will take place on the afternoons of July 3d and 4th, full list of which appeared in our last issue. Go to Hagerstown, and you will have a royal time. If you have not a programme, send for one *at once* to J. T. Chism, Baltimore, Md.

A BIG TIME AT HARTFORD, JULY 4TH.

BOOMING cannon, a monster parade, great cycle racing, big fire works, and gorgeousness and "spread" generally, will go to make up Hartford's Fourth of July festivities.

The outlook for the Columbia's tournament at Charter Oak Park in the afternoon could not be more promising. The entries include most of the crack flyers; public interest is fully alive to the event and an immense attendance is assured. Hartford's City Council has appropriated a liberal sum towards a public celebration, and this will add to the attractiveness of the wheelman's visit. The cyclists will be given the right of the line in the big parade. The city fathers are working with the wheelmen to make the wheel turnout as large as possible. Hartford has 3500 wheelmen, and it is expected that 1000 of them will be in line. Visiting clubs parading will be awarded prizes for excellences of numbers, appearance, etc. Judges of the parade will be Messrs. F. P. Prial, Jos. Goodman and C. G. Huntington. Programme of the races has already been published. Full programme of the day at Hartford is as follows:

Beginning at 6 A. M., a salute of thirteen guns will be fired, and the church and school bells will be rung for an hour.

At 9 o'clock there will be a concert at Foot Guard Armory, by 1,000 children from the public schools, under the direction of Prof. Irving Emerson.

10.30 A. M., street parade, headed by Pope's Military Band and 1,000 wheelmen, followed by the military, fire department and other societies.

At 2.30 P. M., the Columbia Cycle Club's races at Charter Oak Park, where the fastest riders in the country will contest for supremacy.

At 6 o'clock P. M., regatta on the Connecticut River.

At 7.30 P. M., concert on public park by Pope and Colt's Military Bands.

9 o'clock P. M., same place, grandest display of fireworks even seen in Connecticut.

During the day the Columbia Cycle Club and Hartford Wheel Club will keep open house, where all visiting wheelmen are welcome.

Visiting clubs will be met at the depots by reception committees, and taken excellent care of.

All riders are urgently requested to take their wheels; they are wanted in the parade and will come handy in going out to the park and other points of interest.

Cyclists laying plans for the holiday will find it difficult to conceive of greater or more varied attractions than are offered at Hartford.

The club will give to the rider breaking the one mile record, in competition, a diamond medal.

MISSOURI DIVISION MEET.

A few epigrammatic words to wheelmen of this section. Boom! is the word to use for the meet at Carthage, July 3 and 4.

Bring your League ticket, otherwise you will get left. The absence of it will deprive you of lots of fun. *No ticket, no free entertainment.* Remember that. Arrangements are completed and Carthagenians await your coming and will swamp you with hospitality. Sign the lists at once that are in the hands of the local consuls and in the stores of the cycle dealers of St. Louis, as with a guarantee of fifty from St. Louis a special chair car free and a baggage car will be furnished by the Pacific Railway.

On the evening of the third, the smoker (with plenty to smoke), and refreshments, together with an athletic entertainment and music by the famous Light Guard band will be the features.

The races on the Fourth will bring the fastest Western flyers together. Entries close June 29; A. M. Garner, Carthage, Mo. See page 295 for particulars and prize list. The prizes are constantly being added to and as a list is the finest ever offered in Missouri.

The presence of the ladies is to be made a special feature of the meet, and the ladies of Carthage headed by Mrs. H. P. During and Mrs. C. J. Case will see that lady visitors are taken care of. A party of six ladies from St. Louis will be present, and others from that city and other places are expected.

The parade prizes are expensive etchings, and should call out a large attendance for this most prominent feature. Clubs are urgently requested to bring large representations. The parade will form at the Harrington Hotel with Chief Consul Holm, grand marshal, and R. W. Garner, R. N. Siebel, W. P. Lang, and W. M. Jaccard, aids. The captains of various clubs will act as lieutenants and H. P. During will have charge of the unattached. League clubs will have precedence.

Event No. 9 has been changed to a two-mile safety handicap, instead of ordinary, as first announced.

The St. Louis delegation will leave at 8.20 via the Missouri Pacific Railway and will travel in a brand new special chair car, which will be in charge of City Passenger Agent Griffin, who will see that everybody who signs the lists hanging at all agencies will be provided with a seat.

Badges for the delegation will be furnished on the train. Remember your League ticket is the "open sesame."

"LINNEUS."

THE BIG THREE-DAY TOURNAMENT IN BUFFALO.

ABOUT fifteen hundred people were present at Olympic Park on Monday afternoon, June 15th, to witness the athletic opening of the games. The weather was fine and very "hot," one of the athletes succumbing to the heat and falling prostrate on the track in the 5-mile run, many others being compelled to drop out of events on account of it.

Soon after eight o'clock P.M., from all quarters might be seen the wheelmen on gaily decorated wheels, plentifully covered with lanterns of all kinds. The line was formed as follows:

Mounted Police.

Acting Staff—Louis Bruch, adjutant; George R. Hearne and Fred F. Rick, adjutant's aides; club aides, W. C. Holland, Dal H. Lewis, Harry D. Gates, J. J. Scheffler, C. H. E. Frank, Dr. E. L. Gager, Will Pensyres, F. J. Steinbach, John Malcolm, J. J. Pauly, Thomas Quirk, Ulysses Dietzer.

Buglers—W. H. Butler, Walter Hearne, F. L. German, A. G. Richardson, Fred Blanchard.

Seventy-Fourth Regiment Band.

Honorary Staff—Grand Marshal, W. Sheldon Bull; aides, James R. Dunn, President L. A. W., and Charles W. Wood, Vice-Consul, L. A. W.; pioneer wheelmen of Western New York.

Women's Wheel and Athletic Club.

Unattached Wheelwomen.

Visiting clubs of Rochester, Batavia, Erie, Lockport, Niagara Falls, Tonawanda, Lancaster.

Buffalo Bicycle Club, Ramblers Bicycle Club, Zigzag Bicycle Club, Wanderers Bicycle Club, Roamers Wheel Club, Press Cycling Club, Doctors' Wheel Club, Columbia Bicycle Club, Fraternity Wheelmen, Meteor Bicycle Club, Iroquois A. C. Cycling Section, South Side A. C. Cycling Section, Delaware A. C. Cycling Section, Mohawk A. C. Cycling Section, Unattached Wheelmen.

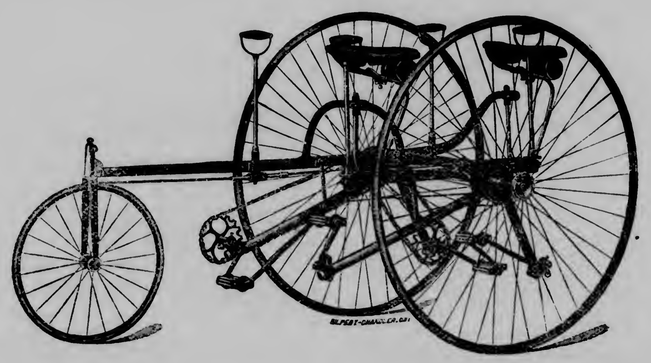
All the houses along the line of march were covered with lanterns and flags, the people generally being quite generous in their displays. There were about 1000 wheelmen in line, and they made a very fine appearance. Here and there were riders dressed fantastically, some in crazy quilts, some in white, and some four or five were dressed like demons, in suits of fiery red, having wings and horns. There were several three masted, well rigged ships, which were well lighted, and were arranged on safeties. For a wonder the women were not in at all; there was no representative from the Woman's Wheel Club.

The Buffalo Bicycle Club made a good showing. The clubs having the best displays were the Wanderers and the Roamers, though the other clubs were in it. The Wanderers especially made a very good showing, having several neat and tasty devices and they were wrong in not showing up for competition. The Buffalo Athletic Club had uniform decorations and made a very fine appearance. The crowds in attendance were numerous and everywhere, creating a great amount of trouble and confusion amongst the wheelmen; the long waits in the procession were caused by them, and at one time it looked very much as though the parade would be broken up by their infringing into the parade. By the way, there were some policemen along the line of march and at the corners; but all the good they did might have been done by wooden men.

After the parade, prizes were awarded for the best decorated wheels as follows: for ordinary, Chas. Armbuster. Ladies safety, Miss Ella Vine. [Thought you said the ladies were "not in it."—ED.] Men's safety Mr. Snyder, and for tandem, Messrs. Trautman and Bamberg.

RACES.

The second day of the tourney brought out about 2500 people, many ladies being present. The weather was fine with a heavy wind, which prevented any attempt at record breaking, though there was considerable fast riding. The first event of the afternoon was the



AMERICAN CHALLENGE TANDEM

Can be Ridden by two Ladies.

WRITE FOR PRICES.

ALSO

American Challenge Tricycles.

Only a few of Each in Stock.

GORMULLY & JEFFERY MFG. CO.,

MAKERS OF

"The American Cycles."

222-228 N. FRANKLIN STREET, - CHICAGO, ILL.

Chicago Retail Store, 85 MADISON STREET.

1325 14th STREET, N. W.. Washington, D. C.

174 and 178 COLUMBUS AVENUE, Boston, Mass.

One-mile safety, novice—G. L. Prescott, Rome C. C., first; H. P. Werner, Zigzag B. C., second; J. R. Neumann, Press C. C., third.

One-mile ordinary, novice—S. H. Waterberry, Zigzag B. C., first; H. W. Nachbar, Buffalo A. C., second; H. A. Smith, unattached, third.

One-mile safety, handicap—C. W. Dorntge, Press C. C., 100 yds., first; E. C. Bald, Roamers W. C., 140 yds., second; G. B. Penn, Syracuse A. C., 130 yds., third. Dorntge rode a pneumatic; cutting his handicap down to 50 yds., he rode the mile in 2.35 3-4.

One-mile ordinary—A. A. Zimmerman, N. Y. A. C., scratch, first; W. H. Penseyres, Press C. C., 80 yds., second; W. S. Campbell, Manhattan A. C., scratch. Time 2.50.

Half-mile safety—E. C. Bald, Roamers W. C., 80 yards, first; G. L. Prescott, Rome C. C., 80 yards, second; H. J. Hall, Manhattan A. C., 35 yards, third. Time 1.12.

Three mile ordinary—W. H. Penseyres, Press C. C., 200 yds, first; A. A. Zimmerman, Manhattan, scratch, second. Time 9.15.

Three mile safety—F. M. Brinker, Buffalo A. C., 300 yds., first; J. Pauly, Iroquois A. C., 300 yds., second; G. B. Penn, Syracuse A. C., 300 yds., third. Time, 8.45.

One mile tandem—Dorntge and Penseyres, P. C. C., 100 yds., first; Slatestone and Gibson, R. B. C., 100 yds., second; Banker and Brinker, B. A. C., 40 yds., third. Time 2.38 1-2.

One mile ordinary—A. A. Zimmermann, M. A. C., scratch, first; W. H. Penseyres, Press C. C., 40 yds., second. Time 2.18 1-4.

Two mile tandem—Dorntge and Penseyres, Press C. C., 75 yds., first; Banker and Brinker, Buffalo A. C., 80 yds., second; Campbell and Hall, M. A. C., scratch, third. Time 5.32 1-2.

Five mile safety, lap—H. J. Hall, Manhattan, was the only competitor that showed up, and after riding once around the track he was called off and given the race.

Closed events—one mile tandem—Penseyres and Dorntge, Press C. C., first; Slatestone and Gibson, Ramblers B. C., second. Time 2.53 1-2.

Half-mile safety—C. W. Dorntge, Press C. C., first; W. D. Banker, Buffalo A. C., second; Charles Slatestone, unattached, third. Time 1.08 1-4.

One mile ordinary—F. C. Fuhrman, Ramblers B. C., first; H. W. Nachbar, Buffalo A. C., second; J. J. Kane, Ramblers B. C., third. Time 3.18 1-4.

One mile safety—C. W. Dorntge, Press C. C., first; F. M. Brinker, Buffalo A. C., second; E. C. Bald, Roamers W. C., third. Time 3.04.

Half-mile ordinary—N. H. Penseyres, Press C. C., first; H. W. Nachbar, Buffalo A. C., second; F. C. Fuhrman, Ramblers B. C., third. Time 1.32 1-2.

ROAD RACE.

There were fifteen starters out of the twenty-four entries for the 50-mile road race from Buffalo to Corfu. It was a handicap. The road has just been worked and was more or less in a bad shape. A. T. Crook, R. B. C. (15m.), first; riding time, 3h. 38m. Prizes—an Ormonde pneumatic and Iroquois safety. William Crane, Erie Wanderers (16m.), second; riding time 3h. 52m. W. Van Wagener, N. Y. A. C. (scratch), third; riding time 3h. 56m. E. F. Weining, R. B. C. (22m.), fourth; riding time 4h. 44m. 30s. R. W. Conn, Press C. C. (20m.), fifth; riding time 4h. 44m. 30s. C. F. Albard, Press C. C. (20m.), sixth; riding time 4h. 5m. 30s.

The other men were detained by break downs and exhaustions, and were compelled to give it up, some at 17 miles and others at the turn about 25 miles. Altogether it was a tough race. "JASPER."

BIG CENTURY'S FIRST ANNUAL RACE MEET.

TIOGA'S track at Westmoreland Station was thronged on Saturday afternoon by upwards of two thousand people who had come by train and a-wheel to witness the first tournament given by the Century Wheelmen. The weather was threatening, but fortunately the rain held off, reserving itself for the following day, when it spoiled the Pennsylvania Bicycle Club's century run over the "Pennsylvania" circuit.

The track was in much better shape than at the Tioga races a fortnight previous, and as Murphy's time in the one-mile safety handicap shows is by long odds the best path which this city has ever owned. Murphy's mile was also the fastest ever ridden here, and the crowd went wild over the fine performance. He is riding in record form and on a first-class track which, by the way, America does not possess, like Long Eaton, Paddington, or Herne Hill, could I believe cut under Jones' figures. Two or three pile-ups occurred on the lower turn of the back stretch during the afternoon races, fortunately without any serious results. Summary:

One-mile safety, open—W. F. Murphy, N. Y. A. C., won; W. C. Seeds, W. A. C., second. Time 2.41 2-5.

Taxis started but gave up on the first lap, and Murphy distanced Seeds, in what would have been second time for the track had it not been for his later race.

One-mile safety, 3.30 class, first heat—J. J. Gessleman, Wiss. W., won; R. C. Lops, C. W., second. Time 3.04 3-5. Second heat—J. R. Kendrick won; F. H. Campion, Wiss. W., second. Time 3.10 3-5. Third heat—G. B. Mendes won; W. H. Hall, N. Y. A. C., second. Time, 3.11 4-5. Final heat—H. Bilyeu won; G. B. Mendes, second. Time 2.59 1-5.

Hall took second place in final, but was declared not eligible. The heats were run all out from start to finish, the times being remarkable for 3.30 class.

One-mile ordinary, open—Won by A. A. Zimmerman. Time 2.56. W. C. Seeds, second; S. W. Merrihew, third.

Murphy and Taxis did not start in this race, and Zimmerman had things his own way.

Quarter-mile safety, State championship—W. W. Taxis, A. C. S. N., won; J. H. Draper, A. C. S. N., second. Time 39 1-5s.

J. C. Donnelly, Oxford Wheelmen, fell in this race, breaking his wheel, and I. Van Deusen took third place.

One-mile tandem handicap—Perkinpine and Donnelly, Y. M. C. A. (130 yards), won; N. J. Kelly and J. H. Draper, A. C. S. N. (scratch), second. Time 2.46 4-5.

One-mile safety, 3.29 class, first heat—J. W. Judge, M. A. C., won; E. A. Powers, M. A. C., second. Time 3.03. Second heat, H. Gill, P. A. W., won; J. Grant High, C. C., second. Time 3.01 3-5. Final heat—E. A. Powers, M. A. C., won; J. Grant High, C. C., second. Time 3.01.

The Manhattan men, together with High, rode pneumatics, and easily outclassed the solids.

Half-mile safety, open—W. F. Murphy, N. Y. A. C., won; W. W. Taxis, A. C. S. N., second. Time 1.17 1-5.

Murphy was on a pneumatic wheel. Taxis had a solid tire racer, and could not hold the New York man.

Two-mile ordinary, State championship—W. W. Taxis, A. C. S. N., won; J. H. Draper, A. C. S. N., second; F. M. Dampman, A. C. S. N., third. Time 6.11 3-5.

A limit of 6.10 was placed on this race, but the men rode well and it was awarded them.

One-mile safety, 3.10 class—F. B. Marriott, S. E. W., won; J. L. Hanley, W. A. C., second. Time 2.52 3-5.

Quarter-mile, ordinary, open—A. A. Zimmerman, N. Y. A. C., won; W. C. Seeds, W. A. C., second. Time 40s.

M. J. Bailey, C. W., finished third, having led until the lower turn.

Two-mile safety, handicap, open to Century Wheelmen only—Louis Geyler (scratch), won; M. N. Keim, 100 yards, second. Time 6.13.

Seven started and Geyler cut down his men easily, winning hands down.

Two-mile ordinary handicap—J. B. Pearson, C. C. (190 yards), won; A. E. Stilger, M. A. C. (190 yards), second. Time 5.39 4-5.

Ten men started giving a very pretty procession, Pearson beating Stilger out on the tape by but six inches; S. W. Merrihew, third.

One-mile safety handicap—W. F. Murphy, N. Y. A. C., 80 yards back of scratch, won; W. H. Hall, N. Y. A. C., 150 yards, second. Time 2.40 4-5. Murphy's actual time for mile, 2.32 4-5.

This was the event of the day, Murphy on his pneumatic starting 80 yards back, and cutting down his field in grand form. Seventeen men started, the limit being 180 yards, but he caught them up one by one going to the front on the last quarter amid deafening applause.

One-mile safety, State championship—W. W. Taxis, A. C. S. N., won; J. H. Draper, A. C. S. N., second. Time 3.04.

Draper led coming into the straight, and making a desperate effort, but he could not quite hold it, and Taxis crossed about a wheel to the good.

The annual spring sports of the Bank Clerk's Athletic Association were held at the University track on Saturday afternoon, the following cycling events being contested:

One-mile bicycle safety, novice, scratch—W. N. Emery, B. C. A. A., won; C. L. Allison, Y. M. C. A., second. Time 3 1-2m. E. B. Schuck, Y. M. C. A., took a header a short distance from the scratch and fell out.

Two-mile bicycle, ordinary—G. M. Coates, U. of P., 20 yards, won; E. W. Bair, P. A. W., 110 yards, second. Time 6m. 26 1-2.

One-mile bicycle safety, handicap—W. N. Emery, B. C. A. A., 110 yards, won; H. M. Stamford, 1st R. A. A., 90 yards, second. Time 2m. 58 1-2s. S. H. Crawford and George Crow collided on the track and fell out.

Philadelphia, June 22, 1891. "ARIEL."

SON-OF-A-GUN HILL CLIMBING CONTEST.

AFTER two postponements the much talked of hill climbing contest on Son-of-a-Gun Hill came off Saturday evening, June 20, at 8 P. M. On account of the late arrival of most of the officials, the contest was run by moonlight and this novelty cannot be said to be a success. A. G. Harding, St. Louis Cycling Club, was the first man, and he crossed the line in 1m. 35 1-2s. When the fast time was announced the crowd fairly went wild and eagerly looked for the second man, who was Richard Hurck of the M. B. and A. C. Hurck was the winner of last year's contest and great things were expected of him. But as he got a poor start and ran off the road and lost his pedals near the top, the hopes of his friends were not realized, as the best he could do was 1m. 41 3-4s. The third man was Will Cox, on whom the cycling club had pinned their faith to win, and they were not disappointed as he crossed the line in 1m. 35s., and amidst great enthusiasm, thus breaking Hurck's record by 8s. The hill was in fine condition, except near the top. Cox's riding of the hill was a magnificent exhibition. At no place did he waver and he now wears the proud title of hill climbing champion of St. Louis. The opinion is general that but for the poor start Hurck would have won. After the contest the wheelmen rode to Ballwin for supper and the prizes will be presented to the winners to-morrow. Costly gold and silver medals of special design were the prizes. It was a great day for the cycling club, and the majority of the members remained out at Ballwin celebrating the club's victory.

"LINNEUS."

RACING AND MEET NEWS AND GOSSIP.

AT HYDE PARK, MASS.—The Norfolk County Wheelmen gave an interesting series of races at the Norfolk Trotting Park on June 17. No records were made as the track was not in condition to warrant it, and the affair passed off with but one or two slight accidents. The following is a summary:

One mile ordinary, novice, nine starters—J. W. Arentzen, Hyde Park, first; Frank P. Munroe, Newton Centre, second; H. Dennis, Dorchester, third. Time, 3m. 15s.

One mile safety, novice, 11 starters—C. C. Orcutt, Boston, first; Charles Measure, Needham, second; George Quinn, Chelsea, third. Time, 3m. 8 4-5s.

One mile ordinary, open, six starters—James Clark, Dorchester, first; E. J. Clark, Dorchester, second; T. L. Connelly, Dorchester, third. Time, 3m. 15s.

One mile safety, open, six starters—H. C. Tyler, Needham, first; Daniel Connelly, Dorchester, second: Hugh Robson, Salem, third. Time, 3m. 1s.

One mile safety, championship of Norfolk County, five starters—H. C. Tyler, Needham, first; A. P. Benson, Newton, second; A. H. Rhodes, Hyde Park, third. Time, 3m. 8 1-5s.

One mile ordinary, handicap, open, 14 starters—H. Dennis, Dorchester (175 yards), first; E. J. Clark, Dorchester, (25 yds), second; B. P. Hedges, Foxboro (150 yds.), third; H. G. Andrews, Hyde Park (75 yds.), fourth. The scratch man, J. Clark, failed to get a place. Time, 3m. 2s.

One mile safety, handicap, 15 starters—G. Minturn Worden, Boston (scratch, pneumatic tire), first; H. C. Tyler, Needham, second; E. A. McDuffee, West Everett. Time, 2m. 52s.

One mile ordinary, championship of Norfolk County, four starters—B. F. Hedges Foxboro, first; H. G. Andrews, Hyde Park, second; P. M. Hussey, Hyde Park, fourth. Time, 3m. 13s.

Team race, three clubs of three men each, two miles—Rain interfered at the finish, but it is believed the Crescent Bicycle Club of Dorchester won. Time, 6m. 15 3-5s.

Half-mile boys' safety, three starters—F. Ovurish, Dorchester, first; James W. Wight, Dorchester, second; Edwin Thompson, Hyde Park, third.

Half-mile safety, pneumatic—G. M. Worden, Boston, first; E. A. McDuffee, West Everett, second; J. P. Clark, Dorchester. Time, 1m. 26 1-5s.

CONTINUED ON PAGE 286.

PRICE, - - - - $100.00.

THE HARTFORD SAFETY.



—MANUFACTURED BY—

THE HARTFORD CYCLE CO.,

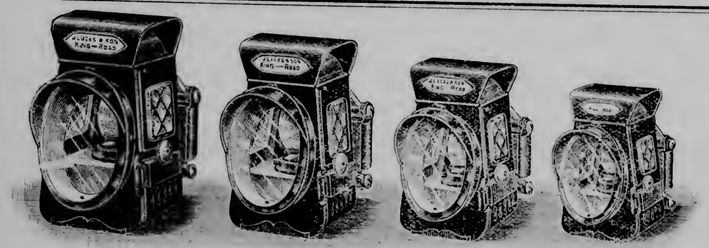
HARTFORD, - CONN.

Ball Bearings, Interchangeable, Strong, Durable and Well Finished.

THE HARTFORD LADIES' SAFETY.



Send for 1891 Catalogue.



All First-Class Dealers

CARRY IN STOCK

THE BEST LAMP ON EARTH

AND THE WORLD'S FAVORITE,

THE KING OF THE ROAD.

Ask your Local Dealer to show you the 1891 pattern. If he tries the "Just as Good" Act, (there is no Lamp as good as THE KING of the Road), drop us a card, it will pay you.

Premier Cycle Company

SOLE U. S. AGENTS,

Eighth Ave. and 51st Street, - - New York.

The name King of the Road is Registered, and the design is patented in every civilized country throughout the world. All persons are cautioned against making, selling or using imitations of this Lamp or Trade-Mark.

PIERCE, SMALL & CO.,

RANDOLPH, MASS.

—MAKERS OF—

"S. & P.," "Boston" and "P. S. & Co."

SPORTING SHOES.



Bicycle Shoes can be obtained in Boston at

J. P. LOVELL ARMS CO.
J. F. MORRILL & CO.
DAME, STODDARD & KENDALL.
SIDWELL & SABEN.
POPE MFG. CO.
WM READ & SONS.
A. O. VERY,
THAYER, McNEIL & HODGKINS.

Protected by letters patent. Stamp for Catalogue.

John F. Morrill & Co.

Division Tailors of the L. A. W. for Massachusetts.

Coat, - - - - $5.75
Pants, - - - - - 3.75
Cap, - - - - - 85
Shoes, - - - $3 to 3.75
Shirts, Flannel, $2.50 upwards
Shirts, Cheviot, - 87 upwards

Manufacturers and Dealers in

Base Ball, Tennis, Bicycle, Gymnasium, Athletic and Sporting Goods.

We make a specialty of all styles of outing clothing.

12 Bromfield Street, Boston.



FRONT VIEW

Indispensable to Bicyclists, Athletes and the Gymnasium

Call's No. 5 Supporters (jock strap) with elastic back, lace front and adjustable back straps. A sure fit. No. 5 (same as cut), 75c. No. 6, with pockets on each side of lacing, $1.00. No. 7, with hose supporter attached to sides, $1.00. Number 8, pockets and hose supporter, $1.25. Order by number and give tight measure top of hips. Postpaid on receipt of price. S. B. CALL, 358 Main Street, Springfield, Mass



A Shot with the Kodak.

Send to The Eastman Company, Rochester, N. Y., for a copy of "Do I want a Camera," (illustrated) free by mail.

Take a Kodak with you.



'IT IS NOT A THING OF BEAUTY,"

"Nor a joy forever," (we speak of our catalog), but it goes right to business in a way to please people who mean business, and "no others need apply." Latest second-hand list is just out, too, and it may save you $5 to $25.00. All for one postal, with your legible address on it.

KNIGHT CYCLE CO.,
207 N. 10th Street, - St. Louis, Mo.

CHOICE OF THE EXPERTS.

"U. S." Gallery Ammunition.

Manufactured by the

United States Cartridge Co., - Lowell, Mass.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 20

ABBOT BASSETT, Secretary,

OFFICERS FOR 1890—91.

PRESIDENT,
JAMES R. DUNN,
40 Wall st., Room 65, New York.

FIRST VICE PRESIDENT,
MAJOR CHAS. L. BURDETT,
Hartford, Conn.

SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN,
116 Broad Street, Elizabeth, N. J.

TREASURER,
W. M. BREWSTER,
117 No. 4th Street, Quincy, Ill.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committees.

Membership Committee.

Sanford Lawton.....Springfield, Mass.
George C. Pennell.....Elizabeth, N. J.
Howard L. Perkins.....Box 103, Providence, R. I.

Committee on Improvement of Highways.

Isaac B. Potter.....Potter Bldg., New York
W. M. P. Bowen.....Box 1513, Providence, R. I.
Charles W. Wood, 334 S. Salina St., Syracuse, N.Y

Committee on Rights and Privileges.

Geo. A. Perkins.....5 Pemberton Sq., Boston
J. S. Dean.....28 State St., Boston
Chas. F. Cossum.....Poughkeepsie, N. Y.

Committee on Rules and Regulations.

T. J. Kirkpatrick.....Springfield, O.
A. B. Richmond.....Grand Rapids, Mich.

Transportation Committee.

Albert Mott.....203 Lenox St., Baltimore, Md.
Joseph T. Chism.....120 Mosher St., Baltimore, Md.
Burley B. Ayres, Rand, McNally Bldg. Chicago, Ill.
Thomas Savage Clay.....Savannah, Ga.
Amsi T. Dodd.....70 Park Place, Newark, N. J.
John B. Seward.....35 Milk Street, Boston
Chas. A. Sheehan....5 Vanderbilt Ave., New York

Racing Board.

George S. Atwater.....
.....1424 Penn. Ave., Washington, D. C.
George Collister....147 Ontario St., Cleveland, O.
Abbot Bassett.....12 Pearl St., Boston
Lewis A. Miller.....Meriden, Conn.

12th Annual Meet of the L. A. W.

DETROIT, MICH., JULY 16, 17, 18, 1891.

Address Chairmen as below at Detroit for information relating to the work of the committees:

Chairmen of Committees:

Reception—C. H. Smith, 211 Putnam avenue;
B. J. Holcombe, 222 Woodward ave
Races and Transportation—
Jos. Bresler, 22 Lafayette Avenue.
Exhibit—A. F. Peck, 143 Jefferson avenue.
Hotels—J. Hoffner, 243 Woodward avenue.
Parade—F. L. Abel, 187 Charlotte ave.

L. A. W. Uniform Cloth.

A contract has been made with the Burlington Mills for a cloth, steel gray in color, which will be used for the regulation League uniform. This cloth is now kept in stock by the Secretary, and will be supplied to League members only at $2.10 per yard, cash with order. The Regulation League button will be supplied by the Secretary at 5 cents for the large and 3 cents for the small size. The cloth is 54 inches wide.

ABBOT BASSETT, Secretary.

Rubber Buttons.

We are now ready to supply rubber buttons made from dies especially prepared for the L. A. W., and bearing the League emblem in bold relief. The buttons are made in two sizes, but will be retailed at the uniform price of three cents each. They can be had at this price from any of the League tailors to whom special discounts will be made, or will be supplied in any quantity by the Secretary.

From L. A. Miller.

Whereas in the BICYCLING WORLD issue of June 12th was published a notice signed by C. E. Randall, chairman, purporting to come from the Racing Board, I herewith wish to disclaim any connection whatever with said notice as it does not meet with my approval, and I have never been asked to vote on any such resolution.

Respectfully, LEWIS A. MILLER,
Member of Racing Board.

Racing Board.

By a unanimous vote of the Racing Board, D. Jay Spangler of Elkhart, Ind., has been reinstated an amateur. ABBOT BASSETT,
Chairman pro tem.

Highway Improvement—Photographic Prize Contest—Announcement.

Owing to the fact that the number of competitors for prizes offered in this contest has not reached the number required by the conditions of the offer, the award cannot now be made. To insure fairness it has been decided to extend the term of this contest till December 15, 1891. With the exception of dates, the original conditions will remain the same, and for the benefit of all wheelmen we add here a copy of the original offer, with extended date inserted:

PHOTOGRAPHERS, ATTENTION!

One hundred dollars in gold to be paid in prizes for photographs of bad roads.

To stimulate the collection of photographs to be used in showing the need of improved roads in the United States, the Connecticut Division joins the New York Division in offering three prizes aggregating to $100 in gold, as follows:

1. One prize of $50 (gold) for the best collection of not less than three photographs.
2. One prize of $30 (gold) for the second best collection of not less than three photographs.
3. One prize of $20 (gold) for the third best collection of not less than three photographs.

This offer is made subject to the following conditions and suggestions which should be observed:

All photographs must be accompanied by the negatives, unless the latter have been destroyed.

Competition will close on the 15th day of December, 1891, and all photographs must be submitted on or before that date.

Photographs must be confined to such subjects as most strongly illustrate the unfitness of the present public roads (especially the common "dirt" roads) used as public highways.

To aid you by a suggestion we will say we want:

Photographs showing the common spectacle of the farmer's team and wagon, hub-deep and knee-deep in the muddy road.

Photographs showing rough, rutty and muddy roads in their worst condition.

"Stuck in the mud" photographs, showing the farmer or merchant with his loaded wagon vainly trying to drive his patient team and load out of the inevitable mud hole.

Photographs showing the every-day breakdown caused by rough or muddy roads, or steep grades.

Photographs showing smooth, hard-surfaced roads and (if possible) teams hauling loads over the same.

And other pictures illustrating the goodness of good roads and the badness of bad roads. Your opportunities and observation will suggest the proper thing in this line.

Each photograph must be accompanied by a full statement of particulars, giving date, location, etc., by which the picture may be identified. Blanks for this purpose will be supplied on application.

All photographs and negatives submitted must be sent marked with a fictitious name pseudonym, by which the competitor is to be known until the date of award. Each competitor must also send a sealed envelope containing his or her real name and address, and marked upon the outside with the fictitious name of the competitor.

All photographs and negatives submitted in this competition are to remain the permanent joint property of the New York and Connecticut Divisions of the League of American Wheelmen. At least ten persons must compete in order to insure the reward here offered.

In deciding upon the respective merits of the work submitted, the following points will be considered:

1. The subject of the photograph and its force in illustrating the necessity for better roads.
2. Clearness and general excellence of photographic work.
3. Location (giving preference to those views which show bad roads in important counties, suburbs of large towns, etc.).
4. Size of photograph. The question of size will be considered least and last of all. Any competitor may send more than three photographs if desired. The committee will select the three best of those submitted by each competitor.

The prizes will be awarded before December 31, 1891, by a committee to be selected by the Chief Consuls of State Divisions of New York and Connecticut. All communications will be in every respect confidentially treated, and further information will be furnished on application to either of the undersigned, to whom all photographs and negatives should be sent.

ISAAC B. POTTER, Chairman Roads Imp. Com., N. Y. State Div., League of American Wheelmen, 278 Potter Building, New York, N. Y.

CHARLES L. BURDETT, Chairman, Roads Imp. Com., Connecticut State Div., League of American Wheelmen, Hartford, Conn.

Transportion of Wheels.

For the information of our members, and to anticipate replies to the many calls made upon me, please print one time in the official department of the BULLETIN, the matter contained on the reverse side of the letter head herewith.

Respectfully and truly yours,
ALBET MOTT.

June 19, 1891.

All railroads in the Trunk Line (except the N. E. members), Central Traffic, Western States, Trans-Missouri, and Trans-Continental Passenger Associations carry bicycles free, under slightly varying conditions, when accompanied by owner, with first class passage ticket; it being understood in all cases that the wheel is carried at owner's risk of damage or delay. Rules of carriage vary with different routes. With some simply placing wheel in baggage car and presenting passage ticket is sufficient; with others, a baggage check is required; with still others, a special permit is necessary, such permit to be obtained from the baggage or passenger department. Wheelmen travelling by train, therefore, should whenever possible, ascertain before commencing their journey the rules of the railway line with respect to carriage of wheels, and govern themselves accordingly. Avoid disputes with train baggagemen whenever possible; such disputes are always annoying and generally unprofitable. If payment is demanded, take receipt for amount paid and send it, with all the facts bearing on the case to the Chairman of the Transportation Committee who will make every effort to have the sum refunded and subsequent overcharges prevented.

Remember, this is not a wheelman's "right," but a favor granted them.

Wheelmen should patronize the routes given below exclusively, even on business trips, when not accompanied by wheels, and in that way reciprocate the favor extended when travelling with wheels.

Allegheny Valley Railroad.
Atchison, Topeka and Sante Fe Railroad.
Atlantic and Pacific Railroad.
Atlantic Coast Line Railroad.
Baltimore and Ohio Railroad.
Buffalo, Rochester and Pittsburg Railroad.
Burlington, Cedar Rapids and Northern Railroad.
Burlington and Missouri River Railroad.
California Central Railroad.
California Southern Railroad.
Central Iowa Railroad.
Central Railroad and Banking Co. of Georgia.
Chicago, Burlington and Kansas City Railroad.
Chicago, Burlington and Northern Railroad.
Chicago, Burlington and Quincy Railroad.
Chicago, Kansas and Nebraska Railroad.
Chicago, Milwaukee and St. Paul Railroad.
Chicago, Rock Island and Pacific Railroad.
Chicago, Sante Fe and California Railroad.
Chicago, St. Louis and Pittsburg Railroad.
Chicago, St. Paul and Kansas City Railroad.
Chicago, St. Paul, Minneapolis and Omaha Railroad.

Chicago and Alton Railroad.
Chicago and Atlantic Railroad.
Chicago and Grand Trunk Railway.
Chicago and Northwestern Railway.
Chicago and West Michigan Railway.
Cincinnati, Hamilton and Dayton Railroad.
Cincinnati, Jackson and Mack Railroad.
Cincinnati, Wabash and Michigan Railway.
Cincinnati, Washington and Baltimore Railroad.
Cincinnati and Muskingum Valley Railway.
Cleveland, Akron and Columbus Railway.
Cleveland, Cincinnati, Chicago and St. Louis Railway.
Cleveland and Marietta Railway.
Cleveland and Pittsburg Railroad.
Colorado Midland Railway.
Columbus, Hocking Valley and Toledo Railway.
Columbus and Cincinnati Midland Railroad.
Dayton and Ironton Railroad.
Delaware, Lackawanna and Western Railroad.
Delaware and Hudson Canal Co.
Denver, Texas and Fort Worth Railroad.
Denver and Rio Grande Railroad.
Detroit, Grand Haven and Milwaukee Railway.
Detroit, Lansing and Northern Railroad.
Duluth, South Shore and Atlantic Railway.
Duluth and Iron Range Railroad.
Eastern Railway Co. of Minnesota.
Elmira, Cortland and Northern Railroad.
Evansville and Terre Haute Railroad.
Fort Wayne, Cincinnati and Louisville Railroad.
Fremont, Elk Horn and Missouri Valley Railroad.
Grand Rapids and Indiana Railroad.
Grand Trunk Railway.
Green Bay, Winona and St. Paul Railway.
Gulf, Colorado and Sante Fe Railway.
Hannibal and St. Joseph Railroad.
Houston, East and West Texas Railway.
Houston and Texas Central Railway.
Illinois Central Railway.
Indiana, Bloomington and Western Railway.
Indianapolis, Decatur and Western Railway.
Indianapolis and Vincennes Railroad.
International and Great Northern Railroad.
Jefferson, Madison and Indianapolis Railroad.
Kansas City, Fort Scott and Memphis Railroad.
Kansas City, St Joseph and Council Bluffs Railroad.
Kansas City, Wyandotte and Northwestern Railroad.
Keokuk and Western Railroad.
Lake Erie and Western Railway.
Lake Shore and Michigan Southern Railway.
Lehigh Valley Railroad.
Little Rock and Memphis Railroad.
Louisville, Evansville and St. Louis Railroad.
Louisville, New Albany and Chicago Railroad.
Louisville, New Orleans and Texas Railroad.
Louisville and Nashville Railroad.
Merchants' and Miners' Trans. Co.
Michigan Central Railroad.
Milwaukee, Lake Shore and Western Railway.
Milwaukee and Northern Railroad.
Minneapolis, St. Paul and Sault Ste Marie Railway.
Minneapolis and St. Louis Railway.
Missouri, Kansas and Texas Railway.
Missouri Pacific Railway.
Mobile and Ohio Railroad.
Montana Central Railway.
New England and Savannah S. S. Co.
New York Central and Hudson River Railroad.
New York, Chicago and St. Louis Railway.
New York, Lake Erie and Western Railroad.
New York, Ontario and Western Railway.
New York, Pennsylvania and Ohio Railroad.
Northern Central Railway.
Northern Pacific Railroad.
Ocean S. S. Co., Savannah,
Ohio River Railroad.
Ohio and Mississippi Railway.
Oregon Railway and Navigation Co.
Oregon and Washington Territory Railroad.
Pennsylvania Company.
Pennsylvania Railroad.
Peoria, Decatur and Evansville Railway.
Philadelphia and Reading Railroad.
Pittsburg, Cincinnati and St. Louis Railway.
Pittsburg, Fort Wayne and Chicago Railway.
Pittsburg and Lake Erie Railroad.
Pittsburg and Western Railroad.
Queen and Crescent Route.
Rio Grande Western Railway.
Rock Island and Peoria Railway.
Rome, Watertown and Ogdensburgh Railroad.
San Francisco and North Pacific Railroad.
Savannah, Florida and Western Railroad.
Scioto Valley Railway.
Sioux City and Pacific Railroad.
Sonoma Valley Railroad.
Southern Pacific Co.—Atlantic System.
Southern Pacific Co.—Pacific System.
St. Joseph and Grand Island Railroad.
St. Louis, Arkansas and Texas Railway.
St. Louis, Des Moines and Northern Railway.
St. Louis, Iron Mountain and Southern Railway.
St. Louis, Keokuk and Northwestern Railroad.
St. Louis and Hannibal Railroad.
St. Louis and San Francisco Railway.
St. Paul, Minneapolis and Manitoba Railway.
St. Paul and Duluth Railroad.
Terre Haute and Peoria Railroad.
Texas Central Railway.
Toledo, Ann Arbor and North Michigan Railway.
Toledo, Columbus and Cincinnati Railway.
Toledo, Peoria and Western Railroad.
Toledo and Ohio Central Railroad.
Union Pacific Railway.
Valley Railway.
Vandalia Line.
Wabash Railroad.
Western New York and Pennsylvania Railroad.
West Shore Railroad.
Wheeling and Lake Erie Railway.
Wisconsin Central Railroad.

Maryland.

Mr. Thomas W. Gurley is appointed consul at Frostburg, Md. ALBERT MOTT, C. C. Md. Div.
Baltimore, Md., June 18.

Maryland.

CHIEF Consul Mott presided at the regular quarterly meeting of the Board of Officers of the Maryland Division, held Saturday evening, June 20, 1891, at the Chesapeake Wheelmen's club house, 838 No. Fulton avenue. Messrs. Jackson, Cline, Willison, and Unverzagt were present. The minutes of the previous meeting were read and approved.

REPORT OF SECRETARY AND TREASURER.

Cash on hand Mar. 21, 1891	$747.16
Receipts for three months	29.00
Total	$776.16
Expenses for three months	58.00
Balance June 20, 1891	$718.16

This report was adopted, with the following amendment, that a bill of Mr. Chism be investigated and reported on at the next meeting. The committee appointed to co-operate with the Hagerstown Club, having succeeded in securing the co-operation of all the divisions of the late third racing district, was discharged.

There being neither standing committee reports nor unfinished business, the following letter was read.

BALTIMORE, JUNE 20, 1891.

Wm. J. Uberergagt, Secretary and Treasurer Maryland Division L. A. W. Dear Sir:—I beg to hand you herewith the sum of $26. This amount was collected by me some time since for the purpose of purchasing a medal to represent the championship of the Maryland Division. The amount originally aimed at was not obtained, and the matter hung fire. After consultation with a number of the contributors, I have concluded that the best way to wind the matter up is the one I now adopt.

Kindly devote the amount named above to the purchase of a medal under the direction of the proper officials, which medal offer as a prize in whichever of the races at the Hagerstown Meet, July 2, 3, and 4, 1891, may be thought best, and greatly oblige, Yours very truly,

GUY P. WILSON.

On Mr. Cline's motion which was carried, the above amount was appropriated for a medal to represent the safety championship of Maryland, to be run at Hagertown, July 2, 3, and 4.

Mr. Willison's motion to appropriate $25 for a medal to be given at Hagerstown, at the July meet, to represent the ordinary championship of Maryland was carried.

The following resolution was unanimously adopted.

Whereas, one of the main objects of the organization of the League of American Wheelmen is that of securing improved thoroughfares and pavements. Be it

Resolved, by the Board of Officers of the Maryland Division L. A. W., that in the nominations for municipal offices in the City of Baltimore, the wheelmen urge that such be made from among men who are known to be sympathy with such improvements and in their speedy accomplishments.

Mr. A. C. Willison's motion which is as follows was adopted. Be it

Resolved, That the present Division Racing Board be appointed a committee to consider the advisability of purchasing property opposite Halsteads, and fitting the same with suitable track, buildings, and other appliances for bicycle racing and general athletics, and that said committee take up the matter where it was left off by the committee formerly appointed by the Board.

Meeting adjourned at 10.40 P. M.

Yours fraternally,
WM. J. UNVERZAGT, Sec. and Treas.
Baltimore, June 20, 1891.

Michigan Division.

The annual meet of the Michigan Division will be held at Detroit July 16, 17 and 18th.

Fraternally, A. B. RICHMOND, Chief Consul.

Connecticut.

The ninth annual meeting of this Division was held on board Steamer Sunshine on Long Island Sound, June 8, 1891.

Meeting was called to order at 9.30 P. M. by Chief Consul Dean.

Reading minutes of last meeting was dispensed with. The report of the Chief Consul was ordered printed in the BULLETIN.

The following report was made by the Secretary-Treasurer:

1891. RECEIPTS.

Jan. 1.	Balance on hand	$803.61
" 1.	Cash, Abbot Bassett	147.00
March 2.	Cash, on account Road Book sales	14.00
" 30.	Cash, Abbot Bassett	38.00
May 1.	Cash, on account Road Book sales	65.30
" 29.	Ads. in Hand Book	20.00
" 29.	Cash, on account Road Book sales	17.00
		$1104.91

1891. EXPENDITURES.

March 1.	Salary A. A. Dean, 6 mos.	$ 50.00
" 1.	Salary E. A. DeBlois, 6 months	50.00
" 1.	Salary C. L. Burdett, 6 months	50.00
" 1.	A. A. Dean, sundry expenses	8.50
" 1.	Expenses of Delegates Dean, Fisher, DeBlois, Post, Burdett, Thompson, Atwater and Miller to National Meeting February 16, '91	198.00
" 30.	Abbot Bassett, application blanks	2.50
April 18.	M. P. Dowe, printing	2.75
" 18.	Stamps and sundries	22.00
" 29.	Printing Hand Book	97.50
" 29.	L. Pease & Co., printing	12.70
May 15.	A. A. Dean, sundry expenses	20.00
" 15.	A. G. Fisher, postage	1.50
" 29.	R. R. fare of 5 Representatives to B. of O. meeting, May 7, '91	6.10
	Balance deposited with Conn. River Banking Co.	583.36
		$1104.91

Mr. Chas. L. Burdett, Chairman of Improvement of Highways Committee, reported that by fall they expected to have some specific measure to bring before the Legislature. In the meantime they would busy themselves by working in making preparations for Road Improvement. He further stated that we have the support of seven thousand grangers who have agreed to help us push the good work as much as possible.

Mr. Calhoun Latham, Chairman of the Rules Committee, submitted a revised Constitution to agree with the National Constitution adopted at Niagara Falls in August last. It had previously been approved by the Division Board of Officers, and was accepted as a whole.

The rules of the Division were amended by striking out Section 6 of Article 6, and changing Article 2 to agree with the National By-Laws.

On motion of David J. Post, the following resolution was unanimously carried:

Resolved, That the Connecticut Division, L. A. W., hereby endorses the action of the Joint Special Committee on the matter of the A. A. U. alliance and approves it as tending to the more speedy settlement of the much disputed amateur question.

On motion of C. W. King a vote of thanks was extended to the New Haven Bicycle Club and the Ramblers Club for the pleasant manner in which they had entertained the Division.

A vote of thanks was also extended to Mr. Calhoun Latham for his services in revising the Division Constitution and By-Laws.

As no further business was presented the meeting was declared adjourned at 10.30 o'clock.

EDWARD A. DE BLOIS,
Secretary-Treasurer.

Pennsylvania Division.

I desire to notify the division that I shall sail for Europe on the 27th of June next, to be gone until about September 10th.

Persons desiring to secure information upon the business of the Division should address the Vice Consul, D. K. Trimmer, Esq., York, Pa., or the secretary-treasurer, Mr. John J. Van Nort, 610 Gibson street, Scranton, Pa.

I wish to urge the members and Local Consuls to continue the good work of securing members and renewals during my absence.

Fraternally, SAMUEL A. BOYLE,
Philadelphia, June 22, 1891. Chief Consul.

Pennsylvania Division L. A. W.

Reports for new road book have been coming in so slow that the committee cannot say when they will be able to get out the new edition therefore it has been decided to have a new supply of the 1890 edition printed, and we hope to be able to mail them to all new members about July 1.

Yours fraternally, JOHN J. VAN NORT,
Secretary-Treasurer.

Pennsylvania Division.

The members of the Division who live on the line of the Lehigh Valley Railroad between Sayre and Easton, are notified that that road will sell tickets to Hagerstown for the meet at the rate of one fare for a round trip ticket.

The official train, however, will run on the Pennsylvania Railroad from Broad street station at about 5 P.M. (exact time to be fixed hereafter), on the 1st of July next. Members are requested to use the official train where they can do so without extra expense. SAMUEL A. BOYLE,
Philadelphia, June 22, 1891. Chief Consul.

Pennsylvania Division.

The Pennsylvania Railroad Co. has agreed to carry wheelmen from all points in Pennsylvania to Hagerstown, Md., covering the time for the meet at the rate of one fare for both ways. The tickets may be bought at the offices mentioned below on and after the 30th of June, up to and including the 3d of July, to go and will be good to return at any time up to and including the 7th of July. The price of the tickets will be the full rate for one way for the excursion ticket to go and return. If there should be any wheelmen not living in the places named below, they can secure tickets from the office nearest to them. The indications are that this will be the most successful meet that has ever been held anywhere in point of numbers, enthusiasm and fun.

SAMUEL A. BOYLE, Chief Consul.

Philadelphia, June 16, 1891.

Adamsburg, Allegheny Val. Jc., Altoona, Avondale, Atglen, Bald Eagle, Beavertown, Bedford, Beech Creek, Bellefonte, Bigler, Birmingham, Blairsville, Blairsville Int., Bloomsburg, Braddock, Bryn Mawr, Butler, Cameron, Canton, Catawissa, Centre Hall, Chester, Christiana, Clark's Ferry, Clearfield, Coatesville, Coburn, Cogan Valley, Columbia, Conewago, Corry, Creasy, Cresson, Curwensville, Dauphin, Dewart, Downingtown, Driftwood, Duncannon, East Liberty, Elgin, Elizabethtown, Elizabethville, Emigsville, Emporium, Emporium Junct., Erie, Frazer, Freeport, Gap, Germantown, Georgetown, Glen Lock, Glen Rock, Goldsboro, Greensburg, Halifax, Hanover, Hanover Junc., Herndon, Highspire, Hollidaysburg, Houtzdale, Howard, Huntingdon, Hyner, Indiana, Irvineton, Irwin, Jersey Shore, Johnstown, Julian, Kane, Keating, Kennett, Lancaster, Landisville, Latrobe, Laurelton, Lemman Place, Leechburgh, Lewisburg, Lewistown Boro, Lewistown Junc., Littlestown, Lock Haven, Lykens, McElhatten, McVeytown, Malvern, Manch'n, Marietta, Martha, Marysville, Middleburg, Middleto'n, Mifflin Mifflinburg, Milesburg, Millersburg, Millerstown, Mill Creek, Mill Hall, Millmont, Milroy, Milton, Mocanaqua, Montandon, Montgomery, Mt. Joy, Mt. Wolf, Mt. Union, Muncy, Nanticoke, Nescopec, New Freedom, New Hamilton, Newport, Norristown, North Bend, Northumberland, Nottingham, Oak Hall, Osceola, Oxford, Parkersburg, Petersburg, Philadelphia, Philipsburg, Phoenixville, Pittsburg, Pomeroy, Port Matilda, Port Royal, Pottstown, Radnor, Ralston, Renovo, Ridgway, Rising Springs, Riverside, Roaring Spring, Rosemont, St. Marys, Saltsburg, Sandy Ridge, Selinsgrove, Selinsgrove Junc., Shamokin, Sheffield, Sinnemahoning, Snydertown, Spring City, Spring Creek, Spring Grove, Spruce Creek, Steelton, Sunbury, Thompsontown, Tomhicken, Trout Run, Troy, Tyrone, Union City, Unionville, Villa Nova, Wallacetown, Wapwallopen, Warren, Waterford, Watsontown, Wayne, West Chester, West Grove, Westford, Whitford, Wilcox, Wilkes Barre, Wilkinsburg, Williamsburg, Williamsport, Williamstown, Wrightsville, York, Youngsville.

Virginia Division.

I have this day appointed the following local consuls and request them to advise me of their acceptance *at once*.

Richmond—Dr. Frank R. Steele.
Norfolk—H. C. Achiss.
Roanoke—H. B. Finch.
Lynchburg—F. D. Evans.
Harrisonburg—Dr. F. L. Harris.
Woodstock—N. B. Schmidt.
Portsmouth—W. N. White.
Hampton—R. J. Patrick.
Strasburg—C. L. Kneisley.
Luray—A. B. Crabill.
Christiansburg—Thos. L. Moore.
Lexington—Frank H. Campbell.
Rodford—W. W. Darnell.
Charlottesville—R. L. Mead.

With the co-operation of the members of this Division I expect to see FIVE HUNDRED members credited to the Old Dominion by the first of September, and to the consul securing the most new members by that date I will award a diamond League pin on any other article he may desire not exceeding $15 in value.

I would like to have the names of good men in the other cities of the State to act as local consuls, and would earnestly request members of the League in the cities and towns not above enumerated to make application either for themselves or some other person interested in wheeling, to all of whom the above prize is offered.

If the consuls above appointed cannot from any cause assume the duties of the position please advise me at once and suggest some suitable person who will act.

It is impossible for me to build up this Division without the assistance and influence of every individual member, and I trust that such may be accorded me. LAW. L. WARING, C. C.

Norfolk, June 21, 1891.

Virginia Division.

I have this day appointed J. Hugh Henry of Norfolk Secretary-Treasurer of this Division.

Mr. Henry will please enter upon the discharge of the duties of that position immediately.

Signed, LAW. L. WARING, C. C.

Norfolk, June 22, 1891.

Renew—Ohio—Renew.

There are still 450 who have failed to renew. Surely they are not all dead. Such a rate of mortality would be frightful. Wake up. Attend to this at once. You still have till June 30 to renew. If you do not renew before the sun sets on that day your name will be—scratched off of the list. Fraternally, M. A. HIGH,
Cincinnati, June 20, 1891. Chief Consul.

New League Clubs.

The following club has qualified as League club and filed the certificate required in the office of the Secretary:

346—Woman's Wheel and Athletic Club, Canton, O.

347—Vincennes Wheelmen's Club, Vincennes, Ind.

348—Waterbury Wheel Club, Waterbury, Conn.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the league, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Total 444.

BOSTON, June 26, '91.

CALIFORNIA DIVISION—29.

26539	Berneman, Geo. C.	26630	Eaton, R. L.
26540	Harbert, Jno. W.	26631	Fletcher, Chas. W
26541	Hecker, Jno. G.	26632	Irvine, Thomas
26542	Johnson, Howard	26633	McAdams, S. F.
26543	Marshall, David	26634	Schmidt, Herman
26544	Seeley, John W.	26635	Tolphe, Wm. H
26545	Street, Wm. J.	26636	Wetmore, Chas. A
26546	Stoddard, E. E.	26637	Whitelaw, Thos. A
26547	Storey, Alfred J.	26638	Woods, John R.
26548	Watters, Thomas	26741	Beaudet, Geo.
26625	Adams, Charles	26742	MacKenzie, J. A.
26626	Balch, Geo. T.	26639	Hauser, F. C.
26627	Barbier, H. F.	26640	March, Geo.
26628	Easton, John	26896	Englehart, C. E.
26629	Eaton, J. W.		

COLORADO DIVISION—1.

26771	*Miller, Miss Maryl E.*		

26778	Robertson, J. D.	26779	Bryant, L. L.
26753	*Nichols, Miss Alice L.*	26750	Randall, Fred'k E
		26780	Manning, Edwin B
26752	Pote, H. J.	26671	Maxwell, F. H.
26670	Ellis, V. H.	26672	Mayne, W. E.
26781	Warren, Frank E.	26674	Bates, A. Eugene
26782	Merriam, Fred	26673	Barratt, George
26586	James, E. Frank	26584	Loveland, T. O.
26587	James, Edw. S.	26783	Selden, Edward G
26904	Dewey, T. J., Jr.	26675	Spence, F. A.
26669	Furbish, M. I.	26751	Tarbox, Paul W.
26585	McDonough, J. B.		

MICHIGAN DIVISION—11.

26907	Kinney, A. E.	26906	Brainerd, F. J.
26905	Armstrong, Don.	26677	Cortright, Fred S.
26676	*Stebbins, Cora A.*	26908	Durham, T. W.
26858	Edwards, R. G.	26678	Perry, Dr. N. J.
26859	Loomis, Rudolph	25909	Atchinson, Phineas E.
26860	McNeal, A. M.		

MINNESOTA DIVISION—8.

26861	Carswell, R. E.	26913	*Mangler, Miss Carrie C.*
26862	Russell, E. J.		
26910	*Bird, Mrs. T. L.*	26944	Topliff, Fred G.
26911	Bolton, Jas. H.	26915	Topliff, Wm. A.
26912	Fargo, H. B.		

MISSOURI DIVISION—7.

26919	Hutton C.	26917	Connely, Arthur
26679	Frost, S. P.	26918	Ford, J. A.
26680	Ray, James	26920	Strain, H. A.
26916	Carlisle, D. R.		

NEBRASKA DIVISION—1.

26681	Abbott, Geo. F.,		

NEW HAMPSHIRE DIVISION—4.

26864	Marshall, Chas. H.	26863	Presott, Wm. P.
26865	Pinard, T. Peter	26588	Moore, H. A.

NEW JERSEY DIVISION—21.

26520	Sagendorf, Harper W.	26594	Potts, Mortimer H.
		26595	Simpson, J. F.
26591	Seiler, Geo. W.	26921	Guiterman, Edw. W.
26866	Tieman, Charles		
26867	Trimmer, Chas. B.	26684	Farr, C. J.
26685	Hunt, Alex N.	26589	Rink, Harry A.
26686	Marlow, David T.	25908	Rogers, Geo. T.
26587	*Moore, Mary E.*	26596	Elliott, Fred W.
26688	Smith, Chas. A.	26869	Myers, Edw. F.
26682	Braun, Alfred	26592	Howes, R. H.
26683	Braun, William	26784	Black, Benj. H.
26593	Berault, Arthur G.		

NEW YORK DIVISION—40.

26599	Lawyer, A. L. Jr.	26811	Towner, N. S.
26600	Meyer, O. A.	26787	Rice, Edw. J.
26601	Taylor, G. F.	26597	*Squire, Mrs. Sarah H.*
26870	Byron, C. E.		
26871	McIntyre, Chas. A	26876	Wolf, Frank S.
26872	Nicholson, Ernest	26808	Potter, Geo. L.
26873	Nicholson, Percy	26602	Tenney, W. A.
26874	Righter, J. S.	26698	Smith, W. C.
26786	Gilham, Geo. L.	26605	Vail, Howard
26785	Clemmer, W. A.	26702	Hulbert, Jno. P.
26875	Van Walkenburg, C. E.	26701	Hulbert, Chas. N.
		26604	Waterbury, Fred N
26922	Penseyres, W. H.	26603	Tefft, Thaddeus T.
26693	Higgins, Ray K.	26703	Kelsey, David M.
26694	Schilling, Andrew H.	26699	Hudson, H. W.
		26689	Baker, Truman G.
26695	Schilling, John V.	26690	Fruch, Thos.
26696	DeLevan, Byron H	26691	Hoyt, J. M.
26697	Hagner, Clements	26692	Hutchins, J. M.
26598	Hall, H. J., Jr.	26700	Coleman, J. R., Jr.
26809	Atkinson, James A	26704	Cohen, Nathan S.
26810	Serre, Dr. J. E.		

OHIO DIVISION—49.

26705	*Casner, Mrs. Margaret*	26721	*Raciel, Miss Margaret A.*
26706	*Coffman, Miss Lida M.*	26716	Dewesee, Lester
		26718	Lehman, Chas. L.
26707	*Green, Miss L. Grace*	26719	Mann, Henry
		26878	Putnam, Elmore D
26708	*McClurg, Miss Maggie*	26923	Baker, Arnon L.
		26924	Fisher, Grant S.
26709	*Paul, Miss*	26724	Walker, T. P.
26710	*Weirs, Miss Dorah H.*	26725	Taylor, F. E.
		26727	Moore, S. C.
26711	*Wolfe, Mrs. Ada L.*	26723	Butterworth, G. P.
26929	Milholland, Dr. W. H.	26758	Ransom, Chas. G.
		26760	Weston, John A.
26754	Fenn, Everton N.	26759	Latimer, E. J.
26755	Johnson, E. C.	26722	Candy, T.
26756	Johnson, Lewis C.	26877	Hayes, R. O.
26757	Thurston, E. L.	26606	Boyd, W. M., Jr.
26925	Arnold, Holmes	26607	Doby, T. E.
26926	Bancroft, A. H., Jr	26608	Niedermann, WH.
26927	McDowell, M. Fay	26807	Ward, Clark
26928	Rauschkolb, John	26726	Wannamaker, C. A
26712	Cottom, I. C.	26930	Allen, Orville W.
26713	Hilkey, Chas.	26931	Sanders, C. P.
26714	McMillen, C. G.	26761	Kelfer, Wm. White
26715	*Danieger, Miss Abbie*	26762	Ritter, Wm. H.
		26728	Wells, W. H.
26717	*Lape, Miss Clara*	26788	Elvin, James Herbert
26720	*Miller, Miss Lillie*		

PENNSYLVANIA DIVISION—47.

26932	Brouse, J. Howard	26940	Smith, F. E.
26933	Wolstencroft, Jas	26941	Walker, Jno. L.
26934	Wolstencroft, W. H.	26942	Webb, George
		26732	Case, Ambrose
26935	Zane, Geo. B. Jr.	26793	Earp, Francis H.
26790	Birmingham, Park A.	26795	Hagan, C. Frank
		26783	Selden, Henry F.
26791	Booz, W. H., Jr.	26797	Sayre, Alfred Y.
26792	Conaway, Fred W.	26799	Thomas, Frank K.
26796	Link, Paul	26943	Newman, Harry S
26788	Shaw, J. W.	26941	Miller, Charles P.
26669	Foerster, Chas, Jr.	26879	Wilson, R. Bruce
26610	Foerster, F. W.	26764	Haner, Harvey T.
26763	Teufel, Geo. W.	26734	Davis, G. E.
26945	Weber, Harvey T.	26735	Baker, Frank C.
26794	Gillingham, J. Harvey	26736	Velth, Charles E.
		26944	Diehl, Charles E.
26789	Bacchus, Harold	26880	Jackson, Ralph
26729	Rauscher, Frank L	26737	Garner, J. L.
26730	Marple, Lewis	26738	Adams, Marcellin C.
26731	Why, John, Jr.		
26935	Brown, Stuart L.	26739	Doncaster, Jas. W.
26880	French, Gale, D.D.S.	26740	Williamson, Randolph
26937	Gaches, W. T.	26801	Buck, F. L.
26938	Kuhn, H. P.	26802	Buck, W. Penn.
26939	Myler, Paul G.		

RHODE ISLAND DIVISION—5.

26948	Tilley, Walter R.	26947	Jennings, Richard
26765	Warburton, P. D.		W.
26946	Clarke, Prescott O	26881	Lee, Walter I.

TENNESSEE DIVISION—2.

26613	Allen, Alex	26612	Gardner, John G.

TEXAS DIVISION—2.

26882	Welch, A. W.	26883	Manderfeld, H.

UTAH DIVISION—10.

26614	Emise, C. A.	26619	Kerrick, Jno. E.
26615	Homer, Thos.	26620	Lichtenstein, H.
26616	Houghton, E. J.	26621	McAllister, M. H.
26617	Ihrig, O. L.	26622	Robbins, Sam,
26618	Johnson, G. W.	25623	Stair, F. W.

VIRGINIA DIVISION—5.

26801	Ammen, T. K.	26940	Ackiss, Harrison S
26805	Phelps, T. J.	26803	Allen, J. B.
26950	Brooks, R. W.		

WISCONSIN DIVISION—18.

26881	Avery, C. K.	26952	Meyer, Manfred C.
26885	Fendiver, Amel	26893	Dailey, E. C.
26886	Huber, E. J.	26953	Baird, S. D.
26887	Moore, Edwin M.	26954	Engel, W. A.
26888	Reeves, John E.	26766	Ballister, Frank E.
26889	Veenee, L. J.	26767	Morrow, H. W.
26890	Zechert, A. F.	26768	Trout, J. N. E.
26892	Smith, Rev. L. C.	26955	Haley, John
26951	Carney, Wm. J.	26891	Rood, P. W.

CANADA—1.

26770	Gisborne, Hartley		

GEORGIA—1.

26624	Denhardt, Wm.		

MONTANA—2.

26894	Dahncke, Henry C	26895	Gilpatrick, G. A.

WYOMING—2.

26817	Striker, John W.	26769	Hoagland, R. Stout

RENEWAL LIST—NO. 5,

Renewals received from June 15 to June 22, inclusive, in first column, and total renewals to date, June 22, in second column:

California,	12	330	Virginia,	0	66
Colorado,	1	56	West Virginia,	0	73
Connecticut,	62	1027	Wisconsin,	11	158
Delaware,	5	15	Alabama,	0	3
Dist. of Col.,	6	81	Arizona,	0	3
Illinois,	166	1067	Arkansas,	1	4
Indiana,	11	151	North Dakota,	0	4
Iowa,	4	109	South Dakota,	0	1
Kansas,	11	71	Florida,	0	5
Kentucky,	21	107	Georgia,	1	3
Louisiana,	6	101	Idaho,	0	1
Maine,	3	162	Mississippi,	0	5
Maryland,	14	371	Montana,	0	7
Mass.,	163	1532	Nevada,	0	4
Michigan,	23	294	New Mexico,	0	3
Minnesota,	2	74	North Carolina,	2	3
Missouri,	52	238	Oregon,	0	3
Nebraska,	0	141	South Carolina,	0	1
N. Hampshire,	0	251	Utah,	0	40
New Jersey,	21	773	Washington,	0	2
New York,	144	1449	Wyoming,	0	1
Ohio,	146	807	Bermuda,	0	1
Pennsylvania,	80	1258	Canada,	0	8
Rhode Island,	55	401	England,	0	2
Tennessee,	17	73	Nova Scotia,	0	5
Texas,	0	78			
Vermont,	1	76		921	11512

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasuer, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S Atwater, 1424 Pennsylvania avenue, Washington Secretary-Treasurer, W. H. Stearns, 1421 G street, N W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 507 No. Alabama street, Indianapolis.

IOWA—Chief Consul, H. L. Chase, Cedar Falls. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City Secretary-Treasurer, W. S. Lydecker, Junction City

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 65, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

MAINE—Chief Consul, Howard M. Breen, 199 Franklin street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unvertzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, A. W. Robinson, 21 Milk street, Boston. Secretary-Treasurer, Chas S. Howard, Globe office Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 380, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI—Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J H Kelley, Smith Hardware Co., Sedalia.

NEBRASKA—Chief Consul, A. H. Perrigo, 1315 Dodge street, Omaha. Sec.-Treas, C. B. Nicodemus, Fremont.

NEW HAMPSHIRE—Chief Consul, Frank A. Master, 101 Ash street, Nashua. Secretary-Treasurer, R. H. Scott, People's Ins. Co., Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown 116 Broad street, Elizabeth. Secretary-Treasurer Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK—Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Chas. J. Sherer, 211 Main st., Memphis. Secretary Treasurer, Thomas J. Dupree, 335 Front street, Memphis.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box 281 Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro. Secretary-Treasurer, E. D. Whitney, Brattleboro

VIRGINIA—Chief Consul, Law: L. Waring, Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 332 East Water street, Milwaukee. Secretary, F. J. Morawetz 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

L. A. W. Renewal Blank, 1891.

Fill out this blank, enclose $1 to pay your dues to April 30, 1892, and send to ABBOT BASSETT, Box 5267, Boston, Mass.

Don't send soiled bills. New bills are safer in the mails. A dollar bill is as safe as a postal note.

Don't Forget to send your Number.

Don't send checks for $1.

Write very plainly—PRINTING PREFERRED.

Stamps of a denomination above two cents will not be received.

If you live in one State and have your mail sent to another, state the fact that you may be located with the Division in which your home is.

If you desire your address changed, you must make the request on another sheet than this. Put new address on blank.

Ticket holders, 25 cts.; with name stamped, 50 cts.

Write nothing above this line.

*Number*_____

*Name,*_____

*Street and Number or P. O. Box,*_____

*City,*_____

*State,*_____

*Club*_____

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1892. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below*

Date..... *Name,*.....

Club,..... *St. and Number, or Box,* .....

References:..... *City,*.....

State,.....

Enclosed..... *for Holder*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2.00 with this blank on any date between date of paper and April 1, 1892. Write plainly—Printing preferred.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal card, send 25 cents extra. If you want your name in gold, stamped on the holder, send 50 cents xtra. *Leave the margin in using this blank.*

The Winner of the great Irvington-Milburn Road Race

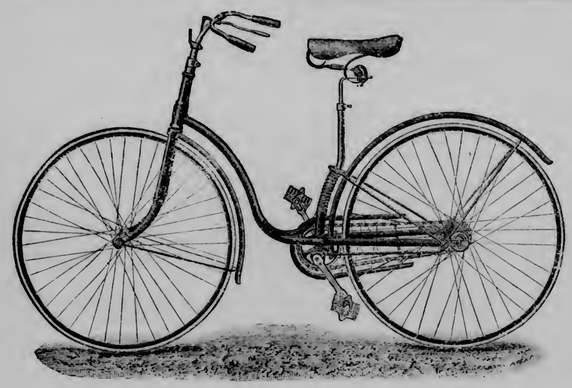
RODE A

Warwick Perfection Cycle

With Full Cushion Tires on Hollow Rims.

Send for Catalogs of their Elegant Cycles.

WARWICK CYCLE MAN'F'G. CO., - - Springfield, Mass.



INCLUSIVE of spokes, nipples, chain and balls, the average high-grade safety is made up of some seven hundred distinct and separate parts and pieces.

From this the value of a little care can best be realized. —*The Wheel.*

The above is fact; but in the

PARAGON

we offer a spring frame machine with fewer parts and simpler action than any machine on the American market.

SEND FOR CATALOG.

STOVER BICYCLE MFG. CO.,

FREEPORT, ILL.

By the way, WATCH FOR THE PHŒNIX.

"Finest Quality Produced in the World."

TRADE "CREDENDA." MARK.

THE CREDENDA SEAMLESS

STEEL TUBE Co., Ltd.,

W. C. STIFF, Managing Director.

BIRMINGHAM, ENGLAND.

TELEGRAMS:—"CREDENDA" BIRMINGHAM.

CONTINUED FROM PAGE 278.

AT NEW ORLEANS, LA.—The second road race of the Lagman Cycling Club took place on the morning of June 14. The race was for junior wheelmen and was over a five-mile course. The starters were the following: W. Davis, 55 seconds handicap; E. Gonzales, 45 seconds; D. Houston, 45 seconds; L. Brown, 35 seconds; H. Newman, 35 seconds; E. Newman, scratch.

Houston and the Newman brother were the only three left at the finish. Although E. Newman rode gamely and well, he proved too severely handicapped, Houston winning in 18.48 3-5, E. Newman was second in 18.35, and H. Newman third in 19.13.

After the race the race medal was presented to Houston, and the time prize, also a handsome medal, to E. Newman. The prizes were donated by Mr. O. Lagman, and are elegant designs in gold and silver.

AT WALTHAM, MASS.—The sixteen-mile road race which was run on June 17, betwees Messrs. Perrault and Bullock was a very exciting contest and was finally won by Bullock, who covered the distance in 1 h., 1 m. and 40 s.

AT BELLEVILLE, MO.—A good crowd of local cyclists and athletes journeyed over to Belleville, June 14, to witness the spring games of the Belleville A. C. There were two bicycle events on the programme which resulted as follows:

Two-mile ordinary handicap—A. G. Harding, scratch, first; O. L. Rule, 50 yards, second. Time 6m. 36 2-5s. The race was a pretty one for three laps when the scratch man gradually forged ahead and won hands down. Rain started to fall after the race, and soon converted the track into a sea of mud.

Three-mile safety handicap—R. M. Milford, 50 yards, first; G. E. Tivy, 75 yards, second. Time 13m. Prizes, gold and silver medals. The race was run in the mud, four inches deep. Harding started on a pneumatic, but gave up in disgust

AT BUFFALO, N. Y.—The third of the series of road races given by the Wanderers Bicycle Club was held last Saturday night. Out of the eleven entries there were nine starters, and the competitors and handicaps were as follows: G. G. Buse, scratch; William Buse, scratch; J. J. Scheffler, 3 minutes; G. M. Bower, 3 minutes; E. F. Hermann, 3 minutes; W. F. Gentsch, 3 minutes; Frank Laabs, 8 minutes; George Brown, 8 minutes. The distance was 20 miles, to the terminus of the plank road of Lancaster and return. The 8 minute handicaps were started at 7.45; the 3 minute handicaps next 7.48; and the scratch were started at 7.53. The roads were fair until Lancaster was reached, when the mud was encountered and the boys had a hard time getting through the village. Scheffler took the sidewalk through the town, and when the plank road was reached he was a mile in the lead. G. Buse made a desperate effort to beat Scheffler out in the last mile, but Scheffler's lead was too much, and Buse finished a half length behind at the finish. Scheffler was protested for riding on the sidewalk and the referee allowed it, and Buse was given the first place. He reached the finish at 9.04. Scheffler was awarded second prize. W. B. Buse came third at 9.06. G. M. Bower at 9.09. W. F. Gentsch at 9.10. E. F. Hermann at 9.16. G. Brown at 9.23, and Frank Laabs, who lost his way, at 9.40. After the race a musical entertainment was given at the club house on Fillmore avenue. The prizes were distributed, and a luncheon was served. The next in the series will be a road race of fifty miles.

AT NASHVILLE, TENN.—A ten-mile handicap bicycle race between Ed Craig, W. Halliburton and Fred Dortch was run out the Harding Turnpike on the afternoon of June 16 under the auspices of the Vanderbilt Club. Dortch won in 39 minutes and 6 seconds. A gold medal was awarded the winner.

AT DENVER, COL.—The team race between the Denver Ramblers and Denver Socials was run on June 14, and proved a great victory for the Ramblers, who thus become owners of the magnificent Higgins' Challenge Cup, having won it twice out of three times; the score for this race being 118 goals, to the Socials' 50. The course was 33 1-2 miles, and Lyon of the Ramblers covered the distance in 2h. 3m. 1 1-2s., and wins the medal offered by the Overman Wheel Company.

TRADE NOTES.

"BALLOON Kittens" are not a variety of aeronautic animal as the name might imply, although their riders liken them to the smooth, swift flight of a carrier pigeon. They are creating a great sensation amongst the army of path and road racing men and the Premier Cycle Company are "litter"-ally snowed under with orders for this dainty little progeny of the famous Catford.

R. G. STOEHR, more commonly known as Professor Dick Alden, has acquired the interest of J. W. Chamberlain in the large cycle establishment located in Hotel Metropolitan, Cottage City, Mass., and has opened it under the name of Hickory Hall. He has placed a large order with W. W. Stall of Boston for Elliott Hickory safeties of latest design. It is hinted that Hickory Hall will be the finest establishment for letting purposes in the country, and all who know genial Dick will unite in best wishes for his success.

THROUGH the lack of proper hose supporters, wheelmen are constantly complaining of their stockings coming down. For a first-class supporter the "Z. & S." stocking supporters for shoulder, hip, or belt are leaders in the market. They do not let go their hold, chafe the leg, or tear the stocking. Howard A. Smith & Co., Newark, N. J., the manufacturers, have had an exceedingly large sale of them this season, and they are becoming very popular with all cyclers. See advertisement in this issue on page 297.

THOS. ROE, who was the first man to officially finish the great New York-Philadelphia century run, rode a Rambler safety, and they say the reckless way he drove that wheel up hill and down and over everything on the route was an everlasting testimonial to spring frames and small steering wheels. Roe came in about an hour ahead, comparatively fresh.

THE demand for the Singer wheels has from year to year steadily increased as is natural with any goods the sterling qualities of which recommend themselves to the riding public, and when we say that it requires a shipment from England of from 100 to 150 wheels per week, it will be appreciated to what extent the popularity of Singer's output has reached in this country. There has been an immense amount of hard work done and business ability shown in the American branch of Singer & Co., but to have attained the proportions the sales have attained, businesss ability and enterprise must be backed up by excellence of wheels, and there is no lack of this in Singer's output.

THE Misses Kirkwood on their recent run to Portsmouth both rode Ramblers, Miss Jennie, the younger, riding one of the new Ladies' Ramblers, which wheel, by the by, has caught the feminine fancy, and is taking amazingly.

W. W. STALL, who is sole N. E. agent for the Elliott Hickory, has placed an order in the factory for a large number of these celebrated machines to be built especially for the Hickory Hall at Cottage City, where Hickory will reign galore. This speaks well for the success of Hickory, and proves conclusively that it *is* the "best of wood."

CALES * DIAMONDS.



Fine Easy Running Wheels.

A perfect Diamond Frame, with a strong centre brace. The most successful frame on the market to-day.

SOLID TIRES, $85.

CUSHION, $95.

Gales, Model '90, $70.

STRAIGHT FRAME.

Send for Catalogue of Sundries and Boy's Wheels.

SCHOVERLING, DALY & GALES, 302 Broadway, New York.

$1000 IN PRIZES $1000

GIVEN AWAY AT THE

OHIO · STATE · MEET,

Held in COLUMBUS, July 13th, 14th and 15th, 1891.

Grand Cheap Excursion to Detroit to National Meet will be run July 15th.

LIST OF RACES AND PRIZES, JULY 14th:

* 1. Mile Safety, Novice, Open. — First Prize, Fine Gold Watch; Second Prize, Kodak Camera.

† 2. One Mile Ordinary, Novice, Open. — First Prize, Gendron Cushion Safety; Second Prize, Diamond Scarf Pin.

3. Half Mile Safety, Division Championship. — First Prize, Solid Gold Medal; Second Prize, Silver Medal.

4. One Mile Ordinary, Division Championship. — First Prize, Solid Gold Medal; Second Prize, Silver Medal.

5. One Mile Safety, Handicap, Open. — First Prize, Warwick Diamond Frame Safety; Second Prize, Gentleman's Dressing Case.

6. Quarter Mile, Ordinary, Division Championship. — First Prize, Solid Gold Medal; Second Prize, Silver Medal.

7. One Mile Safety, Division Championship. — First Prize, Solid Gold Medal; Second Prize, Silver Medal.

8. Half Mile Ordinary, Open. — First Prize, Rush Full Nickel Safety; Second Prize, Pair Opera Glasses.

9. Quarter Mile Safety, Division Championship. — First Prize, Solid Gold Medal; Second Prize, Silver Medal.

‡10. Two Mile Safety, Open. — First Prize, Fine Clock; Second Prize, Silk Umbrella.

11. Half Mile Ordinary, Division Championship. — First Prize, Solid Gold Medal; Second Prize, Silver Medal.

12. One Mile Safety, Open. — First Prize, Victor Full Nickel Safety; Second Prize, Lakin Cyclometer.

* 3d Prize, Nickel Rambler Lamp; † 3d Prize, Pair Fine Bicycle Shoes; ‡ 3d Prize, Elegant Meerschaum Pipe.

Entries to Handicap and Novice Races Close July 7th. Entries to all other races close July 11th. For Entry Blanks and further information address GEO. W. SMITH, Chairman Racing Committee, 38 1-2 East Spring St., Columbus, O.

The Official Programme of Meet will be issued in a few days.

"Imperial Wheels" FOR ALL AROUND RIDING ARE POSITIVELY THE BEST



MANUFACTURED ONLY BY
AMES & FROST COMPANY
302-304 WABASH AVE, CHICAGO
CATALOGUE UPON APPLICATION



THE COASTER

Is a Speedy Safety for both sexes.

They Do Not Break at Neck or Steering Head!

ALL STEEL. Agents wanted.

Send for Catalogues to

No. 6 East 4th Street, - A. A. BENNETT.

CINCINNATI, OHIO.

THE MIDSUMMER EVENT.

Columbia Cycle Club

TOURNAMENT,

At Charter Oak Park, Hartford, Conn.,

JULY 4th, 1891,

Will Set the Pace for the Year.

Fastest Cycle Track in America. Look out for exciting contests and new records. Three costly prizes in every event. Two elegant prizes given to out-of-town clubs in parade.

See official programme.

SPECIAL ENGAGEMENT OF

W. S. MALTBY, Champion trick rider of the world

Excursion rates from Bridgeport, New Haven, Meriden and Springfield. Entries close June 27. Entry blanks mailed on application.

C. F. TUCKER, Sec'y.,
P. O. Box 54, Hartford, Conn.

WE MAKE

A SPECIALTY OF BUYING AND SELLING SECOND-HAND HIGH GRADE WHEELS.

SCHWALBACH CYCLE CO.,

Brooklyn, N. Y.

WHEELMEN WEAR THE NEW CENTURY-BRACE

TRADE MARK

THE BEST SUSPENDER.

Non-elastic and yet perfectly elastic. Does not heat the body as a belt or tight-fitting trousers; nor the shoulders as do the elastic web suspenders.

If your furnisher does not keep them, send 50c., 75c. or $1 co for sample pair by mail, postpaid.

CHESTER SUSPENDER CO.,

No. 21 Decatur Avenue, Roxbury, Mass.

Mention this paper.

The Third District

L. A. W. RACE MEET

Hagerstown, Md., July 2, 3, 4.

Comprising the States of Pennsylvania, Maryland, Delaware, District of Columbia, Virginia, and West Virginia.

The largest meet in the East this year.

Excursion rates, one fare for the round trip on all railroads.

An attractive list of events, embracing many open races and several Division Championships of Penna., Md., Del. and D. C.

$1560 in Valuable Prizes,

Including Bicycles, Gold Watches, Diamond Pins, Silver Cups, Gold and Silver Medals.

Entries close June 27, with

HARRY B. IRVIN, Box 111, Hagerstown, Md.

Reduced Rate

—FOR—

HAGERSTOWN MEET.

On account the Wheelmen's Meet at Hagerstown, Md., July 2-4, the Baltimore and Ohio Railroad, the only direct line to Hagerstown from East or West, will sell the tickets at the lowest first-class fare for the round trip from all points. The sale of tickets will begin June 30th. Tickets will be good for return passage until July 7th. The "Official" train of L. A. W. out of New York will be via the famous Royal Blue Line of the B. and O. and connecting roads, and will be run through to Hagerstown without change. All B. and O. trains from the East for Hagerstown run via Washington. Tickets allow stop over at the Capital, going and returning. Bicycles of passengers transported free of charge. Detailed information in regard to time of trains, rates of fare, etc., will be cheerfully furnished by any of the following named agents of the line, viz: A. J. Simmons, New England Passenger Agent, 211 Washington st., Boston, Mass.; C. P. Craig, Gen'l Eastern Passenger Agent, 415 Broadway, New York; C. R. Mackenzie, District Passenger Agent, 833 Chestnut st., Philadelphia, Pa.; B. F. Bond, Division Passenger Agent, Baltimore, Md.; E. D. Smith, Division Passenger Agent, Pittsburgh, Pa.; W. E. Reppert, Division Passenger Agent, Columbus, O.; L. S. Allen, Asst. Gen'l Passenger Agent, Chicago, Ill.; O. P. McCarty, Ass't. Gen'l Passenger Agent, Cincinnati, O.; G. M. Taylor, Passenger Agent, 105 N. Broadway, St. Louis, Mo. Or any Ticket Agent of the Baltimore and Ohio R. R.

L. A. W. SPECIAL.

All Shoes Stamped with this Trade Mark are of the Celebrated Norman & Bennett make. They are the best Fitting and Most Comfortable Shoe ever produced for Wheelmen.

FOR SALE BY

THE LEADING DEALERS

From Maine to California.





WE DIDN'T DO IT!

And we won't promise to refrain from a repetition of said delinquencies. 'CAUSE WHY? WE are NOT GUILTY.

And we wish it understood, once for all, in full reply to many letters of inquiry, that we DID NOT build the Leaning Tower of Pisa, we had no finger in the erection of the old Mill at Newport; Bunker Hill Monument was finished without our trying to spring any information or plans of previous designs on the Commissioners.

The established receipe for English Plum Pudding is no infringement on any formula of ours. We do not license makers of German sausage to use any confined styles of overcoatings, which are exclusively our property. The grass hopper weathervane on Faneuil Hall is NOT a BASE IMITATION of any particular style of hoppergrasses we were building 'steenty years ago.

We simply rise to explain that WE BUILD "BRONCHO" SAFETY BIKES. That we shall continue to build and sell them as long as the present demand continues, the assertions of the N.B. class of worshipers to the contrary, nothwithstanding.

If you want to know all the inside facts, write for CAT. and Testimonial book, AT ONCE.

ADDRESS ALWAYS,

M. V. LIVINGSTON CYCLE MFG. CO., 245 Columbus Ave., Boston, Mass.

The POPULAR DIAMOND

$85.00.

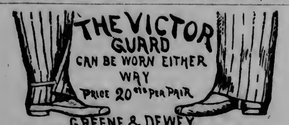
BALL BEARINGS ALL OVER.



Send for Catalogue.

PERCIVAL TATTERSFIELD,

12TH AND OXFORD STS., PHILADELPHIA, PA.



BICYCLE RECORDS.

Cycle Records compiled from official sources by F. K. LANPHER, 48 and 50 Summer Street, Boston. Price, 10c. postpaid.



SAMPLE CAN, BY MAIL, 25 CENTS

Liberal Trade Discount.

GRAPHITE,

P. O. Box 1202, NEW YORK, N. Y.

A NEW DEPARTURE.

"THE BICYCLE INN,"

194 and 196 Columbus Avenue, Boston.

Bicycles Boarded, Cleaned and Cared For

BY THE DAY OR WEEK.

Competent Attendance and Moderate Charges

Dressing, Toilet and Coat Rooms in connection with the only "BOARDING STABLE" for Bicycles in Boston, where you can leave or take your wheel at any hour of the day or evening.

E. E. BROWN, Manager.

$2.75.

I will cut a single line, steel street die, monogram or cipher, with 5 quires fine writing paper and envelopes, paper stamped in colors for $2.75; all duplicate orders filled at $1.00 less, the die to remain in my possession; will mail samples on app ication.

M. R. WARREN

Stationer and Engraver,

336 WASHINGTON ST., BOSTON

Mention this paper.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged o bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.

For sale y a Cycle manufacturers and dealers.

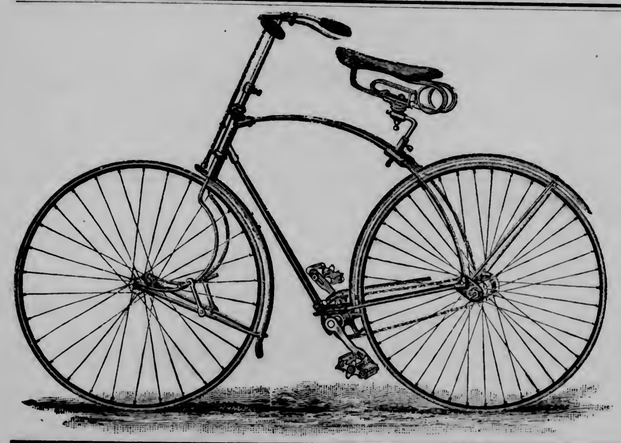


WHAT IS HIGH WATER MARK?

Actual shipments of the **Giant Safety Bicycles** so far this year have been as follows: January, 793; February 852; March, 1112; April, 2001; May, 2256; Total, **7014.** Above are facts and demonstrate conclusively to the practical mind the widespread popularity of these wheels. We are now working overtime and producing about 450 wheels per week. Pretty good for a factory not yet two years old, is it not?

New edition of Catalogue now being mailed.

H. A. LOZIER & CO., - - Cleveland, Ohio.



Every rider of the

Eclipse Safety Bicycle

will tell you it is the finest machine he ever sat on.

You can make more miles over rough or smooth roads, in a day, with less effort, than on any wheel made.

The construction of the wheel is such as to remove all jar, and give the rider a machine that is as easy as a buggy.

The frame is made of material that cannot be broken.

The workmanship is first-class, ball bearing throughout, tangent spokes, and elegantly nickel plated.

Do not fail to see the ECLIPSE before buying. Price $100.

STEEL PULLEY & MACHINE WORKS,

Patentees and Sole Makers,

INDIANAPOLIS, IND.

PARAGON. ✣ TOURIST

SIDWELL & SABEN,

NEW ENGLAND AGENTS.

243 Columbus Avenue, - - Boston, Mass.



"THE BELMONT."

The Best Value ever offered to the American Public. Highest Grade throughout. Credenda Steel Tube, Dropped Steel Forgings, Garford Saddle, and Best Cushion Tires. True Referee Frame. Price, direct spokes, $100. Tangent spokes, $110.

Agents Wanted.

Manufacturers,

THE SWEETING CYCLE CO., 639 Arch Street, Philadelphia.

WHEELMEN LOOK OUT FOR THE REFEREE.

We can now fill some of the numerous orders which we have received. The machines are coming along in good shape and are beauties indeed.

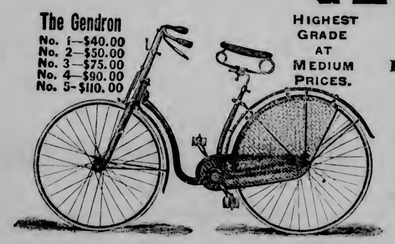
You will miss it if you don't inspect them at the

Referee Depots, W. J. NEWMAN, 46 COLUMBUS AVENUE, BOSTON, and 420 HARVARD SQ., CAMBRIDGE, MASS.

BOTH STORES OPEN EVENINGS.

BRETZ, CURTIS MFG. CO., Importers, Philadelphia, Pa.

GENDRON.



The Gendron
No. 1—$40.00
No. 2—$50.00
No. 3—$75.00
No. 4—$80.00
No. 5—$110.00

HIGHEST GRADE AT MEDIUM PRICES.

We are Headquarters for Cycle Supplies.

SEND FOR CATALOGUE.



The Gendron NO. 6 $100.00.

The Gendron NO. 7 $115.00.

GENDRON IRON WHEEL COMPANY,

Eastern Office and Wareroom: 107 Chambers St., New York. Factory and Home Office: Toledo, Ohio.



Dealers and Riders,

Have you examined the fine points in our 40-pound, Cushion-Tyred

"METEOR" SAFETY.

BANKER & CAMPBELL CO.,

(LIMITED.)

12 Murray St., N Y. 1786 Broadway, N. Y. 1311 Bedford Ave., Brooklyn.

SEND FOR CATALOGUE.



Largest Exclusive Bicycle House

Between New York and Chicago.

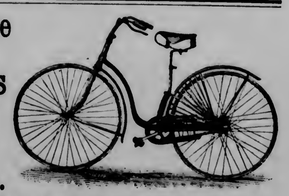
WHOLESALE and RETAIL DEALERS

27 Different Styles of Wheels,

Ranging in price from

$20 UP TO $135.00.

Agents Wanted in Unoccupied Territory. Write for Descriptive Catalogues.



STANDARD CYCLE CO., - 588 Main Street, Buffalo, N. Y.

MARTIN & STEVENS (Successors.)

THE TOURIST.



Simplicity in Construction. Ease in Running. Cushion Tyres. Bown's Ball Bearings. No Cast Metal. Manufactured for us by Wm. Bown, Birmingham, England.

Also General Agents for the

Warwick, Kenwood, Psycho, Referee AND THE St. Nicholas

Line of Medium Grade Wheels.

MANUFACTURERS OF THE

Perfection Bicycle Alarm,

Tire Heaters and

Bidwell Cyclometer.

Good Agents Desired. Send for Catalogue and Terms.

George R. Bidwell Cycle Co.,

Chicago: 270 and 272 Wabash Avenue. 308 and 310 W. 59th St., New York City

Featherstone's Pneumatics

WIN THE RACE!

What Race? Why, the Human Race!

THEY WIN THE PATRONAGE OF ALL.

BECAUSE

They are Fast on Road or Track.
They are the acme of Comfort.
They are built Right.
They are fully guaranteed.

THIS INCLUDES THE TIRES.

We guarantee immediate delivery as we now have them in quantities. Pay your money and take your wheel. We stand behind it.

WRIGHT & DITSON, Sole N. E. Agents,

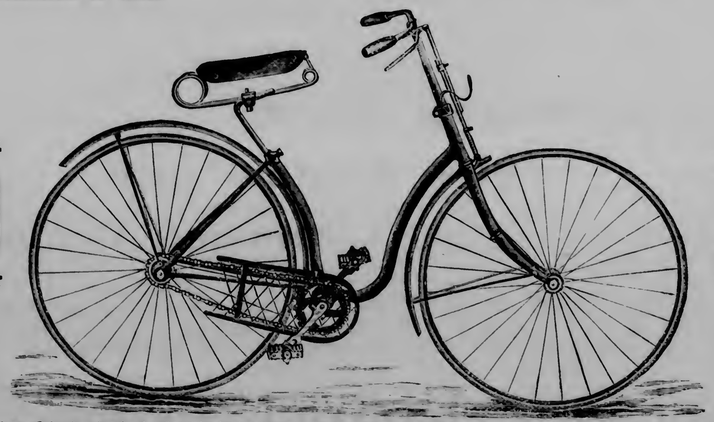
578 and 580 Washington Street, Boston.

R. L. COLEMAN & CO.,

35 Barclay Street, and 40 Park Place, New York.

Call Special Attention to their

JUNO



JUNO

This machine has 28-inch wheels, is shapely in its lines, and made of same material as its male companion, with ball bearings to both wheels, crank shaft and pedals. It can be had without ladies' dress guard at $70, and with dress guard at $75.

These wheels are made by the Western Wheel Works, whose complete line includes the Rush, Rob Roy, Juniors and Pet.

Send for Catalogue.

R. L. COLEMAN & CO., *EASTERN, SOUTHERN and MIDDLE STATE AGENTS.*

Princess No. 1, 30-inch, balls all over,	**$85 00**	**Climax No. 2, 28-inch, ball bearing,**	**$60 00**
Princess No. 2, 28-inch, " "	**$75 00**	**Prince No. 1, 26-inch, " "**	**$45 00**
Princess No. 3, 26-inch, " "	**$60 00**	**Prince No. 2, 24-inch, " "**	**$35 00**
Climax No. 1, 30-inch, ball bearing,	**$65 00**		

These Wheels Are Built for Our Trade.
Agents Wanted all Over the World.

J. E. POORMAN, Agt., Cincinnati, O.



WHY DOES THIS MAN SMILE?



Because he bought his bicycle from us and SAVED MONEY. Send for catalogue and bargain list and see what we can do for you. Remember we also sell on favorable installment plan terms, if desired. Write for particulars. Any wheel on the market supplied at lowest prices.

If you are a Bicycle Dealer, write for our WHOLESALE prices.

A. W. GUMP & CO., - - Dayton, Ohio.



Bicycle Riders, Base Ball Players, Athletes, Gymnasts, tell us that it is the best and most satisfactory supporter made.

Let Every Sportsman Try Them. Price, $1.00.

Will send by mail on receipt of price. Send size of waist and hip.



KNEE PANTS.

(Patented.)

810. Heavy Rib.

Improved double seat and pocket.

FULL PANTS.

(Patented.)

828.

HEAVY RIB.

Improved Double Seat, Strap and Pocket.





No.		Each.
970.	Heavy Sweater,	$5 00
967.	" "	4 00
767.	" "	3 50



3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50.

3—1. Black, navy, grey mixed, stocking, $1.25.

1—1. Black, navy, grey mixed, stocking, $1.00.

ATHLETIC and GYMNASIUM GARMENTS Manufactured by HOLMES & CO., 109 Kingston Street, Boston.

SEND STAMP FOR CATALOGUE.

A MODERN PRINTING OFFICE AND BINDERY.

The Collins Press

Gives Satisfaction Every Time.

WE PRINT

The "Technology Architectural Review,"
"Bicycling World and L. A. W. Bulletin,"
"Wade's Fibre and Fabric,"
"The Musical Herald."

PRINTERS TO THE BOSTON UNIVERSITY.



FINE TAPS AND DIES

For Bicycle Work.

Send for Price List.

WILEY & RUSSELL MFG. CO.,

Greenfield, - - Mass.

DEALERS

Everywhere Must Get Our Prices.

CATALOGUE EREE.

D. SNITJER, St. Louis, Mo.



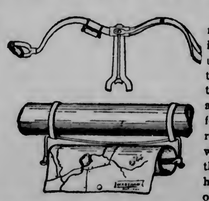
FOR TANGENT AND DIRECT SPOKES.

Nickeled, Price 75c., Postpaid.

Dealers send for Sample and Electrotype.

AVERY & JENNESS,
5756 Madison Ave., Chicago.

TOURISTS' MAP HOLDER.



No dismounts necessary to examine your map. Rolls up like a spring curtain. Lay a strip of transfer paper over a map of your route for the day and mark route on paper, which you pin on to the ribbon. This holder is suspended on rubber and cannot rattle. Patent applied for. Sent by return mail for **$1.00.** Address

D. H. SMITH, 235 High Street, Holyoke, Mass.

ANNUAL EUROPEAN CYCLE TOURS,

CONDUCTED BY WM. HEYNY, JR.

Through the HARZ MOUNTAINS, Germany.

60 Days. Total Cost $200.

First Cabin Passage. Sail July 4th

At 5 A. M., by the new steamer "DANIA."

Address **Wm. Heyny, Jr.,** 301 Sixth St., N. Y. City.

"QUADRANT" CYCLES

ARE RENOWNED FOR

ORIGINALITY.

We make our own designs and work our own patents, constantly incorporating in our machines about 12 or 14 of our own inventions.

EXCELLENCE.

In these days when the commonest rubbish is advertised as "the best, the lightest, the swiftest," etc., and even sold as such, we can only ask intending buyers to send for our 1891 catalogue, and read the 16 pages of unsolicited testimonials received during the past season.

TRUSTWORTHINESS.

"A prominent feature of their exhit (Philadelphia Exhibition) is a 'Quadrant' which was caught between two cable cars on Columbia Ave. This machine is bent and twisted in every direction, but not a thing is broken."—*Bicycling World*, 6 March, 1891

"The machine is twisted out of all resemblance to a bicycle, but so far as can be seen not a single break occurred."—*Referee*, 6 March, 1891.

SAFETIES No. 17 and No. 20, with Tangent Spokes and Solid Cushion, and Pneumatic Tyres, are the leading lines of the season.

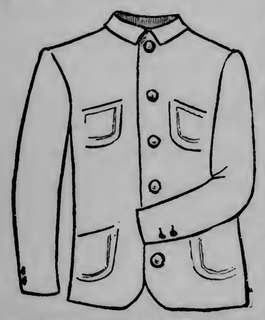
Wholesale Agents for New England, New York, Pennsylvania, New Jersey, Delaware, Maryland, West Virginia and District of Columbia,

THE STRONG & GREEN CYCLE M'F'G CO., 707 ARCH STREET, PHILADELPHIA.

For all other States east of the Mississippi,

ALFRED FIELD & COMPANY, 93 CHAMBERS STREET, NEW YORK.

Makers: THE QUADRANT TRICYCLE COMPANY, Birmingham, England.



Makers of ALL STYLES OF UNIFORMS.

Plymouth Rock Pants Company.

HEADQUARTERS: 11 TO 25 ELIOT STREET, BOSTON, MASS.

Official State Tailors OF THE L. A. W.

Washington, D.C., Maryland, Pennsylvania, Connecticut, New Hampshire, Virginia and Missouri.

Authorized makers from the LEAGUE CLOTH.

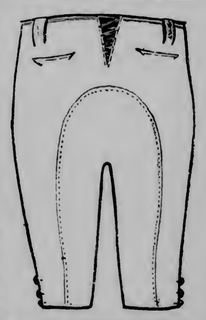
Coat, - - - $7.50
Breeches, - 4.75 } Ordered Together, $12.25.

As per *specifications required by the Uniform Committee.*

We have Branch Stores in the following Cities where your orders will be taken.

BRANCHES: 279 Broadway, New York; 943 Penn. Ave., Washington, D. C.; 72 Adams St., Chicago, Ill.; 914 Main St., Richmond, Va.; 217 19th St., Birmingham, Ala.; 291 Main St., Worcester, Mass.; 275 Meridian St., East Boston; 508 Mulberry St., Macon, Ga.; Room 41 Y.M.C.A. Bldg., Burlington, Vt.; 282 Second St., Memphis, Tenn.; 430 Church St., Nashville, Tenn.; 520 Main St., Dallas, Tex.; 620 Broad St., Augusta, Ga.; 108 W. 3d St., Davenport, Ia.; 1100 Broad St., Columbus, Ga.; 307 Tremont St., Galveston, Tex.; 143 So. 12th St., Lincoln, Neb.; 700 Austin St., Waco, Tex.; 110 Canal St., New Orleans, La.; 6 E. Government St., Pensacola, Fla.; 39 Whitehall St., Atlanta, Ga., 68 So. Main St., Waterbury, Conn.; 970 Elm St., Manchester, N. H.; 106 N. Main St., Concord, N. H.; 104 Montgomery St., Montgomery, Ala.; 796 Chapel St., New Haven, Conn.; Main St., opp. P.O., Springfield, Mass.; 16 W. 9th St., Chattanooga, Tenn.; 134 Thames St., Newport, R. I.; 606 Main St., Kansas City, Mo.; 244 Fourth Ave, Louisville, Ky.; Exchange St., corner entrance, 2 State St., Hartford, Conn.; 910 Congress Ave, Austin, Tex.; 406 Houston St., San Antonio, Tex.; 318 So. 15th St., Omaha, Neb.; 310 E. 5th St., Dayton, Ohio.

Also Agents at most all points in every State. We will call whenever and wherever needed by your notifying Headquarters, BOSTON, MASS.



Address POSTAL CARD For Samples.

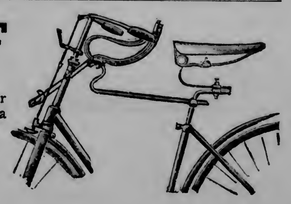
The * Beauty * Bundle * Carrier

AND CHILD'S SEAT.

ADAPTED for all Safety Bicycles and Tricycles, attaching to either horizontal, vertical, solid or hollow posts of any diameter, without marring the same. Will carry a good-sized child, a peck of apples, an armful of books, or anything you can get in it.

Cloth, *$6.* Mackintosh, *$7.* Send for Circulars.

RICH & SAGER, 210 West Main Street, Rochester, N. Y.



NEW YORK BELTING & PACKING CO Limited.

JOHN H. CHEEVER, I. D. CHEEVER, F. CAZENOVE JONES, } Managers.
WM. T. BAIRD, Secretary.

15 PARK ROW, NEW YORK.

Oldest and Largest Manufacturers in the U. S. of

PATENT APPLIED FOR.



VULCANIZED-RUBBER FABRICS

FOR MECHANICAL PURPOSES.

We are prepared to execute orders for the ONLY PERFECTED

CUSHION TIRE

AND ANY ARTICLES OF SOFT RUBBER FOR

WHEELS.

PATENT APPLIED FOR.



Showing our S. P. Cushion Tire under compression, making a double cushion.

☞Correspondence Solicited.

S. P. Cushion Reinforced.

Missouri Division Annual Meet

AND

CYCLING TOURNAMENT

AT

Fair Grounds, Carthage, Mo.,

July 3d and 4th,

AT 2 P. M.

Entries Close June 28th at 6 P. M.

$800 IN PRIZES.

EVENTS:

1 One Mile Ordinary, Novice.
1st Prize, Gold Medal, $15; 2d, Pair Ball Pedals.

2 One Mile Safety, Novice.
1st Prize, Gold Medal, $15; 2d, Bicycle Hub Lamp.

3 One-half Mile, Open.
1st Prize, Gold Medal, $25; 2d, Breech Loading Shot Gun; 3d, Nickel Rambler Lamp.

4 One Mile Safety, Handicap.
1st Prize, Safety Bicycle, $75; 2d, Elegant Clock, $15.

5 One Mile Ordinary, Missouri Division Championship.
1st Prize, Gold Medal, $25; 2d, Silver Stop Watch.

6 Three Mile Safety, Missouri Division Championship.
1st Prize, Gold Medal, $25; 2d, Silver Water Set.

7 One Mile Ordinary, Handicap.
1st Prize, Victor Bicycle; 2d, Kodak Camera; 3d, Pair Bicycle Shoes.

8 One Mile Safety, Missouri Division Championship.
1st Prize, Gold Medal, $25; 2d, Massive Silver Headed Cane, $12.

9 Two Mile Safety Handicap.
1st Prize, Elegant Silver Cup; 2d, Bicycle Clock.

10 Ten Mile Ordinary, Missouri Division Championship.
1st Prize, Gold Medal, $25; 2d, Gold Pen and Pencil.

11 One Mile Ordinary, Consolation.
1st Prize, Victor Cyclometer; 2d, French Bicycle Horn; 3d, Luggage Carrier.

12 One Mile Safety, Consolation.
1st Prize, Rat Trap Pedals; 2d, Lamp; 3d, Cycle Horn.

13 Hill Climbing Contest on July 3.
1st Prize, Gold Medal, $25; 2d, Silver Headed Silk Umbrella.

Wilder & Laing, of St. Louis, offer a Special Gold Medal to any rider breaking the State mile record of 2.40 in any race contested at Carthage. Riders who intend to compete must notify the referee on July 4.

L. A. W. RULES TO GOVERN.

Finest Half Mile Track in the West. Fast Time. Prize List ready next week.

For Entry Blanks address R. W. GARNER, Carthage, Mo.

Entry Fee 25c. for each event, which must accompany all entries.

THE COMMON SENSE TROUSER GUARD

Gold Plated,	50 cents	per pair.
Brass,	25 "	" "
Standard Finish,	15 "	" "

Try a pair and you will use no other. Address

TROUSER GUARD CO., - Shullsburg, Wis.

$1000 IN PRIZES $1000

Indiana Division L. A. W. Race Meet,

INDIANAPOLIS, JULY 11th.

Fifteen Events, embracing seven State Championships and six open races.

Entries close July 4 with L. J. KECK, 116 N. Penn Street, Indianapolis, Ind.

"PERFECT" POCKET OILER.



One-half size.

For Bicycles, Guns, etc. No Leakage. Throws only small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price 50c. each. CUSHMAN & DENISON, 172 Ninth Avenue, N. Y.

New Haven 40 ONE PIECE WIRE CLUB PINS.
BADGES MEDALS, &c. C. O. REICHERT
L.A.W. 11425 828 CHAPEL ST. NEW HAVEN, CT

Official Outfitters to the League of American Wheelmen.

Authorized by the Executive Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.

406, 408, 410 & 412 Broome Street, NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.00, BREECHES, $5.25.
Cloth, $2.10 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk.....40
Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic.4.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price.
Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,

241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia, 1033 Chestnut St.

THE NEW COLOR **LEAGUE CLOTH** IS NOW READY.

Samples of same can be obtained on application to

BROWNING KING & CO., - New York.



THE SPIRAL FLEXIBLE TOE CLIP

Is flexible and easy on the foot. Adjusts to any size of foot or pedal. Stands any amount of blows, kicks or tramping on, and still retains its form. Will not catch on curbs, sidewalks, door sills or obstructions and pull out of shape while wheel is being trundled over them.

The only toe clip extant that permits of the correct adjustment of foot to pedal; not having a toe check it does not tend to pedalling with toes pointing downward, which position induces a strained and set condition of the muscles of the foot, ankle and calf. One of the best, simplest and most easily attached. Try a pair and be convinced. Send for descriptive circular.



AS CARRIED WHILE RIDING

No more foul, greasy and collapsed tool bags.
No soiled hands or clothes
No loss of oil or one's temper.
No dirty tool bags or oily tools.
No weight, no delays to oil up.
No loose tops, no rattle.
No neglected or damaged bearings.
No squeaking or pounding.

Made in sizes suited to different machines.

Pronounced by old wheelmen, the press and the trade as the BEST novelty before the cycling public for '91.

In ordering state make of wheel and give diameter of seat rod or handle bar shaft.

Price mailed, 50c. With C. & D. Oiler $1.

The Spiral Flexible Toe CLIP is flexible, easy, adjustable, effective, indestructable, faultless. One of the best, simplest and most easily attached. Price per pair, mailed, 50c Agents wanted everywhere. [Mention this paper.

Descriptive circular free.

L. H. BANNISTER & CO., Youngstown. Ohio.

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. **W. E. AUGHINBAUGH,** Baltic Building Washington, D. C.

M. R. WARREN,

Fine Stationery,

336 Washington Street, - Boston.

I call special attention to my engraving department, in which you will find the best of workmanship, correctly and quickly executed at the lowest prices.

SATISFACTION GUARANTEED.

Wedding Invitations,
Wedding Announcements.
Reception Cards,
Visiting Cards,
Party Invitations, etc.

Sketches Furnished. Odd Novelties in Box Papers. New Style Envelopes.

Mention this paper.

ATHLETIC GOODS!

KINGSTON KNITTING CO.,

Manufacturers for the

Trade and Clubs.

The most beautiful line of

Bicycle, Gymnasium, Tennis Costume and Sporting Goods

Made, in worsted, wool and best lisle thread stock. Unsurpassed for style, completeness, elasticity and durability, and at very low prices.

Send for catalogue and club price list, or order with entire confidence that our styles, material and prices will be entirely satisfactory.

No. 27 Kingston Street,

BOSTON, MASS

BEST OUT.

75c. for this Nickeled Toe Clip.



Every wire braces the others. Best Spring Steel. Foot never slips. No headers. Great for hill climbing. No pinching of corns or catching of foot. Solid comfort. Rubber coated, only 90 cents. The Pat. balance E, always brings Pedal and Clip right side up as per cut, only 75 cents extra.

If your Agent is dead and don't keep it, don't let him bluff you, but send price by P. O. Note. No stamps. Size 1 for boots up to No. 8. Size 2 for boots from 8 to 11. AGENTS WANTED EVERYWHERE

J. A. HUNT & CO., Sole Mfgs., Westboro, Mass.



I. A. WESTON & CO.,

JAMESVILLE, N. Y.,

MANUFACTURERS OF

SAFETY BICYCLE WHEELS,

MADE WITH

Parallel Coned or BALL BEARINGS, Solid or Cushion Tire.

THE BEST MATERIAL and THE FINEST FINISH.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜



L. A. W. BADGES

The official design in

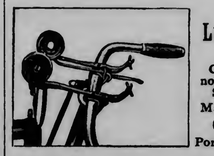
SOLID GOLD.

Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the interior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better to. $1.50, $2.00, and $2.50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.



LAMSON'S

Luggage Carrier NO. 1.

Convenient, durable, noiseless, cheap. $1. Sold everywhere.

Made by

C. H. LAMSON,

Portland, - Maine.



JOHN HARRIOTT.

PRIZE MEDALS CUPS,

BADGES AND PINS.

3 WINTER ST. BOSTON.

WANTED—Bicycle Dealers and Agents to handle our *Official League* and other Bicyclists' emblems. Send for price list and discounts. DURYEA JEWELRY CO., wholesale jewelers, 180 B'way, N.Y.

FOR SALE—Three $135 Bronchos, 1891 pattern; fine wheels, latest improvements; price only $85. Address the manufacturers of best Toe Clip on earth, J. A. HUNT & CO., Westboro, Mass.

1891 PNEUMATIC—B. & A. Humber racing safety, 26 1-2 pounds, Dunlop's latest (sewn canvas) pneumatic tires; machine and tyres absolutely new; enamel slightly marred; $150; owner going to England. H. O. STICKNEY & CO., 440 Harvard st., Cambridge.

PNEUMATIC—For a fee of twenty-five cents, the undersigned will send, on July 10th, his experience with the Pneumatic wheel since May 10th. Has tested it thoroughly, and, being an experienced rider, can give information that may prove valuable to hesitating purchasers. ROBT. H. GERNAND, Waverly Station, Baltimore, Md. L. A. W. 3564.

FOR SALE—A new Humber Tricycle, imported by us last winter; has never been ridden; is fitted with latest Dunlop Pneumatic Tires; will sell for less than it cost us to import; make us a cash offer. H. A. LOZIER & CO., Cleveland, O. Controlling the entire output of the Lozier & Yost Bicycle Mfg. Co.

$60, $70, and **$80** cash will buy three more $135 Broncho Safeties, 1891 pattern; fine condition; never run 20 miles either of them; bought as a job. J. A. HUNT & CO., Westboro, Mass.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ *Cash must accompany the Order.*☜

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜

FOR SALE—A second-hand "Referee" (safety) bicycle, the latest make; in perfect order, having been used but little. This wheel is generally acknowledged to be the best ever placed in the market. For further information call or address owner, 428 Franklin ave., Brooklyn, N. Y.

$95 CASH BUYS an 1890 Columbia L. R. Safety; all parts perfect; little used. T. K. OLIVER, E. Somerville; 189 Medford street.

ONCE ONLY—Columbia Tandem; used about 100 miles; like new almost; $125. Sent C. O. D. on approval on receipt of $5. ZOOK, Lititz, Pa.

FOR SALE—Victor Safety, Model A, 1891 machine; bought May 1st; good as new; price $110. FREDAID, Gallatin, Mo.

ATTENTION, CYCLE CLUBS—For sale, combination billiard and pool table; condition A No. 1. R. J. PEET, Bouckville, N. Y.

WHO WANTS a new 52-inch nickel frame Eagle? First $90 gets it. Address Box 505, Wheeling, W. Va.

$80 GETS a new 1890 Vulcan; list $115. EDW. L. ROSE & CO., Wheeling, W. Va.

FOR SALE—No. 2 Springfield Roadster, balls all over, and in excellent condition; price $45. P. O. Box 225, Casey, Iowa.

FOR SALE—54 inch Volunteer Rational Columbia, new; ridden less than 100 miles; $75; 54-inch Express, Volunteer saddle, ridden 200 miles, fine condition, $50; 52-inch Expert Columbia, balls to front wheel, $50; 42-inch ordinary, never used, $18; Giantess, used one week, $60. B. V. COVERT, Ovid, N. Y.

CELEBRATED UNION No. 12 SAFETY, '91 pattern, fine condition, for only $110. For particulars, address F. B. STEVENSON, Carthage, Ill.

FOR EXCHANGE—A Rushton canoe, Princess, No. 2 model, in good condition; has main and dandy, two cushions, nickeled drop rudder, radix board, two masts, two dry stowage compartments, 9-foot jointed paddle; will exchange for strictly new Victor Safety with cushioned tire; each to deliver F. O. B. at respective places. WM. H. ALLEN, 517 Wood st., Pittsburg, Pa.

'91 CUSHIONED WARWICK, diamond frame, 1 1-4 tires; never ridden; $120; $150 Club tandem tricycle, $50; $140 Catford, new last fall, $75; '89 Warwick, $95. W. E. ELDRIDGE, Newark, N. J.

PREMIER ROADSTER SAFETY—Perfect, A1 condition; balls all over; warranted thoroughly strong and reliable roadster; weight, 50 pounds net; price $75. H. O. STICKNEY, 440 Harvard st., Cambridge.

1891 B. & A. HUMBER LIGHT ROADSTER Safety, nearly new; A1 condition; very fast and strong; will carry up to 180 pounds; price $85. H. O. STICKNEY & CO., 440 Harvard st., Cambridge.

FOR SALE—45-inch Special Star; hollow rims, frame, bar, spade handles, balls, cyclometer; cost $140; price $75. Child's single or tandem tricycle, cost $70; price $25. DR. HERTZ, Hazelton, Pa.

BARGAIN—Light Roadster Rambler Bicycle, 1891 pattern; ridden less than six miles; $112; No. 17 Quadrant Safety Bicycle, never uncrated, for $115; either one will be shipped, with privilege to examine, on receipt of $10, the balance C. O. D. W. A. CAMPBELL, P. O. Box 83, Oil City, Pa.

25 CENTS BUYS Road Book and Map of Boston and Vicinity. CHAS. A. UNDERWOOD, Jamaica Plain, Mass.

FOR SALE—Star Safety, with bell and lamp, $90. Address B. I. CARHART, 540 Broadway, Albany, N. Y.

A BARGAIN—I have taken in exchange one "Swift" Safety, Model A, and one "Victor," Model C, both latest patterns and cushion tires; will sell for $125 each C. O. D. A. E. HARRIS, Ashburnham, Mass.

BE QUICK if you want a bargain—First draft for $100 takes a 48-inch F. N. Eagle; good as new; also a number of guns for sale cheap or trade. S. B. ALLEY, 601 South First street, San Jose, Cal.

FOR SALE—*Rational Ordinary* Columbia Light Roadster, 55-inch, and cyclometer; perfect condition. Address D. Q. EWING, St. Nicholas Building, Pittsburgh, Pa.

FOR SALE—One new Hartford Safety, cushion tires, perfect condition; never been used; regular price $105; will sell for $95 C. O. D. GEO. O. ALLEN, Fitchburg, Mass.

ONE SPRINGFIELD ROADSTER SAFETY, list $125; ridden less than 50 miles; our price $75. EDW. L. ROSE & CO., Wheeling, W. Va.

ONLY OFFER on Swift Tandem Safety, used one season, A1 order; sent C. O. D. for $120 on receipt of $5. Box 27, Lititz, Pa.

FOR SALE—Col. Safety, '90 pat., $75; Giantess, '91 pat., $58; Common Sense, '91 pat., $55; '80 Rambler, $70; American Safety, $30; Col. 3-Track trike, A1, $30; would give some of the above for a good tandem bicycle; also want a 48-in. Star. LEINBACH BROS., Lebanon, Pa.

WANTED—Safeties in exchange for new Appleton's Encyclopædia, 31 vols., sheep, $186. Also a new Britannica, 30 vols., to offer. 2 Hall type-writers for sale or exchange cheap. "Z," Box 27, Lititz, Pa.

ONE AMERICAN LIGHT RAMBLER, 1890 pattern, new. Will sell for $115 cash. EDW. L. ROSE & CO., Wheeling, W. Va.

FOR SALE—1891 American Light Rambler Safety; perfect; run about a month, $115. Good reason for selling. Address A. M. ROSS, Hot Springs, N. C.

BRONCHO Light Roadster; good condition; best offer takes it. H. A. SMITH, Middletown, N. Y.

$60 CASH buys 50-inch Spaldbrook; little used; ball-bearings throughout and in perfect order Sent C.O.D. on receipt of $5 to guarantee charges.

A. H. PRAL,
755 Broad street,
Newark, N. J.

$75 Gents' Rambler first-class condition. Sent on approval. H. E. CLEWELL, Nazareth, Penn.

FOR SALE Boston Safety; in good condition; $50 cash. Address, F. J. WOODWARD, Warren, R. I.

$80 buys New Mail $100 Safety (1891); never taken from the crate. Enquire of H. J. NORTH, Plainville, Conn.

A BARGAIN—A '90 New Mail Safety Bicycle; ridden 50 miles; in perfect condition every way. Will be sold cheap. Address Box 22, Wappingers Falls, N. Y.

STOLEN—No. 1121 R. and P. Safety No 1121. $20 reward for return of wheel or information leading to same. Address, COOK, 166 W. 103d street, New York City.

FOR SALE—48-inch Eagle in good condition; been ridden about 200 miles; $95. CHARLES E. STRANGE, Taunton, Mass.

54-INCH Victor Racer; fine wheel; $40. 52-inch New Mail Road Racer; excellent; $75. No. 2 Caligraph Typewriter, A No. 1; $30. Psycho Tandem Safety; fine order. Write. AUGUST KINNE, Richfield Springs, N. Y.

GIANTESS, $75. Combination Safety, new, with Bolte spring forks, $60. Ladies' Columbia as good as new, $110. 1891 L. R. Columbia, $115. Lock Box 14, Campbell, N. Y.

RACERS—1 Columbia and 1 Star Racer; good as new, at quick sale, for $50 each. Send C.O.D. on approval for $2.50. ZOOK, Lititz, Pa.

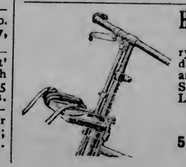
FOR SALE—50-inch Springfield Roadster; ridden very little; cost $115; price, $40. G. E. NEWMAN, Canton, Pa.

NOW IS THE TIME To Advertise in the BICYCLING WORLD AND L. A. W. BULLETIN.

MUST BE SOLD.

If you want a "Bargain,"

Send for List to EDMANS & SON, Troy, N. Y.



Hall Luggage Carrier.

Just what you want to carry your camera. Handsome durable, cheap. Adapted to any wheel. Full nickeled. Sent to any address for $1. Liberal discount to dealers.

Made by

L. R. HALL,

5 Manning St., Medford, MASS.

"Z & S" HOSE SUPPORTERS

For Shoulder, Belt and Hip.



For Shoulder—

An article that meets the popular demand from wheelmen, and the public generally. The Z. & S. Supporters have been greatly improved, being made lighter with a better clasp at the stocking, saving all wear on the pants, chafing the leg or tearing the stockings, and warranted not to "let go their hold" accidentally. These Supporters do away entirely with elastic bands, which bind upon the limbs and stop the circulation of blood, causing numbness or swollen veins. They are made so as to be worn beneath the flannel shirt, passing over the shoulders and down either leg. Adjustable for any sized person.

Price, 50 cents.

For Belt—



With belt around the waist that allows of ample adjustment over the hips. Arranged for short or tall riders. Fitted with our patent fastener for holding the stocking; being perfectly flat it is impossible to chafe the leg or cut the knee-breeches or wear out the stockings. They are exceedingly handy, universally adjustable, and, with our new patent catches for the stockings are found to be the best belt supporter on the market.

Price per pair, 50 cents.

For Hip—

The "Z. & S." Hip Stocking Supporters have undoubtedly had a more extended sale than all the other stocking supporters so far placed on the market, not because they are better than the belt or shoulder supporters, but because they are so exceedingly handy to put on and take off; can be worn under all circumstances, whether with a linen or flannel shirt, for a short ride where it is very desirable to make a quick change to long pants for social or business purposes, or vice versa.

These supporters are now made with the double safety pin, for attaching to the drawers or shirt above the hip, and extending down either leg, fastening to the stocking with the improved Warren Safety Catch.

Price, per pair, 35 cents.

The Safety Bundle Carrier

For Handle Bar or Mud Guard.



These Carriers have come into demand wherever the Safety is used. Owing to the patented principle of swinging plates, thereby allowing them to be placed at right angles under the package to be carried, and at the same time placed close together on the bar, for a short package, or further apart for a long bundle, canes, umbrellas, etc., and upon removing the package or bundle, these plates can be moved back horizontally with the bar entirely out of the way. These Carriers are very strong, nicely nickel-plated, compact, and an ornament to the machine. They are easily detachable if desired. In ordering, state what machine they are to fit.

Price, $1.25. By mail, $1.35.

Howard A. Smith & Co. 518 BROAD ST., Newark, N. J.

CLIPPER SAFETIES.



CLIPPER.

$90 Solid Tires. $100 Cushion Tires.

Graceful, Easy Steering and Running.

Equally Adapted for Ladies and Gentlemen.

Our Harris' Pat. Saddle the Ladies delight. Our Cushion Tire adapted to any 7-8 inch rim (patent applied for) is a perfect success.

Thos. Kane & Co., - - Chicago,
WESTERN AGENTS.

The Sweeting Cycle Co., - Philadelphia,
EASTERN AGENTS.

GRAND RAPIDS CYCLE CO.,

MANUFACTURERS,

GRAND RAPIDS, - MICH.

Write for Catalogue.



Ventilated Inter-Air-Spaced Clothing.

Adapted to all climates and all variations of temperature. Sold by leading merchants in all principal cities. Illustrated catalogue mailed free on application to

HARDERFOLD FABRIC CO., TROY, N. Y.

Mention this Magazine.

Erie Knitting Mills,

Erie, Pa.

Are still making the very best goods for cyclers. We know this, and others are finding it out.

This is a copy of a letter just received from the champion road rider of the United States:

ERIE KNITTING MILLS—

I cheerfully recommend your knit goods for the use of bicyclers, especially hard road-riders, as from my experience with them I have found them well-fitting, elastic and durable as iron.

Yours very truly,
WM. VAN WAGONER.

FRANK FAIRBAIRN, 513 WEST 11TH ST., ERIE, PA.

Exchange Your High Wheel

FOR A SAFETY.

Try us as a last resort. Send stamps.

CLINTON CYCLE CO.,
Clinton, Mass.

NOTICE

To Manufacturers and Agents.

LOUIS GLASEL & CO., - Coventry, Eng.

THE CONTINENTAL CYCLES

Are the Cheapest and Best in the Trade.

CUSHION SAFETIES Ready for immediate delivery. Balls throughout. Best material. Workmanship guaranteed.

LOUIS GLASEL & CO.,

Supplies also all rough and finished parts; also chains, tubes, stampings, hubs, cushion tyres, lamps, forks, rims, etc, etc.

Rock Bottom Prices.

All very cheap and only for cash. Best and prompt attention given to the smallest orders.
Mention this paper.

NOT DEAD BUT SLEEPING

Without you keep your Bicycle looking like new. It will not rust if you clean it with

WILSON'S WONDERFUL NICKEL and ENAMEL PRESERVER.

Price, 50 Cents. Ask your Cycle Agent for it.

Wilson Mfg. Co., 15 Tremont Row, Boston, Mass.

FITCHBURG RAILROAD

Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

HOOSAC TUNNEL ROUTE

THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

BICYCLES CARRIED FREE

FAST EXPRESS TRAINS

With elegant PALACE PARLOR and SLEEPING CARS to and from

BOSTON and CHICAGO and BOSTON and ST. LOUIS, via NIAGARA FALLS,

without change.

THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.

THE ONLY LINE running thr. ugh cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.

THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.

ELEGANT PALACE SLEEPING CARS to and from

BOSTON and MONTREAL,

without change.

For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at

250 Washington Street, or Fitchburg Railroad Passenger Station, Boston.

J. R. WATSON, General Pass. Agent.

Price List of Specialties

—MANUFACTURED BY—

ELASTIC TIP CO.

Mailed Postpaid on Receipt of Price.

Dropped Forged Steel Spade Handles, all nickeled and threaded to fit any machine, $2.50 per pair.
Soft Rubber Handles, pear shaped, $1.50 per pair.
Vulcanized Handles, pear shaped, $1.50 per pair.
Boys' Soft Rubber Handles, pear shaped, $1.00 per pair.
Double Grip Pedal Rubbers, No. A, 1 inch x 3 3-4 inches, $2 00 per set of four.
Double Grip Pedal Rubbers, No. B, 1 inch x 4 inches, $1.50 per set of four.
Double Grip Pedal rubbers, No. C, 1 1-4 inch x 4 inches, $2.00 per set of four.
Pedal Rubber, round or square; made from white rubber, $1.00 per set of four. When ordering state size required.
Spade Grips, vulcanite, 50 cts. per pair.
Safety Handles, vulcanite, to fit any machine, $1.00 per pair.
Safety Handles, for Boys' Wheel, 50 cts. per pair.
Soft Rubber Grips for Safety, $1.00 per pair.
Soft Rubber Grips for Boys' Safety, 50 cts. per pair.
Soft Rubber Sleeves, to fit over vulcanite grip, 75 cts. per pair.
Steel Balls, 3-16 inch, $2.00 per C.; 1-4 inch, $2.40 C.; 5-16 inch, $3.00 per C.
Imported Tire Cement, 25 cts. per box.
Tire tape for holding on tire, 25 cts. per roll
Rubber Cement, for repairing cuts in tires, 25 cts. per can.
Bicycle Spokes. Price according to quantity.
BICYCLE TIRES, SOLID or CUSHION, either red or grey; price according to size. Send for Catalogue.

ELASTIC TIP CO.,
Cor. Cornhill and Washington Street,
BOSTON, MASS., U. S. A.

REAL BICYCLE UNIFORMS.



Be sure to send for free samples and measure blanks. Club Uniforms a specialty. L. A. W. Coats, $8. Knee Breeches, $4. Punnett's celebrated Jersey Cloth Knee Breeches, only $4 a pair. Bicycle Caps, Hose, Pins, Tights, gold or silver Letters, Punnett's Invisible Pants Holders, 25c. a pair. Be sure to write now.

R. A. PUNNETT, Tailor and Athletic Outfitter,
98 & 100 West Ave., ROCHESTER, N. Y.

All strictly first-class work at moderate prices.

SEND FOR CATALOGUE.



PRICES TALK!

You are going to buy your Bicycle where you can get a good one for little money.
Examine our prices.—We can save money for you.

Meacham Diamond—A Gents' or Ladies' Safety. DIAMOND FRAME of seamless tubing, ball bearing all over, including socket, ball bearing head, lightly built, high grade in all respects (see cut)..List, $115.00; Net. **$76.00**

Express, Gents'—30-inch wheels, ball bearings all around, frame of steel tubing..List, $80.00; Net. **$61.33**

Express, Ladies'—30-inch wheels, ball bearings all around, frame of steel tubing..List, $80.00; Net. **$61.33**

28-Inch Safety—Combination wheel for GENTS or LADIES ball bearings all over...List, $75.00; Net. **$53.33**

Large Boys' and Girls'—Combination Safety. 26-inch wheels, adjustable cone bearings all over.....List, $40.00; Net. **$24.00**

Boys'—25-inch wheels, adjustable saddle and brake, rubber tires, mud guards, adjustable cone bearings.....List, $35.00; Net, **$20.00**

Boys' and Girls'—24-inch wheels, DIAMOND FRAME of steel tubing, adjustable CONE bearings.....List, $85.00; Net, **$22.66**

Boys' and Girls'—24-inch wheels, DIAMOND FRAME of steel tubing, adjustable BALL bearings.....List, $40.00; Net. **$24.66**

Send for Catalogue. **E. C. MEACHAM ARMS CO., ST. LOUIS, MO.**

$85.00 LOVELL DIAMOND CYCLES. $85.00

High Grade Only.

All Ball Bearing,
Steel Tubing
—AND—
DROP FORGINGS.

NO BETTER MACHINE AT ANY PRICE.



Lovell Diamond, $85.
With Cushion Tires, 95.
For Ladies, 85.
Convertible, 85.

AGENTS WANTED.

BICYCLE CATALOGUE FREE.

MANUFACTURED BY

John P. Lovell Arms Co., Boston, Mass.

Learn to Ride

BY USING OUR

INSTRUCTION BELT

Price, with instructions for use, $1.25.

ST. LOUIS WHEEL COMPANY,
311 N. 14th St., St. Louis, Mo.

AMBERG'S

CABINET LETTER FILE.

IT Files your Letters, Bills and all Office Papers, so you can always find the paper wanted at once.

Is it Not Worth Investigation?

Send for an Illustrated Catalogue and Price List.

AMBERG FILE & INDEX CO.,
79 and 81 Duane St., New York.

N. NUNN, - Boston Agent,
23 Doane Street.
CHICAGO. LONDON.
Mention this paper.

HAVE YOU SEEN THE NEW

BUTCHER CYCLOMETER?

Ask Your Dealer to Show it to You.

For Ordinary Bicycles. Price $10.00. By Mail On Receipt of Price.



For Safeties. Price $11.00. By Mail On Receipt of Price.

The unprecedented demand for this Cyclometer this season is our apology to our many customers for delays in filling orders. With enlarged facilities, we can now fill all orders promptly.

The Butcher Cyclometer Co.,
338 WASHINGTON ST., BOSTON, MASS.

THE UNIVERSAL WHISTLE.



Patented Dec. 11, '88.

The Best Whistle for Cyclists, Hunters, Horse-car Conductors, and every one who use Mouth Whistles. The Patent Mouth-Piece enables one to hold it in mouth without use of hands. Price, by mail, 25c. or $2.00 a dozen. A chance for any smart boy to make money. WHITTEN, GODDING & CO., Providence, R. I.

To Athletes, Cyclists, Baseball & Footballists, Horse-back riders, Boxers and Oarsmen; when you want to ride, run, walk, row, skate or swim a long distance, USE

ANTI-STIFF

To Strengthen the Muscles.



To Strengthen the Muscles.

It is a marvellous preparation for Strengthening the Muscular System. With Anti-Stiff there is no faith required; it goes straight for the muscles, and you can feel it at work. It has a peculiarly warming, comforting and stimulating effect on all weak or stiff muscles and sinews. Quick in action, cleanly and pleasant in use. Rub it into the muscles every night for a fortnight, and you will be pleased at its supporting and strengthening properties. There is not, nor has been, anything like it till now. It differs from all Oils, Embrocations, and Liniments, both in substance and effect. Some athletes are so fond of it that they rub it all over them.

E. FOUGERA & CO., Agents for U. S.,
30 N. Williams St., N. Y.
Mention this paper.



Speaking of Chains.

One important point in a good Safety is the Chain. It is the link between the power applied and the power transmitted. It must be strong, light, easily cleaned and oiled, and easily adjusted.

No Chain on the market so well answers to these qualifications, as the Elliott Self-Oiling Chain, with which '91 Columbias are equipped.

This is made by our improved processes and machinery, and of the very best material. In the centre of each block is an extra hole, carrying an absorbent capable of holding oil enough to run five hundred miles without renewal. Adjustment for slack is very easy.

As in all other details of our bicycles, the utmost care is taken in manufacture, and the most rigid inspection, and the severest tests are applied.

Our unqualified guarantee covers this chain.

POPE MFG. CO.,

77 Franklin Street, BOSTON.

BRANCH HOUSES:
12 Warren Street, NEW YORK.
291 Wabash Avenue, CHICAGO.
Factory, HARTFORD, CONN.

FOUNDED 1878

THE BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXIII. Number 10. BOSTON, 3 JULY, 1891 $1.00 a Year. 5 cents a copy.

The great resiliency and size of the Victor Cushion Tire (the King Tire of '91) have caused many wheelmen to erroneously suppose that a puncture would work the same disaster as in the pneumatic tire. The Victor Tire "isn't built that way."

STICK A PIN IN IT.

Everybody invited to try for himself.



VICTOR CUSHION TIRE.

OVERMAN WHEEL CO., CHICOPEE FALLS, MASS.

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

"OUT OF THE MOUTHS OF BABES AND SUCKLINGS."

Two small boys of the kind that are liable to stand high some day in the "councils of state" (but who didn't look it) were sitting on a curbstone, A dignified and intelligent gentleman rode by on a Hickory Bicycle; the boys were "looking towards him" (as Bassett would say) else they would not have known he was passing; one of the boys put out the following feeler:

"Say. Danny, there goes one of them wooden Bysickles; what do you think of 'em?" "Danny" took on an air of superior wisdom and a rich North of Ireland brogue, and he said: "I'd ruther have it thun wan o' thim tin wans."

We have at times said some sarcastic things about metal wheels (for which of course we are sorry), but this little boy's remark must stand as "record." "Thim tin wans" is good.

While the Hickory Cycle Factory Engine was resting this "noon time" we were looking over an old book supposed to have been written about the time of the "Council of Nice," but of course not inspired. It treats of the general tendency to scepticism that was manifested when Noah gave it out to the neighbors that he intended to build an ark, and that it was to be set up on dry land, even at a distance from any navigable water, the more critical went so far as to say that they believed it would "dry up and rattle." But Noah couldn't be talked out of it. His father was 182 years old when he was born, and Noah "allowed" that he had ought to have *some* sense, and beside he (Noah) was over 500 years old before Shem was born, and he didn't begin figuring on the ark until Japhet was well through his whooping cough and measles, and was getting big enough to do chores around the house and even help the old man haul gopher wood for the new ark.

A few of the knowing ones around Eden Corners hinted to Mr. N. that wood was unfit for arks anyway. as it would surely shrink. But Noah told them that he intended to use dry timber, and "reckoned" that if he should "pitch it within and without with pitch" that it would probably go all right. (owing to the duty on tin plate he couldn't make "wan o' thim tin wans.") However Noah told the boys that it looked like rain, and they had better get to work and try and have the ark boarded in and shingled before it got wet. He had been awarded the contract, and he proposed to go ahead even if every old croaker in town should say that he didn't think "Gopher wood was the stuff." The old man kept on sawing wood, and as fast as he needed it the boys would gopher more, but he didn't hire any *outside* help, for there was already a good deal of jealousy all through Ararat County, and Noah feared that any outside carpenter might work in too many knot holes, for the ark-builder was a strong protectionist, and he didn't want anybody working on the ark except those who had been drawn to fill its vacancy. It was no uncommon thing, so this writer said, for Noah to hear many unpleasant remarks from the thoughtless unbelievers who infested his neighborhood. Many a night when he went home from his work with his dinner pail in one hand and his kit of tools in the other, the boys used to peek through the fence and sing out: "Hello, Noah, old man; how's the ark gettin' on, and when's the flood?"

Imagine his feelings when some sarcastic Ninevite would meet him on the street and say: "Good morning, Mr. Noah; have you used——I mean, when are you going to sail?" But the old gentleman knew *his* business (and as Senator Cullum would say, "you bet," he didn't propose to throw the honor over his shoulder.)

N.B. They laughed at Noah when Noah had "the greatest show on earth." It wasn't long before Noah had the *only* show on earth.

MORAL: "Don't prophesy unless you know."

ELLIOTT HICKORY CYCLE CO.,
Newton, Mass.

P. S

Hickory TRADE MARK is the stuff.

Three Car Loads of Bicycles Just In.

Two car loads of Western Wheel Works' goods, of which our stock is now complete, except Rushes, hence all orders will be filled immediately on receipt, and are solicited.

OUR JOB LOT CRESCENTS AND JUNOS,

(1890 Pattern Wheels of THIS YEAR'S MAKE), are proving the best sellers we ever handled, and dealers will do well to send for quotations.

OUR CONFIDENCE IN ORDINARIES

Remains unabated, our stock being large and our sales satisfactory, running from 20 to 40 per week. Send for job lot, list and prices.

ROUSE, HAZARD & CO., 9 G Street, Peoria, Ill.

General Agents for GARFORD SADDLES. Wholesale Sundries.

NEW ENGLAND BICYCLE DEALERS.

If the UNION or WARWICK CYCLES are not represented in your territory, write us for terms. You will find them more than liberal.

A. O. VERY CYCLE CO., - - 173 TREMONT ST., BOSTON.

LACTART
ACID OF MILK.

A REFRESHING DRINK WITH WATER and SUGAR.
Call for Orange or Raspberry Lactart at the Soda Fountains.

Benson, of Corey Hill fame, says:

AVERY LACTART CO., Boston.

Gentlemen—"For several seasons I have used your Lactart and found it very satisfactory, as a quencher of thirst." Respectfully,
A. P. BENSON, Newton Club.

CAVEAT EMPTOR.

When a man thinks he gets what he does not get, it is obvious to every unbiased person that he does not get what he thinks he gets.

The tear drop of the contrite cyclist is as refreshing as the shadow of a great rock in a weary land. Many of the buyers of wheels this season are shedding the repentant tears, because they have found that the big apples were all on top; the bicycle looked a beauty when new, but a few weeks' riding, a few falls, and it became:

"————————————————————A THING,
O'ER WHICH THE RAVEN FLAPS HER FUNERAL WING."

Or, to speak more correctly, it found a quiet rusting place in the junk store.

POOR WANDERING ONES,
THO' YE HAVE SURELY STRAYED,
TAKE HEART OF GRACE,
YOUR STEPS RETRACE,
FOR CYCLE SUCH AS OURS
WILL HELP YOU FIND
TRUE PEACE OF MIND.

Catalogue Free.

UNION CYCLE MANUFACTURING CO., Highlandville, Mass.

Mr. Stokes of Chicago looks after our Western business.



FEATHERSTONE'S
PNEUMATICS.



Are now being sent out in quantities, and agents will be rapidly supplied. A little more patience is all that will be necessary before you will be able to get one of these Pneumatics. After you have ridden it you will be glad you waited. When you have received and tried one, write and let us know what you think of it and whether it does not prove to be all that we claim for it.

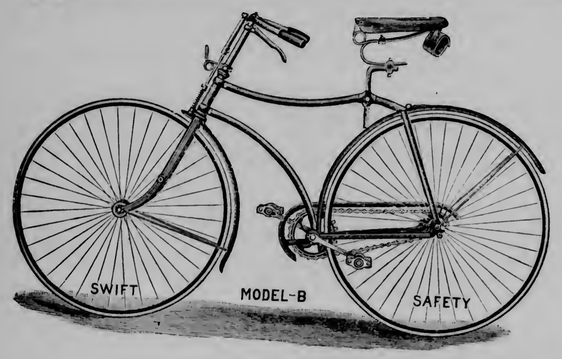
SOME OF OUR AGENTS.

WRIGHT & DITSON, Boston, Mass.
SCHOVERLING, DALY & GALES, New York.
HOWARD A. SMITH & CO., Newark, N. J.
SWEETING CYCLE CO., Phila., Penn.
CLINE BROS., Baltimore, Md.
CAPITOL CYCLE CO, Washington, D. C.
SPALDING & CO., Syracuse, N. Y.
F. L. HUGHES, Rochester, N. Y.
MARTIN & STEVENS, Buffalo, N. Y.
F. L. FAIRBAIRN, Erie, Penn.
DAVIS HUNT CO., Cleveland, Ohio.
J. W. GROVE, Pittsburg, Penn.
EMIL GRAH, Toledo, Ohio.
CHARLES HANAUER, Cincinnati, Ohio.
PRINCE WELLS, Louisville, Ky.
COMBS & ROLER, Nashville, Tenn.
E. C. FENNER, New Orleans, La.
E. C. MEACHEM ARMS CO., St. Louis, Mo.
A. W. GUMP & CO., Dayton, Ohio
J. C. SHERWOOD, Columbus, Ohio.
ROUSE, HAZARD & CO., Peoria, Ill.
HODGSON CYCLE CO., Des Moines, Ia.
A. H. PERRIGO & CO., Omaha, Neb.
WM. R. BURKHARD, St. Paul, Minn.
SNOW'S BICYCLE AGENCY, Minneapolis, Minn.
JULIUS ANDRAE, Milwaukee, Wis.

A. FEATHERSTONE,

Clark and 16th Sts., and Armour Ave., - - - Chicago.

BE · WISE · IN · TIME.



If you want a wheel that pays few visits to the repair shop,

RIDE A

SWIFT

CATALOGUE FREE.

COVENTRY MACHINISTS' CO., Ltd.,

239 Columbus Avenue, Boston, Mass.

11 and 13 Madison Street, Chicago, Ill.



HANDSOMEST SAFETY MADE.

WHY is the NEW MAIL at $100

The Best Value in the Market at the Price or Anywhere Near It?

BECAUSE IT HAS Cushion Tires which annul jar and vibration, giving life and elasticity to whole wheel, and are to be the Favorite Tires for 1891, and we Warrant Them. Our Cushion Tires are Right and the Best.

BECAUSE IT HAS Tangent Spokes strongly tied and Nickelled to intersections. Stronger and handsomer than direct spokes as used on cheaper wheels. Select Tangent Spokes Always!

BECAUSE IT HAS a Brazed Frame at all joints. Look our and get a Brazed Frame always to stand road wear, and at *every point* of the frame!

BECAUSE IT HAS a Standard Easy Saddle, the Garford, which is a Favorite.

BECAUSE IT HAS the Popular New Mail Shape Handle Bars, low and well back to rider.

Study all these points on examining the wheels in the market and see if you find them in Any Other. The BEST YET!!! If your dealer has not got it ask him to show one before you decide.

WM. READ & SONS, 107 Washington St., Boston, Mass.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

—BY—

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN CO.

☞ *Postage stamps will not be accepted hereafter in payment for Advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.* ☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

Editorial Contributor, F. A. EGAN.

BOSTON, 3 JULY, 1891.

"THE facts in the case." Under this caption the Executive Committee exhaustively treats of the matter in the recent Chairman Randall and Rule G episode. We hope those of our readers who are interested in the matter will give the report a careful perusal, and while we do not purpose reviewing same at any length, we desire to call attention to one or two points.

In the first place Mr. Randall's Board removed the suspensions on the ground that such suspensions were "*unconstitutional.*" Now mark the fact that the suspensions were raised not because they were made in opposition to any *racing rules*, but because it was "*unconstitutional.*" Again, Mr. Randall was present at the joint meeting in New York, and it was discussed and agreed at the same meeting that "cyclists had a right to have expenses paid, provided they were not paid by certain persons." It seems that no vote was taken on the subject, but it was freely discussed and Mr. Randall did not then express any opposition to it. In view of Mr. Randall's Board officially announcing that the suspensions were *unconstitutional* and in view of the fact that Mr. Randall did not oppose the understanding that cyclists could have expenses paid, it would be in order for Mr. Randall (or his friends) to explain the apparent inconsistency of his actions. It would have been more in keeping with proper straightforward business-like methods had Mr. Randall then and there at the joint meeting combated the expense idea and announced his intention to have Rule G incorporated in the new rules. This, however, he did not do, but as soon as he returned to Chicago and got among his friends, he flopped over and the trouble began.

In regard to the personalities, we notice that an apology was sent President Dunn, May 11, while on May 13 a formal letter repeating the personalities was sent the Executive Committee and received by them on the 15th! Comment is unnecessary.

WE have received many inquiries in regard to the marvellous claims made by Editor Beranger of Worcester as to the speed of a cycle on which he has applied for patents. Mr. Beranger called on us about two weeks ago and showed us a sketch of the machine, giving a general idea of same, but not in detail. He claims that on his experimental machine *he had ridden* seventy-three miles within the hour (that there may be no mistake we repeat the number of miles as stated above, seventy-three.) We were naturally startled at this claim, but any amount of questioning did not shake Mr. Beranger's assertion that he had ridden that distance within the sixty minutes. We were promised ocular demonstration as to the ability of any man to drive the machine at the rate of 73 miles an hour and better.

We have been expecting a promised call by wire to Worcester to witness the public trial, and we have refrained from mentioning this machine until such time as we could examine it personally and see it work.

Mr. Beranger is a gentleman of standing, intelligence and refinement, and any claim he might make would carry with it weight, still we must place ourselves in a possible position of being obliged to acknowledge our error by expressing the idea that their must be some mistake. To travel at 73 miles an hour means a mile in about 49 1-2 seconds. The average rider approximately knows what this means so far as windage is concerned; that is he can guess, if he has ever ridden at a ten-mile gait against a 30-mile wind. Then comes the questions of friction and power, mechanical questions which up to the present time have seemed to be governed by laws as difficult to change as the laws which govern the course of the earth. But supposing that Mr. Beranger has discovered a new combination or principle in mechanics, how about the practicability of riding along the highway at the speed of 73 miles an hour?

It does not require a very vivid imagination to conjure up the difficulties and dangers of such a speed on a rough and crooked road. We all know that a train running on a smooth solid track at fifty miles an hour makes walking in the cars a difficult undertaking. Who has not passed from one car to another when a train has been running at speed that has not had great difficulty in steadying himself and keeping his hat on his head? Imagine tearing through the country at the pace claimed and the chances of accident and collision! The introduction of a machine capable of the speed that Mr. Beranger claims for his wheel would necessitate the building of special roads and no "grade crossings" either!

Finally, dear readers, imagine the results of taking a header from a machine travelling at the rate of 73 miles an hour!

Still we must give Mr. Beranger a chance to prove his claim, and we *may* have to correct our ideas as to the impossibility of any cycle travelling on the highway, or the track for that matter, at a speed equal to 73 miles per hour.

WE have been promised cuts in detail of this "record breaker," and until such time as we have seen the wheel in operation, successful or otherwise, and received cuts to illustrate, we refrain from a description other than to say that it is one large wheel with the rider sitting inside at a point where all the weight is brought below the centre. About one foot from the outer rim is another, the inner surface of which has spur gears cut. The frame on which the rider sits is a triangle, the three points of which are gears, which engage the inner rim. The steering is done by means of a two inch wheel at the end of a stiff spring trailey, which can be depressed so as to come in contact with the road or raised so as not to touch.

We prefer to wait and see before giving any more description. In the meantime, if Mr. Beranger demonstrates the soundness of his claim, we shall think that the days of miracles have come again.

WE begin to have a correct idea of the reasons why our esteemed Chicago contemporary, the *Referee*, has been so vigorously crying out that the L. A. W. has sold out to the A. A. U. We had other ideas on this subject, but the following sentence points out pretty strongly that the editor of that paper has not carefully read the terms of the Alliance. The sentence in our esteemed contemporary reads: "What chance of justice would a lone L. A. W. member have in the A. A. U. Governing Board?

Now the terms of the Alliance are these:

"3. Charges against any cyclist shall be tried by the L. A. W. except that a member of an A. A. U. club shall be tried by a committee of three, one of whom shall be named by the A. A. U., one by the L. A. W., and the third member by the two so chosen, providing the accused shall within twenty days after the receipt of a copy of such charges submit to the Racing Board proof of his A. A. U. membership and claim trial by such committee."

It will be observed that the "Governing Board" have nothing to do with trying a member charged with violation of the rules, and in the second place "a lone L. A. W. member" would not be tried by the A. A. U. or any members thereof unless he were an A. A. U. member also, and then he would be tried by one L. A. W. member, one A. A. U. member, and a third one to be chosen by these two. Of course if the editor of the *Referee* wants to own the earth and the terrestrial system, then the plan as above explained would not seem fair to him.

Now had the blunder been made by the "Cycling Authority" we should not have wondered, but that the really well posted editor of the *Referee* should make such a mistake fills our soul with dismay. If this is a sample of his knowledge of the terms of the Alliance we urge him to at once "read, learn and inwardly digest" that brief and very simple document, and who knows but that after mastering its intricacies he may be brought to a sense of its remarkable fairness. We would really like Mr. Miles to *read* the terms of the Alliance and *then* give us his candid opinion.

A LANSING (Mich.) correspondent writes us the following:

"My brother and I were riding along a very 'rocky' road, and had nearly finished a thirty-mile trip when we met an unloaded gravel wagon. On the right-hand side was a deep ditch, on the other plenty of room. I motioned the driver to turn out but he refused; and while attempting to dismount I struck a 'thank you, ma'am,' and was hurled into the ditch with great force, striking on my face. The doctors barely saved the left eye. Is there any redress for the unreasonable and foolish action of this farmer? Would it be wise to attempt to gain redress?"

In answer to the question we would say that if the driver of the wagon *refused to turn to the right*, and in consequence our correspondent was thrown in an attempt to avoid a collision while on the lawful side of the road, there is redress, and we hope that steps will be taken to secure same. We cannot quite make out by the letter whether the cycler was on the lawful side of the road or not. If not, then he can get no satisfaction, and the fault was clearly his, ditch or no ditch. In such cases the driver may show a disposition to be unaccommodating, but he could not be forced to take a position which in the first case was *unlawful and in addition, was dangerous*.

Our correspondent should have made himself a little plainer as to whether he was on the lawful side of the road or not.

Another question may arise: Was the road in such a condition and the deep ditch so unprotected as to make the passing of two teams at that point unnecessarily dangerous? If so, there may be a chance to obtain redress from the town where the accident happened.

THE Cleveland *Plain Dealer* has this to say:

"The action on the part of President Dunn of the L. A. W. in removing Chairman Charles E. Randall of the Racing Board may result in the dismemberment of the League. If its effect is not so sweeping, it will be little short of that. The removal of Randall is looked upon by some as the beginning of a war between the Eastern and Western wheelmen."

Our comment may be laconic, but it is to the point. Here it is. Nonsense!

WE notice a growing tendency, especially among the very callow cycling youth, to affect the racing man's form. It is a common sight to see this class of riders sitting very far back on low saddle, with body bent almost double, and a general aspect of having a very bad stomach ache. These youths generally desire to impress the spectator with the idea that they are scorchers and racing men; and were it not for the bad results which must accrue from riding in such form their appearance would excite our mirth. In a great many instances, which we have noticed lately, the age of the would-be scorcher is not over that when the parents have corrective powers, and we hope for the cause of cycling, and the prevention of a round-shouldered, curved-backed generation of young men, that the parents in such cases will exercise their powers and prevent their offspring from permanently deforming themselves by aping a style of riding which *may* be requisite to get speed out of a racing machine, but is ridiculous and out of place in an every-day road rider.

THE English Cycling press is fuming and fretting over the question of allowing cash prizes for amateur events. In Australia the amateurs are allowed to ride for cash prizes. We doubt very much whether this country or England is quite ready to accept this very radical change. The advocates of the cash prize idea in England are known as the "new blood section."

RACING by electric light seems to have had a decidedly successful trial at Louisville, Ky. It would be interesting to know just how the lights were placed, and what modifications if any were found necessary.

FOR the honor of Columbia's fair daughters will some one hasten to refute the following charge, taken from Violet Lorne's Column in *Bicycling News*, that the rider was "an American?"

"A valued correspondent writes to tell me that at last she has seen a lady safetiest in the West of England, the first specimen in those regions, though long and anxiously looked for. Says my correspondent: 'I must say the faults I find with her are—saddle much too low; dress, blue serge skirt trimmed with black braid, body brown velveteen, very tight, trimmed with gold braid. She rode fairly well, but very slowly. I was told she was an American. Her machine is a cushion-tyred "Psycho," lined with red and yellow. She jerks up and down very much in starting, and the saddle is so low the machine hardly tips a bit when she puts her foot flat on the ground.'"

WE present this week the first half of a valuable practical article from Sterling Elliott on the road building and maintenance question. We notice one thing in the article, and that is he lays great stress on the matter of the pressure width of tires, a phase that has heretofore been practically ignored. The article is worthy the source, and that is enough said.

IN a prize article written on "Cycling for Women" it is charged that cycling is harmful for people suffering with varicose veins. Says Violet Lorne on the subject:

"This seems to be a popular superstition, yet I personally know of more than one case where women have been cured of that distressing affliction by moderate cycling, and I can bring the testimony of the people themselves to prove it. The exercise is most beneficial for anything of the sort, since the weight of the body is taken from the legs, and the movement of the pedals supplies the gentle circulation which is required without undue fatigue."

ONE thing Bishop Coxe "fulmination" against lady riders has done, and that is, his remarks have been widely noticed, and in every instance, so far observed by us, severely condemned.



THE Irvington, N. Y. Cycle Club will have a ten day wheeling trip beginning July 4th.

W. F. MURPHY has recently added a pneumatic ordinary to his stock of racing wheels.

THE Jersey Clubs have completed the arrangements for their Inter-club Racing Association. The charter members are the Hudson County Wheelmen, Atlanta Wheelmen, Business Men's Cycle League and Union County Roadsters. The initiation fee for new members will be $5. The next meeting will be held July 1, when a committee which has been appointed will submit a Constitution and By-laws.

THE winner of the prize for the best ladies' wheel in line at the Brooklyn parade, and whose name could not be learned on the day, is Miss Bonner of No. 254 Clinton street, Brooklyn. The wheel was a tandem and Miss Bonner's sister occupied one of the seats. The decorations consisted of a very handsome floral piece, surmounted by a white dove, from the beak of which streamers of red, white and blue ribbons connected with the handle bars of the machine.

THE young lady riders of Rockford, Ill., recently organized a cycling club, and the club starts off with ten members.

THE increasing number of lady cyclists in Poughkeepsie, N.Y., makes a bicycle club for women a possibility of the future.

THE Watertown, N.Y., Cycling Club are making arrangements for a gala day, July 4th. They expect many visiting wheelmen and will have a grand parade in the afternoon, and a lantern bicycle parade in the evening. It will be the wheelmen's day in Watertown. A programme of nineteen races has been prepared and suitable prizes will be given in each event.

MESSRS. GOLDSMITH AND BRUCKHELMER of the Gotham Wheelmen will take a two weeks' tour awheel over Long Island about the 1st of July. Stops will be made at all the cities on the route.

A CYCLING club has recently been formed at Neenah, Wis.

HOLLEY, N. Y., falls into line with a cycling club, recently formed, with fifteen members.

THE Poughkeepsie, N. Y., Bicycle Club are making extensive arrangements for their moonlight excursion on the steamer Mary Powell on the evening of July 21st. The Newburg Bicycle Club is co-operating with the Poughkeepsie Club and there will be a large representation of Newburg's "400" in the party. There will also be a large number on the boat from Wappingers Falls.

SEVERAL members of the Riverside Wheelmen appear anxious to accommodate Mr. Mostin of the Gotham Wheelmen with a race.

THE Worcester, Mass., Bi. Club will hold a field day on July 4 at M. A. Wheeler's at the Summit. The events will be a 100 yard dash, hop, step and jump, 25-yard slow bicycle race, three-legged race, doughnut race, tug of war, running high jump, standing broad jump and base ball game.

JERSEY CITY, N. J., is to have a cycling club organized under the auspices of the Y. M. C. A. of that city.

JAMES CARPENTER of Providence visited Bullock's Point Sunday, June 22, on his bicycle, and in attempting to pass a carriage on the way home was knocked off, and his collar bone fractured. As he approached the carriage near the Pomham Club gate he blew his whistle, which, frightening the horse, caused it to shy and throw Mr. Carpenter to the ground, injuring him, as stated above. His wheel was somewhat damaged. The owner of the carriage took the injured man in and carried him to the city.

S. J. BLACK of Cleveland, Ohio, who is riding a wheel from Cleveland to San Francisco on a wager, arrived at Muscatine, Iowa, June 22, the provisо being that he pays the expenses of the trip with the money he realizes from exhibition of fancy riding in the cities through which he passes. He expects to be 57 days on the journey.

THE York (Pa.) Bicycle Club held a picnic at Springwood on the evening of June 23. A large number of guests were present and an enjoyable evening was passed by all.

TWELVE members of the New Haven Bicycle Club took a run to Bridgeport on Saturday, Jue 21, as the guests of the Bridgeport Wheel Club.

A LARGE delegation of the Hudson County Wheelmen under the lead of Capt. McAra are going to Greenwood Lake and vicinity on July 4, returning the next day. The members of the club expect to have a royal time.

THE Auburn (N. Y.) Cycling Club had an outing on June 19 on Owasco Lake, and it was a very pleasant affair. Refreshments were served on the steamboat, and a general good time followed.

THE one-mile safety race at Hartford, Conn., on July 4 for the championship of Hartford, will probably prove the most interesting event on the programme. There are at least twenty competitors for the event, and they are all hard at work in anticipation of carrying off the coveted honor.

"WE regret that the West Philadelphia Bicycle Club, which organized at Forty-first street and Girard avenue a few months ago, and opened a handsome new club house, which they furnished elaborately throughout, has been seized for rent by the sheriff, and their goods and chattels all put to the hammer. The club was a promising one, but some of the members had a dissension among themselves which caused the collapse."—*Exchange.*

CAPT. SEELEY, in company with several members of the Bridgeport Rambling Wheel Club, went to New York city on Saturday evening, June 20, and spent Sunday at Coney Island as the guests of the Gotham Wheel Club.

REV. CHAS. B. MITCHELL, pastor of the Plainfield Methodist Episcopal church, was seriously injured on June 20 while riding a bicycle. The reverend gentleman was coasting a steep hill near Fanwood on a new cycle which his parishioners had given him, when a dog run out in front of him. A collision occurred and Mr. Mitchell was thrown headlong to the ground. He was badly shaken up internally, and the machine was completely wrecked.

HAVE you lost a bicycle? Harry Moody has donned the uniform of the Salvation Army and under cover of this sheep's clothing has entered the sheep fold of the innocent dealer hiring and then stealing cycles wholesale by representing himself as desiring to distribute "War Cries." His field of operations seems to have been confined to Massachusetts, Maine and New Hampshire. Detective S. B. Reed of Haverhill, Mass., captured Mr. Moody, and in cases where dealers have been victimized it would be well for the parties in territory named to write Mr. Reed.

H. P. NICHOLS and F. W. Elliott of Plainfield while riding on the right side of the road on Park avenue, that city, June 1st, were deliberately run into by a team driven by F. Hand, and the cyclers were thrown and more or less injured. Proceedings were at once commenced, and Hand was compelled to pay all costs and damages.

MR. F. F. PEARD, late editor of *Cycling*, Toronto, and latterly of the Illinois Cycling Club, Chicago, has removed to Baltimore, assuming the management of the Remington Standard Typewriter Co. branch there.

THE Juniata Wheelmen of Huntingdon, Pa., hold their fourth annual meet to-morrow, July 4th.

IN the Boston Inter-club Association race last Saturday there was not a single pneumatic tire.

THE Cortland (N. Y.) Wheel Club will hold its first annual tournament, August 1st.

THE Phelps Cycling Club was recently organized at Phelps, N. Y.

TWENTY-FIVE young lady riders of Jersey City are to organize a cycling club to be annexed to the Hudson County Wheelmen.

THE Fall River Cycling Club will hold a tournament July 18.

THE New York Park Commissioners have passed an ordinance requiring wheelmen to carry two lighted lamps when riding at night, one in front and one at the rear wheel.

WE understand that the school committee of Dover, N. H., is considering a proposition to purchase bicycles for the use of scholars in outlying districts in view of the large outlay for transportation which is required under the new law. We venture to say that should the scheme be adopted a remarkable punctuality would be noticed on the part of these scholars.

MR. ARMSTRONG of the East Orange Cyclers who rode the full distance in the great century run recently held, broke his collar bone three days before the race took place. He certainly exhibited great pluck.

G. A. GILPATRICK and Henry Dahinicke left Helena, Montana, on June 26 a wheel for Chicago. They expect to make the distance in forty days.

THE newly organized Watsessing Wheelmen of Orange, N. J., will hold their first annual club race on July 4. The race will be a 5-mile handicap, and promises to be an interesting contest, and also it is expected that considerable speed will be shown by some members of the club.

THE Young Women's Christian Association of Worcester, Mass., have organized the Hickory Bicycle Club.

THE bicycle rage has reached China town of this city, and three of the Celestials now ride the popular steed, "Alle same Melican man. Too Lee rides in reverse curves with all the grace of a Boston dude. Fred T. Merrill of Portland is responsible for this excitement in this town."—*Hoquiam (Ore.) Washingtonian.*

THE Lockport, N. Y., Wheelmen had a club run to Harmony's on the evening of June 26; a large number of members were in line, and the affair was a grand success.

THE Valley Point, N. Y. Bicycle Club has received an invitation to be the guests of the Nevada Bicycle Club on July 4.

THE wheeling division of the Passaic Athletic Club made a moonlight run to Little Falls on the evening of June 24. Supper was partaken of at the the latter place, and the start for home was made at 10.30 P. M. The affair was much enjoyed by all who participated, and it will probably create an interest in club runs among the members.

THE Lincoln Cycling Club of Chicago, Ill., will camp at Nagowicku Lake the first two weeks in August.

MILLS, the winner of the recent French road race, secured eight medals in his race.

IT is said that Capt. Bensinger, of the Kings County Wheelmen, will make an attempt to lower the 25-mile road record this fall.

THE Haverhill Cycle Club enjoyed a moonlight run to Georgetown on the evening of June 24. Twenty-five members of the organization participated in the trip, and supper was served at the Pentucket House.

THE Canonsburg Wheelmen is the name of a new wheeling organization in that place.

WHILE Dr. H. F. Hicks and Horace H. Jarvis, prominent young men of Joliet, Ill., were enjoying a whirl on their bicycles the other evening, they accidentally came into collision when turning a sharp corner at the court-house square. Both riders were thrown violently to the pavement and seriously injured. Dr. Hick's injuries may prove fatal.

CAPT. FREDERIC, of the Crescent City Cycling Club, has challenged the New Orleans Bicycle Club to a team road race, any distance one to fifty miles, for a suitable trophy, same to occur within two months.

MONTGOMERY, Ala., has a new cycling club, to be known as the Riverside Wheelmen.

THIRTEEN members of the Somerville Cycle Club made a run to Salem Willows on Sunday, June 21, and took dinner at the Essex House in Salem.

THE Hudson County, N. J., Wheelmen dedicated their new club house on Thursday evening last, and Jersey City wore its holiday attire in honor of the organization and its visiting guests. The festivities of the evening opened with a lantern parade, in which about 500 cyclists participated; representatives from all the leading clubs being in the line. The decoration of many of the wheels was simply magnificent, and the club house of the Jersey City Athletic Club was elaborately decorated in honor of the event. After the parade, which was a grand success, the cyclers flocked into the new club house, and to say that they made the house warming a merry one is putting it mildly. The Hudson County Wheelmen sustained their reputation as royal entertainers, and an abundance of eatables were ready and promptly served, until the hungry cyclists were forced to cry "enough." After the ice cream had been disposed of, the entertainment was in order. There were numerous speeches of congratulation from the captains of various clubs present, and all gave the Hudson County Wheelmen great applause for their hospitality. The festivities of the occasion lasted long after midnight, and will be an occasion long remembered by all who were fortunate enough to participate.

STOLEN, from College House, Cambridge, Mass., Singer safety, 1889 pattern. At the time of theft the rear wheel had several spokes out, all the mud guards off, that of the rear wheel being broken; the saddle was the Brooks, (setting on their special springs.) Address G. W. Tower, No. 536 College House, Cambridge, Mass.

THE Waiontha Bicycle Club of Richfield Springs, N. Y., are making a big effort of their fifty mile handicap road race August 4th. The entries close July 18th at six P. M.

THE programmes and list of prizes of the Waiontha Bicycle Club's tournament are in press. The Waiontha's are noted for giving fine prizes at their tournaments, and this year they will be above the average. Racing men should put Richfield Springs, N. Y., down on their schedule for August 4th.

ON the 28th ult. H. Affleck, Percy Yoeger and T. C. Casner, members of the Columbus (Ohio) S. C. C., made a century run from Columbus to Springfield.

THE local wheelmen of Grand Rapids have been invited to celebrate the 4th of July at Muskegon; the invitation comes from the wheelmen and citizens of Muskegon, and includes dinner and supper.

EX-PRESIDENT HAROLD R. LEWIS, of the Philadelphia Bicycle Club, started on Saturday for Vancouver, whence he takes steamer for far-away Japan. Mr. Lewis will spend August in Japan, touring through the country on his bicycle, and returning home in the fall. Mr. E. W. Burt, president of the club, had expected to accompany him, but found himself unable to go at the last moment.

CHIEF CONSUL AND MRS. BOYLE, of Philadelphia, will spend the summer abroad. They sailed on Saturday and will be absent until September. During Mr. Boyle's trip the interests of the Division will be looked after by Vice-Consul Trimmer and Secretary-Treasurer Van Nort.

NOW that it is getting so near time for the Hunt's tour the expected participants are getting quite enthusiastic. The route of Hunt's tour has been ridden by several wheelmen, including Mr. H., and all report the roads in fine condition. Remember the tourists start next Saturday, July 11th. The time is near. Now make up your minds whether you go by tour or by rail and miss the fun, nice ride and banquet at Ann Arbor.

THE Press Cycle Club of Buffalo (N. Y.) has adopted the newest fad. It is a uniform of fine cloth, of a peculiar brown or tan shade. This club is the only one in Buffalo in other than black suits.

THE Cincinnati "Gym" will open their athletic grounds with a grand hurrah on July 4th. The handsome club house is almost complete; the boat house is also ready; the track quarter mile, fifteen feet, with a straightaway of 150 yards, 24 feet wide, curves as long as possible, with a raise of nearly ten inches, bids fair to be one of the finest in the country. The programme will comprise bicycle and sprint races, boat and swimming races, match game of base ball, match game of lawn tennis, etc. The prizes to be yearly membership cards to the gymnasium. Congratulating Superintendent Murphy on his success in at last supplying a long felt want, we bespeak the co-operation of Cincinnati wheelmen to make the bicycle races especially attractive.

SAYS "Jasper" of Buffalo: "There is now a good chance for some Buffalo inventor to make an everlasting monument of his name by inventing a chime of bells to be used as an alarm, and to be applied to the bicycle. A Buffalo alderman wants the law so amended that all wheelmen shall ring their bells at all crossings, and show a red light. Won't there be music in the air, and a procession of fire flies? The bells may be a go, and ring forth their silvery notes, till some other alderman will want the law so amended that the bell ringing may be declared a nuisance, but as for the red light, well never."

EIGHT members of the Lebanon (Pa.) Wheel Club took a spin to Harrisburg on Tuesday, June 23, to witness the "Siege of Sebastopol." While in the city they were handsomely entertained by the Harrisburg Wheel Club. They returned to Lebanon the same night by moonlight.

J. S. ARMSTRONG and W. T. Gaches of the Keystone Bicycle Club of Pittsburg, Pa., were the guests of the Wanderers' Bicycle Club of Buffalo, for two evenings last week; these gentlemen visiting friends in Tonawanda and will go to Rochester with the Wanderers on the 28th.

THE Wanderers will hold the fourth in their series of races in about two weeks, or as soon as they can get the use of the track; this race will include a 3-mile for ordinaries, a 3-mile for safeties, and a half-mile and mile contests for both wheels.

THE Toledo Cycling Club of Toledo, Ohio, will be pleased to consider as their guests all wheelmen who may choose to stop at Toledo en route to the Detroit national meet, and they extend to all such the use of their club house and all the privileges enjoyed by its members.

THE participants in the great Century run on June 13, who wish a photograph of the party taken near Plainfield, can secure same by applying to Frank L. C. Martin, Captain Plainfield Bicycle Club, 75 Park avenue, Plainfield, N. J., for $1 a copy. The photograph taken in Fairmount Park, Philadelphia, can be had by applying to C. W. Dalsen, Captain Century Wheelmen, 1507 Columbia avenue, Philadelphia, Pa., for $1.50 a copy. Both of the photographs are excellent, and every person who made the run, will, no doubt, be anxious for one. The souvenir medals can be had of Mr. W. E. Fuller, 50 Wall street, New York. Every applicant for one is requested to give his number in the run and the address to which it is to be mailed. The price of the medal is $1.25 each.

HAWKSHAW'S COLUMN.

MANY things that in themselves are actually beneficial, by excess and injudicious use and application, become in time so perverted from their original status as to be hardly discernible as blessings. When the trade first took hold of the bicycle as a means of advertising various wares, I was one of the first to note the fact, and to encourage the practice, thinking that the gospel of cycling was thereby being spread throughout the the land. Now, I am going to cry a halt; a positive nuisance has grown out of making children peddlers (in both senses of the word) by offering them bicycles to sell certain wares of the advertiser, or to boom the circulation of some moribund periodical. To a cross-grained old bachelor like myself, children are naturally a great enough nuisance; but when you offer them "a bicycle free" if they get so many subscribers to the *Washerwoman's Fashion Journal*, or the Never Cut Lawn Mower, life becomes positively unbearable in the neighborhood of any juvenile bent on getting one of these machines. Aside from this, the bicycle is put in an unpleasant and degrading position; it becomes part of a gift enterprise, and its association therewith does not tend to promote its elevation. Let us have a rest on this "bicycle free" game; it is pretty well worked out, and the public is pretty well worked up in regard to it, so that the ringing down of the curtain will be a benefit to both audience and performers.

Miss WHEELER—Does your wheel osculate?

SMART CLERK—No, but its owner does.

"Does he? Well, I should just like to see him do it."

(Kissing her) "With all my heart."

"Oh, you wretch!"

"You said you wanted to see me osculate, and that's what I did."

"But I meant oscillate."

"Well, it was a mistake then, but I thank you for it just the same."

It is an awful hard thing for the patent medicine men to keep their hands off the bicycle. They are fully cognizant of the fact that cycling is the greatest medicine in the world, and that thousands and thousands are seeking health by riding, that formerly purchased a large portion of these much advertised nostrums. Once a man forsakes medicine for cycling, he is lost forever to the pill vender, and well that individual knows it. I expect every day to see the columns of the press, and the dead walls and fences of the country at large, covered with display advertisements of some patent medicine claiming to be the extract of the health-giving properties of wheeling, bottled for family use, so that the world will no longer have to ride a wheel to enjoy the benefits of cycling. That this is not altogether a far-fetched idea may be seen by an advertisement now appearing in the papers. It is ornamented with a cut of a rider mounted upon a machine combining the features of a Star and an ordinary; that is, it has a backbone and a front one. When one is attracted by this peculiar and impossible machine, he finds beneath it the legend that "the greatest safety for bicycle riders lies in having a bottle of Perrine's Pink Pain Killer." Perhaps it does, but I am very much afraid that so long as wheelmen are as healthy a set as at present, that Perrine's Pink will not meet with any great boom from its sales among cyclers.

I want you to print the following extract from the *Sun* anent Bishop Coxe's attack upon the practice of wheel riding by women, as it is not often that the lay press speak at the same time favorably and correctly regarding cycling, and when, as in the present case, they do so it should be credited to them:

"It seems that many amiable but athletic women of Buffalo are much distressed because Bishop Coxe, in a public speech, has asserted that the girls he had seen riding on Delaware avenue looked like old women on a broomstick. How an old woman looks riding on a broomstick the average unsophisticated teetotaler does not know and cannot imagine, but doubtless this and many another strange vision, beatific or diabolic, may be perfectly familiar to the purged spiritual insight of a prelate. Yet even if a dainty woman speeding decorously and swiftly on a well wrought bicycle does suggest such a remote and other worldly pageant to the hyperæsthic Bishop, that is scarcely a sound reason for the women of Buffalo walking instead of cycling along their own beautiful avenues. A girl who looks an angel off a bicycle would to the average young man look an angel on one, and the ladies whom Bishop Coxe saw riding may have always seemed to him like witches from "Macbeth," but till now he did not dare to say so. What was the color of the Bishop's spectacles? the lover might inquire; or is the Bishop hard of hearing and was he nearly run over by a flying siren?"

The effects of cycling as an exercise are twofold—first, local, on the muscles themselves, and secondly, general, on the body as a whole. The former produces muscular strength, the latter a state of functional perfection of the vital organs and their several activities which constitutes health. Muscular strength and vigor of constitution are not all the same thing, though most riders confound one with the other. A first rate rider may have within him the germs of consumption or be otherwise unsound, and muscular power may even be developed at the expense of the rest of the system, just as the memory may be cultivated to the detriment of the mental faculties. Care should then be taken to ride in accordance with the rider's conditions and needs, so that the benefits he seeks, and certainly can secure from the wheel, be not replaced by injuries that a little study would enable him to avoid.

"HAWKSHAW."

SOME POINTS ON ROADS.

REMARKS OF MR. STERLING ELLIOTT AT THE JUNE MEETING OF THE YOUNG MEN'S ASSEMBLY.

THERE has been some speculation as to what constitutes civilization. Religion, science, art, literature, all come in for their share, but there is one visible sign more clearly distinguishable than all the rest, more obvious to the wayfaring man and more widely recognized because more easily and universally appreciated than any other evidence of man's advancement, and that one thing is the condition of the highway.

The original and only true American (the Indian) wandered through the unchopped forest, dodged the trees and rocks rather than to remove them, used a path, not a road, he let his hair grow, said what he thought, allowed his wife to do most of the work, didn't smoke cigarettes, and in various other ways built up a reputation for being uncivilized.

Where is he to-day? He is practically crowded out by his pale-faced avaricious brother who builds roads, doesn't always say what he thinks, and unfortunately doesn't think any too much, but by acting quite differently from his copper colored ancestor he passes into history as "civilized man."

Suppose you didn't live anywhere, and you were driving through the country looking for a place to locate, you come into a totally strange place, remember, now, you have no sympathy for the location, it has no purely sentimental attraction for you, it wasn't the home of your childhood, it isn't the home of any of your friends, you never heard anything about it but it is to you just simply one of a thousand places and you are without prejudice. What would you be most likely to be influenced by in your choice of this place as a location in which to build a home? You might see an elegant residence, shade trees, lawn, etc., but it isn't for sale so you can't live there, and even if you could you wouldn't stay in the house all the time. Then the only part of the town that is all yours, as far as you care to use it, is the road, and if that is in a bad condition you are bound to believe that there is something wrong with the management of that town.

Even though it may have natural advantages and beauties, the stranger is not apt to stay long enough to find them out if the roads show lack of care on the part of the corporation.

The actual saving in dollars by having good roads, and when we say dollars that puts it on a basis we can all understand, the saving in dollars is something surprising if you haven't looked into it. We know that a considerable portion of the cost of everything we consume is due to transportation expenses, and it makes a very interesting difference to every one of us whether a horse can haul one ton or whether he can haul two tons. A load which may be hauled by one horse on a smooth iron track requires nearly forty horses on a sandy road, and only two or three on a first class macadam road. The difference in the power required to move a given load on the ordinary country highway is about seven times as great as is needed on the more civilized road.

To make a practical application of these facts. After deducting for all allowances that anybody could possibly claim, it is obviously true that the farmer's horse could haul three times as much over a first-class hard road and with less wear on the wagon than he can do on the average country road.

But when any plea for better roads comes from a bicycle man the typical farmer is apt to say, "Oh yes, we know them buysickle fellers, they want us to help make better roads so they can ride them cussed hoss-scarin' masheens." The bicycle may sometimes see a horse but that is because the horse is not yet civilized. If better roads are evidence of a higher life, and no one doubts it, then the bicycle must be counted as one of the greatest civilizing influences. Why, when a man is only a driver he don't know for certain whether a road is good or not, even though it may look all right. But as soon as he becomes both driver and horses he at once begins to study the face of the earth. Some of the roads over which he used to urge a horse at full speed because the surface looked smooth, begin to appear to him in a new light and he has more sympathy for the horse. Let me tell you that the bicycle is doing more for the horse than he can ever understand. I believe that half the time when the horse seems to be scared at a bicycle he is only surprised at its progress and wants to get out of the way before it runs over him.

As it is a self-evident fact that we need good roads and that they are an advantage to all rather than any particular class, the real question that concerns us is, how to make and maintain good roads.

Probably the best form of road, first cost and cost of future maintenance considered, is that constructed on what is familiarly known as the McAdam principle. I don't know why it is called McAdam, unless it was that Mr. McAdam was born about the time such roads were first introduced, though he had much to do with their later popularity.

The first man to use broken stone in this way for roads was a French engineer named Tresaguet, who made such roads very general in France, at least thirty years before McAdam's time. But these roads were first given a distinctive name in England and McAdam was an Englishman, which I think will to some extent account for the name. There would be



The Latest Success.

THE

Cushion Tired Eagle Light Roadster.

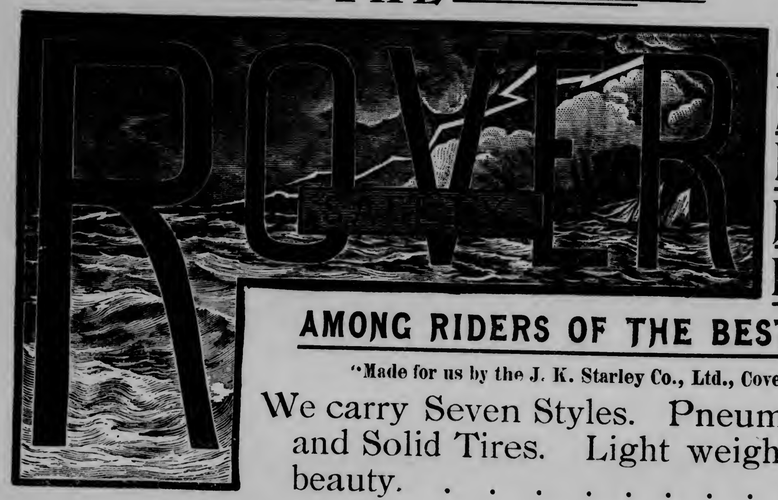
Thoroughly Tested on road and track it has proved its superiority.

The Cushion Tire adds one more to the many advantages of the EAGLE. It makes the EAGLE equal to the Pneumatic in comfort, while avoiding the many disadvantages of inflated tires. The CUSHION TIRED EAGLE only needs to be tried to be appreciated.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

THE



THE MOST POPULAR MACHINE IN AMERICA.

AMONG RIDERS OF THE BEST JUDGMENT.

"Made for us by the J. K. Starley Co., Ltd., Coventry, England."

We carry Seven Styles. Pneumatic, Cushion and Solid Tires. Light weight, rigidity and beauty. . . . . .

Get our Quotations on SUNDRIES.

The JOHN WILKINSON COMPANY, 269-271 STATE STREET, + + CHICAGO. + +

Sixteenth Year in America.

1876 1891

The First Cycles in the United States



The Largest Cycle Manufactory in the World

SINGER & CO.,

BOSTON, MASS.

6 AND 8 BERKELEY STREET. 2 WARREN AVENUE.

NEW YORK: F. W. AYMAR, 2 Astor House, Broadway.

PHILADELPHIA: WALL & BOYER, 1714 N. Broad St.

CHICAGO: THORSEN & CASSADY, 60 and 62 Wabash Ave.

no use however to try and detract from the fame of McAdam in the vicinity of Boston for the first part of his name was John L.

The only improvement that has been made in this line since the days of Tresaguet is in the manner of breaking the rock, it now being mostly done by power other than man power; the steam crusher accomplished what it does by the working of its jaws (a movement with which I am in hearty sympathy). The other important improvement is the road roller, in which I shall point out some faults directly.

Ice that would hold up a small boy safely might break through under the weight of a heavy man. It is beginning to be understood that a road that will do for light carriages is not necessarily good enough to stand heavy teaming. A law has recently been enacted in the State of Ohio, regulating the weight of load that may be carried on wagons having a certain width of tire. This is a move in the right direction, and until this thing is controlled by law it will be still more difficult to keep up the road surface. But I know of no law (at least no human law) that regulates the weight of road rollers. This is a question, as you will see, of the most vital importance. If you were to put up a rope swing for your child to use, you would want to test it with your own weight at least. You would want to know that there was a large margin of strength above what was needed to hold the child. Certainly you wouldn't test it with the weight of a child and then expect it to hold a man with any certainty. But this is precisely what has been done and is done every day in the making of roads.

TO BE CONTINUED.

LADIES, GO TO DETROIT.

THERE is an all-pervading interest manifested in the coming L. A. W. Meet to be held at Detroit in July, and through it all there has been but little said upon your pages of it being a meet for wheelwomen as well as for wheelmen; but the fact remains that it is a meet for wheelwomen, and Detroit expects an influx of the fair riders. Come, girls, bring your wheels and be prepared to wheel, for there are enough of the feminine element who ride that will welcome you, and while you are "just wondering whether you had better come or not," take a peep by proxy at our beautiful City of the Straits, and follow me while I try to picture some of the magnificent runs to be found in and about Detroit.

One of the most enjoyable, but perhaps the shortest, is to the "Island," or more properly speaking Belle Isle, which is conceded by even connoisseurs to be one of the most beautiful spots on earth—then why should I not take you there first? We start from some common starting point near the centre of the city, then out Jefferson Avenue, which is paved with asphalt, lined upon either side with grand old trees, back of which are situated the palatial homes of our Detroit millionaires. Coming now to the entrance to Belle Isle bridge, you will find a slight rise in ground for about a common block, but smooth as asphalt, then you strike the bridge proper. Now, don't go too fast, but take it slow and drink in the beauties of our grand and noble river, draw a deep breath of the pure, fresh air, and do not exhaust your stock of adjectives on the water, you will yet see nature in other phases of her glory. Now put on a little more steam, pedal a little faster in order to take a good, long coast at the other end. Away we go, down and up half way across the small bridge! Isn't it glorious? Who says there is no "heaven" upon earth! This is a veritable Paradise.

Let us now proceed to the Casino, a pavilion for the purpose of dispensing cooling shade, and—cooling drinks. By the way, let us take some lemonade before "taking in" the Island. That disposed of we will turn our wheels directly from the Casino, take the centre avenue, a wide, hard gravel road, with wooded lawns upon either side, small graveled foot paths cut out for people who are not so fortunate as to own a "bike," and last but not least, along the shady stretches we hear little birds which make music for rich and poor alike, and the saucy, red squirrel, which scampers across your path at various times with a crumb of cake or bread some picnicker has left from his lunch. The pert thing is really an autocrat, as neither man, woman or child are allowed to molest him. He knows it, too, for he looks at you with his little head cocked on one side, and his bushy tail arched over his back, with such a knowing air of safety.

We have not ridden perhaps a quarter of a mile (I'm not good at guessing distances) when we come to a "fork" in the road, which allows us to make a choice of two smaller roads that run through the woods. We will take the right hand one, I think, and go straight to the head of the Island. This road the hand of men has not touched, except to improve upon the road bed, but they have allowed God's handiwork to remain undefiled, and to my mind it is the prettiest spot on the island. The dense foliage of those trees overhanging the road like a green velvet drapery, making a natural awning the entire way, and looking like some triumphal arch fit for a queen to pass through. There are hosts of wild flowers in full bloom in their season growing along the side of the road, which seems to literally "spread the way with roses," the fragrance of which is not the least in their favor.

As we near the head of the island you can see where sky and water fairly meet, as a friend calls it "a beautiful waterscape"—beautiful does not half express it, it is grand, almost awe-inspiring to one who for the first time witnesses the scene. Ah, my little lady, I knew you would draw a breath of unutterable delight when you looked out upon this bit of nature. Let us now "tie" our horses and sit down for a cooling off (of course wheelwomen never catch cold), and talk of the various matters and things which interest the feminine mind, and which I of course will leave out of this narrative, as I do not think they would be interesting to any but ourselves.

After we have rested sufficiently, we will resume our spin by riding down through the companion road to the one upon which we came, an almost exact counterpart of the other, and therefore needs but a mention, it being as thickly wooded, as cool and shady, and just as many of the feathered tribe, who discourse the sweetest music for our entertainment, as we glide along to the song of the "click, click" of the chain. We have again reached the intersection of the two roads, and will pedal a short distance down the centre road again until we come to a dividing road that runs directly through the island, crossing the avenue we are upon. If you please, we will turn to the left, and go over to the deer park, from there we will continue this road until we reach the outer road along the river bank, and along a made canal that wends its way through the island and terminates in small lakes dotted all over with row boats. There are numerous bridges spanning the canal, and numerous roads by which we can again reach our starting point, the Casino; but I am anticipating a little. Let us cross one of these roads and go right across to the other side of the island. While this latter road is not nearly as good as those we have traversed, it being an entirely new road-bed, still, it is quite "wheelable," and I wish to show you our two new club houses, the Detroit and Michigan Yacht Clubs. They are certainly very handsome structures and an ornament to the island. We will now wheel back to the Casino, reaching which I would like to have you come up-stairs out on the veranda and take a bird's-eye view of the "most beautiful spot on earth," after which it is your option whether we take a boat home, or wheel home the same way we came. I think I advise taking the boat, as it would be a change, and you can see something of the Detroit river.

This is only one of the many famous runs, and the favorite one—especially with the ladies—and I notice the gentlemen get up there quite frequently, too, in Detroit. Another, and one I have neither time nor space in this issue to extol, is the "Pointe" run, a round trip of about eighteen or nineteen miles, on a road as smooth as a floor, shady and cool as the bow of the "summer girl" in winter. There is another to Highland Park, on the Pontiac road, and the road upon which the Detroit Wheelmen races are usually run; still another, along the same road to Senator Tom Palmer's Log Cabin, which is always open to visitors' inspection, and merits it, too.

Come to Detroit, girls, in July, and we will all bid you a most joyous welcome.

N. M. H.

A SUGGESTION FOR DETROIT.

By STERLING ELLIOTT.

IT is usual and has been considered proper for the principal officers of the League to hold a reception at the annual meeting, which this year occurs (though "occurs" seems like a feeble word) on July 16, 17 and 18, at Detroit, Mich.

With the possible exception of the Secretary, the officers put on their McAllister uniforms, and *including* the Secretary they stand in a row like a primary spelling class at a country school, and the "reception" begins. Someiman combining the necessary amount of dignity and cheek (as for instance "Sandy" Lawton or Bro. Mott, or in an emergency Geo. Atwater), acts as "master of ceremonies," (that's what they call him at a prize fight; I don't know what would be the correct name in this case), but however, he stands opposite the head of the class. The piano is agitated by some one who is deft (and also possibly deaf), the door is opened and all is ready. The first applicant for an introduction presents himself, the keeper asks in a low tone, his name, which being answered he turns to the head of the class, and says: "President Dunn, allow me to present Mr. Scroggs of Scowhegan; Mr. Scroggs, President Dunn." They shake hands, each informs the other that he is happy, pleased, delighted or whatever, when everybody knows that the one is bored, the other embarrassed and neither benefitted. Mr. Scroggs passes along the line to the "tallenders" (as a base ball man would say), the ceremony is repeated with each of the officers while a new grist of people is being let in at the door, and they followed by still others, forming a line far out into the night.

Now I don't believe that this is the best way. Of course, it is proper and right that at least once a year we should have a chance to see (and size up) the men who hold our destiny as in the hollow of their hands, but when it comes to holding anything more than our destiny I question the advisability of it.

Manufacturing in duplicate and in quantities leads a man to want to see as many birds killed with one stone as is possible. Why not adopt the same plan in manufacturing popular sentiment?

I would have the League Officers mounted at one end of the hotel parlor on a platform, made of tariff reform planks, resting for a foundation on empty flour barrels. When the audience was assembled I would have some competent orator, say Mr. Potter of New York, who should say something like this: "Ladies and gentlemen: (These terms are supposed to cover all League members). I have the pleasure of calling your attention this evening to an exhibit such as you can rarely see at so small a cost. The first specimen (pointing toward it) is James Randall Dunn, President of the League of American Wheelmen. He is a scholarly gentleman and knows a good chairman when he sees one. It was he who split up the Racing Board with his little acts, and the better element of the League said well Dunn.

The next specimen, ladies and gentlemen, is Walsingham Mozart Brewster. Stand up Pop, and let the ladies look at you. Isn't he elegant? He is supposed to carry in his spacious pocket the dead loads of money which the League has left after paying the salary of the next attraction to which I shall call your attention. Abbot (with two b's and one t), Bassett (with two each of s's and t's). Here, ladies and gentlemen, you see what is perhaps the most nearly indispensible of all the League's fixtures. Mr. Bassett was born in Chelsea, Feb. 31, 1868, and has never been born again. He can tell an amateur from a professional at ten paces if the wind is right, and you may hand him a dollar anywhere on earth and he will take it and put it in his pocket every time. He rides a Hickory bicycle, and is the only one of the League officers on whom there is no "time limit." Thanking you, ladies and gentlemen, for your kind attention, you will please pass through into the dining-room and allow that crowd in the office to take your places, after which this lecture will be repeated, and so on, until the curiosity of the entire crowd is satisfied, unless sooner interfered with by the police."

DETROIT MEET NOTES.

MALLEY is getting up a fifty-mile race for Tuesday, following the League Meet.

Rands was not in condition for the fifteen-mile road race last Saturday, so the race has been postponed. It is open to all Michigan riders of the high wheel using a solid tyre, and will decide who our fastest rider is.

League members here regret very much this Racing Board unpleasantness. Both sides are wrong and the League will probably be considerable hurt by this faction fight.

All wheelmen desiring rooms at the hotels should write to the Hotel Committee and not to the hotels.

Bert Hulett, of Armada, came over last week to take part in the road race, but had to return without. Bert will be right there when the race does come off.

Among the Detroit Wheelmen's visitors last Sunday was A. A. Smith of the Kings County Wheelmen.

The New York State Division headquarters will be at the Hotel Cadillac, three blocks from the club house and half way to the rink, which will be general headquarters.

Be sure to bring your L. A. W. tickets.

There will be a great waste of ribbons this year as the ribbon craze will be greater than ever. Michigan cyclists will probably wear life-size stuffed wolverines.

Nearly every bicycle rider in this city, male and female, are wearing the colors of the Detroit Wheelmen. It seems funny that so many prefer our colors to any other; evidently it is an honor to be seen supporting the black and gold

Many fine prizes have been given by wheel makers for our road race; among these are a gold headed cane from H. A. Lozier & Co., a finely finished revolver from the Lovell Arms Company, two saddles from the Garford people and a fine clock from the makers of the Victor.

"SETAGEC."

THE SPRINGFIELD TOURNAMENT.

The committees appointed by the Springfield Bicycle Club are hard at work perfecting details for the coming meet, and considering the developments of the past week, there is now very little doubt but that this will be the event of the year. The list of races:

First Day—Start of twenty-mile road race; One-mile safety, novice; one-mile safety, open, handicap; two-mile ordinary, open, handicap; half-mile safety, open; one-mile safety, 2.50 class; (finish of twenty-mile road race); one-mile ordinary, open; exhibition by D. J. Canary; quarter-mile safety, open, flying start; half-mile ordinary, open; one-mile tandem.

Second Day—One-mile ordinary, novice; two-mile tandem, handicap; one-mile ordinary, 2.50 class; quarter-mile ordinary, open; half-mile safety, open, handicap; exhibition by D. J. Canary; one-mile safety, world's record; one-mile ordinary, handicap; half-mile tandem; half-mile ordinary, 1.25 class; one-mile consolation.

L. A. W. rules to govern all races. Pneumatics will be penalized according to the latest and best methods. Entrance fee $1.00 for one event and 50 cents for each additional. Fees must accompany entries. Blanks and further information furnished by D. J. Canary, Chairman Race Committee. Address box 107.

The start of the twenty-mile road race will be made from the track, ride to Holyoke a distance of about eight and one-half miles and return, finishing the last three or four miles on the mile track, thus giving the spectators an opportunity of seeing both the start and finish.

The race of the meet will be the one-mile safety, world's record race on the second day; a very low time limit will be placed on this and the first prize will be a $1,000 Haine's Bros. piano, which has been presented to the club for this special purpose by Taylor's Music House, of Springfield; this piano will be made for the occasion, finished in quartered oak and suitably engraved.

This is believed to be the most valuable prize that has ever been offered for any athletic event of the kind, and shows not only the energy and enterprise of the club, but also the local interest taken in the tournament.

D. J. Canary, as will be seen in the above program, will give an exhibition both days, using both the safety and ordinary machines, and the public may expect some novelties in this line.

P. S.—Keep an eye on Springfield.

THE SYRACUSE MEET.

THE sixth annual tournament and second Division L. A. W. championship races will be held at Syracuse, N. Y., on Friday and Saturday, July 10 and 11, 1891, on the famous Kirkwood Track under the auspices of the Syracuse Cycling Club. The different committees are doing good work, and this meet promises to be far ahead of any in the Stste. The list of events are:

First day—mile safety, novice; quarter-mile safety, Division championship; two mile ordinary, handicap; half-mile safety, Division championship; mile safety, club championship; mile ordinary, Division championship; mile safety, 3.10 class; mile safety, open; half-mile tanden, open; mile ordinary, open.

Second day—mile ordinary, novice; two mile safety, handicap; mile tandem, Division championship; mile safety, club championship; three mile tandem, open; mile ordinary, handicap; mile safety, Division championship; mile safety, handicap; half-mile ordinary, open; two mile safety, team.

Events open to all recognized amateurs in good standing except Division championships, contestants in which must be members of the New York or New Jersey State Division L. A. W. Entries for handicap events close July 3. All other entries close July 7. Official handicapper, Mr. F. P. Prial of New York City. Races will commence promptly at 2.30 P. M. Pneumatics will be penalized 60 yards per mile in all handicap events. A special prize for each record broken. Entrance fee, 50 cents for each event, payable to Carl G. White, 338 So. Salina street, Syracuse, N. Y. Special excursion of half fare on all railroads to Syracuse. We have entries from all the fast men as A. B. Rich, Murphy Bros., W. S. Campbell, H. J. Hall, Jr., Hoyland Smith, Zimmerman, Taxis, Brinker, and many others. We have every reason to believe that many of the records will be broken because the track is very fast and will be put in the best of condition. G. Howard Avery, who is chairman of the Reception Committee, will give special attention to all visiting wheelmen; $1250 worth of prizes will be given.

The Syracuse Cycling Club extend a cordial invitation to all interested in cycling. Come, and we will make it pleasant for you.

Yours truly,
J. B. ECCLESTON,
Secretary Race Meet, 222 E. Onondaga street, Syracuse, N. Y.

THE OHIO DIVISION MEET.

THE programme of the eleventh annual meet of the Ohio Division will take place July 13, 14 and 15, as announced already in these columns.

The first day will be spent in receptions and runs to various points of interest. In the evening a Constitutional Convention and a meeting of the captains of clubs.

Tuesday, 14, will open with a scorchers' run; then will follow the grand parade, reception and address by the Governor, races, run to the Barracks; 8 P. M., open air concert; 9 P. M., reception by Buckeye Ladies' Cycling Club.

Wednesday, run to the Penitentiary [eh! what's that?—ED.] 10 A. M. Excursion to Detroit, and to those who do not go to Detroit their will be runs to other points of interest.

The lady visitors will be looked after by the Buckeye Club, Miss Freda Detmers, Secretary, and ladies are especially urged to attend. The Park Hotel, which is headquarters, is a fine house, beautifully situated. Ohio members and others who have not received the programme, should at once send for one to Dr. C. O. Probst, Columbus, Ohio.

WISCONSIN DIVISION MEET.

"Ho for Green Bay, Wis., July 22d and 23d," is the expression heard on every hand. Letters are already pouring in in vast numbers, asking information in regard to programmes and races, and from all appearances our second annual tournament, to be held in connection with the Wisconsin Division State meet, will rank with the leading tournaments of the West. Several special cars will be engaged where large delegations will be present, and reduced rates have been secured on all railroads.

Our medals, which are all made of special designs, will be on exhibition at the National meet at Detroit, July 16th, 17th and 18th which, together with the other prizes, will aggregate in the neighborhood of $2000.

In regard to our track, to those who have been here last year it will speak for itself in better terms than we could, but to those who did not have the opportunity of seeing it we wish to say that it is fully up to any of the great tracks in the Northwest, and is a full half-mile, well banked at the ends and 60 feet wide.

In addition to about two miles of new pavement there is a pavement just completed, which leads towards the park where races are to be held, and which is a great convenience over last year, and boats will also run to and from the park.

In regard to the city proper, it is just the place for wheelmen and others who wish to have a good time. It is beautifully situated at the mouth of Fox River, within one and one-half miles from the bay, and has of late years become a great summer resort, having three large mineral springs, giving the best water in the State, and possessing the most rare qualities for hunting and fishing. There are also numerous fine drives in and about the city and along the river and bay shore, and during the summer months the city is filled with tourists arriving from Chicago, Milwaukee, Detroit, Cleveland, Buffalo and all the great lake ports, there being a bi-weekly line of steamers from Chicago and Buffalo.

We have one of the very best hotels in the State, the Beaumont House, which is a League hotel, which will be turned over to the wheelmen, and our Mayor (who by the way is one of our club) has also turned over to us the freedom of the city on the above dates.

We hereby extend a cordial invitation to all lady and gentlemen riders, and all who may come to our city on these dates. ORDINARY.

Green Bay, Wis., June 19th, 1891.

WELL! WELL!! WALTHAM!!!

THE first race last Saturday of the Inter-Club Road Racing Association of Boston and vicinity was somewhat of a snap for the Waltham Club. The conditions for fast time were good at the hour of starting; the roads were excellent and the strong wind had died down; the air was rather too cool for fast riding, however. Mr. Robinson, the winner, had he been much pressed, we think would have bettered his time much and come a good deal closer to record. We think if Porter had been there and he had been in his Irvington-Millburn form, the 25-mile record would have had a very close rubbing. No 28, E. LaCroix, and No. 32, F. J. Kelly, both of the Cambridgeport Club, made a bad balk on the finish; they were second and third easy, when instead of continuing on Beacon street to the terminus of the electric road and thence up the hill and through the main entrance of the Reservoir, they cut between the basins. Kelly, on being told of his mistake, started again, rode the correct course, finishing away near the tail end instead of near the leaders as he ought to have done. LaCroix, however, did not continue, and so he was not given a position. Robinson, soon after the start, went in for the first place, secured same, and was never headed, at least all the checkers put No. 16 down as the first to pass. At the turning point, with Robinson in a strong lead, the others were timed as follows: F. B. Howard, J. Keltie, P. G. Alexander, H. Ogden, F. E. Swan, H. Dowd, V. Kuhn, Kelly, G. F. Kehew, Smith, LaCroix, Charles Corbett, Alex Corbett, Fitch, Orcutt, Keltie, Kehew, Neil, Bullock, Dadley, Fecitt, Scott, Spear, Crocker, Carman, Bean, G. W. Bean, Jr., E. H. Norris, Tucker, Andrews and Spring.

The pace home was a hot one, but Robinson felt very lonesome so far in the lead. The finish was made as follows:

H. W. Robinson, Waltham, first, time, 1.30; F. E. Swan, Waltham, second, 1.33.18; W. H. Dowd, Cambridgeport, 1.34.48; J. Keltie, Roxbury, fourth, 1.34.50; H. Ogden, Waltham, fifth, 1.35.35; V. Kuhn, Waltham, sixth, 1.35.40; H. Smith, Waltham, seventh, 1.36.47; F. B. Howard, Medford, eighth, 1.36.50; N. A. Fitch, Cambridgeport, ninth, 1.37.18; C. F. Corbett, Hyde Park, tenth, 1.38.23; A. N. Corbett, Hyde Park, eleventh, 1.38.45; A. Bullock, Waltham, twelfth, 1.39.15; G. F. Kehew, Cambridgeport, thirteenth, 1.34.25; C. H. Kehew, Cambridgeport, fourteenth, 1.39.26; F. J. Kelly, Cambridgeport, fifteenth, 1.39.35; A. R. Keltie, Roxbury, sixteenth, 1.41.50; H. Neal, Waltham, seventeenth, 1.42.22; E. H. Norris, Charlestown, eighteenth, 1.42.28; C. F. Dadly, Charlestown, nineteenth, 1 44.00; P. G. Alexander, Roxbury, twentieth, 1.44.03.

There were 32 men who started, and the finish of 24 was taken, 20 of which appears above.

The race was run without a serious accident, and, barring the anxiety of the worthy referee to get the men off before the timers and starters were ready, the affair was run off smoothly. The result gives the Waltham Club the cup, Cambridgeport second place and Hyde Park third.

We understand that the Medford Club, being dissatisfied with the result, is anxious to put a team of three men against a team of three men from the Waltham Club. The Medford Club name Perry, Talford and Size as its team. What do you say, Waltham?

KENTUCKY DIVISION RACES.

SUCCESS OF RACING BY ELECTRIC LIGHT.

BICYCLE racing by electric light, in the open air, is no longer an untried experiment. As conducted by Kentucky Division, at the Auditorium six-lap track, it is an unqualified success. Louisville has now opened the way; let Philadelphia, Boston, Springfield, Hartford, Peoria and other tournament centres follow in her footsteps.

The meet of the Kentucky Division was all that has been claimed, and even more. At least three hundred visitors from Kentucky and elsewhere were on hand, and they were absolutely forced to enjoy that proverbial hospitality. Not only did the two clubs, the Louisville Cycle and the Independent Cyclers, entertain most royally, but citizens opened their doors and the city was given to the visitors. From the Mayor down to the humblest street sweeper, every man did his best to make the visitors in knickerbockers feel at home. But one kick was heard during the entire two days, and that was a weak little chirp from non-riders, who thought it a shame that the fast men from abroad were permitted to scoop most of the good prizes.

While we Urge Riders of

BONESHAKERS,

i. e., rigid frame machines, to try the RAMBLER "for the fun of the thing," if nothing else, we also advise RAMBLER riders to give a boneshaker an occasional trial, for it is

A FACT

that nothing shows the superiority--the positive luxuriousness of the RAMBLER, or causes its riders to fully appreciate its merits, so much as these comparative tests. And by-the-by: If you have not yet tried the G. & J. Guaranteed Cushioned Tire, don't miss the chance when it presents itself. Our Tire is what the boys slangily term

"A BIRD."

GORMULLY & JEFFERY MFG. CO.,

MAKERS OF

"The American Cycles."

222-228 N. FRANKLIN STREET, - CHICAGO, ILL.

Chicago Retail Store, 85 MADISON STREET.

1325 14th STREET, N. W.,
Washington, D. C.

174 and 178 COLUMBUS AVENUE,
Boston, Mass.

The first visitors to arrive from abroad were Messrs. A. Ullman and C. Smith of Anniston, Ala., who toured from Anniston to this city, doing the distance, nearly 500 miles over almost untravelled roads, in twelve days. They arrived sunburned and slightly weary Tuesday morning. Later on, L. E. Hickok and Harry B. Hanford of Boston, came in; then followed Harry H. Hodgson of New Orleans and "elsewhere;" B. W. Cason, Jr., of New Orleans; W. C. Marion, Jr., of Hartford Conn.; George K. Barrett and C. S. Merrill of Chicago; Percy Stone and Burt Harding of St. Louis; L. A. Lafferty of Nashville; Wagner of Chicago, and others.

Meantime the Kentucky wheelmen were coming in by every turnpike and train, until by Friday morning, the 26th, the whole city seemed alive with men in small boy's clothes. The reception and entertainment committees of the two clubs were not idle, and every stranger was hunted out and made comfortable. Short runs about town were taken, and at noon a return to the Willard Hotel was made for dinner.

At 2.30 the real work of the meet began. The mammoth parade, in charge of Marshal Ed. A. Herget, formed in front of the hotel. An escort of mounted police led off, followed by a tally-ho loaded with ladies. Then came the Aquilo Cyclers of Covington, in broadcloth knickerbockers and coats; then the Kentons of Covington, the Central Cyclers of Cincinnati, the St. Louis, New Orleans, Lexington, Frankfort, Harrodsburg, Danville, Perryville, Cynthiana and other delegations following. Next came the Independent Cyclers, in yellow and black blazers and caps; the Louisville Cycle Club, in blue and white blazers and caps, brought up the rear. The procession passed through the principal streets, disbanding at Jackson and Chestnut. An invitation had been extended by Mr. Ernest Moraweck of the Frank Fehr Brewing Company, for the visitors to go through that immense establishment, and this was accepted.

Friday night the first races occurred. Everything passed off as smoothly as could be. There was not an accident of any kind, and the audience, something near 3,000, was well satisfied.

Half mile novice, safety—L. A. Lafferty, Nashville, first; W. A. Rubey, Louisville, second; Jessie B. Green, Evansville, third. Time, 1.30.

Rubey at once went to the front and maintained the lead until the last lap, when Lafferty drew away and won easily by three lengths.

Three-quarters of a mile, open, ordinary—George K. Barrett, Chicago first; Bert Harding, St. Louis, second; B. W. Cason, Jr., New Orleans, third. Time, 2.20.

Barrett was in front after they straightened out, and he held the lead by half a length until the last lap, when he opened the gap and won by two lengths, Harding being two lengths before Cason.

One mile, open, ordinary—Bert Harding, St. Louis, first; C. W. Croninger, Covington, Ky., second; John S. Barbee, New Castle, Ind., third.

Croninger held the lead until the last half of the last lap, when Harding put on steam and won easily by ten yards.

One mile, open, safety—George K. Barrett, 50 yards, pneumatic tire, Chicago, first; L. A. Lafferty, 20 yards, cushion tire, Nashville, second; C. L. Merrill, 50 yards, pneumatic tire, Chicago, third.

Barrett laid back until the middle of the fifth lap, when he assumed command. He was closely crowded by Lafferty on the last turn, but he passed the tape a winner by one length.

One mile L. A. W. State Championship, ordinary—Charles M. Croninger, Covington, Ky., first; Dan P. Hemphill, Nicholasville, Ky., second; Jake Bauer, Louisville, third. Time, 3.13 1-2. Croninger led from the start, and won easily by five yards.

One mile handicap, safety—George K. Barrett, scratch, Chicago, first; Bert Harding, 120 yards, St. Louis, second; Thomas E. Jefferis, 175 yards, Louisville, third. Time, 3.16.

Barrett started at a lively pace, and it was not until half of the last lap had been covered that he overcame the lead of Harding. Passing him, however, he won as he pleased by five yards. Harding being the same distance in front of Jefferis.

Kenton Club championship, club trophy—Ed H. Croninger, Covington, first; G. H. Lockwood, Covington, second. Distance, two miles and one-half. Time, 9 minutes.

Croninger led all the way by two lengths. Lockwood dropped out on the fourteenth lap, Croninger continuing until the two miles and one-half had been covered.

At the conclusion of the races a dance was tendered the visiting wheelmen by the Independent Club of this city.

So successful were the races, that it was deemed best to postpone the events set for Saturday afternoon until night, and this was done. This knocked out the banquet.

Saturday night a good crowd was present. The races, ten in number, were more exciting than on the previous evening.

Quarter-mile, for boys on safeties 27 inches or under—Prizes, gold and silver medals. Oscar Wilde, first; Clif. Shurman, second.

One mile, open, for safeties, best two in three heats—Barrett and Merrill were the only starters. Barrett won both heats, his times being 2.53 and 2.54 1-5. Merrill did not try, finishing half a lap behind each heat.

One mile handicap, for ordinaries—B. W. Cason, Jr., New Orleans, 120 yards; Dan P. Hemphill, Nicholasville, 250 yards; Jake Bauer, Louisville, 200 yards; Chas. T. Sparks, Nicholasville, 225 yards; L. L. Buchanan, Newport, 300 yards; John S. Barber, New Castle, 300 yards; Fred R. Taylor, Covington, 300 yards; Chas. M. Croninger, Covington, 150 yards; R. M. Tidd, St. Louis, 180 yards; C. O. Updike, Lexington, 300 yards. Hemphill won; Taylor, second; Croninger, third. Time, 2.47.

One mile Kentuck Division Championship, for safeties—Thos. E. Jefferis and W. A. Rubey, of Louisville, were the only starters. Jefferis won in 3.11.

Two-thirds of a mile, ordinary—Bert Harding and George K. Barrett were the only starters. Barrett won. Time, 2.14 4-5.

Aquilo Club handicap, one mile—W. H. Porter, two-thirds of a mile; Fred. R. Taylor, 175 yards; F. L. Nicholas, 175 yards; Ed. Vazielle, 250 yards; Chas. Croninger, scratch; L. F. Spalding, 175 yards. Spalding won; Taylor, second; Croninger, third. Time, 3.05 1-2.

One mile obstruction, for safeties—Thos. L. Jefferis and W. A. Rubey of Louisville, and R. M. Tidd of St. Louis. Jefferis won; Tidd, second. No time. Twenty-four obstructions were passed.

One mile open, for safeties. Prizes, silver cup and Kirkpatrick saddle.—Geo. Barrett and Bert Harding were the only starters. Barrett won in 2.56.

Half mile consolation, for ordinaries—Cason, first; Bauer, of Louisville, second. Time, 1.35 1-2.

Half mile consolation, for safeties—Tidd won; Greene, second. Time, 1.32 2-3.

After this race George Barrett went for the time medal. He did a mile on a pneumatic tire in 2.46, being paced by Harding and Merrill. This is record for the track.

Of electric light racing on the Louisville track, the prominent riders present said:

Cason, of New Orleans: "Far superior to daylight."

Harry Hodgson, of New Orleans: "An unqualified success."

G. L. Hickok, of Boston: "The sun is not in it; it's out of sight."

George Barrett: "It's grand. I like it."

C. L. Merrill, of Chicago: "It feels odd, but I think it's the only thing for the future."

XXX.

RACING AND MEET NEWS AND GOSSIP.

AT PHILADELPHIA.—The fourth annual races of the South End Wheelmen at the Athletic Park on last Saturday afternoon, were well attended. There seems to be no question but that cycling tournaments can be made a paying institution in this city.

It had been hoped that Zimmerman, who had been here all the week, would have ridden, but he went over to the Kings County races, so that the contests were devoid of any special interest except for the reappearance of Hazelton, who rode well, but not in his usual form. He is not, by any means, in condition, although he made a fine race with Draper in the two-mile championship. The one-mile tandem, Division championship, was the event which was looked forward to with the greatest interest, as Hazelton, who has just joined the A. C. S. N., was up with Taxis and rode against Draper and Kelley. The latter, however, had a cushion tired machine, and were never once headed.

Details: One-mile safety novice—First heat, J. Stuart Group, S. E. W., 1; H. F. Rebman, W. W., 2. Time, 3.17 1-2. Second heat—W. T. Bilgen, P. A. W., 1; W. Dickson, S. E. W., 2. Time, 3.37 2-5. Third heat—A. Gracey, C. C., 1; time, 3.17. J. J. Gesselman, W. W., 2. Final—A. Gracey, C. C., 1; J. J. Gesselman, 2. Time, 3.19.

One-mile tandem, championship of Pennsylvania—J. H. Draper and V. J. Kelley, A. C. S. N., 1; W. W. Taxis and J. R. Hazelton, A. C. S. N., 2. Time, 3.01 1-5.

Draper and Kelly had the pole, and at the flash went to the front and won as they pleased by two lengths. The A. C. S. N. team, although they spurted repeatedly, could never get by. Donnelly and Crawford, who started with the other two teams, took third.

One mile safety, 3.20 class—W. W. Owens, C. C., first; W. S. Bilyeu, P. A. W. Time, 3.17 2-5.

Five mile safety, championship of the South End Wheelmen—F. B. Marriott, first; F. H. Koenig, second; B. F. McDaniels, third. Time 18. 22s.

This was clearly Marriott's race from the start, he riding easily until the last half-mile, when he won as he pleased. McDaniel and Dimon alternated in making pace.

One mile ordinary, open—W. W. Taxis, A. C. S. N., first; W. W. Seeds, N. A. C., second; V. J. Kelly, A. C. S. N., third. Time 3.13 2-5. A pretty race, in which interest lay in second place.

One mile safety, championship Mt. Vernon Wheelmen—F. S. Hoover, first; R. A. French, second. Time 3.46.

One mile safety, 3 minute class—J. C. Donnelly, O. W., first; S. H. Crawford, T. M. C. A., second; E. M. Dampman, A. C. S. N. Time 3.19 1-5.

Quarter-mile ordinary, championship of Pennsylvania—W. W. Taxis, A. C. S. N., first; J. H. Draper, A. C. S. N., second. Time 42 2-5.

Draper would have made a closer finish in this race had he not gotten a poor start, Taxis gaining fifteen feet on the push off.

One mile safety, handicap, open to members of the club only—W. J. Greer, 90 yards, first; B. F. McDaniels, 120 yards, second; W. M. Strien, 140 yards, third. Time 3.06.

Marriott was on a pneumatic which was penalized 80 yards, and being scratch man stood no chance.

Two-mile safety championship of Pennsylvania—J. H. Draper, A. C. S. N., first; J. R. Hazelton, C. W., third; V. J. Kelly, A. C. S. N., third. Time 6.35 4-5.

Taxis did not ride in this, and Hazelton and Draper had it out, the latter winning by five yards.

One-mile safety, championship Wissahickon Wheelmen—J. J. Gesselman, first; W. L. Welch, second; D. C. Howard, third. Time 3.19 2-5.

One-mile ordinary, championship of the Franklin Bicycle Club—G. B. Cocker, first; A. B. Tomlinson, second. Time 3.32.

One-mile safety, handicap, open—W. C. Seeds, W. A. C., 80 yards, first; W. L. Welch, W. W., 185 yards, second; S. W. Merrihew, A. C. S. N., 125 yards, third. Time 2.57.

A large field started, Kelly being nearest scratch, but Seeds won easily.

One-half mile safety—W. C. Seeds, W. A. C., first; J. C. Donnelly, O.W., second. Time 1.32 2-5.

One-mile safety match race—H. H. Hoffman, Keystone Athletic Association, first; H. Longbottom, Premier Cycle Club, Coventry, England, second. Time 3.30 3-5.

Hoffman finished hands down, ten yards to the good.

One-mile ordinary, handicap—W. W. Taxis, A. C. S. N., 30 yards, first; J. Pearson, C. C., 90 yards, second; I. Van Deusen, P. A. W., 120 yards, third. Time 3.02 1-5.

Taxis started from the ten-yard mark, his cushion tire being penalized 20 yards. He rode a fine race, catching his men on the last lap and winning by a dozen lengths.

ARIEL.

Philadelphia, June 29, '91.

AT ROCHESTER, N. Y—The members of the West End Bicycle Club and their friends held a century run on the morning of June 25. The start was made from the West End club house at five A. M. and experienced no difficulty in following the schedule time, in fact at many points they were ahead of it. The following participated and all completed the run: C. J. Conolly, F. L. Hughes, F. H. Bettys, Robert Leadley, F. A. Mabbett, Fred Smith, C. B. Braman, James A. Rice, J. H. Sager, Loren Mabbett, W. J. Braithwaite, Thomas Willman, F. D. Chamberlain, C. S. Brodie, Harvey Corey, D. Bestwick, P. J. Dukelow, and the following gentlemen from Batavia, Fred D. Foster, F. J. Lorang, Fred Loomis, Robert Crowley. The run was very successful, and it was the intention of the club to make it an annual affair.

AT ROME, N. Y.—On Tuesday evening June 23d, the Rome Cyclers held the first of a series of 3-mile handicap races at the Riverside Park course. There were 13 starters in the event, which was won by Wm. R. Olney in 10m. 13 3-4s. E. S. Yarwood was a close second; G. Lynn Prescott, third.

AT COLUMBUS, OHIO, June 29.—Friday evening, about 600 people assembled on Woodland avenue to witness the half-mile race of the Columbus Safety Cycling Club. This was the second championship race for the club medal, and quite a number of enthusiasts were present to see

Headquarters.

Passaic Falls Wheelmen.

Secretary's Address.
230 Wayne Ave.



Paterson, N. J., June 25th 1891

A. L. Withers Jr.
Sir

I gave my Semi. Racer Catford a hard test today up to Greenwood Lake and back and am more than satisfied as to both its 'going' and 'staying' qualities. in coming back through those mountains I thought my 35 pound "Kitten" would go to smash every minute but on arriving at club headquarters not a spoke or nut were loosened, my advice to any anyone who wants to test a wheel is, try to make Paterson from the lake in 2 hours. 5 Miles About one third of the time between the Lake and Pompton it is almost impossible to keep your feet on the pedals I suppose you will go and smash our record now as soon as possible, let me remark if you do you will have to ride a Catford Samuel Bullock Secy. P. F. W.

their favorites win. The entries were: E. H. Sweely, Howard Affleck, T. T. Swearingen, J. S. Shobe and T. C. Casner. The course was straightaway from the north end of the avenue towards Broad street, where the crowd waited to see the finish. J. S. Shobe, first, 1.12; T. T. Swearingen, second, 1.12.25; T. C. Casner, third, E. H. Sweely, fourth. Affleck ran into a pile of rubbish and stopped. After the race about eighty wheelmen made a lantern parade over the principal streets.

AT BUFFALO, N. Y.—The Roamers' Wheel Club twenty-mile road race took place on the 25th ult. The course was to Williamsville and return. There were six entries and four starters. It was a handicap, resulting as follows: Bald (1 1-2m.) cushioned tire, 1.16; Schmidt (1m.) pneumatic tire, 1.19; Ottenott, (1m.) solid tire, 1.20; Neubauer, (5m.) solid tire, dropped out. There were two prizes, a gold medal and a cyclometer.

AT BROOKLYN, N. Y.—The Kings County Wheelmen held their tenth annual race meet on Saturday last, at Washington Park. The attendance numbered some 1500. The track was in first-class condition, and the racing spirited and exciting. A heavy wind made very fast times impossible. In the novice races the fields were very large. These races were run in heats. It was in the championships races in which all interest was centered. In the first event, the safety championships, W. F. Murphy and Harry Hall came to grief. The former, who had every prospect of winning, slipped his pedal and was thrown. Hall came right after him and naturally took a spill. Both men were thrown out of the race. In the ordinary championship Murphy started, but he was too stiff to race. Zimmerman rode in his customary erratic way, fast and slow. Charley Murphy rode the fastest mile ever ridden in Brooklyn, in the safety championship. His time was 2.54. The best previous time was 2.55, made by Hoyland Smith the previous year.

Allan Feldmier, of the Brooklyn Ramblers, rode exceptionally well. The meeting was a big success. The club offered very handsome prizes, consisting of silverware. The summary of the races is as follows:

One mile safety, novice—Won by M. H. Phillips, K. C. W.; C. A. Hoppe, B. C. C., second. Time, 3.06 1-5.

One mile tandem, scratch—Won by W. F. and C. M. Murphy, K. C. W.; W. C. Class and A. A. Zimmerman, N. Y. A. C., second. Time, 3.11 4-5.

Two mile ordinary, scratch—Won by C. M. Murphy, K. C. W.; J. W. Schoefer, M. A. C., second. Time, 7.03.

One mile safety, championship of America—Won by C. M. Murphy, K. C. W.; A. H. Feldmier, B. R., second. Time, 2.54.

Two mile ordinary, handicap—Won by H. C. Shimer, K. C. W., 200 yards; G. C. Smith, R. W., 225 yards. Time, 3.43 4-5.

Two mile safety, handicap—Won by A. H. Feldmier, B. R., 190 yards; M. Phillips, K. C. W., 225 yards. Time, 5.43 4-5.

One mile safety, handicap—Won by A. H. Feldmier, B. R., 90 yards; M. H. Phillips, K. C. W., 240 yards, second. Time, 2.43 4-5.

One mile ordinary, handicap—Won by G. C. Smith, R. W., 150 yards; W. J. Finn, K. C. W., 120 yards, second. Time, 2.48.

One mile ordinary, championship of America—Won by A. A. Zimmerman, N. Y. A. C.; C. M. Murphy, K. C. W., second. Time, 2.56 3-5.

"Spec."

TRADE NOTES.

To be convinced that this is the greatest year in cycling America has ever known, one need only visit the ware rooms of the Premier Cycle Company at 846 Eighth avenue, any afternoon between 4 and 5 o'clock. At the Fifty-first street entrance a couple of Custom House trucks may generally be seen unloading crates of Premier safeties or great hogsheads of King of the Road Lamps. Backed up on the asphalt in front, stand the wagons of Adams, National, United States, Wells, Fargo, American, and New York and Boston Express Companies, loading on crates marked and tagged and boxes of lamps, bells, and what not for anxious agents and their customers. One shipment to Portland, Ore., the other day, consisted of 29 Premier safeties, and two big casks of sundries. Messrs. Lucas & Son have written to the Premier Cycle Company that their deliveries of King of the Road Lamps and other "cyclealities" have already exceeded that of any previous year's shipments to the United States over five-fold, a fact which speaks volumes for the growth of the sport, as well as the business energy of the Premier Cycle Company.

THERE will be a bicycle tournament held at Natick, Mass., July 11. Particulars of races can be had by writing to H. E. Palmer, Natick, Mass.

THE Gormully & Jeffery Mfg. Co. are now making a diamond frame Rambler, and a very beautiful wheel it is, too.

THE pleasure and comfort to wheelmen and athletes induced by the use of the "Z. & S." Hose Supporters, manufactured by Messrs. Howard A. Smith & Co., Newark, N. J., has been much appreciated. Their line of sundries, bicycles, etc., is one of the largest in the United States, and their new catalogues recently issued are sent on application, and should be in the hand of every rider.



GEO. C. PYLE, Captain of Indianapolis Club, L. A. W., with his two sons, mounted on an Eclipse Bicycle, and as seen riding through the streets of Indianapolis almost daily. The aggregate weight of Mr. Pyle and his sons is 275 pounds. Mr. Pyle has ridden his Eclipse about six months, and although a heavy man and a rider that does not spare a wheel, he has never had so much as a broken spoke.

THE Elwell tourists have arrived in Paris, all in fine condition and excellent spirits. The trip over was very enjoyable; one evening a fine concert was given, after which Mark Twain, who was among the passengers, told several funny stories. The roads from Havre to Paris were in splendid condition, and the long, smooth coasts were a revelation to the party. June 28th the party started for Geneva, where they expect to arrive July 8th.

THROUGH the courtesy of Messrs. Wright & Ditson we were given the opportunity of trying one of Featherstone's Pneumatics. We found the wheel to be an easy running one, and of course the tire to be all that is claimed for it in comfort and speed. Having a boat to catch we scorched in from Brighton, and were delighted at the comfortable way the tire and wheel carried us.

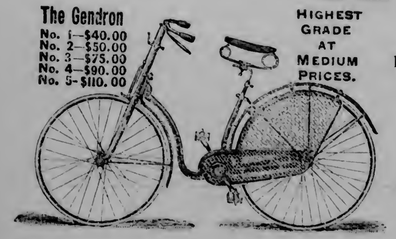
FIXTURES.

JULY.

10—Syracuse, N. Y., tournament.
10 and 11—Tennessee Division meet at Nashville, Tenn.
11—Annual meet of the Indiana Division L. A. W. at Indianapolis, Ind.
13, 14, 15—Annual Meet of the Ohio Division L. A. W. at Columbus, Ohio.
16, 17 and 18—Annual League Meet and National Championships, Detroit, Mich.
July 24 and 25—Annual Bicycle Meet of Chicago Cricket Club at Parkside. J. G. Davis, Parkside, Chicago, Ill.
22 and 23—Wisconsin Division Annual Meet and Green Bay Cycle Tournament at Green Bay.

GENDRON.

The Gendron
No. 1—$40.00
No. 2—$50.00
No. 3—$75.00
No. 4—$90.00
No. 5—$110.00



HIGHEST GRADE AT MEDIUM PRICES.

We are Headquarters for Cycle Supplies.

SEND FOR CATALOGUE.

The Gendron NO. 6 $100.00.



The Gendron NO. 7 $115.00.

GENDRON IRON WHEEL COMPANY,

Eastern Office and Wareroom: 107 Chambers St., New York.

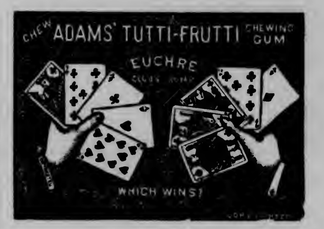
Factory and Home Office: Toledo, Ohio.



A Shot with the Kodak.

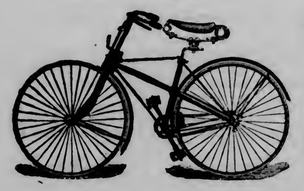
Take a Kodak with you.

Send to The Eastman Company, Rochester, N. Y., for a copy of "Do I want a Camera," (illustrated) free by mail.



PRICE, - - - - $100.00.

THE HARTFORD SAFETY.



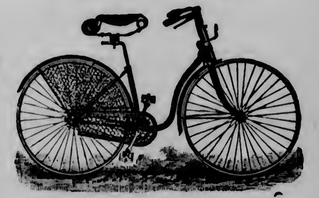
—MANUFACTURED BY—

THE HARTFORD CYCLE CO.,

HARTFORD, - CONN.

Ball Bearings, Interchangeable, Strong, Durable and Well Finished.

THE HARTFORD LADIES' SAFETY.



Send for 1891 Catalogue.

CHOICE OF THE EXPERTS.

"U. S." Gallery Ammunition.

Manufactured by the

United States Cartridge Co., - Lowell, Mass.



Send us your duplicate orders on Bicycle Shoes, Foot Ball, Sprint Running and Gymnasium. Samples out. Stamp for Catalogue.

PIERCE, SMALL & CO., RANDOLPH, MASS.

John F. Morrill & Co.

Division Tailors of the L. A. W. for Massachusetts.

Coat, - - - - $5.75
Pants, - - - - - 3.75
Cap, - - - - - 85
Shoes, - - $3 to 3.75
Shirts, Flannel, $2.50 upwards
Shirts, Cheviot, - 87 upwards

Manufacturers and Dealers in

Base Ball, Tennis, Bicycle, Gymnasium, Athletic and Sporting Goods.

We make a specialty of all styles of outing clothing.

12 Bromfield Street, Boston.

ADVERTISE NOW in the "Bicycling World"



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - - Room 20

ABBOT BASSETT, Secretary,

OFFICERS FOR 1890—91.

PRESIDENT,
JAMES R. DUNN,
40 Wall st., Room 65, New York.

FIRST VICE PRESIDENT,
MAJOR CHAS. L. BURDETT,
Hartford, Conn.

SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN,
116 Broad Street, Elizabeth, N. J.

TREASURER,
W. M. BREWSTER,
117 No. 4th Street, Quincy, Ill.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committees.

Membership Committee.

Sanford Lawton.....Springfield, Mass.
George C. Pennell.....Elizabeth, N. J.
Howard L. Perkins.....Box 103, Providence, R. I.

Committee on Improvement of Highways.

Isaac B. Potter.....Potter Bldg., New York
W. M. P. Bowen.....Box 1513, Providence, R. I.
Charles W. Wood, 334 S. Salina St., Syracuse, N. Y

Committee on Rights and Privileges.

Geo. A. Perkins.....5 Pemberton Sq., Boston
J. S. Dean.....28 State St., Boston
Chas. F. Cossum.....Poughkeepsie, N. Y.

Committee on Rules and Regulations.

T. J. Kirkpatrick.....Springfield, O.
A. B. Richmond.....Grand Rapids, Mich.

Transportation Committee.

Albert Mott.....203 Lenox St., Baltimore, Md.
Joseph T. Chism.....120 Mosher St., Baltimore, Md.
Burley B. Ayres, Rand, McNally Bldg. Chicago, Ill.
Thomas Savage Clay.....Savannah, Ga.
Amzi T. Dodd.....70 Park Place, Newark, N. J.
John B. Seward.....85 Milk Street, Boston
Chas. A. Sheehan.....5 Vanderbilt Ave., New York

Racing Board.

George S. Atwater.....1424 Penn. Ave., Washington, D. C.
George Collister.....147 Ontario St., Cleveland, O.
Abbot Bassett.....12 Pearl St., Boston
Lewis A. Miller.....Meriden, Conn.

12th Annual Meet of the L. A. W.

DETROIT, MICH., JULY 16, 17, 18, 1891.

Address Chairmen as below at Detroit for information relating to the work of the committees:

Chairmen of Committees:
Reception—C. H. Smith, 211 Putnam avenue;
B. J. Holcombe, 222 Woodward ave
Races and Transportation—
Jos. Bresler, 22 Lafayette Avenue.
Exhibit—A. F. Peck, 143 Jefferson avenue.
Hotels—J. Hoffner, 243 Woodward avenue.
Parade—F. L. Abel, 187 Charlotte ave.

Reinstated.

By a unanimous vote of the Racing Board the following have been reinstated as amateurs:
J. Edwin Dauchy, Denver, Col.; J. C. Epeneter, Denver, Col.; A. L. Anderson, Denver. Col.
ABBOT BASSETT, Chairman pro tem.

Chairman Racing Board.

Mr. George S. Atwater, 1424 Pennsylvania avenue, Washington, D. C., has been appointed Chairman of the Racing Board for the balance of the current year. JAMES R. DUNN,
June 27, 1891. President L. A. W.

The Facts in the Case.

The President and the Executive Committee at the beginning of the present League year found themselves charged with the settlement of a question that has been disputed over for months and had become personal in the bitterness of the previous contest.

Rivalry between clubs belonging to other organizations than the L. A. W. had involved the L. A. W. and the A. A. U. in a contest over the amateur question, and the right of the L. A. W. under its own constitution to enforce certain suspensions that deprived certain men of their amateur standing.

It is a fundamental principle of the L. A. W. that its membership shall be made up of amateur wheelmen. Its constitution states:

"Section 9. In passing upon the eligibility of candidates as amateurs, the Membership Committee shall be guided by the following amateur rule, and shall take proper pains to ascertain and determine through the Racing Board the facts in the case where objection is made to a candidate on this ground."

The rule and its six explanatory clauses should be familiar to all, but it is clear from this section 9, that the Membership Committee and Racing Board must both be controlled by the plain provisions of the rule, neither can change it nor add to it; nor in any way can they assume to deprive a member of any rights unless the rule authorizes such action. It is doubtful whether the By-Laws ever can give to a committee a right to make a rule that will deprive a member of a constitutional privilege, even if asserted in such By-Laws in plain terms.

Under what was called Rule G of the racing rules and an oral agreement between certain committees of the L. A. W. and A. A. U. made in 1890 this dispute had arisen, and a careful study of the whole situation lead to a meeting on March 29, 1891, of the joint special committee on the alliance that was raised at the National Assembly at Washington in February "with full power."

At the meeting that was duly warned, President Dunn, Vice-Presidents Burdett and Brown, Chairman Kendall, and Secretary Bassett of the Racing Board were present, making five out of a total of eight. A full expression of opinion from every member present resulted in the acceptance of the following articles of alliance between the L. A. W. and the A. A. U.

Resolved, That it is desirable to effect an alliance between the L. A. W. and the A. A. U. for the purpose of maintaining the purity of amateur sports.

The plan of alliance as proposed by the A. A. U. was amended and adopted as follows:

1. All cycling events in the championship or other meeting of the A. A. U., or of its associations or clubs, shall be given under the rules of the L. A. W.

2. Every cyclist shall be subject to test as to his amateur standing exclusively by the provisions of the Constitution of the L. A. W., defining an amateur.

3. Charges against any cyclist shall be tried by the L. A. W., except that a member of an A. A. U. club shall be tried by a committee of three, one of whom shall be named by the A. A. U., one by the L. A. W., and the third member by the two so chosen, providing the accused shall within twenty days after the receipt of a copy of such charges submit to the Racing Board proof of his A. A. U. membership, and claim trial by such committee.

4. The League of American Wheelmen shall annually, or at such time and for such periods as it may deem advisable, elect a delegate, who shall act with and constitute one of the board, of governors of the A. A. U., and shall have a vote upon all questions coming before said board, and a right to sit upon committees and take part in all the actions thereof, as fully as members of said board elected from the several associations of the A. A. U., and to the same extent and in like manner as the delegates from the North American Turnerbund.

5. These articles of alliance shall be terminable by either party upon thirty days' written notice to the other.

In case of disagreement between the L. A. W. and the A. A. U. upon any point covered by these articles, the same shall be submitted to the board of governors of the A. A. U., including the member of the board appointed by the L. A. W., Turnerbund, and any other associations in alliance with the A. A. U., and having a delegate upon the said board.

The only one of the articles about which any doubt was expressed was article 3, which was adopted on motion of Mr. Randall, as the minutes of the meeting show. By this article a trial committee of three is provided to try any A. A. U. cyclist who may claim such privilege. It was pointed out by several that this was contrary to that provision of the By-laws, article V., section 3, which states that the Racing Board shall try all such charges, and that their decision shall be final. After discussion Mr. Randall agreed that the Racing Board should adopt the following rule under the power given it to make rules for its government:

"The Racing Board of the L. A. W. on receipt of the written decision of the tribunal provided for in clause 3 of article of Alliance between L. A. W. and A. A. U. shall confirm that decision and make it final.

Not the slightest objection was made by any one to this, nor was the Racing Board instructed to adopt it; it was accepted voluntarily. With regard to the suspensions, it was stated in open meeting that under clase *(d)* cyclists *had* a right to have expenses paid, provided they were *not* paid by certain persons, and that to expel a man from the L. A. W. for doing what the Constitution allowed him to do was certainly not right nor within the power of any committee. No vote was taken on this question, nor were any instructions given to the Racing Board in regard to it, as it was tacitly admitted that they should judge as to the suspensions. The question was discussed simply because it touched upon the policy of the League in view of the alliance that *all* present at the meeting agreed was an experiment worth trying.

At the first meeting of the Racing Board the suspensions were all raised (Mr. Randall was the only member present who had attended the meeting of the joint committee) on the ground that the rule *(G)* under which they were made was *unconstitutional*. Mr. Randall was appointed by the Racing Board the L. A. W. member of the trial committee provided by article 3 of the alliance, *and* a new *Rule G* adopted which was simply the old one with the last clause that excepted A. A. U. clubs from its restrictions left out so as to include them in the new rule. Mr. Randall's attention was called to the point that Rule *G* was possibly unconstitutional, and on *May 1st* he got the opinion of a lawyer in Chicago on the point ignoring the Rights and Privileges Committee of the L. A. W. and going outside for advice on League matters. President Dunn submitted the question to the Rights and Privileges Committee and in due time received the following majority opinion on May 28th.

COMMITTEE ON RIGHTS AND PRIVILEGES.

8 Pemberton Sq., Boston, Mass.
May 16th, 1891.

James R. Dunn, Esq., President of the League of American Wheelmen:

Dear Sir:—The request of the Executive Committee to the Committee on Rights and Privileges for its opinion as to the constitutionality of Rule G recently adopted by the Racing Board, is received. Rule G reads as follows: "A competitor in amateur events shall not accept or receive in any way from his own club or any other club, or from any club promoting sports at which he competes, the amount of his entrance fees, his expenses while in training, his travelling expenses or expenses of any kind incurred by him as such competitor unless such club shall first have the special sanction, in writing of this Board, to make such payments. A violation of this rule shall work a suspension from the track for such time as this Board may determine."

The League of American Wheelmen is an organization to promote general interests of cycling, and to regulate the government of all amateur sports connected with the use of the wheel. Any amateur wheelman of good character, eighteen years of age or over is eligible to membership. By Sect. 9, Art. 3 of the Constitution in passing upon the eligibility of candidates as amateurs, the membership committee shall be guided by the following amateur rule, and shall take proper pains to ascertain and determine through the Racing Board the facts in the case when objection is made to a candidate on this ground. The amateur rule is as follows: "An amateur is one who has never engaged, or assisted in nor taught cycling, nor any recognized athletic exercises for money, or other renumeration, nor knowingly competed with or against a professional for a prize of any description." The Constitution to prevent misunderstanding, itself interprets and explains the amateur rule and provides, that a cyclist ceases to be an amateur by.

(A) "Engaging in cycling, or any other recognized athletic exercise, or personally teaching, training or coaching any person therein, either as a means of obtaining a livelihood, or for a wager, money prize or gate money."

(B) "Competing with, or pace making for, or having the pace made by, a professional in public or for a prize."

(C) "Selling, realizing upon, or otherwise turning into cash any prize won by him."

(D) "Accepting, directly or indirectly any renumeration, compensation or expenses whatever from a cycle manufacturer, agent, or other person interested in the trade or sport, for cycling."

(E) "This rule does not apply to the teaching of the elements of cycling solely for the purpose of effecting the sale of a cycle."

(F) "The League recognizes as athletic exercises, all sports over which the Amateur Athletic Union, the National Association of Amateur Oarsmen and other amateur organizations have jurisdiction."

By Art. 4. The management of the League shall be vested in a National Assembly which shall have powers to make By-laws. Art. 6 provides for the appointment of the several committees one of which is a Racing Board, any or all of which may be suspended or removed by the President.

On February 18th, 1889, at New York the National Assembly in accordance with the Constitution adopted the By-laws which are now in force.

Article 1 of the By-laws prescribes the duties of the officer. Article 4 prescribes the duties of committees. By Section

(A) of Art. 4. "To Racing Board shall be referred all matters pertaining to racing and the championship. It shall make all arrangements in the annual championships which are held under League auspices and shall assign such other championships as are now or may be established, to be run under the auspices of such clubs or associations as it may consider most desirable, and under such conditions as it may deem expedient."

B) "It shall be the duty of the Board to make inquiry regarding any wheelman whose amateur status is questioned, and provide for an investigation by the Board, and if the charges are proved, it shall be the duty of the chairman to report the findings in the official organ declaring that the party has forfeited his amateur status."

(C) "It shall be within the province of the Racing Board to receive the request of any wheelman for reinstatement as an amateur it may if satisfied that the best interests of the sport will be enhanced by the restoration of the applicant to the status of an amateur. It may declare him to be reinstated and invest him with all the rights and privileges enjoyed by amateurs."

(D) "The Racing Board may suspend from the race track any wheelman guilty of unfair dealing in connection with cycle racing or ungentlemanly conduct on the track."

(E) "The Racing Board shall have the power to make such rules for its government and the government of cycle race meetings as may be deemed expedient, and may appoint one or more official handicappers at its discretion."

We have set out the powers and duties of the Racing Board in order to show that they are fixed and prescribed, and we are of opinion that such Board is limited to such powers as are expressly given by the Constitution.

It can readily be seen that the Constitution and By-laws must be the rules by which all officers and committees shall be guided and controlled. They provide for the election of officers, point out what committees shall be appointed, and specifically state the powers and duties of each. A Constitution is the fundamental law or rule of an organization and can only be changed in accordance with its provisions, and not because an officer or committee so desire or deem it expedient and wise.

It appears that the Racing Board intend by a violation of rule G a new penalty, and this we think is beyond their power and cannot be done. We are unable to find anything in the Constitution and By-laws which we can construe to prohibit a club assisting a member as mentioned in rule G, unless it could be held that the words, "or other persons interested in the trade or sport" in clause (D) of Article 3 of the Constitution can be construed to mean amateur clubs. We are of opinion that this would be a wrong construction, and that it was never intended to preclude a club of amateurs assisting a member, but means persons pecuniarily interested in the trade and sport, and who get up a race for the express purpose of gain and profit, or in other words run it as a business enterprise, and not solely to promote an interest in the sport the same as League and Division races.

It has always been the aim of the League to foster clubs, and it is well known that much of the interest and in fact the very life of a club may be in its having members who have become famous as racing men.

If such phrase could be construed to prohibit a club assisting a member then clearly it would be beyond the power of the Racing Board to authorize and sanction it. We believe the power of suspension by the Racing Board is limited to clauses (B) and (D), article 4 of the By-laws.

We think it clear that clause (E) of article 4 of the By-laws would not authorize the Racing Board to make such a rule, for that relates to the details of the race and its government, and is given to the Racing Board in order that races shall be run and managed in compliance with the rules of the League though the Racing Board may have a general supervision.

"We are of the opinion that the Racing Board cannot pass such a rule, and that the Racing Board must judge of an amateur's status and be controlled by the amateur rule and explanation in the Constitution.

We therefore conclude that rule G of the Racing Board is unconstitutional."

Respectfully submitted,
(Signed.) GEO. A. PERKINS,
JOSIAH S. DEAN,
CHAS. F. COSSUM,
One of the committee dissenting.

Poughkeepsie, N. Y., May 2'th, 1891.

George A. Perkins, Esq., Chairman, etc.,

Dear Sir:—I received your letter of May 21st, but have heretofore been unable to give the matter of Rule G any attention. I do not agree with you and Mr. Dean in your conclusion that the rule is unconstitutional. I think that the Racing Board have power, under sub-divisions A, D and E, of Section 7, of Article 4 of the By-Laws, to make such a rule. I do not think that the rule of itself affects the amateur standing of the competitor suspended. It is true that the rule prescribes a penalty, but it seems to me that where a committee is given power to make rules, the power to enforce the rule, by penalty or otherwise, can be fairly implied.

Under sub-division A "All matters pertaining to racing" shall be referred to the Racing Board. Under sub-division B, wheelmen may be suspended from the race track for competing in a race not governed by rules "approved by the Racing Board." Under sub-division E, the Racing Board is given power to make rules for its government of cycle race meeting. The Racing Board has always provided for a suspension of contestants, for reasons other than those provided by clauses B and D of Article 4 of the By-Laws, referred to in the majority opinion of the Rights and Privileges Committee. For instance. "any contestant in a handicap or class race, not handicapped or classified by the district handicapper, shall be liable to suspension from the track for such time as the Racing Board may determine."

I wish it distinctly understood, however, that I believe Rule G to be unwise and uncalled for. The provision for "special sanction" implies that the payment of these expenses is not to be absolutely prohibited, but that it shall be under the supervision of the Racing Board. It seems to me that the present provision of the Constitution in reference to expenses (sub-division D of Section 9 of Article 3) is all that is necessary to prevent the possibilities of "expense account" becoming a cover for compensation.

Yours very truly,
(Signed.) CHAS. F. COSSUM.

Rule G was changed May 14th by the Racing Board, but not in any essential point. The attention of Mr. Randall was called to the fact that he was not carrying out the policy agreed upon in joint committee, but was involving the Executive Committee and the League in fresh difficulties. He wrote on June 4th that the Racing Board intended to stand by Rule G in any event.

It became necessary to notify the League that the proper authority in the L. A. W. considered Rule G void and it was done. Then came the proclamation from Mr. Randall, dated June 6th, 1891, and spread broadcast in the cycling press, purporting to be the action of the Racing Board, but publicly repudiated by all the rest of the Board as soon as they saw it. On the 11th an apology was sent by Mr. Randall to President Dunn for the personalities in the proclamation, but on the 13th a formal letter repeating the personalities in the proclamation, word for word, was sent to the Executive Committee and received by them at noon on the 15th. Mr. Randall was removed that afternoon by telegraphic notice.

As the executive committee has been charged with exceeding its authority, attention is called to the following:

L. A. W. CONSTITUTION.

"Art. IV., Sec. L. The management of the League shall be vested in a National Assembly, which shall have power to make By-laws for the guidance of the League, and to generally direct and decide in all matters not provided for in the constitution."

"Art. 6, Sec. 1. The officers of the League shall be a President, First and Second Vice President, who shall be elected by the National Assembly."

"Sec. 3. There shall be the following National Committees:

1. Executive and Finance, to consist of the President and Vice Presidents."

BY-LAWS.

"Article 4, Section 1, The Executive and Finance Committee shall have the general management and control of affairs of the League while the National Assembly is not in session. Shall regulate and direct all matters of revenue, disbursement and investment, and determine all questions of detail arising in the conduct of the League."

It is clear that the Ex. Committee has all the power in the management and control of affairs of the League while the National Assembly is not in session that is possessed by the latter, except the power of legislation, as that is distinctly reserved to the National Assembly alone. The committee has acted on the understanding that the League is a body having a central government with power to control, and is not a mere assemblage of separate committees each with power to involve the League in all sorts of difficulties, acting under outside advice, while an Executive Committee having "the general management and control of affairs of the League" and power to determine all questions of detail arising in the conduct of the League must sit by with folded hands and see it drift into worse than chaos; that as a body the League has dignity and regard for its solemn agreements, and is worthy of respect even though individual members may assail the personality of the officers and seek to hamper and clog the work with dead political issues. In its conduct of affairs the committee relies upon the sound judgment and good sense of the large mass of the members who have the best interests of the League at heart, and not the success of a faction.

For the Executive Committee,
G. CARLTON BROWN, Secretary.

Kentucky Division.

MOST SUCCESSFUL MEET EVER HELD IN THE CORNCRACKER STATE.

Louisville, Ky., June 28.—The business meeting of Kentucky Division was held at the Louisville Cycle Club house Saturday morning from nine to twelve o'clock. Chief Consul A. J. Lamb presided. Roll call showed over one hundred members present. The report of the Chief Consul showed the Division to be in a most prosperous condition. The increase in membership for the year had been more than one hundred per cent. The work of preparing for the meet was referred to, and the labors of the seven committees to make it a success was highly commended. The report closed with the statement that the Chief Consul would retire from his chair at the close of his term, December 1, with a knowledge that he had fulfilled his duties to the best of his ability, and he hoped to the satisfaction of every member of the Division.

The report of the Secretary-Treasurer, G. E. Johnson, was then read. In this that officer said: "It need hardly be said that the League year 1890-91 was the most prosperous in the history of Kentucky Division. We began on July 1, 1890, with 109 members on our rolls. We close June 30, with 267, an increase of 158 members.

"Has any other division equaled this? I think not.

"Our membership is well scattered over the State. Louisville is, of course, the banner city, with 119 members—more than the entire State had one year ago; Covington comes next with 26: Harrisburg, 15; Richmond, 14; Maysville, 9; Newport, 7; Ashland, Danville, and Lexington 6 each; Nicholasville and Franklin, 5; Cynthiana, 4; Perryville, 3; Walton, 3; Williamstown, 3; Owensboro, Bank Lick, Bloomfield, Millersburg, Ludlow, Little Hickman, Greenup, Shelbyville, Junction City, 2 each: Carlisle, Ghent, Louisa, Paris, Princeton, Tonieville, Somerset, Union, Terre Haute, Ind., Poindexter, Paducah, 1 each.

"On the first of April, when the renewal season opened, we had on our books 153 members. Since then we have added 114 new members, and I feel confident that at least ninety per cent of last year's members will be on the rolls of '91-92. This magnificent increase and this splendid per cent of renewals, the Secretary-Treasurer may be pardoned for saying, is mainly due to hard, honest work on his part. Since the first of March, he has written over five hundred personal letters in regard to League affairs; has sent appealing circulars and application blanks to every non-League member whose name could be obtained; sent renewal blanks and circulars to every member on the first of May, and has repeated this every two weeks since with those whose names have not been returned to him from Boston.

"Altogether, nearly two thousand letters have been sent out by the Secretary-Treasurer since the Chief Consul authorized him to start the boom. The result of this policy shows for itself.

"I have, by authority of the Chief Consul, appointed thirty Local Consuls, and these gentlemen have all accepted the offices and will do what they can to uphold the hands of the Division officers."

The financial report was printed in the BULLETIN of April 10.

The Secretary-Treasurer, after the financial report, says:

"The Division has been lucky in so far as legal troubles go. The nearest to a lawsuit occurred at Danville in February. A League member, standing by the roadside with his wheel, caused a runaway and a smash-up. The owner of the vehicle threatened suit. The Division was appealed to, and a vigorous correspondence inaugurated. The rider, who appeared clearly in the right, was instructed to see an attorney and make a winning fight. It is one of the duties of the League to protect its members from unjust prosecution, and this we will and shall do. Luckily, or probably unluckily for the sport at large, the suit has not been filed, and we escape what might have proven an interesting and important case to define the rights of wheelmen in Kentucky.

"A few words as to the present meet. At Richmond the Louisville wheelmen present invited the Division to hold the next meet in their city. Members and officers of the Louisville Cycle Club present at the Richmond Meet tendered their club house to the Division, and it was accepted. As early as January last, preparations for the meet began. Seven committees were appointed, and they went to work in earnest. A guarantee fund, amounting to $300, was subscribed; a capitalist was interested, and through him the Division and Louisville wheelmen have secured the finest bicycle track in the United States. The two clubs have thrown open their doors, and visitors are invited to take everything in sight.

"At present Kentucky Division should feel proud of her standing and her prosperity. Let us work together hand in hand to continue this. Let us forget any differences that might exist among individuals, and all pull for the general good. Let us remember that it is not ourselves who should be considered, but the whole State; all for one, and one for all. Let harmony and good will be our motto. Respectfully submitted,
E. H. GAITHER, Sec.-Treas."

The first business of importance to come up was the following resolution:

Whereas, as Kentucky Division meets are for the entertainment and amusement; therefore, be it

Resolved, That in future the races held at Kentucky meets be open only to Kentucky L. A. W. members, except one open ordinary and one open safety race on each day of the meet.

E. H. GAITHER,
C. GRAU CRAHAM.
CHAS. M. CRONINGER.

Mr. Gaither is from Harrodsburg, Mr. Graham from Frankfort, and Mr. Croninger from Covington. The resolution was discussed by Messrs. Ed. Croninger, S. G. Kaufman, P. E. Allison, W. W. Stephenson, Prince Wells, Chas. Croninger, Dr. H. B. Tileston, N. G. Crawford, and G. E. Johnson. Mr. George K. Barrett, of Chicago, was invited to speak on the subject.

Mr. Kaufman offered an amendment excepting handicap races, and this was adopted. Then the resolution was passed. At future race meets of Kentucky Division there will be two open races each day only, with the exception of handicaps, which will all be open.

A motion calling for a revision of the constitution and by-laws of Kentucky Division was passed, and a committee was appointed to do this work and submit it at the next annual meeting. This committee consists of Dr. H. B. Tileston, Benj. Humphreys, and G. E. Johnson.

The committee appointed at Richmond to get up a new road book reported that it had been unable to accomplish anything, and a new committee to get up a handbook, with maps and roads of the touring section of the State, was appointed. This committee consists of Phil E. Allison, W. W. Walts, and T. E. Jefferis.

Nominations for officers of the Division for the ensuing year, which begins December 1, were then made. Dr. H. B. Tileston, president of the Louisville Cycle Club, nominated G. E. Johnson for Chief Consul. The nomination was seconded by Mr. Ed H. Coninger, Vice Consul, and A. J. Lamb, Consul. Capt. E. H. Gaither, of Harrodsburg, nominated Mr. W. E. Castle, and the nomination was seconded by Mr. S. G. Kaufman. Mr. Castle is President of the Independent Cyclers of Louisville

The election is to be held by a mail vote, to be

taken between the 15th of October and the 1st of November. The committee to have charge of the election consists of Dr. H. B. Tileston, M. J. Fleck, and W. W. Watts.

For Vice Consul, Mr. W. W. Stephenson, of Harrodsburg, was nominated.

For Secretary-Treasurer, Mr. W. W. Watts, of Louisville, was the only nomination.

For Representatives, two and possibly three to be elected; the nominations were Mr. C. O. Updike of Lexington, Capt. E. H. Gaither of Harrodsburg, and Mr. N. G. Crawford of Louisville.

Dr. H. B. Tileston, Prince Wells, and Ed H. Croninger were appointed a committee to procure an official badge for the Chief Consul, to be the property of the Division. The committee was also instructed to get a badge for past Chief Consuls. The cost of the former must not exceed $40.

Lexington invited the Division to hold its meet in that city in 1892, some time in July, and the invitation was accepted. The Division appropriates $100 to half defray the expenses of the meet.

A message was received announcing the illness of Mr. A. D. Ruff of Richmond, and a telegram of condolence was sent in the name of the League. Mr. Ruff is sixty-six years of age, but is one of the most enthusiastic cyclers in the State. He hoped to tour to the meet.

A vote of thanks was tendered the mayor, chief of police, donors of prizes, the committee having the meet in charge, and the citizens of Louisville generally, for favors shown and the uniform courtesy extended visiting wheelmen.

Messrs. Barrett, Merrill, and Wagner, of Chicago; Gafferty, of Nashville, Hanford and Hickok of Boston, and Marion of Hartford, who were among the visitors from abroad, made short addresses. And then the largest and most successful business meeting of Kentucky Division ever held ended by adjournment.

Reports of the parade, races, etc., will be found in another part of this paper. G. E. JOHNSON, Sec.-Treas.

Massachusetts to Detroit.

The Committee on Transportation L. A. W., beg to report the following arrangements for those wishing to attend the National L. A. W. meet at Detroit, July 16, 17, and 18.

Special rates have been offered over the lines of the Fitchburg, West Shore, and Great Western Division of the Grand Trunk Railroads, viz: $16.50 for the round trip.

The following itinerary is presented:

Leave Fitchburg station, Boston, on Tuesday, July 14, at 3 P.M.; arrive at Detroit on Wednesday, July 15, at 1.45 P.M. Tickets good for return until Sunday, the 19th.

Wheels will be transported free, and, if a sufficient number warrant it, a special baggage car will be provided.

The committee have chartered a special Wagner car for the trip on to Detroit, limited to 27 persons. The price for a whole berth will be $4.50, and those wishing to avail themselves of this special accommodation are requested to signify their intention of so doing at once, to J. B. Seward, 31 Milk street.

Sleeping car berths in the regular night car to Buffalo can be secured for $2.50 per berth.

All wheelmen who desire to go on to Detroit by this route are assured of first-class accommodations in every respect, as well as the cheapest as to price of tickets.

Please notify at once J. B. Seward, member of the Transportation Committee, if you intend to avail yourself of this opportunity, that sufficient accommodations can be provided in season.

Tickets can be procured at the West Shore Railroad office, 300 Washington street, Boston.

J. B. SEWARD, Committee.

Pennsylvania Division.

The rules governing the use of wheels in Fairmount Park are given below. I desire to say to the Division and others that the rules will be strictly enforced by the Park Guards, and that any infraction of them will result in trouble to the Division and others who are now permitted to use the drive-ways. Our rights to go into the park and use the roadways reasonably and in accordance with the rules of the road are unquestionably secure. They are founded upon statute, but that statute does not give any wheelman the right to behave in a disorderly manner, nor has he the right to disregard the convenience and rights of other occupants of the road. The rules will be strictly enforced, and the Pennsylvania Division is committed to their maintenance.

SAMUEL A. BOYLE, Chief Consul.

I. Bicycles and tricycles shall possess all the rights and privileges now accorded to carriages drawn by horses, and shall strictly comply with all rules of the road, and, in addition thereto, will be subject to the following rules and regulations:

II. Every machine must have attached to its handle a bell with a spring attachment which may be distinctly heard at a distance of thirty (30) yards—sleigh bells being inadmissible.

III. Every machine must have a lighted lamp, after dark, attached thereto.

IV. Machines must not be stacked within twenty (20) feet of the driveways, although wheelmen may rest them at proper times and places.

V. Not more than two machines shall be ridden abreast.

VI. Riding crosswise and curving to and fro are strictly prohibited.

VII. Children riding small machines may use the footwalks.

VIII. Coasting is prohibited except on safety machines provided with brakes.

The feet must not be elevated above three-quarters of the radius of the front wheel above the axle thereof, and the rider must not take hands off handles.

Wheelmen must follow the ordinary rules of the road. In meeting an opposing vehicle they must pass on the right-hand side. In passing a vehicle moving in the same direction they must pass on the left-hand side. The rule restricting speed to seven (7) miles an hour must be observed.

When a wheelman is unable to ride the various hills or roadways in the park he must dismount and push his machine up the adjoining footpath until a suitable level is reached, where he may remount and proceed.

In case of accident which cannot be repaired at the time, the rider must leave the park by the nearest exit.

Machines may be used on the ice.

These rules will be strictly enforced, and, if wilfully violated, the person or persons so doing will be subject to the law governing such cases.

By order of the Commissioners of Fairmount Park.

RUSSELL THAYER,
Chief Engineer and Superintendent.

Pennsylvania.

I am informed by the Central Traffic Association that no reduction can be given in rates to Detroit for the meet, owing to the adverse action of the Railroad Association of Michigan. This announcement was received yesterday. I regret very much that I have no other information to give the Division.

Yours fraternally,
SAMUEL A. BOYLE, Chief Consul.

Pennsylvania.

I wish to announce to the members of the Pennsylvania Division that I shall start for Europe on the 27th of June and will return early in September. I have made provision for the transaction of League business, both routine and that which may necessitate the engagement of legal counsel. Letters addressed to me to the District Attorney's office, Philadelphia, and marked "League business," will receive prompt attention.

I desire to wish each member of the Division a pleasant and agreeable vacation, and I trust that in the enjoyments of the summer their loyalty to the League and its various objects will not be forgotten. Yours fraternally,

SAMUEL A. BOYLE, Chief Consul.

New Hampshire Division.

As it was not generally understood that the business meeting was to be held at 7 o'clock on the evening of our annual meet, but few members were present. By the voice of the meeting the reading of reports was dispensed with, and same were to be published in the L. A. W. BULLETIN. The matter of the new Constitution was referred to the Division Board of Officers with power.

Regarding Constitution, will say that we have same completed and will have it published in Hand Book, together with a trip awheel through the White Mountains. Same is in the printer's hands now, and will be given to Division members free within a week.

As for my report, will respectfully refer you to the report of the Secretary-Treasurer, as it covers all the ground. Yours fraternally.

F. A. MCMASTER, Chief Consul.

REPORT OF SECRETARY-TSEASURER.

Members New Hampshire Division, L. A. W.:

It does not require a long report to tell the doings of your Division Board of Officers for the year just ended. Our time has been given almost wholly to recruiting and securing Local Consuls in outlying towns.

In this path we have been fairly successful. In January, 1891, we had representatives in but six towns in the State. Now we are firmly planted in 26, with good prospects of doubling this number before another year rolls round.

We have had in preparation since the middle of March matter for a Division Hand Book. Besides matters of State interest it includes a fine tour of the White Mountains. We have delayed its publication thus far, so as to include the new Constitution. We have also made contracts with fourteen hotels at principal points, where L. A. W. members can secure accommodations at reduced rates. The matter of free transportation of wheels has been referred to the Committee on Transportions and definite results are expected at once.

Referring to membership, our gain has been very large. One year ago we had 73 members within the State. To-day we have 308. By a little more help on the part of Local Consuls we shall be able to keep this ratio up during the coming year. We must have good live Consuls in every town that boasts a wheel. The clause in the Constitution regarding Local Consuls which reads: "May be removed for cause by Chief Consul, etc.," is to be judicially used in weeding out any drones during the coming year. The Division officers are going to hunt until such are found in every town. Connecticut, Massachusetts and Illinois are weekly sending in lists of new members that seem almost incredulous until we stop and examine their lists of Local Consuls or talk with some of them and see the interest shown.

My report as Treasurer is as follows:

Cash received Dec. 9, 1890, from F. O. Moulton		$231.04
Jan. 1.	Paper for letter heads	$1.80
Jan. 1.	Express on same	15
Jan. 1.	Express on Roll Book from Sec'y.	15
Jan. 1.	Printing 500 letter heads and paper and printing 500 cheap ones for circular use; also 1000 envelopes and printing	7.75
Jan. 1.	Express on letter heads for Chief Consul	15
Jan. 14.	Expense of Sec'y to Nashua	90
Jan. 31.	Salary Chief Consul half year to August, 1890	12.50
Feb. 8.	Printing circulars	1.25
Feb. 8.	Postage on same	25
Feb. 8.	Postage	2.00
Feb. 19.	Expense of Secretary to Washington to National Assembly	35.00
Mar. 27.	Expense of Secretary to Nashua	93
Mar. 31.	" " Concord	97
Apr. 2.	Record Book for Secretary	40
Apr. 17.	Roll Book for Vice Consul	10
Apr. 18.	Expense of Vice Consul to Manchester	72
Apr. 18.	Expense of B. F. Donovan from Plymouth to Manchester on account of Hand Book	2.80
Apr. 27.	Postage	3.00
Jun. 8.	Expense Secretary to Concord	72
Jun. 8.	Help on circulars	30
Jun. 12.	Printing Consul certificates and circulars	3.65
Jun. 12.	Expense putting up Meet posters	54
Jun. 12.	Expense Secretary to Nashua	59
Jun. 12.	Silk badges for Meet	16.00
Jun. 12.	Express on same	35
Jun 13.	2 gold prizes, State Championship	40.00
Jun. 13.	Express on same	15
Jun. 15.	Express on same to Concord	25
Jun. 16.	Telegram	25
Jun. 16.	Postals	1.15
Jun. 12.	Postage on circulars	3.00
		$138.77

Seaving a cash balance on hand and deposited in Merrimack River Savings Bank of Manchester, N. H., of $92.27.

Respectfully submitted,
R. H. SCOTT, Sec.-Treas.

Connecticut Wheelmen, Attention.

All persons who intend to go with the Connecticut party to Detroit on July 14 are urged to send in their names at once. It is necessary that the list should be made up by July 9th at the latest. The Russell House will be our headquarters while in Detroit. Badges have been procured and will be furnished to all participants from this State. FRANK H. CRYGIER,

48 State street, Hartford, Conn.
Chairman Special Transportation Com.

Illinois.

At the June meeting of the Illinois Cycling Club, Messrs. T. L. Sloan and C. L. Steen were elected club representatives on the Division Board of officers, vice A. W. Towsley, resigned, and T. F. Ryan, deceased. W. A. DAVIS,
Chicago, June 8, 1891. Secretary.

Ohio.

J. M. Kiser has been appointed representative of the Columbus Safety Cycling Club in place of Dr. E. M. Gilliam, resigned. M. A. HIGH,
Cincinnati, June 26, 1891. Chief Consul.

Ohio Consuls.

Lebanon—C. K. Hamilton.
Columbus—Chas. G. Smith, in place of C. O. Woods, resigned.
Delphos—C. L. Hartwell, in place of H. E. Cowdin, resigned.
Loveland—J. R. Anderson.
Clyde—H. G. Huffman, in place of A. G. Reynolds, resigned.
Hiram—R. A. Nichols.

WILLIAM D. KEMPTON,
Cincinnati, June 27, 1891. Sec.-Treas.

Ohio Hotels.

Loveland—Stewart Hotel; day $1.00; meals or lodging 25 cents each.

Waverly—Emmitt House; day $1.50; meals or lodging 40 cents each.

Wellsville—Commercial Hotel; day $1.25; breakfast or supper 25 cents each; dinner or lodging 40 cents each.

WILLIAM D. KEMPTON,
Cincinnati, June 27, 1891. Sec.-Treas.

New League Clubs.

The following club has qualified as League club and filed the certificate required in the office of the Secretary:

349—Newburyport Bicycle Club, Mass.
350—Rutherford Wheelmen, N. J.
351—Bay City Wheelmen, Mich.

League Club Renewals.

The following League Clubs have renewed membership.

14—Cincinnati Bi. Club, O.
123—Albany Wheelmen, N. Y.
174—Manhattan Bi. Club, N. Y.
181—Riverside Wheelmen, N. Y.
194—Syracuse Cycling Club, N. Y.
234—Berkshire Rovers, Mass.
236—Washington Cycling Club, Ill.
298—Rushville Cycling, Ill.

Important Notice to the Wisconsin Division.

The following roads in the Western Passenger Association have granted a rate of one fare and one-third, to and from the annual meet at Green Bay, Wednesday and Thursday, July 22 and 23: Illinois Central; Chicago and Northwestern; Milwaukee and Northern; Milwaukee, Lake Shore and Western; Wisconsin Central; Chicago, Burlington and Northern; Chicago, Milwaukee and St. Paul; Chicago, St. Paul, Minnesota and Omaha; Green Bay, Winona and St. Paul.

For exact information as to the manner in which the business will be transacted by each line designated, and particularly as to the junction points via which it will arrange to grant the reduction, please communicate with passenger or ticket agents.

Pay full fare from starting point, and receive from agent a certificate to that effect. Same must be signed at Green Bay by F. J. Morawetz, secretary. Buy your ticket a day in advance, and, where possible, give station agent information as to number of wheels to be taken on any one train. Place tag bearing name and destination on your wheel and take tag for return trip.

This rate is open for all, whether wheelmen or not. Use your influence towards assuring a large attendance at races. This is a pleasant excursion for all, and the races will be the best contested and most interesting ever held in the Western States. Accommodations at the Bay are ample, and all citizens are working toward making this a thoroughly enjoyable event.

This notice is issued by authority of W. W. Finley, chairman Western Passenger Association.

Local Consuls hereby appointed: Neenah, F. E. Ballister; Fond Du Lac, E. M. Moore; Appleton, C. F. Totman; Glenbeulah, J. W. Van Alstyne; Beloit, F. H. Blodgett; Berlin, L. E. Davis.

Hotels hereby appointed: Commercial House, Plymouth; EauClaire House, Parkinuon & McGills, Proprietors, EauClaire, Wis.

Calling upon all members to attend both the State and national meets, and asking and advising the speedy men of this state to by all means enter in the Green Bay races, I am fraternally

W. L. SIMONDS, Chief Consul.

New York State Championships.

Notice is hereby given that the following Division Championships have been assigned to the Syracuse Cycling Club, to be contested at their race meet to be held at Kirkwood Park, Syracuse, N. Y., July 10th and 11th, 1891.

Said races open only to members of New York State Division L. A. W.

One-quarter mile safety, one-half mile safety, one-mile safety, one-mile ordinary, one-mile tandem. Yours truly, A. B. BARKMAN.

New York, June 30, 1891.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Total 434.

BOSTON, July 3, '91.

CALIFORNIA DIVISION—13.

27042	Allen, W. J.	27120	Kellogg, Sheldon I		
27043	Larsen, N. P.	27200	Phelps, Geo. W.		
27044	Watson, F. G.	27045	Hornbeck, E. A.		
27263	Phillips, Clarence	27046	Kimball, Augustus B.		
27201	Creaner, D. F.				
27202	Manchester, F. E.	27047	Morrill, J. Roscoe		
27203	Winders, D.	27314	Abbey, Edgar W.		

CONNECTICUT DIVISION—16.

27204	Yost, Fred G.	27320	Wells, Walter E.		
27264	Brush, Fred C.	27321	Bentley, Robert E		
27315	Hanford, Robert G	27322	Darrow, F. M.		
27318	Butler, L. B.	27323	Elwood, Harry C.		
27319	Smith, Geo. T.	27324	Merrill, Harry W.		
27316	Bond, Chas. S.	26983	Tracy, Wilber C.		
27205	*Corkins, Lulu*	26325	Austin, Albert J.		
27317	Burnham, Ralph	27048	Belding, George A		

DELAWARE DIVISION—1.

27265	Hawley, J. Lee				

DISTRICT OF COLUMBIA DIVISION—7.

26984	Knapp, Wm. A.	27050	Rau, John C.		
27206	Churchill, J. C.	27049	Imirie, John, Jr.		
27122	Seaman, Chas. W.	27401	*Hebert, Miss Phebe V.*		
27121	Sahn, Wm.				

ILLINOIS DIVISION—46.

27333	Gunderson, Seward M.	26985	Capen, T. W.		
		27051	Glenn, Walter D.		
27334	Kilmer, F. A.	27207	High, Shirley T.		
27335	Barthoddy, J. N.	27342	Boericke, B. H.		
27336	Kirkeby, M. C.	27343	Bromley, J. E.		
27337	Stoetzel, Edw.	27344	du Cros, Alfred		
27341	Roberts, John, Jr.	27345	Featherstone, A.		
27339	Schoeumgen, L. A	27346	Fulton, H. L.		
27340	Thiele, Gus	27347	Gordon, G. O.		
27308	Harris, A. W.	27348	Mackenzie, E. W.		
27326	Allen, Fred H.	27349	Rueschau, Robt C		
27327	Allen, Herbert W.	27350	Young, W. B.		
27328	Eisenstadt, A. L.	27351	White, J. L.		
27329	Elliott, Albert J.	27352	Beatty, Guy		
27330	Hiestrand, Chas.	27353	Robinson, T. C., Jr		
27331	Reid, Geo. B.	27354	Eldredge, H. W.		
27332	Rose, Harry A.	27052	Kendall, Geo. J.		
27338	Maher, Walter S.	27053	Warner, E. R.		
27268	Heafer, Arthur	27124	Morrow, La Fayette		
26986	Hill, Thomas				
	Kerbo	27269	Penwell, Max		
26987	Rickart, Elber G.	27355	*Powers, Mrs. A. C.*		
27266	Ludlow C. O.	27356	*Patee, Mrs. Fred.*		
27267	Ludlow, F. H.	27492	Davis, Thomas W		
27123	Payne, E. A.				

INDIANA DIVISION—1.

27054	Fahrenstock, C. S.	27055	Staley, Frank		
27209	Spangler, D. Jay	27403	Gable, Wm. N.		

IOWA DIVISION—1.

27270	McCardell, Harry J.				

KANSAS DIVISION—1.

26988	Phelps, T. Denton.				

KENTUCKY DIVISION—8.

27126	Evans, J. M.	27404	Gleaves, B. W.		
27127	Wilson, W. W.	27405	Page, Terry		
27125	Page, John H.	27406	Van Arsdel, E.		
26989	Zimmerman, Theodore C.	27407	Manning, L. I.		

LOUISIANA DIVISION—1.

27357	Alciatore, Gaston				

MAINE DIVISION—2.

27057	Farnham, Walter E.	27056	Berry, Albert		

MARYLAND DIVISION—14.

27128	Gover, Samuel E.	27131	Millholland, Arthur Y.		
27129	Lautenbaugh, Robert, Jr.	27132	Seaman, Walter D		
27058	Eisenhardt, Chas. B.	27059	Smith, W. F.		
		27060	Turner, C. H.		
27358	King, W. S.	27133	Weil, William H.		
27990	Byrd, John D.	27271	Hecht, A. H.		
27210	Keizer, Lewis M.	27272	Witmer, Geo. C.		
27130	Lips, Theo. F.				

MASSACHUSETTS DIVISION—60.

27137	Woodworth, A. C. Jr.	27367	Case, Elmer,		
		27075	Morrill, Howard F		
27134	Canty, Joe P.	27076	Conant, Chas. M.		
27139	Bond, Wm. C.	27135	Daryea, J. Frank		
27140	Chase, Luther P.	27136	Gibson, John		
27141	Hilton, Melvin W.	27138	O'Neill, Joseph F.		
27142	Williams, Spencer T.	27143	Whitman, Wm. F.		
		27144	Strobridge, Jos. S.		
27408	Berry, Frank L.	27077	Gray, Chas. J.		
27409	Morrill, Harry W.	27212	Slocumb, Chas. H		
27061	Babb, John H.	26993	Halsey, S. V.		
27062	Bailey, Wm. H.	27078	Wheeler, John H.		
27063	Balch, Wm.	27211	Dean, H. E.		
27064	Card, Herbert E.	72145	May, Jonathan		
27065	Ireland, J. E.	27079	Kingsbury, Arthur L.		
27066	Lewis, J. D.				
27067	Richardson, E.	27146	Wright, Chas. A. L		
27068	Shay, C. D.	27080	Hall, Edward Childs, Jr.		
27069	Steavens, E. S.				
27070	Stiles, J. L.	27994	Anderson, Samuel Jr.		
27071	Wheeler, John H.				
27072	Williams, G. A. M	27274	McGuire, John		
27073	Wilson, Horace I.	27276	Curtis, Chas. L.		
27074	Woodwell, E. G.	27277	*Curtis, Carrie E.*		
26991	Perkins, Chas. A.,	27278	Couch, Leonard C		
26992	Ball, Wm.	27279	Totten, Arthur B.		
26273	Clarke, E. P.	27280	Tewksbury, L. H.		
26275	Kingsley, Fred S.	27286	Slade, Henry M.		
26368	Adams, John D.	27362	Coupe, Edward L.		
27365	Russell, Geo. T. Jr	27363	Hardey, Fred.		
27359	Gibson, C. G.	27364	Sykes, William		
27360	Wade, W. W.	27361	Burr, H. M.		
27366	Boutelle, Wm. H.				

MICHIGAN DIVISION—51.

27215	Hodgins, Melvin	27170	Swaby, Gus.		
27216	Vail, H. M.	27171	Taylor, C. R.		
27147	Babcock, Ed.	27172	Wedthoff, Geo. E.		
27148	Butts, Chas. G.	27173	Witthauer, M. G.		
27149	Carpenter, L. C.	27174	Zeder, Reynold		
27150	Drake, Chas. C.	27176	Spencer, D. H.		
27151	Floeter, P. C.	27175	Springborn, Robt		
27152	Ghent, Chas. N.	27083	Maus, Louis J.		
27153	Goldsmith, A. D.	27213	Marr, Geo. E.		
27154	Holcomb, P. F.	27214	Power, D. H.		
27155	Hold, Wm. E.	27284	Clawson, Smith		
27156	Knoblauch, Oswald T.	27285	Verplank, H. M.		
		27369	Brown, C. H.		
27157	Kragg, Walter	27370	Morrison, W. W.		
27158	LeFavour, David	27371	Rauk, John F.		
27159	Lewis, Geo.	27081	Phillips, E. F.		
27160	Lyman, F. H.	27177	Peterson, Jno. Jr.		
27161	McCoy, W.	27082	Ward, Geo. B.		
27162	Merrill, F. C.	27178	Case, Rex R.		
27163	Newkirk, Chas. W	26995	Bregstone, Henry H.		
27164	Powell, Alfred F.				
27165	Shearer, G. Harry	26281	Cleveland, E. O.		
27166	*Shearer, Mrs. G. Harry,*	26282	Hiscock, Emory C		
		26283	Lighthall, W. H.		
27167	Slocum, C. H.	26372	Baugham, Geo. E		
27168	Smith, D. D.	26373	Robards, D. J.		
27169	Starkey, C. J.	26374	Martindale, H. H.		

MINNESOTA DIVISION—3.

26375	Renn, O. D.	26377	Skoll, M.		
26376	Rogers, Durkee				

MISSOURI DIVISION—9.

26997	Palmer, L. B.	27382	Hardin, A. S.		
27378	Borgess, J. Harry	27383	Osbon, Chas.		
26996	Myers, Frank	27384	Franklin, Jos. J.		
27380	Leal, Norman H.	27379	Pope, Arthur L.		
27381	Garver, J. O.				

NEBRASKA DIVISION—1.

26998	Mockett, E. E.				

NEW HAMPSHIRE DIVISION—8.

27179	Branson, Clinton J	27411	Prince, B. W.		
27180	Todd, Walter L.	27412	Amsden, Harry H		

27217	SpencerHowardO	27413	Brown, Harry A.
27410	St. Jerrmain, Joseph N.	27414	Gage, A. F.

NEW JERSEY DIVISION—20.

27182	Edgecomb,Joshua	27226	Shaw, Alfred B.
26999	Ely, Augustus	27227	Von Harty, Carl
27218	Burgess, Rob't A.	27228	Wickware, F.H.Jr
27219	Chapman,J.Lewis	27229	Welch, Ellis G.
27220	Collins, Arthur	27181	Conklin, Geo.Wm
27221	Ehrmann, Geo.M.	27000	Peyton, John
27222	Harding, J. V.	27084	Haley, George E.
27223	Kipp, S. C.	27085	Thieriot, F. M.
27224	Mier, Louis M.	27001	Princeveau, R.
27225	Neuhaus, W. J.	27086	Miller, Fred J.

NEW YORK DIVISION—56.

27230	Young, Chas. H.	27013	Seiter, Carl
27098	Mareau, A. K.	27014	Griffin, P. G.
27029	Mertens, Henry F.	27015	Higbee, Frank
27030	Sabine, Edward B	27016	Hanna, C. Fred
27031	Brand, Edw. C.	27017	Leighton, George
27232	Schmidt, Wm. A.	27018	McMillin, C. S.
27032	Richards, Wm. B.	27019	Martin, A. H.
27087	Allen, Geo. G.	27021	Miller, Chas. F.
27088	Cushman, G. W.	27022	Nearing, Geo. E.
27089	Englesman, Monroe	27023	Wheadon, W. S.
		27024	Waller, J. Casper
27090	Goldstone, Geo.	27025	Whitten, W. M.
27091	Lassner, Louis	27026	Wilkinson, John
27092	Mendel, Benj.	27184	*Camp, Miss Carrie N.*
27093	Meyers, George P		
27094	Meyers, Hugo C.	27028	Fletcher, H. W.
27095	Meyers, Johann	27231	Mestre, Alfred
27096	Rockwood, Geo.H	27103	Dunham, EdgarH
27290	Punnett, Reuben A	27287	Kingsley, Chas.L.
27183	Brainard, Ephraim M. D.	27288	Bussman, Paul F.,
27002	Adsit, Geo. L.	27289	Klmmins, Frank H
27003	Auchampaugh, J. C.	27185	Turner, Theo. C.
		27415	Cary, P. B.
27006	Carroll, Fred J.	27097	Weston, Irving A.
27007	O'Donnell, R. J.	27099	Light, John R.
27008	Plumb, W. W.	27100	Hubbell, Arthur J
27009	Peatz, John B.	27233	French, Geo. L.
27010	Reidy, Chas. A.	27101	Canfield, C.Ernest
27011	Reeve, C. A.	27102	Sherwood, Marcus W.
27012	Spaulding, Wm.		

OHIO DIVISION—28.

27188	Morrison, Thos,S.	27303	Zimmerman, Geo. M.
27297	Wallace, Edward J		
27416	Overs, E. C.	27295	Miller, Thomas, Jr
27417	Homan, H. H.	27296	Cartmell, Chas. M.
27291	Morgan, Arthur D	27304	Baker, Warren J.
27187	Dent, Wm. S.	27104	Walther, Geo. E.
27186	Crow, H. M.	27189	Clark, Miss Cora B
27293	Koch, Geo. M,	27190	Stanton, R. B.
27294	Shields, H. C.	27305	Becker, Irear
27298	McClellan, Wm.Jr	27385	Freidenbury, J. C.
27292	Cownings, A. J.	27386	Hoffman, William
27299	Gath, Harry D.	27387	Hammond, E. W.
27300	Schweeting, F. A.	27388	Worthington, Lamar C.
27301	Dwelle, Lee Allen		
27302	Kung, Roland D.	27389	Hutchinson, N. E.

PENNSYLVANIA DIVISION—66.

27106	Geisenberger, L. R.	27192	Des Champs, J. H.
		27033	Newkirk, I. Roberts
27191	Allen, Fred M.		
27111	Smith, J. R., jr.	27109	Horn, Ellwood
27234	Asam, Charles	27190	Kafer, Wm. H.
27235	Bachman, Walter J.	27110	Wrenck, Fred C.
		27112	Terry, Henry A. Jr
27236	Beatty, Walter N.	27113	Trautwine, John C., Jr.
27237	Clayton, D. S.		
27238	Hoffman, S.	27034	Tatum, Richard P.
27239	Hunsberger, Wm.	27390	Beldernolp, John
27240	Kendrick, John R.	27391	Jenkins, Robert H
27241	Lee, R. M.	27392	Smith, Harry S.
27242	Lucas, Arthur H.	27306	Fairweather, Chas. B.
27243	McNelly, J.		
27244	Mortimore, H. B.	27307	Shelton, Fred W.
27245	Myers, Harry J.	27308	Spackman, Owen F
27246	Rodgers, H. F.	27309	Teggart, Howard
27247	Stanert, F. C.	27035	Garrison, Wm. T.
27248	Staggers, E. B.	27036	Hutchinson, Jno B
27249	Steinman, W. C.	27194	Heckel, F. W.
27250	Thomas, C. H.	27310	Burt, D. H.
27251	Thomson, O. M.	27393	Purcell, Wm. G.
27252	Turner, John J.	27259	Slocum, F. M.
27453	Van Horn, W. T.	27260	Carr, Grant U.
27254	Vannatta, L. E.	27311	Cocklin, Chas. C.
27255	Wood, Joshua	27258	Beswick, C. A.
27105	Boate, William T.	27114	Wild, George
27107	Fischer, Edwin F.	27257	DuShane, Clare P.
27108	*Werntz, Mamie E.*	27115	Cohn, Jacob
27195	Johnston, S. H.	27196	Neipling, Leonard
27396	VanKirk, Herbert	27197	Snyder, J. H.
27395	Lewis, Thos. J.	27198	Fownes, W. C.
27397	Weigering, Wm.	27199	Blackly, H. S.
27256	Beukert, Wm. Caspar	27394	Camp, Cyrus D.
		27398	Sheeder, Benj.

RHODE ISLAND DIVISION—7.

27420	Seymour, Walter F	27418	Fuller, Herbert G
27037	Chase, J. Roswell	27419	Robinson, R. H.
27038	Popple, Arthur H.	27399	Comee, Fred M.
27312	Sayles, Fred L.		

TENNESSEE DIVISION—1.

27400	Schwab, F. E.		

TEXAS DIVISION—1.

27039	Broad, John W.,		

VIRGINIA DIVISION—3.

27116	Boggs, R. L.	27118	Hare, Thomas W.
27117	Ferebee, M. C.		

WEST VIRGINIA DIVISION—1.

27040	Lamon, A. A. M.		

WISCONSIN DIVISION - 5.

27261	Hunter, Charles F.	27041	Poznanski, M. A.
27119	Runge, Rudolph H	27313	Lieber, Wm. G.
27262	Meissner, Fritz W		

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasucer, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. Dolois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Walker, 1424 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No. Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 507 No. Alabama street, Indianapolis.

IOWA—Chief Consul, H. L. Chase, Cedar Falls. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 65, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

MAINE—Chief Consul, Howard M. Breen, 199 Franklin street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, A. W. Robinson, 21 Milk street, Boston. Secretary-Treasurer, Chas. S. Howard, Globe office Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 380, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI — Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

NEBRASKA—Chief Consul, A. H. Perrigo, 1315 Dodge street, Omaha. Sec.-Treas, C. B. Nicodemus, Fremont.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, R. H. Scott, People's Ins. Co., Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 116 Broad street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK — Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Chas. J. Sherer, 211 Main st., Memphis. Secretary Treasurer, Thomas J. Dupree, 338 Front street, Memphis.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box 281 Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro. Secretary-Treasurer, E. D. Whitney, Brattleboro

VIRGINIA—Chief Consul, Law: L. Waring, Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1892. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*, ...

References:..... *City*, ...

State, ...

Enclosed .... *for Holder*

(Each Applicant must give as references the names of two L. A. W members or three reputable persons.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2.00 with this blank on any date between date of paper and October 30. Write plainly—Printing preferred.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards, send 25 cents extra. If you want your name in gold, stamped on the holder, send 50 cents extra. *Leave the margin in using this blank.*

The Winner of the great Irvington-Milburn Road Race

RODE A

Warwick Perfection Cycle

With Full Cushion Tires on Hollow Rims.

Send for Catalogs of their Elegant Cycles.

WARWICK CYCLE MAN'F'G. CO., - - Springfield, Mass.



INCLUSIVE of spokes, nipples, chain and balls, the average high-grade safety is made up of some seven hundred distinct and separate parts and pieces.

From this the value of a little care can best be realized. —*The Wheel.*

The above is fact; but in the

PARAGON

we offer a spring frame machine with fewer parts and simpler action than any machine on the American market.

SEND FOR CATALOG.

STOVER BICYCLE MFG. CO.,

FREEPORT, ILL.

By the way, WATCH FOR THE PHŒNIX.

"Finest Quality Produced in the World."

TRADE "CREDENDA." MARK.

THE CREDENDA SEAMLESS STEEL TUBE Co., Ltd.,

W. C. STIFF, Managing Director.

BIRMINGHAM, ENGLAND.

TELEGRAMS:—"CREDENDA" BIRMINGHAM.

L. A. W. SPECIAL.

All Shoes Stamped with this Trade Mark are of the Celebrated Norman & Bennett make. They are the best Fitting and Most Comfortable Shoe ever produced for Wheelmen.



FOR SALE BY

THE LEADING DEALERS

From Maine to California.



WE DIDN'T DO IT!

And we won't promise to refrain from a repetition of said delinquencies. 'CAUSE WHY? WE are NOT GUILTY.

And we wish it understood, once for all, in full reply to many letters of inquiry, that we DID NOT build the Leaning Tower of Pisa, we had no finger in the erection of the old Mill at Newport; Bunker Hill Monument was finished without our trying to spring any information or plans of previous designs on the Commissioners.

The established receipe for English Plum Pudding is no infringement on any formula of ours. We do not license makers of German sausage to use any confined styles of overcoatings, which are exclusively our property. The grass hopper weathervane on Faneuil Hall is NOT a BASE IMITATION of any particular style of hoppergrasses we were building 'steenty years ago.

We simply rise to explain that WE BUILD "BRONCHO" SAFETY BIKES. That we shall continue to build and sell them as long as the present demand continues, the assertions of the N.B. class of worshipers to the contrary, nothwithstanding.

If you want to know all the inside facts, write for CAT. and Testimonial book, AT ONCE.

ADDRESS ALWAYS,

M. V. LIVINGSTON CYCLE MFG. CO., 245 Columbus Ave., Boston, Mass.

The POPULAR DIAMOND

$85.00.

BALL BEARINGS ALL OVER.



Send for Catalogue.

PERCIVAL TATTERSFIELD,

12TH AND OXFORD STS., PHILADELPHIA, PA.

BARGAINS.

48 Victor, $30; 50 Victor, $30; 52 Victor, $35; 55 R Mail Racer, 26 lbs., $35; 52 Eagle, $75; Victor Safety, $75; Broncho L. R., $75; Joliet, $70; safeties, $50 up. We must realize on them. Send for list and full description.

KNIGHT CYCLE CO.,

207 N. 10th Street, - St. Louis, Mo

"Imperial Wheels"

FOR ALL AROUND RIDING ARE POSITIVELY THE BEST



MANUFACTURED ONLY BY

AMES & FROST COMPANY

302-304 WABASH AVE, CHICAGO

CATALOGUE UPON APPLICATION

SECOND-HAND SAFETIES

I am selling out a number of them; good wheels at way down figures, to make room for a big lot of the famous REFEREES, which we will have this month.

W. J. NEWMAN, 46 Columbus ave., Boston.

And HARVARD SQUARE, CAMBRIDGE.

Open evenings.

BICYCLE RECORDS.

Cycle Records compiled from official sources by F. K. LANPHER, 48 and 50 Summer Street, Boston. Price, 10c. postpaid.

$2.75.

I will cut a single line, steel street die, monogram or cipher, with 5 quires fine writing paper and envelopes, paper stamped in colors for $2.75; all duplicate orders filled at $1.00 less, the die to remain in my possession; will mail samples on app ication.

M. R. WARREN

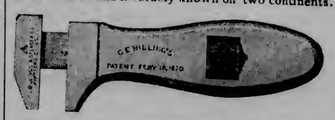
Stationer and Engraver,

336 WASHINGTON ST., BOSTON

Mention this paper.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged o bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.

For sale by a Cycle manufacturers and dealers

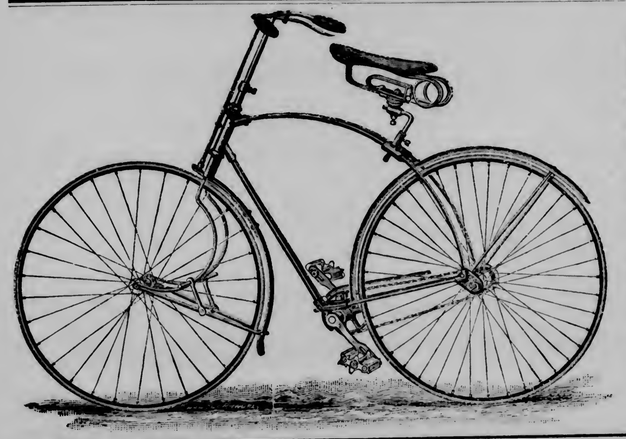


WHAT IS HIGH WATER MARK?

Actual shipments of the **Giant Safety Bicycles** so far this year have been as follows: January, 793; February 852; March, 1112; April, 2001; May, 2256; Total, **7014.** Above are facts and demonstrate conclusively to the practical mind the widespread popularity of these wheels. We are now working overtime and producing about 450 wheels per week. Pretty good for a factory not yet two years old, is it not?

New edition of Catalogue now being mailed.

H. A. LOZIER & CO., - - Cleveland, Ohio.



Every rider of the

Eclipse Safety Bicycle

will tell you it is the finest machine he ever sat on.

You can make more miles over rough or smooth roads, in a day, with less effort, than on any wheel made.

The construction of the wheel is such as to remove all jar, and give the rider a machine that is as easy as a buggy.

The frame is made of material that cannot be broken.

The workmanship is first-class, ball bearing throughout, tangent spokes, and elegantly nickel plated.

Do not fail to see the ECLIPSE before buying. Price $100.

STEEL PULLEY & MACHINE WORKS,

Patentees and Sole Makers,

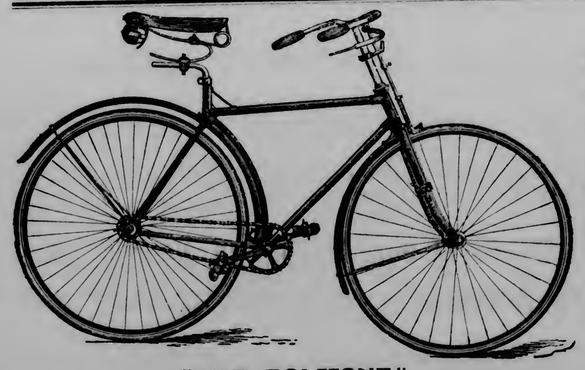
INDIANAPOLIS, IND.

PARAGON. ✣ TOURIST

SIDWELL & SABEN,

NEW ENGLAND AGENTS.

243 Columbus Avenue, - - Boston, Mass.



"THE BELMONT."

The Best Value ever offered to the American Public. Highest Grade throughout. Credenda Steel Tube, Dropped Steel Forgings, Garford Saddle, and Best Cushion Tires. True Referee Frame. Price, direct spokes, $100. Tangent spokes, $110.

Agents Wanted.

Manufacturers,

THE SWEETING CYCLE CO., 639 Arch Street, Philadelphia.



Dealers and Riders,

Have you examined the fine points in our 40-pound, Cushion-Tyred

"METEOR" SAFETY.

BANKER & CAMPBELL CO.,

(LIMITED.)

12 Murray St., N. Y. 1786 Broadway, N. Y. 1311 Bedford Ave., Brooklyn.

SEND FOR CATALOGUE.



Largest Exclusive Bicycle House

Between New York and Chicago.

WHOLESALE and RETAIL DEALERS

27 Different Styles of Wheels,

Ranging in price from

$20 UP TO $135.00.



Agents Wanted in Unoccupied Territory. Write for Descriptive Catalogues.

STANDARD CYCLE CO., - 588 Main Street, Buffalo, N. Y.

MARTIN & STEVENS (Successors.)

NOW READY!

New Edition Revised

— OF —

Mr. Porter's Excellent and Remarkably Successful Handbook of the Wheel and Everything Connected with its Use.

Brought down to date with Special Reference to Tires and Vibration.

CYCLING

— FOR —

Health and Pleasure

A Complete Guide to the Use of the Wheel.

230 Pages, Illustrated.

PRICE, 50 CENTS, POSTPAID.

WHEELMAN COMPANY,

PUBLISHERS.

12 Pearl St., - Boston.

Stamps not Received.

OHIO DIVISION MEET AT COLUMBUS,

July 13, 14 and 15, '91.

Splendid Races. Fast Track. Costly Prizes.

DON'T MISS IT!

☞ One and one-third fare to Columbus and return, from all points east of Chicago and St. Louis, west of Buffalo and Pittsburg and north of Ohio River to Lakes.

Grand Excursion of Ohio Division to National Meet

AT DETROIT, LEAVING JULY 15, ONLY $3.80 ROUND TRIP.

For list of races and prizes, see previous issues of BULLETIN. Entries for novice and handicap races close July 7, others July 11. For entry blanks and official program, address GEO. W. SMITH, 38 2 E. Spring street, Columbus, Ohio.

THE TOURIST.



Simplicity in Construction. Ease in Running. Cushion Tyres. Bown's Ball Bearings. No Cast Metal. Manufactured for us by Wm. Bown, Birmingham, England.

Also General Agents for the

Warwick, Kenwood, Psycho, Referee AND THE St. Nicholas

Line of Medium Grade Wheels.

MANUFACTURERS OF THE

Perfection Bicycle Alarm,

Tire Heaters and

Bidwell Cyclometer.

Good Agents Desired. Send for Catalogue and Terms.

George R. Bidwell Cycle Co.,

Chicago: 270 and 272 Wabash Avenue. 308 and 310 W. 59th St., New York City

Featherstone's Pneumatics

WIN THE RACE!

What Race? Why, the Human Race!

THEY WIN THE PATRONAGE OF ALL.

BECAUSE

They are Fast on Road or Track.
They are the acme of Comfort.
They are built Right.
They are fully guaranteed.

THIS INCLUDES THE TIRES.

We guarantee immediate delivery as we now have them in quantities. Pay your money and take your wheel. We stand behind it.

WRIGHT & DITSON, Sole N. E. Agents,

578 and 580 Washington Street, Boston.

R. L. COLEMAN & CO.,

35 Barclay Street, and 40 Park Place, New York.

Call Special Attention to their

JUNO



JUNO

This machine has 28-inch wheels, is shapely in its lines, and made of same material as its male companion, with ball bearings to both wheels, crank shaft and pedals. It can be had without ladies' dress guard at $70, and with dress guard at $75.
These wheels are made by the Western Wheel Works, whose complete line includes the Rush, Rob Roy, Juniors and Pet.

Send for Catalogue.

R. L. COLEMAN & CO., *EASTERN, SOUTHERN and MIDDLE STATE AGENTS.*

Princess No. 1, 30-inch, balls all over,	**$85 00**	**Climax No. 2, 28-inch, ball bearing,**	**$60 00**
Princess No. 2, 28-inch, " "	**$75 00**	**Prince No. 1, 26-inch, " "**	**$45 00**
Princess No. 3, 26-inch, " "	**$60 00**	**Prince No. 2, 24-inch, " "**	**$35 00**
Climax No. 1, 30-inch, ball bearing,	**$65 00**		

These Wheels Are Built for Our Trade.
Agents Wanted all Over the World.

J. E. POORMAN, Agt., Cincinnati, O.



WHY DOES THIS MAN SMILE?

Because he bought his bicycle from us and SAVED MONEY. Send for catalogue and bargain list and see what we can do for you. Remember we also sell on favorable installment plan terms, if desired. Write for particulars. Any wheel on the market supplied at lowest prices.
If you are a Bicycle Dealer, write for our WHOLESALE prices.



A. W. GUMP & CO., = = Dayton, Ohio.



Bicycle Riders, Base Ball Players, Athletes, Gymnasts, tell us that it is the best and most satisfactory supporter made.

Let Every Sportsman Try Them. Price, $1.00.

Will send by mail on receipt of price. Send size of waist and hip.



KNEE PANTS.

(Patented.)

S10. Heavy Rib.

Improved double seat and pocket.

FULL PANTS.

(Patented.)

S28.

HEAVY RIB.

Improved Double Seat, Strap and Pocket.





No.		Each.
970.	Heavy Sweater,	$5 00
967.	" "	4 00
767.	" "	3 50



3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50.
3—1. Black, navy, grey mixed, stocking, $1.25.
1—1. Black, navy, grey mixed, stocking, $1.00.

ATHLETIC and GYMNASIUM GARMENTS Manufactured by HOLMES & CO., 109 Kingston Street, Boston.

SEND STAMP FOR CATALOGUE.

A MODERN PRINTING OFFICE AND BINDERY.

The Collins Press

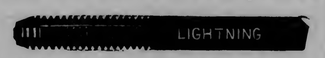
Gives Satisfaction Every Time.

WE PRINT

The "Technology Architectural Review,"
"Bicycling World and L. A. W. Bulletin,"
"Wade's Fibre and Fabric,"
"The Musical Herald."

PRINTERS TO THE BOSTON UNIVERSITY.

FINE TAPS AND DIES. For Bicycle Work.



LIGHTNING AND GREEN RIVER SCREW PLATES.
Bolt Cutters, Hand and Power Drilling Machines Punching Presses and Other Labor Saving Tools.
Send for Price List.
WILEY & RUSSELL MFG. CO., Greenfield, Mass.

NEW

Speedwell Safeties.

$75.00.

King of Road, 27in., Dandy, 24in., } **At Bargains,**

D. SNITJER, St. Louis, Mo.



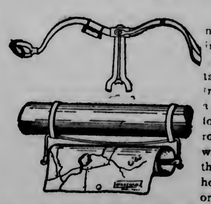
FOR TANGENT AND DIRECT SPOKES.

Nickeled, Price 75c., Postpaid.

Dealers send for Sample and Electrotype.

AVERY & JENNESS,
5756 Madison Ave., Chicago

TOURISTS' MAP HOLDER.



No dismounts necessary to examine your map. Rolls up like a spring curtain. Lay a strip of transfer paper over a map of your route for the day and mark route on paper, which you pin on to the ribbon. This holder is suspended on rubber and cannot rattle. Patent applied for. Sent by return mail for **$1.00.** Address
D. H. SMITH, 235 High Street, Holyoke, Mass.



BACK VIEW

Indispensable to Bicyclists, Athletes and the Gymnasium

Call's No. 5 Supporters (jock strap) with elastic back, lace front and adjustable back straps. A sure fit. No. 5 (same as cut), 75c. No 6, with pockets on each side of lacing, $1.00. No. 7, with hose supporter attached to sides, $1.00. Number 8, pockets and hose supporter, $1.25. Order by number and give tight measure top of hips. Postpaid on receipt of price. **S. B. CALL, 358 Main Street, Springfield, Mass**

"QUADRANT" CYCLES

ARE RENOWNED FOR

ORIGINALITY.

We make our own designs and work our own patents, constantly incorporating in our machines about 12 or 14 of our own inventions.

EXCELLENCE.

In these days when the commonest rubbish is advertised as "the best, the lightest, the swiftest," etc., and even sold as such, we can only ask intending buyers to send for our 1891 catalogue, and read the 16 pages of unsolicited testimonials received during the past season.

TRUSTWORTHINESS.

"A prominent feature of their exhit (Philadelphia Exhibition) is a 'Quadrant' which was caught between two cable cars on Columbia Ave. This machine is bent and twisted in every direction, but not a thing is broken."—*Bicycling World*, 6 March, 1891

"The machine is twisted out of all resemblance to a bicycle, but so far as can be seen not a single break occurred."—*Referee*, 6 March, 1891.

SAFETIES No. 17 and No. 20, with Tangent Spokes and Solid Cushion, and Pneumatic Tyres, are the leading lines of the season.

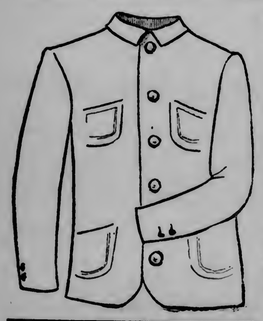
Wholesale Agents for New England, New York, Pennsylvania, New Jersey, Delaware, Maryland, West Virginia and District of Columbia,

THE STRONG & GREEN CYCLE M'F'G CO., 707 ARCH STREET, PHILADELPHIA.

For all other States east of the Mississippi,

ALFRED FIELD & COMPANY, 93 CHAMBERS STREET, NEW YORK.

Makers: THE QUADRANT TRICYCLE COMPANY, Birmingham, England.



Makers of ALL STYLES OF UNIFORMS.

Plymouth Rock Pants Company.

HEADQUARTERS: 11 TO 25 ELIOT STREET, BOSTON, MASS.

Official State Tailors OF THE L. A. W.

Washington, D.C., Maryland, Pennsylvania, Connecticut, New Hampshire, Virginia and Missouri.

Authorized makers from the LEAGUE CLOTH.

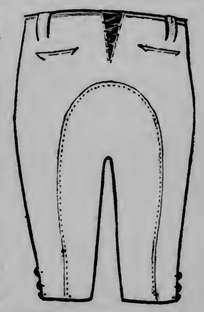
Coat, - - - $7.50
Breeches, - 4.75 } Ordered Together, $12.25.

As per *specifications required by the Uniform Committee.*

We have Branch Stores in the following Cities where your orders will be taken.

BRANCHES: 279 Broadway, New York; 943 Penn. Ave., Washington, D. C.; 72 Adams St., Chicago, Ill.; 914 Main St., Richmond, Va.; 217 19th St., Birmingham, Ala.; 201 Main St., Worcester, Mass.; 275 Meridian St., East Boston; 508 Mulberry St., Macon, Ga.; Room 4, Y.M.C.A. Bldg., Burlington, Vt.; 282 Second St., Memphis, Tenn.; 430 Church St., Nashville, Tenn.; 820 Main St., Dallas, Tex.; 620 Broad St., Augusta, Ga.; 108 W. 3d St., Davenport, Ia.; 1109 Broad St., Columbus, Ga.; 307 Tremont St, Galveston, Tex.; 143 So. 12th St., Lincoln, Neb.; 700 Austin St., Waco, Tex.; 110 Canal St., New Orleans, La.; 6 E. Government St., Pensacola, Fla.; 39 Whitehall St., Atlanta, Ga., 68 So. Main St., Waterbury, Conn.; 970 Elm St., Manchester, N. H.; 106 N. Main St., Concord, N. H.; 104 Montgomery St., Montgomery, Ala.; 796 Chapel St., New Haven, Conn.; Main St., opp. P.O., Springfield, Mass.; 16 W. 9th St., Chattanooga, Tenn.; 134 Thames St., Newport, R. I.; 606 Main St., Kansas City, Mo.; 244 Fourth Ave, Louisville, Ky.; Exchange St., corner entrance, 2 State St., Hartford, Conn.; 910 Congress Ave, Austin, Tex.; 406 Houston St., San Antonio, Tex.; 318 So. 15th St., Omaha, Neb.; 310 E. 5th St., Dayton, Ohio.

Also Agents at most all points in every State. We will call whenever and wherever needed by your notifying Headquarters, BOSTON, MASS.



Address POSTAL CARD For Samples.

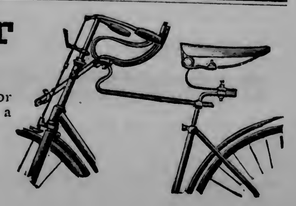
The * Beauty * Bundle * Carrier

AND CHILD'S SEAT.

ADAPTED for all Safety Bicycles and Tricycles, attaching to either horizontal, vertical, solid or hollow posts of any diameter, without marring the same. Will carry a good-sized child, a peck of apples, an armful of books, or anything you can get in it.

Cloth, *$6.* Mackintosh, *$7.* Send for Circulars.

RICH & SAGER, 210 West Main Street, Rochester, N. Y.



HUMBERS

We have these Famous Wheels in

SOLIDS AND PNEUMATICS.

$100.00. $125.00. $150.00.

HIGHEST GRADE.

New York State Agents,

Schoverling, Daly & Gales,

302 Broadway and 84 Duane Street, - - NEW YORK.

WHEELMEN WEAR

THE NEW

CENTURY-BRACE TRADE MARK.

THE BEST SUSPENDER.

Non-elastic and yet perfectly elastic. Does not heat the body as a belt or tight-fitting trousers; nor the shoulders as do the elastic web suspenders.

If your furnisher does not keep them, send 50c., 75c. or $1 00 for sample pair by mail, postpaid.

CHESTER SUSPENDER CO.,

No. 21 Decatur Avenue, Roxbury, Mass.

Mention this paper.



THE COASTER

Is a Speedy Safety for both sexes.

They Do Not Break at Neck or Steering Head!

ALL STEEL. Agents wanted.

Send for Catalogues to

No. 6 East 4th Street, - A. A. BENNETT.

CINCINNATI, OHIO.

Official Outfitters to the League of American Wheelmen.

Authorized by the Executive Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.



406, 408, 410 & 412 Broome Street, NEW YORK.

The Only Official Tailors to the L. A. W.

OAT, $8.00, BREECHES, $5.25.

Cloth, $2.10 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25

Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00

Stockings. Our celebrated Linen Sole Stocking, League color.....1.00

Belts. No. X Silk.....40

Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic.4.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price,

Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS,

241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia. 1032 Chestnut St.

THE NEW COLOR LEAGUE CLOTH IS NOW READY.

Samples of same can be obtained on application to

BROWNING KING & CO., - New York.



THE SPIRAL FLEXIBLE TOE CLIP

Is flexible and easy on the foot. Adjusts to any size of foot or pedal. Stands any amount of blows, kicks or tramping on, and still retains its form. Will not catch on curbs, sidewalks, door sills or obstructions and pull out of shape while wheel is being trundled over them. The only toe clip extant that permits of the correct adjustment of foot to pedal; not having a toe check it does not tend to pedalling with toes pointing downward, which position induces a strained and set condition of the muscles of the foot, ankle and calf. One of the best, simplest and most easily attached. Try a pair and be convinced. Send for descriptive circular.



AS CARRIED WHILE RIDING

No more foul, greasy and collapsed tool bags.
No soiled hands or clothes
No loss of oil or one's temper.
No dirty tool bags or oily tools.
No weight, no delays to oil up.
No loose tops, no rattle.
No neglected or damaged bearings.
No squeaking or pounding.
Made in sizes suited to different machines.
Pronounced by old wheelmen, the press and the trade as the BEST novelty before the cycling public for '91.

In ordering state make of wheel and give diameter of seat rod or handle bar shaft.

Price mailed, 50c. With C. & D. Oiler $1.

The Spiral Flexible Toe CLIP is flexible, easy, adjustable, effective, indestructable, faultless. One of the best, simplest and most easily attached. Price per pair, mailed, 50c Agents wanted everywhere.

[Mention this paper.

Descriptive circular free.

L. H. BANNISTER & CO., Youngstown. Ohio.

PATENTS

Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. **W. E. AUGHINBAUGH**, Baltic Building Washington, D. C.

M. R. WARREN,

Fine Stationery,

336 Washington Street, - Boston.

I call special attention to my engraving department, in which you will find the best of workmanship, correctly and quickly executed at the lowest prices.

SATISFACTION GUARANTEED.

Wedding Invitations,
Wedding Announcements,
Reception Cards,
Visiting Cards,
Party Invitations, etc.

Sketches Furnished. Odd Novelties in Box Papers. New Style Envelopes.

Mention this paper.

ATHLETIC GOODS!

KINGSTON KNITTING CO.,

Manufacturers for the

Trade and Clubs,

The most beautiful line of

Bicycle, Gymnasium, Tennis Costume and Sporting Goods



Made, in worsted, wool and best lisle thread stock. Unsurpassed for style, completeness, elasticity and durability, and at very low prices.

Send for catalogue and club price list, or order with entire confidence that our styles, material and prices will be entirely satisfactory.

No. 27 Kingston Street,

BOSTON, MASS

BEST OUT.

75c. for this Nickeled Toe Clip.



Every wire braces the others. Best Spring Steel. Foot never slips. No headers. Great for hill climbing. No pinching of corns or catching of foot. Solid comfort. Rubber coated, only 50 cents. The Pat. balance E, always brings Pedal and Clip right side up as per cut, only 75 cents extra.

If your Agent is dead and don't keep it, don't let him bluff you, but send price by P. O. Note. No stamps. Size 1 for boots up to No. 8. Size 2 for boots from 8 to 11. **AGENTS WANTED EVERYWHERE**

J. A. HUNT & CO., Sole Mfgs., Westboro, Mass.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜



L. A. W. BADGES

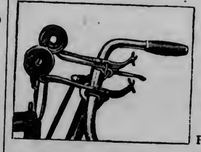
The official design in **SOLID GOLD.**

Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the interior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better to. $1.50, $2.00, and $2.50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.



LAMSON'S

Luggage Carrier NO. 1.

Convenient, durable, noiseless, cheap. **$1.** Sold everywhere.

Made by

C. H. LAMSON,

Portland, - Maine.



JOHN HARRIOTT.

PRIZE MEDALS CUPS,

BADGES AND PINS.

3 WINTER ST. BOSTON.

WANTED—Bicycle Dealers and Agents to handle our *Official League* and other Bicyclists' emblems. Send for price list and discounts. DURYEA JEWELRY CO., wholesale jewelers, 180 B'way, N.Y.

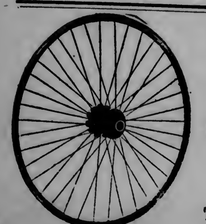
1891 PNEUMATIC—B. & A. Humber racing safety, 26 1-2 pounds, Dunlop's latest (sewn canvas) pneumatic tires; machine and tyres absolutely new; enamel slightly marred; $150; owner going to England. H. O. STICKNEY & CO., 440 Harvard st., Cambridge.

PNEUMATIC—For a fee of twenty-five cents, the undersigned will send, on July 10th, his experience with the Pneumatic wheel since May 10th. Has tested it thoroughly, and, being an experienced rider, can give information that may prove valuable to hesitating purchasers. ROBT. H. GERNAND, Waverly Station, Baltimore, Md. L. A. W. 3564.

ONE PSYCHO TANDEM SAFETY, 5. b. cost $200, $125; 54-inch New Mail, $75; 35-inch Ideal, cone bearings, $20; 52-inch full nickel Eagle Roadster, $65. These wheels have been used but one season, excepting the Ideal, which has never been uncrated. SULLIVAN & WOOD, La Porte, Ind.

FOR SALE—One Swift B Model $110. One Ladies Swift, $110. One Warwick Cushion Combination, $115 One Hartford, Solid Tires, $90. Above *all new*, having used only as samples in store and never ridden. J. A. JOHNSTON,

76 Smithfield st., Pittsburg, Pa.



I. A. WESTON & CO.,

JAMESVILLE, N. Y.,

MANUFACTURERS OF

SAFETY BICYCLE WHEELS,

MADE WITH

Parallel Coned or BALL BEARINGS, Solid or Cushion Tire.

THE BEST MATERIAL and THE FINEST FINISH.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ *Cash must accompany the Order.*☜

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜

1891 COLUMBIA L. R. Safety Bicycle, excellent condition, $115. W. H. TALCOTT, No. 300 Asylum st., Hartford, Ct.

VICTOR SAFETY BICYCLE—1890 pattern; fine condition; first class bargain; $55 C. O. D. E. J. HOSKINS, P. O. Box 341, Hartford, Ct.

WANTED—A second hand ladies' safety, in good condition. E. S. MICHENER, Brownsville, Pa.

FOR SALE—A 54-inch Humber ordinary racer, weight 21 lbs., in first-class condition; as good as new; will sell for $50 cash, crated F. O. B. G. L. PRESCOTT, 110 W. Court st, Rome, N. Y.

FOR SALE—Victor, 1891 Model A, Safety Bicycle; best offer over $100; A1 condition. C. S. HARRETT, 28 Montcalm st., Oswego, N. Y.

$60 BUYS 51-inch Col. L. R., 1890 style, not ridden 50 miles; $100 a Swift Tandem Bi., in A1 condition. Address GEO. HARVEY, Box 402, Castleton, N. Y.

FOR SALE—Tandem Psycho, cushion tires, double brake; in perfect condition; good as new; cheap for cash. Address J. J. JOSE, care Capital Cycle Co., Washington, D. C.

$67.50 BUYS '91 Crescent Safety, list $85; and $60 buys Juno Safety, list $70; both machines *new, never been run.* C. O. D. on receipt of $5.00. C. W. MACKENBACH, Portland, Ind.

AN EXCELLENT *piano* (square) for a new '91 C. L. R. Safety and best cash offer. Address FRANK BREMEN, 358 W. 11th st., New York City.

$70 CASH—Giant, list $85, brand new, never had person in saddle. F. R. H., BICYCLING WORLD office.

$30 TAKES a ball bearing Springfield bicycle; cow-horn handle bars; good condition; must be sold. Address U. S, Box 60, Napoleon, O.

FEATHERSTONE PNEUMATIC—Tangent spoke; cost $145; only ridden once; in absolutely perfect condition; will be shipped, with privilege to examine, on receipt of $10, the balance C. O. D.; best offer over $125 takes it; death of owner reason for selling. Mrs. H. J. WILLIAMS, Lock Box 213, Winston, N. C.

FOR SALE—52-inch Eagle Roadster, as good as the day it left the factory; $110 International Typewriter, brand new; both can be purchased cheap. W. S. LANGLEY, Newport, R. I.

WHEN you were a kid did you have a postage stamp collection? I will pay cash for it now. H. CORBETT, 1413 Washington st., Boston.

FOR SALE—'90 Victor; bought late last season, in fine condition; as good as new; will sell for $100 cash. Will send on approval C.O.D. on receipt of $10. W. E. LAMBERT, 907 Main st., Clyde, Ohio.

'91 UNION No. 12 Safety; first-class condition; $100 takes it. Sent C.O.D. on approval for $5. G. E. SMITH, Manchester Green, Ct.

ONE 54 half-nickel Eagle $75. One Springfield Light Roadster; cost $125; has lamp; $50. Columbia Ladies Safety, $100. F. B. CATLIN, Winsted, Conn.

BARGAINS—I have one "Swift" model A, one "Victor" Model C and one Columbia, all new, latest patterns and cushion tires; never uncrated. Will sell for $125 each C.O.D. on receipt of $5. A. E. HARRIS, Ashburnham, Mass.

FOR SALE—50-inch Eagle, good as new; $65; a great bargain. J. H. RABENAN, Pottsville, Pa.

COLUMBIA 54-inch Light Roadster, $75; No. 2 Springfield, $45. J. G. FORD, Dryden, N. Y.

WANTED—To exchange, a road wagon in good running order, worth $90, for High Grade Safety. Address, with full description, S. S. McINTOSH, 297 Magnolia ave., Jersey City, N. J.

NEW 1891 Giant Safety No. 4, perfect condition; run only 15 miles; $70. Shipped with privilege to examine on receipt of $10, balance C.O.D.; have two; use for only one; reference, Bloomsbury National Bank. J. W. CREOSLING, Box 101, Bloomsbury, N.J.

$120.00 BUYS '91 Columbia Safety, new, with cushions; a bargain; write quick. H. R. F. Watertown, N. Y.

FOR SALE—One new Hartford Safety, cushion tires, perfect condition; never been used; regular price $105; will sell for $95 C. O. D. GEO. O. ALLEN, Fitchburg, Mass.

FOR SALE—1891 American Light Rambler Safety; perfect; run about a month. $115. Good reason for selling. Address A. M ROSS, Hot Springs, N. C.

A BARGAIN—A '91 New Mail Safety Bicycle; ridden 50 miles; in perfect condition every way. Will be sold cheap. Address Box 22, Wappingers Falls, N. Y.

'91 CUSHIONED WARWICK, diamond frame, 1 1-4 tires; never ridden; $120; $450 Club tandem tricycle, $50; $140 Catford, new last fall, $75; '89 Warwick, $05. W. E. ELDRIDGE, Newark, N. J.

PREMIER ROADSTER SAFETY—Perfect, A1 condition; balls all over; warranted thoroughly strong and reliable roadster; weight, 50 pounds net; price $75. H. O. STICKNEY, 440 Harvard st., Cambridge.

1891 B. & A. HUMBER LIGHT ROADster Safety, nearly new; A1 condition; very fast and strong; will carry up to 180 pounds; price $85. H. O. STICKNEY & CO, 440 Harvard st., Cambridge.

BARGAIN—Light Roadster Rambler Bicycle, 1891 pattern; ridden less than six miles; $112; No. 17 Quadrant Safety Bicycle, never uncrated, for $115; either one will be shipped, with privilege to examine, on receipt of $10, the balance C. O. D. W. A. CAMPBELL, P. O. Box 83, Oil City, Pa.

---

25 CENTS BUYS Road Book and Map of Boston and Vicinity. CHAS. A. UNDERWOOD, Jamaica Plain, Mass.

A BARGAIN—I have taken in exchange one "Swift" Safety, Model A, and one "Victor," Model C, both latest patterns and cushion tires; will sell for $125 each C. O. D. A. E. HARRIS, Ashburnham, Mass.

$60 BUYS a Popular Premier Safety. Cost $105; ball bearing, and in A1 condition; not run over 200 miles. Box 71, S. Oil City, Pa.

YOU AIN'T IN IT

Without you keep your Bicycle looking like new. It will not rust if you clean it with Wilson's Wonderful Nickel and Enamel Preserver. Price, 50 cents. Ask your cycle agent for it. WILSON MFG. CO., 15 Tremont Row, Boston, Mass.

MUST BE SOLD.

If you want a "Bargain,"

Send for List to EDMANS & SON, Troy, N. Y.



Hall Luggage Carrier.

Just what you want to carry your camera. Handsome durable, cheap. Adapted to any wheel. Full nickeled. Sent to any address for **$1.** Liberal discount to dealers. Made by

L. R. HALL,

5 Manning St., Medford, MASS.



THE "HAINES" WRENCH.

(Patented Sept. 17, 1889.)

The Most Complete Wrench for Bicycle riders in the market; made of Cast Steel, finished in black; combines Screw Driver with Wrench; length 4 1-2 in. Warranted first-class, strong and durable. Manufactured only by

AMERICAN SAW CO.,

TRENTON, N J.

"Z & S" Hose Supporters

FOR SHOULDER, BELT AND HIP.



FOR SHOULDERS—An article that meets the popular demand from wheelmen, and the public generally. The Z & S. Supporters have been greatly improved, being made lighter with a better clasp at the stocking, saving all wear on the pants, chafing the leg or tearing the stockings, and warranted not to "let go their hold" accidentally. These Supporters do away entirely with elastic bands, which bind upon the limbs and stop the circulation of blood, causing numbness or swollen veins. They are made so as to be worn beneath the flannel shirt, passing over the shoulders and down either leg. Adjustable for any sized person.

Price, 50c.



FOR BELT—With belt around the waist that allows of ample adjustment over the hips. Arranged for short or tall riders. Fitted with our patent fastener for holding the stocking; being perfectly adjustable it is impossible to chafe the leg or cut the knee-breeches or wear out the stockings They are exceedingly handy, universally adjustable, and, with our new patent catches for the stockings are found to be the best belt supporter on the market.

Price, per pair, 50cts.

FOR HIP—The "Z. & S. "Hip Stocking Supporters have undoubtedly had a more extended sale than all the other stocking supporters so far placed on the market, not because they are better than the belt or shoulder supporters, but because they are so exceedingly handy to put on and take off; can be worn under all circumstances, whether with a linen or flannel shirt, for a short ride where it is very desirable to make a quick change to long pants for social or business purposes, or vice versa.

These supporters are now made with the double safety pin, for attaching to the drawers or shirt above the hip, and extending down either leg, fastening to the stocking with the Lindsley Patent clasp, we being the only manufacturers licensed to use this clasp.

Price, per pair, 35 cents.

THE SAFETY BUNDLE CARRIER

For Handle Bar or Mud Guard.

These Carriers have come into demand wherever the Safety is used. Owing to the patented principle of swinging plates, thereby allowing them to be placed at right angles under the package to be carried, and at the same time placed close together on the bar, for a short package, or further apart for a long bundle, canes, umbrellas, etc., and upon removing the package or bundle, these plates can be moved back horizontally with the bar entirely out of the way. These Carriers are very strong, nicely nickel-plated, compact, and an ornament to the machine. They are easily detachable if desired. In ordering, state what machine they are to fit.

Price, $1.25. By mail, $1.35.

Send for latest edition of "Encyclopedia of Cyclers' Wants." Free.

HOWARD A. SMITH & CO.,

518 Broad Street, Newark, N. J.

CLIPPER SAFETIES.



CLIPPER.

$90 Solid Tires. $100 Cushion Tires.

Graceful, Easy Steering and Running.

Equally Adapted for Ladies and Gentlemen.

Our Harris' Pat. Saddle the Ladies delight. Our Cushion Tire adapted to any 7/8 inch rim (patent applied for) is a perfect success.

Thos. Kane & Co., - - Chicago,
WESTERN AGENTS.

The Sweeting Cycle Co., - Philadelphia,
EASTERN AGENTS.

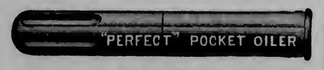
GRAND RAPIDS CYCLE CO.,

MANUFACTURERS,

GRAND RAPIDS, - MICH.

Write for Catalogue.

"PERFECT" POCKET OILER.



One-half size.

For Bicycles, Guns, etc. No Leakage. Throws only small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price 50c. each. CUSHMAN & DENISON, 172 Ninth Avenue, N. Y.

Erie Knitting Mills,

Erie, Pa.

Are still making the very best goods for cyclers. We know this, and others are finding it out.

This is a copy of a letter just received from the champion road rider of the United States:

ERIE KNITTING MILLS—

I cheerfully recommend your knit goods for the use of bicyclers, especially hard road-riders, as from my experience with them I have found them well-fitting, elastic and durable as iron.

Yours very truly,
WM. VAN WAGONER.

FRANK FAIRBAIRN, 513 WEST 11TH ST., ERIE, PA.

SAVE $25.

Three 1891 sample Safeties, ridden less than 50 miles each, not to be told from new. Half cushioned Columbia, Full cushioned Diamond Rambler, Paragon, solid tires. Choice for $110; $10 with order, sent C. O. D. for balance.

Clinton Cycle Co, Clinton, Mass.

P. S.—New Giantess, $60.

NOTICE

To Manufacturers and Agents.

LOUIS GLASEL & CO., - Coventry, Eng.

THE CONTINENTAL CYCLES

Are the Cheapest and Best in the Trade.

CUSHION SAFETIES Ready for immediate delivery. Balls throughout. Best material. Workmanship guaranteed.

LOUIS GLASEL & CO.,

Supplies also all rough and finished parts; also chains, tubes, stampings, hubs, cushion tyres, lamps, forks, rims, etc, etc.

Rock Bottom Prices.

All very cheap and only for cash. Best and prompt attention given to the smallest orders.
Mention this paper.

H. H. BROWN,

Wappingers Falls, N. Y.

Patentee and Manufacturer of

Hard Rubber Bicycle Handles and Grips

FOR CYCLE MANUFACTURERS.

FITCHBURG RAILROAD

Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

HOOSAC TUNNEL ROUTE

THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

BICYCLES CARRIED FREE

FAST EXPRESS TRAINS

With elegant PALACE PARLOR and SLEEPING CARS to and from

BOSTON and CHICAGO and BOSTON and ST. LOUIS, via NIAGARA FALLS,

without change.

THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.
THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.
THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.

ELEGANT PALACE SLEEPING CARS to and from

BOSTON and MONTREAL,

without change.

For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at

250 Washington Street, or Fitchburg Railroad Passenger Station, Boston.

J. R. WATSON, General Pass. Agent.

Price List of Specialties

—MANUFACTURED BY—

ELASTIC TIP CO.

Mailed Postpaid on Receipt of Price.

Dropped Forged Steel Spade Handles, all nickeled and threaded to fit any machine, $2.50 per pair.
Soft Rubber Handles, pear shaped, $1.50 per pair.
Vulcanized Handles, pear shaped, $1.50 per pair.
Boys' Soft Rubber Handles, pear shaped, $1.00 per pair.
Double Grip Pedal Rubbers, No. A, 1 inch x 3 3-4 inches, $2.00 per set of four.
Double Grip Pedal Rubbers, No. B, 1 inch x 4 inches, $1.50 per set of four.
Double Grip Pedal rubbers, No. C, 1 1-4 inch x 4 inches, $2.00 per set of four.
Pedal Rubber, round or square; made from white rubber, $1.00 per set of four. When ordering state size required.
Spade Grips, vulcanite, 50 cts. per pair.
Safety Handles, vulcanite, to fit any machine, $1.00 per pair.
Safety Handles, for Boys' Wheel, 50 cts. per pair.
Soft Rubber Grips for Safety, $1.00 per pair
Soft Rubber Grips for Boys' Safety, 50 cts. per pair.
Soft Rubber Sleeves, to fit over vulcanite grip, 75 cts. per pair.
Steel Balls, 3-16 inch, $2.00 per C.; 1-4 inch, $2.40 C.; 5-16 inch, $3.00 per C.
Imported Tire Cement, 25 cts. per box.
Tire tape for holding on tire, 25 cts. per roll
Rubber Cement, for repairing cuts in tires, 25 cts. per can.
Bicycle Spokes. Price according to quantity.
BICYCLE TIRES, SOLID or CUSHION, either red or grey; price according to size. Send for Catalogue.

ELASTIC TIP CO.,

Cor. Cornhill and Washington Street,
BOSTON, MASS., U. S. A.

REAL BICYCLE UNIFORMS.



Be sure to send for free samples and measure blanks. Club Uniforms a specialty. L. A. W. Coats, $8. Knee Breeches, $4. Punnett's celebrated Jersey Cloth Knee Breeches, only $4 a pair. Bicycle Caps, Hose, Pins, Tights, gold or silver Letters, Punnett's Invisible Pants Holders, 25c. a pair. Be sure to write now.

R. A. PUNNETT, Tailor and Athletic Outfitter,
98 & 100 West Ave., ROCHESTER, N. Y.

All strictly first-class work at moderate prices.

SEND FOR CATALOGUE.



PRICES TALK!

You are going to buy your Bicycle where you can get a good one for little money.
Examine our prices.—We can save money for you.

Meacham Diamond—A Gents' or Ladies' Safety, DIAMOND FRAME of seamless tubing, ball bearing all over, including socket, ball bearing head, lightly built, high grade in all respects (see cut)..List, $115.00; Net, **$64.60**

Express, Gents'—30-inch wheels, ball bearings all around, frame of steel tubing..List, $80.00; Net, **$61.33**

Express, Ladies'—30-inch wheels, ball bearings all around, frame of steel tubing..List, $80.00; Net, **$61.33**

28-Inch Safety—Combination wheel for GENTS or LADIES ball bearings all over...List, $75.00; Net, **$53.33**

Large Boys' and Girls'—Combination Safety, 26-inch wheels, adjustable cone bearings all over.....List, $40.00; Net, **$24.00**

Boys'—25-inch wheels, adjustable saddle and brake, rubber tires, mud guards, adjustable cone bearings.....List, $35.00; Net, **$20.00**

Boys' and Girls'—24-inch wheels, DIAMOND FRAME of steel tubing, adjustable CONE bearings.....List, $35.00; Net, **$22.66**

Boys' and Girls'—24-inch wheels, DIAMOND FRAME of steel tubing, adjustable BALL bearings.....List, $40.00; Net, **$24.66**

Send for catalogue. **E. C. MEACHAM ARMS CO., ST. LOUIS, MO.**

$85.00 LOVELL DIAMOND CYCLES. $85.00

High Grade Only.

All Ball Bearing,

Steel Tubing

—AND—

DROP FORGINGS.

NO BETTER MACHINE AT ANY PRICE.



Lovell Diamond,	$85.
With Cushion Tires,	95.
For Ladies,	85.
Convertible,	85.

AGENTS WANTED.

BICYCLE CATALOGUE FREE.

MANUFACTURED BY

John P. Lovell Arms Co., Boston, Mass.

Learn to Ride

BY USING OUR

INSTRUCTION BELT

Price, with instructions for use, $1.25.

ST. LOUIS WHEEL COMPANY,

311 N. 14th St., St. Louis, Mo.

A NEW DEPARTURE.

"THE BICYCLE INN,"

194 and 196 Columbus Avenue, Boston.

Bicycles Boarded, Cleaned and Cared For

BY THE DAY OR WEEK.

Competent Attendance and Moderate Charges

Dressing, Toilet and Coat Rooms in connection with the only "BOARDING STABLE" for Bicycles in Boston, where you can leave or take your wheel at any hour of the day or evening.

E. E. BROWN, Manager.



HAVE YOU SEEN THE NEW

BUTCHER CYCLOMETER?

Ask Your Dealer to Show it to You.

For Ordinary Bicycles. Price $10.00. By Mail On Receipt of Price.



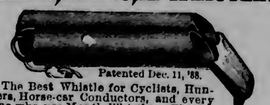
For Safeties. Price $11.00. By Mail On Receipt of Price.

The unprecedented demand for this Cyclometer this season is our apology to our many customers for delays in filling orders. With enlarged facilities, we can now fill all orders promptly.

The Butcher Cyclometer Co.,

338 WASHINGTON ST., BOSTON, MASS.

THE UNIVERSAL WHISTLE.



Patented Dec. 11, '88.

The Best Whistle for Cyclists, Hunters, Horse-car Conductors, and every one who use Mouth Whistles. The Patent Mouth-Piece enables one to hold it in mouth without use of hands. Price, by mail, 25c. or $2.00 a dozen. A chance for any smart boy to make money. WHITTEN, GODDING & CO., Providence, R. I.

To Athletes, Cyclists, Baseball & Footballists, Horse-back riders, Boxers and Oarsmen; when you want to ride, run, walk, row, skate or swim a long distance, USE

ANTI-STIFF

To Strengthen the Muscles.



To Strengthen the Muscles.

It is a marvellous preparation for Strengthening the Muscular System. With Anti-Stiff there is no faith required; it goes straight for the muscles, and you can feel it at work. It has a peculiarly warming, comforting and stimulating effect on all weak or stiff muscles and sinews. Quick in action, cleanly and pleasant in use. Rub it into the muscles every night for a fortnight, and you will be pleased at its supporting and strengthening properties. There is not, nor has been, anything like it till now. It differs from all Oils, Embrocations, and Liniments, both in substance and effect. Some athletes are so fond of it that they rub it all over them.

E. FOUGERA & CO., Agents for U. S.,
30 N. Williams St., N. Y.

Mention this paper.



PRICE, $135.00.

CUSHIONS WARRANTED.

"We warrant all our COLUMBIA BICYCLES and TRICYCLES to be free from imperfections in material or manufacture, and agree to make good, at store or factory, at any time within a year, any defects in them not caused by use, misuse, or neglect."

In this warrant we unreservedly include our COLUMBIA CUSHION TIRES.

These Tires are made exclusively for us of the very best rubber obtainable; are only slightly compounded, just enough to give the proper elasticity and to insure the greatest durability; are all tested to an exact weight, as well as in many other ways; and are rigorously inspected several times. They "will not float."

We unhesitatingly recommend the COLUMBIA CUSHION TIRES as superior to any other Cushion Tires in use, and riders will find by actual test that COLUMBIA CUSHIONS have more resiliency than any others. They will last as long as Solid under the same circumstances.

Carefully inspect these Tires.

POPE MFG. CO.,

77 Franklin Street, BOSTON.

BRANCH HOUSES:
12 Warren Street, NEW YORK.
291 Wabash Avenue, CHICAGO.
Factory, HARTFORD, CONN.

THE BICYCLING WORLD & L. A. W. BULLETIN.

FOUNDED 1878

DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXIII. Number 11. BOSTON, 10 JULY, 1891 $1.00 a Year. 5 cents a copy.

The great resiliency and size of the Victor Cushion Tire (the King Tire of '91) have caused many wheelmen to erroneously suppose that a puncture would work the same disaster as in the pneumatic tire. The Victor Tire "isn't built that way."

STICK A PIN IN IT.

Everybody invited to try for himself.



VICTOR CUSHION TIRE.

OVERMAN WHEEL CO., CHICOPEE FALLS, MASS.

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

THE GENUS HOMO IS NOT ALWAYS HOMOGENEOUS.

We have a special admiration for a consistent man. A man who knows what he wants. Why he wants it. And who knows when he gets it. Then if, in addition to this, he *pays* for it, we are inclined to rate him as "one on whom the Gods have set their seal to give the world assurance of a man." A party recently came into our office and asked if we made bicycles with pneumatic tires; after a few minutes talk with him we found that he didn't know what a pneumatic tire was, and had no idea why it was called thus. Of course we sold him a

Hickory TRADE MARK

as we had no difficulty in convincing him that it had *all* the staying qualities as well as the elasticity. Of course we told him that we had cut open a pneumatic tire and were satisfied that there was "nothing in it."

By the way, speaking of pneumatics, we have been accused of trying to injure them by making sarcastic remarks. We always knew they were especially liable to injury, but had no idea they were as sensitive as that.

When anything is in such delicate health that it may be hurt by a sarcastic remark, or even by a grammatical error, it must be weaker in the knees than the bicycle ever was, and *that* has had to live down a heap of what Webster calls contumely. Who knows but the tire now so rudely spoken of as a "buster" may yet become the "head of the corner?" *We repeat, who knows?* If *you* do, please send your address to this office. Speaking of pneumatics; have you noticed any of those last years' cloaks that some of the ladies have been wearing this year? They were made to fit over a bustle, and now that the bustle is no more the cloak reminds us of several tires we have met coming home from a "run." While we are talking of bustles (and surely there can be no harm in it since they are *Ancient regime*), did you notice that conundrum that was in some of the "patent outside" papers lately? "Why is an historical novel like a bustle? Ans.: Because it is fiction founded on fact."

Hickory TRADE MARK

There was said to have been some fiction that was not founded on fact connected with the advertising of bicycles. Who could have done it we have no idea, though there was such a report.

"A NOVEL SIGHT was seen Friday evening when three local wheelmen rode down Congress street on a Hickory Safety. One man stood on the coasters, the second sat in the saddle, and the third was seated on the rear mud guard. Their combined weight was four hundred and twenty pounds, but the wheel stood the severe test finely."—Milford (Mass.) Journal.

That ought to have been fiction, but it wasn't, it was a fact. The machine was one of our regular Hundred Dollar Safeties, and weighed 44 lbs. We

Hickory TRADE MARK

don't recommend the bicycle for such use. We merely make a note of the fact that they *will* stand it.

However, if that same machine should happen to break "on a smooth road" some day the "light rider" might wonder why it was, but anybody who makes bicycles for a living wouldn't.

Queer, isn't it?

ELLIOTT HICKORY CYCLE CO.,
Newton, Mass.

P. S.—Don't forget to go to Detroit, will you?

Beauty on the Bicycle.

AS WE were one of the earliest advocates of Bicycles for ladies, it is far from pleasant to hear people who ought to know better raise silly objections, and yet we must admit there is room for improvement on one point, viz.: appearance. Hardly a rider goes by but has his saddle well back and then leans forward so as to get his body over his pedals. The outside world wonders "where is the fun of cycle riding if it is such hard work as to double a man up like that?" The initiated know that he is simply sitting in racing position, regardless of the fact that racing and riding are wholly different in their requirements. But when a lady rides with saddle too far back and also too low, the ungainly appearance is most marked, and we don't blame the Rev. Bishop Coxe for comparing her to an old woman on a broom stick. Moral—Keep point of saddle over crank axle, and remember that the SYLPH "Y" handle bars give more room for mounting than any other.

ROUSE-DURYEA CYCLE CO., - - 9 G Street, Peoria, Ill.

NEW ENGLAND BICYCLE DEALERS.

If the UNION or WARWICK CYCLES are not represented in your territory, write us for terms. You will find them more than liberal.

A. O. VERY CYCLE CO., - - 173 TREMONT ST., BOSTON.

LACTART
ACID OF MILK.

A REFRESHING DRINK WITH WATER and SUGAR.
Call for Orange or Raspberry Lactart at the Soda Fountains.

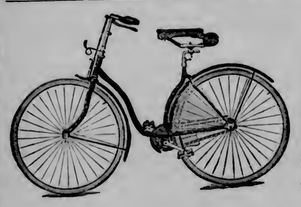
Benson, of Corey Hill fame, says:
AVERY LACTART CO., Boston.
Gentlemen—"For several seasons I have used your Lactart and found it very satisfactory, as a quencher of thirst." Respectfully,
A. P. BENSON, Newton Club.

UNION CYCLES WIN THE RACE.

Another Scalp.
The Poorman Road Race,
Won by H. C. Tyler on a
No. 9 Cushion Tired UNION.
In competition with all styles and tires.
Twelve out of sixteen prizes
Won by riders of UNION Wheels
At Needham, Mass., Races, July 4th.
"They everlastingly get there!!"

UNION CYCLE MANUFACTURING CO., Highlandville, Mass.

Mr. Stokes of Chicago looks after our Western business.



FEATHERSTONE'S
PNEUMATICS.



We have been too busy to say much about what our Pneumatics are doing. The reports from the races in the different parts of the country, show where the Pneumatics stand. The racing man does not think of riding anything but a pneumatic now IF HE CAN GET ONE.

Mr. G. Minturn Worden won the State Championship of Massachusetts, at Worcester, May 30, on a FEATHERSTONE PNEUMATIC.

In the road race of 33 1-2 miles, at Denver, June 14, THREE FEATHERSTONE PNEUMATICS ENTERED AND CAME IN 1st, 2d and 4th respectively, Mr. T. F. Lyon coming in first, winning the time prize medal.

A. FEATHERSTONE,

Clark and 16th Sts., and Armour Ave., - - - Chicago.

NS AND NEEDLES



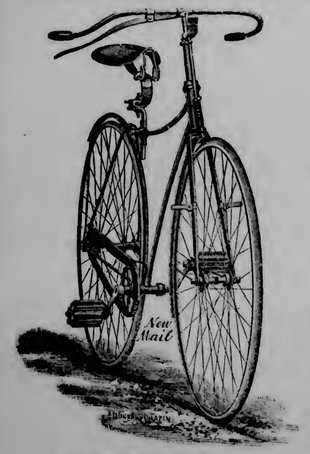
Have no effect on th "SWIFT" Cushion Tires, and don't forget that the side grooves on our Tire effectually prevent the rim from ruining the Tire.

Simplicity, Lightness, Strength.

The New Model E "SWIFT" with 1-inch Cushion Tires weighs 36 lbs. all on. Special curved handle bars with cork handles. Guaranteed to carry 200 lbs.

COVENTRY MACHINISTS' CO., Ltd.,

239 Columbus Avenue, Boston, Mass. | 11 and 13 Madison Street, Chicago, Ill.



HANDSOMEST SAFETY MADE.

WHY is the NEW MAIL at $100

The Best Value in the Market at the Price or Anywhere Near It?

BECAUSE IT HAS Cushion Tires which annul jar and vibration, giving life and elasticity to whole wheel, and are to be the Favorite Tires for 1891, and we Warrant Them. Our Cushion Tires are Right and the Best.

BECAUSE IT HAS Tangent Spokes strongly tied and Nickelled to intersections. Stronger and handsomer than direct spokes as used on cheaper wheels. Select Tangent Spokes Always!

BECAUSE IT HAS a Brazed Frame at all joints. Look our and get a Brazed Frame always to stand road wear, and at *every point* of the frame!

BECAUSE IT HAS a Standard Easy Saddle, the Garford, which is a Favorite.

BECAUSE IT HAS the Popular New Mail Shape Handle Bars, low and well back to rider.

Study all these points on examining the wheels in the market and see if you find them in Any Other. The BEST YET!!! If your dealer has not got it ask him to show one before you decide.

WM. READ & SONS, 107 Washington St., Boston, Mass.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN Co.

☞*Postage stamps will not be accepted hereafter in payment for Advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.*☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

Editorial Contributor, F. A. EGAN.

BOSTON, 10 JULY, 1891.

ALL roads lead to Detroit during the next week, and every indication points to a large attendance and a good time. If you go, do not fail o take your League ticket, or you may regret it. Detroiters are ready and anxious to receive you all, so don't disappoint them by staying at home.

AT the meeting at Rockford, of the Illinois Division, ex-Chairman Randall and Rule G received an unanimous endorsement, and the Alliance was voted to be detrimental to the best interests of the League. As Mr. Miles was on the Committee of Resolutions, we are not surprised that he lent his influence to have the resolutions read as they did; but that H. G. Rouse, so closely identified with the racing interests of Peoria, should be in favor of Rule G, is a surprise to us. We notice one thing in the resolutions which we cannot pass without comment, and that is, the reference to Mr. Randall's "personal remarks" (that's mild!) and the claimed "apology." Mr. Randall's "personal remarks" were made in the press; therefore would it not be a more manly course had he made the apology a public one also? To accuse a man publicly of being puffed up with his own importance, and then write him a private letter expressing regret, is hardly a fair way of disposing of the matter. The least Mr. Randall can do is to say publicly, through the same medium he made his attack, that he regrets his hasty language.

THE *Referee* charges that the "Dunn organs" have shirked the question as to the power of the Rights and Privileges Committee to pass or the constitutionality of Rule G. or any other rule. We did not know that there were any "Dunn organs," and judging from the persistent unreliability of the *Referee* in treating of the Racing Board incident we doubt if such really exist. However, if they do, let them no longer "shirk" the responsibility of coming out and stating that the Rights and Privileges Committee have the right.

As for the WORLD it has from time to time stated pretty plainly that it believed the Rights and Privileges Committee has the right to pass on the question of constitutionality of any rule that may be presented and questioned. It is to be hoped that these doubting Thomases will have the question settled at an early Constitutional Convention or meeting of the National Assembly.

ALL this balderdash and nonsensical talk about the League being disintegrated in consequence of the little round and wind up between Mr. Randall and the Rights and Privileges and Executive Committees of the L. A. W., has a very hard, practical answer, and the answer is this: The League closes its books on the first of July with over 4000 more names on same than it had a year ago! This smacks of trouble and splits between the East and the West, doesn't it?

THE correspondent from Newton, Iowa, raises his voice in protest against a suggestion made in a local paper that the races there the other day would "have been a greater success if there had only been some races for the ladies." It is a pleasure for us to add our most emphatic protest to that of our correspondent. As he says, it's bad enough to encourage racing among women who desire to become professionals, but to see any pleasure in our sisters, sweethearts and wives struggling round the track—save us!! It is hard to conceive a nature which could get any enjoyment out of such a spectacle. In the first place, the professionals do not hesitate to appear in tights, a costume eminently fitted for cycle racing, but not one that would ever be adopted by lady riders. Hence ladies would have to wear the ordinary skirts, a costume not at all fitted for racing. The idea is barbarously revolting, and even the suggestion shocks the sensibilities of the refined and chivalrous.

THERE is nothing like being up with the times. Mistakes will occur in the best regulated newspapers; but when we read in a so-called cycling paper, printed June, 1891, that W. H. Emery is first Vice President of the L. A W., and Geo. Bidwell, second Vice-President, we appreciate the fact that it takes a long while for news to reach some people. The same paper speaks of Mr. Randall as being "suspended," and says there will be "music" at Detroit on the occasion of the meeting of the "National Assembly."

A WEDDING tour on bicycles seems to be the latest fad. As a rule we can scarcely recommend this mode of travel for the honeymoon. The roads of America are not such as to improve the temper, though a tour over the continent from ocean to ocean might be the means of strengthening the patience of a newly married couple to such an extent as to be of inestimable service to them in after life.

Nothing tests a man's (and a woman's for that matter) patience and good nature so much as the delays, discomforts and trials of travelling. A man who, under the soothing influences of affluent surroundings and the smooth running of affairs is patient amiability itself will, in many instances, become irritable when he encounters the annoyances incidental to travel. Such people lack the spirit which should exist in every one, and which finds a certain exhilaration in surmounting difficulties of whatsoever character. We have sometimes noticed that those we supposed possessed a serenity of disposition, become the very essence of selfishness under tests that none but the supremely selfish would ever attain.

It might be a good suggestion for engaged couples to take a prolonged tour, under proper chaperon of course; thus they would have ample opportunity to judge as to the sweetness, or sourness as the case might be, of each other's dispositions before it was too late.

"DOES it make a man a professional when he exchanges a prize he has won at a race meeting, for some other article?" This question was asked us by a rider the other day, and our answer to the query would be "No." We have known of cases where the contestants after a race have traded prizes, and we cannot see the impropriety of any rider swapping a bicycle, or watch, or any other prize for some article he would prefer, especially if he has duplicates already in his possession.

A CONSTITUTIONAL CONVENTION has been called at Hartford, Ct., for September 8th, on which occasion no doubt the questions now vexing and perplexing certain members of the L. A. W. will be discussed, and we hope amicably settled. There is no need of having sections jealousy as a factor in the discussion. What we are all after is what is best for the interests of cycling. We may view the question in different lights, but we believe that most of us are honest in our convictions.

MASSACHUSETTS heads the list of League membership at the close of the League year with a total of 2848. New York takes second place with 2513, and Pennsylvania comes third with 2132. Then comes Connecticut 1817 strong, and Illinois fifth with 1676.

THE Rt. Rev. Bishop Coxe of Western New York has raised quite a little breeze by his attack on cycling for ladies. A prominent New Yorker sent in his personal protest, and the Bishop replied as follows:

"DEAR SIR: It is impossible for me to object to your remonstrance based upon the therapeutic merits of the bicycle. But I am surprised and amused at the comments of the press on some incidental remarks which fell from my lips while addressing a school for girls which is under my care, and to which I was commending modesty as indispensable to character in women. I am still of the opinion that bicycling is grossly immodest as well as ridiculous for women; the exceptional use of it for health does not come under my censure, save only when the crowded thoroughfares of a city are chosen for such exercise. I submit that to pick out a word or two from a deeply serious and well-studied lecture, and to treat them apart from time, place, and circumstance, with no reference to the argument in which they were embedded, is not fair to any speaker, much less to one whose experience among men, and whose studies in ethics are not inferior to those of his critics. With sincere thanks and true respect, I am faithfully yours,

A. CLEVELAND COXE, Bishop, &c."

It is pleasant to note that the Bishop does not oppose cycling for ladies on his disbelief in the "therapeutic merits of the bicycle," and this being so, his dislike rests simply on what he is pleased to term the "gross immodesty" of ladies indulging in the sport.

We differ with the reverend gentleman as to its being "grossly immodest and ridiculous" for ladies to ride. We have seen ladies riding a bicycle who were decidedly ungraceful, but never have we witnessed the spectacle of a lady's appearance on a bicycle descending to the low level of "gross immodesty." The picture is overdrawn; but if the Bishop's berating will cause some of the ladies who cycle to have a little more care as to the form with which they ride, this "Tempest in a Teapot" will not have been without good results.

THOSE interested in the Rule G controversy will find hot shot and plenty of pepper in the article signed "Veteran."

GOD BLESS BRO. COXE.

I AM inclined to take a more cheerful view of Bishop Coxe's talk than obtains with most of the bicycle people. It seems to me that it must be to the advantage of the cause rather than otherwise (however the Bishop may have intended it.) Every man, with even a moderately active digestion, sees nothing but loveliness in the bicycle riding of any woman who is appearing *as well as she can*, but it is well that some one has called attention to the matter, to the end that unnecessary awkwardness, born of ignorance as to what is best, may be eliminated so far as possible. In the *average* riding school beginners are taught to *ride* without regard to position, length of cranks, height of handle bar, ankle motion, or general effect, with the result that many of the "graduates" turned out fit the Bishop's description too closely.

Now girls, when you begin to reform, as of course you will, (please don't feel too sure that this means *some other* girl, but look into the matter carefully and see if it don't mean *you*), don't think you are cured when you are only convalescent.

Sit up; look alive; use your ankles; hold up your head; straighten up your back; wear plain, neat, becoming dress, and if the Bishop don't propose to some of you, *I* will. STERLING ELLIOTT.

Newton, July 6th.

P. S. Please speak to your brother about this and see if you can't get *him* to sit up, too.

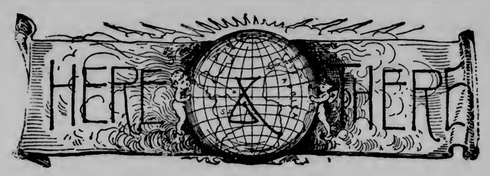
THEY ARE IN IT.

EDITOR BICYCLING WORLD: " * * * Turning to the list of events, we find that of the twelve races to be run at Hamilton, Ont., just exactly six of them are for the good old ordinary. From this, and the fact that the word "pneumatic" does not once occur in the entire pamphlet, we are inclined to think that our Canadian friends are not as great leaders in matters cycling as one would think them to be, when their close affiliation to England and things English is considered."

In reference to the above clipping in your last issue, I would like to say for the information of the writer of same that our Canadian rules do not classify pneumatic tires. It therefore was not necessary to mention them in our pamphlet. It may interest him, however, to know that of the five eligible entries for safety championships, four rode the new tires; and as the one-mile race was won on a quarter-mile track in 2.42 1-5, I think he will admit that Canadian riders are not as far behind the times as he would imagine.

As to remarks re the good old ordinary, we have found on our roads that cushion tire rationals have proved faster than safeties, until introduction of pneumatics; and as most of our racers heretofore rode high wheels it was necessary to at least give them half of a necessarily short list of events.

The road race yesterday, won by a Hamilton rider in 54 1-2 minutes, distance 19 1-2 miles, also proves, I should think, that although we may not be leaders we are not laggards. Yours truly, R. A. ROBERTSON.



SEVERAL members of the Acorn Wheelmen of New York City made a run to Coney Island on July 4, and enjoyed a shore dinner at that place.

THE summer race meeting of the Atlantic City Wheelmen will take place July 22d.

PREPARATIONS are being made for a big bicycle meet to be held in connection with the State fair at Minneapolis, Minn., September 7.

WHAT may prove a fatal accident occurred on June 29, when four cyclists were coasting the mountain side of the road from Feltville to Scotch Plains, N. J. Corporation Counsel Craig, A. Marsh and Albert Venino were in the lead, and Mr. Venino in sweeping around a curve crashed into a wagon loaded with crushed stone and was hurled headiong down the hill. Mr. Marsh jumped from his wheel in time to avoid a collision, but was thrown in jumping and badly sprained an ankle and a wrist. The other two cyclists collided with the wagon but were less hurt. Mr. Venino was brought to his home in Plainfield, N. J., where he lies in a critical condition.

THE East Orange, N. J., Cyclers had a busy time of it July 4. At seven A. M. a portion of the organization made a run to Tarrytown on the Hudson, reaching there at 11.20 A. M., and after partaking of dinner they started for home. At 11 o'clock another portion of the club consisting of 27 members scorched it to Rahway, N. J., to witness the races of the Union County roadsters. In the evening 62 members of the club started on a fireworks parade through the principal drives of Orange, and on their return to the club house partook of refreshments, and finished up what really could be called a busy day.

THE Columbia Cycle Club of Worcester, Mass., celebrated the inauguration of Independence Day with an antique and horrible parade which, though not the success in point of numbers that was anticipated, made up in quality and a little more, what it lacked in quantity. The costumes worn by the members were indeed laughable in the extreme, and it well repaid those who were out in the early hours of the morning to witness the parade.

"ONE of the lightest wheels manufactured was shown at the quarters of the Cook County Wheelmen this week. It was a fifty-inch ordinary and weighed but ten pounds, and was made of aluminum."—*Exchange*. We should like to see how the wheel would look after it had a fair trial on the road.

MR. ELMER F. WEST, a member of the Gotham Wheelmen, is to ride to his home in the Catskills in August, where he will enjoy a month's vacation.

THE new cycling club recently formed at Natick, Mass., has twenty-six charter members, and a prospect of more before the list closes.

CAPT. SWAN of the Waltham Bicycle Club left that city on June 30 awheel for Detroit, to attend the national convention of the L. A. W.

LEWIS WARNER of the Oxford Wheelmen, of Philadelphia, Pa., has sixteen century runs to his credit so far this season.

PROBABLY the largest club mileage known for a single day was made on June 13 by the Century Wheelmen, the total being 6900 miles.

THE Boston *Record* asks: "Is a girl astride a broomstick or a bicycle a less cheerful sight than a bishop astride a hobby?"

ROCKLAND County Wheelmen race meet at County fair, Spring Valley, N. Y., September 22. Entries close with Messrs. Gardenier and Cole, Spring Valley.

ONE of the important cycling events of the year in England is the annual picnic of the Singer Cycling, Cricket and Football Clubs. Coventry takes a holiday when the Singer folks give their picnic; it could not do otherwise, for all the (Coventry) world and his wife become the guests of the Singer clubs and turn their faces toward Kenilworth on pleasure bent. Representatives from all the leading makers were present to the number of nearly 800, and a lot of others who did not cycle, made the number of those who partook of the Singers' hospitality reach nearly 1200. Mayor Hill, of the Coventry Machinists' Co., and other civic dignitaries, graced the occasion by their presence. After tea dancing and games were indulged in until the long twilight faded into night.

DR. WINFIELD HART BALDWIN of Norwich, Ct., and Miss Fannie Benedict were married July 6 at the First Congregational Church in the presence of 1000 guests. A reception and banquet followed, and later the young couple mounted bicycles and left for a journey through the West and South. They will visit Niagara Falls, Chicago, St. Paul, Omaha, New Orleans, and Washington, making almost a circle of the country east of the Rocky mountains, and returning home in the fall. Both are expert riders, and much of this long distance they propose covering on their wheels.

THE Racing Board by unanimous vote has decided that in championship events the pneumatic and cushion will not be penalized.

THE Quannapowitt Cycle Club has been organized at South Braintree, Mass.; fifty members have already joined the club, and the outlook for the future of the club is very promising.

THE Ansonia, Conn., Wheel Club cleared $232.85 on their first field day.

PATERSON, N. J., has a cycling club just organized with the name of the "Get There" Bicycle Club.

THE Amity Wheelmen, a cycling section of the Amity Athletic Association of Brooklyn, had a pleasant outing on July 4th. Thirty-two members of the organization made a trip a-wheel to Yonkers, where the party was royally entertained by residents of the place, who were former residents of Brooklyn, N. Y., dinner being served at the Getty House. After spending several hours in social intercourse, the return trip was made by way of Fordham.

THE first annual race meet of the Quaker City Wheelmen will take place at the Philadelphia Ball Park, August 29th, 1891. Address E. B. Chapman.

THE following, relating to the speed of bicycles and signals, was framed by Buffalo's assistant city attorney, and at the last meeting of the council was referred to the Committee on Ordinances: "No person shall ride any bicycle or tricycle in any street, lane, or alley of the city, at a faster pace than at the rate of ten miles an hour, and any person riding any bicycle or tricycle, shall, when approaching any pedestrian, sound an alarm, by means of a bell, horn, or whistle, and shall in the night time carry upon the front of such bicycle or tricycle, a lighted lamp or lantern."

MR. R. P. JENKS of Providence, R. I., asks: "Will any of your readers who know give me some information (through the columns of your paper) about the riding on Long Island. I wish to know about the route from Greenport to Brooklyn, following the South shore. Any information of the kind of roads, towns passed through, and distances will be very acceptable."

GEORGE A. TYLER of New Britain, Ct., had a '91 Columbia light roadster safety No. 12719, stolen from him in front of E. G. Babcock & Co.'s store, Friday, July 3, during the noon hour. He left his machine at the curbing while he entered the store to make a purchase. There is no clue to the thief.

THERE is some talk of a match race between the oldest champion and the baby champion of New Orleans. Mr. Chas. Guilliotte, the old time champion, although he has retired from the track, expresses his willingness to meet B. W. Cason, jr., if a prize of $100 or thereabouts is put up for any distance from one to ten miles.

THE Buffalo Ramblers are now considered the premier cycling club of Buffalo, N.Y., being the foremost in all local events and enterprises, so much so, that the name, "Ramblers of Buffalo," is well and favorably known all over this part of the country. That other cities appreciate the work of the Ramblers is shown by the fact that, inside of two weeks after a visit of this club to Rochester, the unattached wheelmen of that place organized a Rochester "Ramblers" wheel club, and they now have a membership of over forty, and expect a large addition at the next meeting. If they will do as much in the interests of cycling as their namesake, they will be a boon to Rochester. So, by all means, let the boom continue.

IT has been decided that the road race between the Ramblers and the Press Cycling Club, of Buffalo, take place on August 1st, and that the distance be 50 miles. The trophy will be valued at $50, and the teams shall consist of six men. The team for the Ramblers will be selected from the following: A. C. Crooks, F. E. Klipfel, J. J. Kane, C. H. Christ, F. C. Fuhrmann, Louis Bruch, H. H. Warren, and Wm. F. Walter. The Press will have a strong team selected from these names: Conn, Sullivan, Calihan, Alward, Neumann, Finley, Penseyres and Dorntge.

AT the Owosso (Mich.) Wheelmen's century run, Owosso to Detroit by a circuitous route, 110 miles, owing to rain only two started, Chas. Salisbury and Louis A. Burhans. They made the start at 4 A.M. and finish at 8.10 P.M., June 22, '91.

THE Press Cycling club century run from Erie to Buffalo resulted in a club road race, and considerable scorching was indulged in on the 10-mile stretch. F. M. Pritch of the Press started from Buffalo on the 27th, at 5.30 P.M., arriving at Erie at 4.15 A.M.; fifty minutes later he left Erie on the return, reaching Buffalo at 4.55 P.M. His actual riding time was 23h. 25m. He rode a cushioned tire safety. Sullivan of the Press also did the 200 miles; time from (riding) Buffalo to Erie, 7h. 36m., returning with the 23 members of the Press Cycle Club to Buffalo, all finishing but one, who had a break down.

THE Gotham Wheelmen of New York City expect to occupy their new and beautiful club house on August 1st. Although but eight months old this organization has a membership of seventy-five and rapidly growing, which is to be accounted for from the indefatigable efforts of the club's officers, especially its President, Franklin J. Forester.

THE Riverside Wheelmen of New York City formally opened their new club house on Tuesday evening, June 30, and gave a "stag" party to celebrate the event. The new home of the Riversides, which is located at 232 W. 104th street, is a new three-story brown stone, the interior having been altered to meet the requirements of the club. There were over 200 wheelmen present at the opening, and many expressions of good will and wishes for the future success of the club were expressed by those present. The quarters are beautifully fitted up, and one of the many interesting pieces of furniture in the parlor is an elegant cherry case containing over forty prizes won by members of the organization.

NELSON A. BRADT, who left New York City on April 9 awheel for the Pacific Coast, arrived at San Francisco on July 4th.

THE Cook County Wheelmen of Chicago, Ill., have formed a lawn tennis club, and have three splendid courts at their West side grounds.

MR. ELBRIDGE R. ANDERSON of the Boston law firm of Bartlett & Anderson, together with Mr. Joseph W. Bartlett, his partner's son, started July 1st, on a long bicycle trip, their destination being Grand Rapids, Mich.

IT is said that the Commercial Union Telegraph Company is planning to mount several of its linemen in Maine on bicycles, the object being to make quicker time in tracing breaks, and thus enable the men to make quick work. It is also proposed to use several wheels in the messenger service.

ANSWERS to numerous correspondents: No we not heard anything further from Mr. Beranger of Worcester as to his "mile in 49 seconds' machine?"

MR. STEPHEN GOLDER, we notice by the Portland, Ore., papers, was in that city during the latter part of June.

"Once upon a time" we printed a notice saying that the Bay States o Worcester only rode short distances. The captain of the Bay States sends us the following, and asks us if this looks as if they couldn't ride a little bit? "A club run of the Bay States was called for the 28th. It was a century run, and nine members started from the club rooms on Pearl street at 4.45 A.M. They all finished the distance, 110 miles. We rode from Worcester to Auburndale, from there to Waltham and Concord, back from Concord to Waltham, and then from Waltham to Chestnut Hill reservoir; from Chestnut Hill we rode back to Worcester, arriving home at 8.30 P.M. Actual riding time was 10 1-2 hours. The roads were excellent, and the air bracing and cool."

Saddle and Cycle honors us with cutting an article entire from our columns, but the editor fails to extend the courtesy of credit.

OAKLAND, Cal., has a new club with 18 charter members. The name of the club is the Alameda County Wheelmen. This makes the third club in Oakland.

A LEAGUE wheel club has been formed in Norwalk, Ct., by the name of the Alpha Wheel Club. The club consists of twenty members.

THE Norwalk Wheel Club under the leadership of Captain V. M. Hornecker, took a club run to Hotel Stanley, Saugatuck, on Wednesday evening, June 24, where supper was served and a general good time enjoyed.

W. H. CHECK and Miss M. J. Jackson of Chelsea, Mass., went over the road on Saturday to Worcester, and while there were royally entertained by the members of the Bay State Bicycling Club of that city. Miss Jackson mounted a wheel for the first time on last Fast Day, and in view of this fact and considering the state of the roads over this route the performance is a remarkable one, and is worthy of emulation of riders of longer standing.

THE Workingmen's Bicycle Club is the name of a new cycling organization recently formed at Grand Rapids, Mich.

THE midsummer number of *Outing*, just at hand, is a splendid edition of this excellent magazine. A charming allegorical frontispiece depicting the rivalry between the safety and ordinary adorns the issue. A sweet girl (Bishop Coxe kindly take notice) on a safety is far outpedalling old Father Time on an ordinary. There is an illustrated article on the Detroit Wheelmen, and an illustrated article on the founder of the cycle manufacturing trade in America, which is, of course, a sketch of Col. Pope. The number has a host of interesting articles on general subjects, and the usual interesting cycling *melange* by the "Prowler."

A NEW YORK exchange says: "There is a narrow paved alley running between two brick buildings on upper Eighth avenue, where many of the fancy bicycle riders who are seen nowadays in the Park first mounted their silent steeds. The alley is long and so narrow that the possibility of falling is reduced to a minimum. Once on a bicycle a rider need have no fear in the alley. He cannot do worse than bump his shoulder or bruise his knee. An hour's practice daily, according to the janitor of the building in the rear, has produced astonishing results in a week's time. The alley is said to be good for as much revenue to the janitor as an upper flat in the house on either side is to the landlord."

HAWKSHAW'S COLUMN.

To expect perfection in all delicate cases, amongst such a suddenly increased sporting body as wheelmen, would be to expect the development of a modern race of knights-errant, in a very short time. Such qualities as courtesy and presence of mind, however, are desirable in the practice of every sport, and of wheeling, perhaps, more than from any other, to promote harmony and good fellowship; and their cultivation is to be recommended to the cycling world in particular, not only to promote its welfare as an institution, but as a duty and a necessity. There are undoubtedly many wheelmen whose boldness would be edifying if tempered with a little more delicacy. To some it seems as though once they are off on a run, or to a meet, that they must throw to the winds all the rules of decency, decorum and good breeding, or else they cannot have what they are pleased to term "a good time." In the lexicon of these individuals "a good time" is only possible when those who desire to enjoy it make nuisances of, and disgrace themselves, bringing discredit to cycling and to themselves. When cycling was younger, some captious critics dubbed the riders of the bicycle "cads on castors," and it took many a year's careful actions to obliterate from the minds of the press and public this offensive title. We were but a few then, but what we lacked in numbers I am proud to say we made up in merit; it was our boast that one only had to meet a cycler to be certain of meeting a gentleman, and this was almost a rule without an exception. Now the cycler has become a power in the land, he is as numerous as the locusts that swept over Egypt, and I regret to say, often as careless of the comfort and welfare of others as the locust was. I do not expect wheelmen off on a run or to a meet, enthused by the stimulous of new and pleasant surroundings, to don a funeral face and never laugh or enjoy themselves. Laughter and good fellowship are the two things I most prize in life, and I therefore would be one of the last ones to deny them to others, but I do expect that wheelmen wherever they may be, and under no matter what enthusiasm they may be laboring, to remember that in the hands of each one of them rests the honor and reputation, to a certain extent, of every wheelman in the land, since the fraternity of the wheel is as a body too often judged by the inconsiderate and foolish acts of the few, instead of by the courteous and thoughtful demeanor of the many. "Boys must be boys," is but a poor excuse for some of the pranks and horse play of wheelmen, and if the excuse be a valid one, then I am more than ever anxious to see wheelmen no longer addressed as "boys."

How would this do for a motto for a dealer? "If at first you are not pleased, bi., bi. again."

There can be no question in the first place that cycling is the best adapted of all things for recreative exercise by students, and it seems

strange, such being the case, that the sport has not taken a more general hold upon the athletic inclined collegians than it has. Laboring with brain and nerve and not with muscle, confined within doors much of the time, young and active and restless as most students are, the bicycle is just the thing they need for diversion. It stands ready to hand for any half hour or half day; the roads are open and free for its use; it takes one into the open air and sunshine, away into rural scenes and natural attractions; it expands the lungs, develops the muscles and organs of the body in every direction, gives the blood a circulation away from the head and lungs, and develops other faculties of judgment and action to a degree that no other sport does. With all of these things in its favor to commend it to the collegian, for some reason or another he has never seemed to take kindly to it, and the more one thinks over this peculiar fact, the more puzzling it becomes.

"I'm going out with the tied," said the handle-bar to the bow of ribbon that fluttered from it.

Women have come to stay in cycling. They are now as much a fixture in the sport as are the men who inaugurated it. They have their clubs, their runs, and their banquets, just like their brothers and fathers do, but at their banquets there is one thing they will never know the pleasure of singing, as men do, and that is, "For He's a Jolly Good Fellow." When that is rolled out in chorus, along toward the end of the toasts, just after some favorite speaker has finished his remarks, the words carry a depth of meaning and expression beyond the comprehension of women.

Speaking of after dinner speeches, reminds me of a story they tell here on a well-known doctor who is as enthusiastic a wheelman as he is a medico. He was a "forty-niner"—a very pat expression that Mr. Editor, for the coining of which my thanks are due you—in cycling, and delighted to dilate upon the pleasures of those early days in the sport when he was one of the pioneers upon the wheel. It was after the coffee and cigars had made their appearance around the festive board that the genial doctor was called upon to respond to the toast of "Those good old days." In a thoroughly Chauncey-Depew-sort of a way he launched into the subject, and soon had nine-tenths of the new riders around the table, kicking themselves for having been born just ten years too late to have shared those experiences and exploits of the doctor and his friends. Warming up as he felt he had the sympathy and attention of his audience, the enthusiastic doctor said: "Yes, indeed, gentlemen, I well remember the first appearance of cycling; during the early part of the last decade it was sporadic, towards the middle of that period it became epidemic, and now gentlemen, it has culminated in a violent and acute attack all over the country." The laugh that greeted this mixture of medical terms and cycling caused the doctor to see that he was getting his two hobbies just a trifle tangled up, and he hurriedly brought his remarks to a close.

"HAWKSHAW."

SOME POINTS ON ROADS.

REMARKS OF MR. STERLING ELLIOTT AT THE JUNE MEETING OF THE YOUNG MEN'S ASSEMBLY.

[CONCLUDED.]

TAKE for instance the steam road roller used in Newton; it is a fair sample. Its driving wheels are twenty inches wide at the tire, and its front wheels or rolls are twenty-five inches wide, making an aggregate tire width of ninety inches. The weight of its roller is fifteen tons, giving a pressure on the road of one ton for each three inches of width or 333 pounds on each inch, and this is a heavy steam roller, much heavier than those drawn by horses. I find that it is a common thing in trucking to carry a load equal to 833 pounds for each inch in width of tire, and there are some trucks in this vicinity which carry loads equal to more than 1500 pounds per inch in width of tire, and this not taking into account the weight of the truck, while in the road roller the total weight has been considered. So we find that the road in use has to stand a weight of two and one-half to five times as much as the pressure that is used by the so-called heavy roller in making the road. Another thing which makes this difference still more is the fact that the rolls of the road roller are larger in diameter than are the wheels of the average truck, and as the surface of even the hardest road yields some under pressure, it is obvious that the small diameter is much more severe for that reason. I often think that the sign which says "Dangerous; road roller at work," would be more appropriate if it said "road roller at play," in view of the real work that the road will get afterward.

A roller could be made three times as heavy without materially increasing the strain on its parts by adding the weight to, or making it a part of the wheels themselves, and a roller with its weight so increased could be driven with the same engine as at present by a simple change in the gearing, though, of course, it would have to move at a slower speed. Or such a roller could have its weight practically increased by reducing the width of its tread surfaces.

Did you ever notice in the larger cities how paving stones are hammered down with a small ramrod in the hands of one man? And after that street has been used for a time by those heavy trucks it begins to settle in spots, and I have actually heard people wonder why it was.

I believe that when any road is made, the foundation, and afterwards the surface, should be repeatedly subjected to a pressure of some kind, equal to at least double the greatest pressure per square inch that the heaviest truck could ever exert upon it. The Ohio law prohibits the carrying of more than 3400 pounds on a four-wheeled vehicle having tires of less than three inches in width. Up to 4000 pounds the tire must be three and one-half inches; 6000 pounds, four inches; 8000 pounds, five inches; and over 8000 pounds, six inches wide. This law in Ohio does not apply to the larger cities, but I think there are probably political reasons why it doesn't, for it would certainly be an advantage to the city streets as well as those in the country.

Sometimes the cheapest street is the one that costs the most money, when the expense of repairing is taken into account. Did you ever notice how a street is sometimes repaired? A hollow spot begins to develop, due of course to some fault in the foundation or lack of density in the upper stratum. At first it is slight, but just enough to hold a little rain and cause more water to soak into that particular spot; the water has the effect to settle the earth still more at that point, while the higher margin around the sag gets less than its share of water. This goes on until the street is said to need repairing. Now, although this hole may be three or four inches deep in the middle, it begins at its edges from the proper plane and slants in gradually toward the centre. By-and-by a tip-cart comes along with a load of no matter what. John L. McAdam would turn over in his grave if he could see the quality of it sometimes.

Now I don't want you to think I am guessing at it for I am not. I have seen on the streets, within a mile of this hall, stones four inches in diameter put into a hole in the road that wasn't two inches deep and they were round stones at that, the kind that gather no moss. A few shovelfuls of these rocks (assorted sizes) are dumped into the hole, which is shaped very much like the inside of a saucer, and the tip-cart and its companions drive on to commit the same crime in another spot. Along comes one of the wealthy taxpayers with a high stepping horse. The horse kicks these stones out into that part of the road that was already too high, the carriage wheels run over them, and the taxpayer rides home and thanks God that he is permitted to live.

The proper way to fix this hole is to fix it. Beginning as far out as where the surface commences to sag, the hole should be deepened to four or five inches, leaving its sides practically perpendicular. Into this should be properly rammed the broken stone of sizes as originally used, and finishing with a very small size. It should not be left rounded up like a newly filled grave, but thoroughly packed at once, so that when the road is mended it will be fit for use.

After a few years the best stone road as now made begins to show the larger stones projecting above its surface even when the general average is good. I believe it would be possible to prevent this in building the road by rolling the foundation thoroughly, then rolling the lower stratum of large stones with enough fine gravel to fill the spaces between them, then have the top dressing of fine broken stone about double the thickness now used. Such a road would cost somewhat more, but it would be infinitely cheaper in the end. Many of the present roads where the larger stones begin to show through the surface could be greatly improved, and at very small cost, by rolling them with a heavy roller, then putting on say two inches of fine broken stone and again rolling; but the roller must be heavy.

Practically, the only concerted action that has ever been taken in this country toward the making of better roads as a national issue, is taken by the League of American Wheelmen, an organization of men who are interested in the making, selling, and riding of bicycles. The present membership numbers about 20,000, and is increasing rapidly. We have reason to think that it will reach 100,000 by '95. It has already been instrumental in the passage of numerous bills in different states, looking to the betterment of highways. Among the more notable of these was the law passed in New Jersey, which caused the building of certain state roads, and here is a point, please don't overlook it. By the building of these roads, the property through which they passed was so increased in value by and because of these roads, that the additional taxes collected have more than paid the whole bill.

The Massachusetts Institute of Technology is to have a course of instruction in highway engineering, the funds for it being furnished entirely by a single bicycle manufacturer, Col. A. A. Pope of Boston, who, by the way, has done and is doing more in this work of road improvement than any man living. We could, no doubt, have got him here to-night if he had not just sailed for Europe.

The bicycle is no longer a toy. It is no longer an experiment. It is used by thousands for business purposes. The minister rides it to church and about the parish. The doctor rides it to see his patient, who, perhaps, sent for him in the same way. The reporter rides it in search of news which sometimes its doings help to furnish. Men who vote, men who are elected to make our laws, men who are looked to to enforce laws, all are becoming interested either directly or through their sons, daughters, or wives, in the bicycle, and through it they become interested in having better roads, and good roads are a blessing to everybody.

A VETERAN'S VIEWS OF RULE G.

Is it the duty of the League to foster racing or to kill it? The question admits of but one answer. All honor to the officers of the League who have made a bold stand against those who would kill racing and bankrupt the tournament promoters. It is about time the racing men had something to say on the question of the notorious Rule G. The Chicago papers say that the killing of Rule G is a death blow to amateurism. Rubbish. Rule G allows expenses, but it makes the clubs and racing men bow down before the high and mighty Racing Board and ask permission. The Board doesn't set its foot against expenses. It merely says: "You must come and ask us for permission." And because there are some people not connected with the L. A. W. who say that they don't care to humble themselves and ask permission to do what the Constitution allows them to do, the papers of the wild West say that amateurism is dead. The Chicago team went around the circuit last year at the expense of the Chicago Club. All their expenses were paid. They stood on the same level exactly as the A. A. U. racers. And yet it is from the members of this team that we hear all the complaint about the repeal of Rule G. Had they been able to win victories from the A. A. U. men I doubt if they would be heard now. The other complainant against the executive is a man who up to within a few years was a professional, and he is to-day regarded a professional by the A. A. U. He went to Chicago and got reinstated by one of the little Western athletic unions, and now he is shouting himself hoarse over what he calls pure amateurism. Pure amateurism to his mind is not the observance of any rule, but the securing of permission to do that which no amateur rule in existence forbids being done. The Racing Board of the L. A. W. should learn that there is such a thing as too much law. Too often the Chairman of that Board is puffed up with his own importance, and too often he believes it to be his only duty to punish offenders. And we see the lamentable spectacle of one board correcting the mistakes of its predecessor, and reinstating men who never should have been disqualified. And now we hear that the recently deposed Chairman of the Racing Board proposes to carry his case to the National Assembly and seek a justification. The National Assembly is composed of gentlemen and it will only be necessary to read the insulting letter of Mr. Randall to Mr. Dunn to have him know how gentlemen regard his cause. A man may have his expenses paid if he comes and asks us and not otherwise. That's Rule G. Why not ask the Board if we may eat soup with a fork, or if we may ride a bicycle? The Racing Board has as much power to prohibit



WON on EAGLES

—AT—

HAGERSTOWN, JULY 4th:

TWO MILE HANDICAP.

Merrihew, - - - -	First.
Seeds, - - - - -	Second.
Hazleton, - - - -	Third.

One Mile District Columbia Championship.

Robertson, - - - -	First.
Bowen, - - - -	Second.

HALF MILE HEAT RACE.

Hazleton, - - - -	First.
Bowen, - - - -	Second.
Merrihew, - - - -	Third.

THE EAGLES GET THERE JUST THE SAME.

SEND FOR CATALOGUE. We have some Bargains on our Second-Hand List.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

THE



THE MOST POPULAR MACHINE IN AMERICA.

AMONG RIDERS OF THE BEST JUDGMENT.

"Made for us by the J. K. Starley Co., Ltd., Coventry, England."

We carry Seven Styles. Pneumatic, Cushion and Solid Tires. Light weight, rigidity and beauty. . . . . .

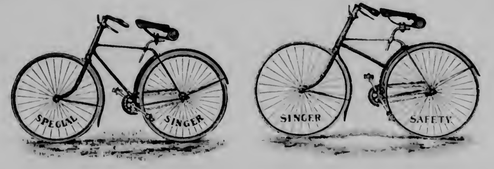
Get our Quotations on SUNDRIES.

The JOHN WILKINSON COMPANY, 269-271 STATE STREET, CHICAGO.

Sixteenth Year in America.

1876 1891

The First Cycles in the United States



The Largest Cycle Manufactory in the World

SINGER & CO.,

BOSTON, MASS.

6 AND 8 BERKELEY STREET. 2 WARREN AVENUE.

NEW YORK: F. W. AYMAR, 2 Astor House, Broadway.

PHILADELPHIA: WALL & BOYER, 1714 N. Broad St.

CHICAGO: THORSEN & CASSADY, 60 and 62 Wabash Ave.

the one as the other. But inasmuch as no law forbids us to eat soup with a fork, etc., I think the Board will not be asked. Does Rule G prevent the payment of expenses? Not at all. Any one who asks permission may pay expenses galore. It gratifies the self-conceit of the Racing Board, and does not another thing. And yet the Chicago papers say the death of Rule G means the death of amateurism. Pshaw!

VETERAN.

THE 1891 ELWELL EUROPEAN TOUR.

IT was with a sigh of relief that we bade adieu to the murky air of the atelier one fine morning a week ago, and climbed aboard of the trusty pneumatic to wheel down to Havre there to meet the touring party of 1891. Of the journey down nothing need be said save that Saturday night we were safely housed in the hotel at Havre, and had ascertained that "La Gascogne" was expected to arrive about noon the following day. The next morning, a bright and cheerful Sunday, which filled the rather commonplace streets of Havre with a gay holiday making crowd, we adventured forth upon the great stone jetty which marks the entrance of the harbor. There she was, on time sure enough, but forced to wait several hours for the flood tide in order to come to her dock.

It so happened that this very day the notabilities of the French Transatlantique Co., the Ministers of War, of the Interior, and their wives and families were at Havre to celebrate, by a big dinner and a proper amount of speech making, the inauguration of their big new ship "La Touraine," now on her first voyage to New York. Thus it came to pass that the tenders were in use by these invited guests of the company and the passengers on the Gascogne had to remain on board until the ship docked.

It was past three o'clock ere the the familiar faces of Papa Elwell and Harry Higgins downed upon my sight. They had passed a wearisome hour in the hands of the custom officers owing to the great crowd and the festivities. The entire party was at last ensconced in the big omnibus, and a few minutes later were at the Frascati. The tourists report a rather rough passage during which nearly all of them temporarily lost any desire for food. The ship was filled to the last berth, and among the cabin list were the Russian Ambassabor to the United States, Marie Jansen and Mark Twain (who paid duty for about a dozen boxes of cigars on the dock at Havre.)

The voyage on the whole had been pleasant, and the members had become acquainted with each other, yet they all seemed glad to be once more on solid ground, and were soon busily engaged in sight-seeing, and in getting over their heads in the language.

The long twilights seemed to puzzle the newly arrived Americans, as they were not used to having daylight until nine in the evening.

Monday, the day after arriving, was devoted to getting the brand new American wheels from their crates and in preliminary spins through the town. The weather was chill and drear and seemed to presage rain. However Tuesday morning the sun was up bright and early, so that when the party started at nine o'clock the day was as beautiful as could be desired. The party was escorted out of the city by Mr. Chrystie, an old American resident in Havre, and an ardent cyclist, who despite his seventy-seven years, can still do sixty miles per day with the best and not finish the last. After parting from Mr. Chrystie at Harfleur, four miles out of Havre, we continued our way to Lillebonne for dejeuner. At Harfleur under the escort of Mr. Chrystie we visited the old church built by the English during their occupation of Normandy centuries ago. A venerable Gothic structure which shows other marks than those of Time, for on its tower wall are seen the marks of cross-bow bolts, souvenirs of a memorable fight in which 104 young Frenchmen who had entrenched themselves in the tower were all slain by the English soldiery.

At Lillibonne, after the first of those long winding coasts so plentiful in France, the party visited the Roman Amphitheatre, excavated some seventy odd years ago.

The many kodaks of the members secured lasting souvenirs of the ancient relic of Roman grandeur as well as various comic pyramids of the boys and sundry instantaneous flashes at fellows leaping, dancing and running. The afternoon's ride to Caudebec was through a most charming bit of Norman landscape, as had been that of the morning. The bright sun, smooth roads and the many and various strange sights and sounds all contributed to make this our first day's wheeling one of intense interest to all.

The sweet scent of new mown hay, the vermilion popples and bright blue corn flowers, growing everywhere among the young wheat, the quaint villages and quainter village folk all combined in one glorious whole to make the happy cyclers forget the qualms of stomach and the heartaches they had endured upon the voyage. Caudebec, our first night's stopping place, was reached in good season, so that all had an hour or two leisure before dinner. Caudebec is one of the very few old Norman towns which have escaped the march of modern improvement. It is deliciously old fashioned. Rambling up and down its narrow streets lined by houses with overhanging stories dating anywhere from 1400 upwards, one might easily imagine oneself in the olden days, when what we see only in comic opera nowadays was the real life of the people.

The church, so old that the carved stone work of the facade has worn down to an inextricable blur (like unto a candle which has dripped down its candle stick) is a gem in its way. Much of the old stained glass remains, and fortunately so, for all of the hundreds of stone saints about the great portal lost their heads and hands during the furious wave of the French Revolution.

While at dinner in the long pleasant dining room overlooking the Seine, several good sized iron steamers passed up stream towards Rouen, which is the head of ocean navigation on the river. The first day's ride, albeit a short one, had tired the tourists enough to make them go early to bed after a most charming day's ride which was a revelation to most of them as to roads and scenery.

Wednesday an early start was made for Rouen, which all reached in time for dejeuner at Hotel d'Albion. The road as on the previous day followed up the valley of the Seine, only leaving it now and again to climb a hill and coast down again the other side when necessary to cut off one of the long windings of this most sinous of rivers.

A short distance from Caudebec the limestone cliffs beside the road present a most curious appearance, being hollowed out into caves and cellars, and in many cases houses, the front of which only is visible, the interior being excavated out of the hillside. The kodaks got several views of these strange habitations, which made one think of the old cave dwellers of antiquity.

The long coast down into Rouen, as well as the charming panorama of the river and city from the hill-top, delighted everyone, and five minutes after all were at the hotel. After lunch the afternoon was spent in sight-seeing in the old Norman capital, visiting the cathedrals, the place where Joan of Arc was burned, her prison, etc., etc., and in promenading along the main streets where the many beautiful things exposed for sale in the shop windows greatly interested the party.

From Rouen on Thursday our route lay up the valley to Gaillon (a curious little town with a big chateau) for lunch, and then ten miles further on to Vernon for the night. Here is an old castle built by the father of William, the Conqueror; here also the party played base ball in the square in front of the hotel as best as they could with a soft rubber ball and a broomstick bat. Several of the party took a short after dinner ride to Giverny, an artistic haunt where were several American artists located for the summer. This village, on the little river Ept, is the home and working place of the celebrated French artist, Claude Monet, whose landscapes are so much discussed on account of their daring impressionalism.

Friday forenoon's run was to Mantes, where the Hotel du Grand Cerf, as of old, received the tourists most hospitably. The table was set under the trees in the garden and a most enjoyable meal was had in the open air.

The day being warm (as had been the previous ones) we did not start for St. German until three o'clock, and, after an easy ride of about twenty miles, arrived at the Prince de Galles Hotel for our last night on the road before reaching Paris. Before dinner most of the party took a walk to the terrace in the park in order to obtain their first view of the Eiffel Tower. In the evening the brilliant electric rays from its summit were distinctly seen, although we were fifteen miles away from the city.

Saturday morning an early start was made, and following the direct road through Nauterre and up over Mt. Valerien, and so through the Bois de Boulogne the Continental was reached safely by all at eleven o'clock.

The members are now busily engaged in seeing the sights of the gayest city of the world, and, no doubt, when next Saturday comes and it is time once more to wheel away towards Geneva, most of them will be glad to be once more a wheel after the tiresome task of a week's sight-seeing. The trip to Paris was marked by fine warm weather and nothing occurred to mar the pleasure of any of the touring party. "PEDALS."

LAST CALL FOR DETROIT.

WHEELMEN, wheelmen, wheelmen, awaken to the fact that the 16, 17 and 18th of this month you want your vacation; you must have it, this is a case of necessity, it is necessary you should be to the meet if for nothing more than to meet the Detroit wheelmen. You will find them a jolly and hospitable set. Do not forget the Rink is the headquarters From the train or boat go direct to your hotel, and then to headquarters and register. You will know the Detroit wheelmen by the Detroit Wheelmen monogram on their cap. Make yourselves known to them, they want to meet all, and have you go away feeling you have had the best time you ever had. In the Official Department we give particulars as to transportation from the East.

"HONOR TO WHOM HONOR IS DUE."

IN your issue of June 26th, there appeared an article describing the "Great Brooklyn Parade," signed "Spec." A paragraph in this article described the riding salute given by one of the Brooklyn clubs of simultaneously raising their caps upon reaching the grand stand, but by some mistake the credit was given to the wrong club. The club that gave this salute was the Prospect Wheelmen, the fourth oldest club in Brooklyn. By correcting this error in your next issue, you will greatly oblige,

Very truly yours,
GEO. W. SHANNON,
Chairman Press Committee.

New York, July 3, 1891.

SPRINGFIELD TOURNAMENT SQUIBS.

AN appropriation of $1000 has been voted to put the famous old half mile track in record breaking shape again, and work will be commenced immediately. It is expected that by about August 10 it will be in shape for the racing men to commence training, and judging from what has been heard from them lately, they are anxious to get back to Springfield once more and commence work for the fall.

Did it ever occur to you of the wonderfully central location of Hampden Park? Only a few moments walk or ride from the Union station or the hotels, and no crowded excursion trains to wait for.

In regard to the handicapping of tires at the tournament, the following rule has been adopted by the club: Handicapping of tires will be handled in accordance with the judgments of the Racing Committee.

The Springfield Bicycle Club has assurances from Windle that he will be present and participate in the races, September 10 and 11. With some few trials made on a safety on his private track at Millbury, he is said to have shown evidences of speed that will make the other fellows "hustle" to keep him company when he again gets in proper form.

W. S. Bull of Buffalo, Chief Consul of the N. Y. Division L. A. W., is to officiate as referee at the tournament, and his selection as such is considered a most excellent one.

The progress of events regarding the tournament will be recorded in the columns of the BICYCLING WORLD, and those interested will govern themselves accordingly.

CHALLENGE.

I HEREBY challenge any amateur wheelman in the State of Michigan to a road race, any distance, for the solid tired championship of Michigan. Distance, time and road as can be agreed upon. Respectfully,

Armada, June 29th, 1891. BURT HULETT.

THE COLUMBIA CYCLE CLUB RACE MEET—A RECORD.

THE results of the initial meet of the Columbia Cycle Club at Hartford, July 4, must have been highly gratifying to its projectors. It was a fit rival to the famous meets of the Hartford Wheel Club held at that place every Labor Day. The parade was not very successful in point of numbers, as the streets were in poor condition, owing to the rain which fell during the night. But those in line looked well, and the judges had no difficulty in selecting the Rover Club as the winner of the prize for best appearance, and the Windsor Locks for numbers. The Colt Club deserve honorable mention as they looked extremely well, but the Hartford clubs with true courtesy, waived all claims to prizes.

The races at Charter Oak Park were, of course, the feature of the meet. The track was found to be unimpaired by the storm, and absence of any very strong wind made records possible.

The attendance was very large. About four thousand crowded the grand stand and field. The riding of Murphy was fine. He made a positive record, about which there can be no question for the mile in competition, 2m. 26 1-5s. A difference occurred among the watches held by non-official timers, but the officials made it by two watches as above. It will be accepted as record. Zimmerman rode well and established a new record for ordinary, riding the last quarter in 31s. Murphy also broke a record of similar character for the safety wheel, riding the last quarter in 31 1-5s.

It was noticed throughout the different races that Hoyland Smith did not show up as was expected, and disappointment was experienced; but in the last event, for which, probably, he had saved himself, he rode a telling race and finished second, with a record for the two-mile, safety wheel, of 5m. 26 3-5s., which was loudly applauded.

Just prior to this event a miniture cyclone struck the place, and it was a question whether the last race would be run or not, but fortunately it was of short duration, swept the place and cleared away instantly. It was a day of records and falls. Every few minutes some one would go down, but no serious damage was done. A very interesting exhibition of fancy riding was given by W. S. Maltby. A summary of events follows:

One-mile safety, 3.20 class—Won by A. W. Warren, Hartford; A. W. Olmsted, Springfield, second; C. A. Leishman, New Haven, third. Time 2m. 56 1-2s.

One-mile safety, City reporters, pneumatics barred—Won by C. E. Wilson, *Times*; L. Webb, *Globe*, second; J. T. Sherman, *Chat*, third. Time 3m. 28 1-2s.

One-mile safety, open—Won by W. F. Murphy, N. Y. A. C.; S. B. Bowman, N. Y. A. C., second; Hoyland Smith, N. Y. A. C., third. Time 2m. 35 1-2s.

One-mile ordinary, open—Won by A. A. Zimmerman, N. Y. A. C.; L. Foster, Hartford, second. Time 2m. 49 1-4s.

One-mile safety, team race, pneumatics barred—Won by the Hartford Wheel Club, 13 points; C. L. Sage, J. M. Grant and C. H. Wood, New Haven Bicycle Club, second, 8 points. Time 2m. 55 1-4s.

One-mile safety, handicap—Won by J. M. Grant, Hartford, 175 yards; G. M. Worden, Boston, 60 yards, second; W. M. Haradon, Springfield, 100 yards, third. Time 2m. 23 1-2s.

One-mile ordinary, handicap—Won by A. A. Zimmerman, N. Y. A. C., scratch; L. Forster, Hartford, 90 yards, second; F. G. Hudson, Hartford, 110 yards, third. Time 2m. 40 1-4s.

One-mile ordinary, L. A. W. State championship—Won by H. B. Arnold, New Britain; L. Forster, Hartford, second. Time 3m. 0 4-5s.

Half-mile safety, L. A. W. State championship—Won by H. B. Arnold, New Brittain; C. L. Sage, Hartford, second. Time 1m. 14 1-5s.

One-mile safety championship of Hartford—Won by A. W. Warren; A. C. Rose, second; F. Herman, third. Time 2m. 58s.

Two-mile safety, handicap—Won by C. F. Seeley, Norwalk, 350 yards; H. Smith, N. Y. A. C., scratch, second; W. M. Haraden, Springfield, 170 yards, third. Time 5m. 23 1-5s.

The officials were: referee, L. A. Miller; Judges, L. A. Grover, C. F. Gorman, C. L. Burdett, D. J. Post and F. L. Hughes. "SPEC."

THE HAGERSTOWN MEET.—A SUCCESS FOR MARYLAND.

Up in the northwestern corner of the fair State of Maryland, where the glorious valley of the Shenandoah sweeps from mountain to river, lies the little city of Hagerstown, the embodiment of all that is fair and pleasing to a wheelmen's eyes, and which contains, in proportion to its size, probably more cycling enthusiasm and hospitality than can be matched in this broad land. Once before, year before last, has she entertained the League of American Wheelmen, and the meet of '89 will long be remembered by those who were fortunate enough to take part therein; and when the first annual meet of the Third Racing District was called for Hagerstown, on July 2d, 3d, and 4th, every rider in this vicinity made up his mind to be there, and he was. To be sure it was not the national meet, but it was very much like it, and I question whether Detroit can outdo it. The attendance was in the neighborhood of between fifteen hundred and two thousand, and they owned the town in every sense. All the business places and many of the private residences were handsomely decorated with flags and bunting, and the L. A. W. reigned supreme. The cycler's badge and dress was welcomed everywhere, and to their credit, be it said, that the license was not abused.

The visitors began coming in on Wednesday night, the Philadelphia contingent arriving on two special trains, one via the Baltimore and Ohio, and the other over the Pennsylvania Railroad. There was a goodly representation from the Quaker City, but hardly so many as it was hoped would go, the Park Avenue Wheelmen having the largest number.

On Thursday morning a number of runs were taken, parties of the visitors being out in all directions over the numerous pikes radiating from Hagerstown, under guidance of the local club men, who had their hands full acting as chaperons. In the afternoon the majority of the visitors went up to Pen Mar for the purpose of taking in the famous view at that point, likewise the complimentary supper tendered by the Hagerstown Club, after which dancing was the order of the evening.

SECOND DAY, JULY 3d.

It had been feared that yesterday's rain would cause a repetition of the disappointment experienced during the '89 meet, in consequence of the condition of the track; but a high wind and a bright sun dried it up so well that it was in fair condition when the races began, although there was so much wind blowing down the straight that fast time was an impossibility. Philadelphia's representatives secured the cream of the prizes, and it was a matter of universal regret that Zimmerman and the Murphys were absent, as in that case there would have been more excitement. However, the various events were well contested, the finishes in nearly every instance being close. Hazleton is not yet up to his last year's standard, but is riding in better form than he was a fortnight since.

SUMMARY.

One-mile novice, ordinary—W. H. Milliken, first; H. Berrian, second. Time 3.44 1-5.

Half-mile ordinary—Heats, 1.32 limit. First heat—W. W. Taxis, first; W. C. Seeds, second; E. G. Bowen, third. Time 1.21 1-5. Taxis made a pretty finish of this race.

Second heat—J. H. Draper, first; J. R. Hazleton, second; F. W. Merrihew, third. Time 1.29 3-5. Draper only crossed the line first by a small margin of half a wheel. The final was run Saturday.

One-mile ordinary, Maryland Division Championship—W. H. Milliken, first; W. Hall, second, in the remarkable championship time of 4.25. A loafing exhibition of the most approved kind.

One-mile open, time limit, 3.05—W. W. Taxis, first; J. R. Hazleton, second; W. C. Seeds, third. Time, 3.04 4-5. This race was run pretty close to time limit, but it was a very good race, being one of the best of the day. The finish was very close, all the men finishing with wheels lapping.

Two-mile ordinary, handicap—Very fair handicapping was shown in this race, the men all being bunched on the back stretch of the last lap. Seeds had a good lead until within 20 yards of the finish, when Merrihew put on steam and crossed the line, a winner by a small margin. Hazleton was a close third. S. W. Merrihew, 210 yards, first; W. C. Seeds, 120 yards, second; J. R. Hazleton, 90 yards, third. Time 5.50.

Half-mile ordinary, Hagerstown Club championship—J. P. Loose, first; E. Brening, second; L. Hayes, third. Time 1.30 4-5.

Half-mile, Pennsylvania championship—W. W. Taxis, first; J. H. Draper, second; J. R. Hazleton, third. A very close race at the finish.

One-mile safety, 3.10 class—Heats. First heat—C. C. Bowen, first; Sandoe, second, A. Beggs, third. Time 3.10.

One-mile safety, team race—W. W. Taxis, J. H. Draper, and V. J. Kelly, Park Avenue Wheelmen, Philadelphia, first, 24 points. W. C. Seeds, S. W. Merrihew, and B. F. McDaniel, Wilmington Wheel Club, second, 18 points. Taxis finished first in 3.01 4-5. A protest was entered against the winners on the ground that the men were A. C. S. N., as the race was for members of bicycle clubs only. The protest was not allowed.

One-mile ordinary, Third District riders only—W. W. Taxis, first; J. H. Draper, second; W. C. Seeds, third. Time, 3.03 2-5. Taxis laid low until near the finish, when he came up with his old rush and won one of the prettiest contests of the day. The other men were all close up.

Second heat, safety, mile, 3.10 class—A. A. Gracey, first; H. Berrien, second. Time 3.03 2-5. A very easy race for the winner.

The glorious Fourth was ushered in by the detonations of fire crackers and the kindred noises by which our national enthusiasm usually finds vent on the nation's natal day. The parade took place in the morning with about eight hundred machines in line, President Dunn being the Chief Marshal. As it wound through the principal streets of the city the wheelmen were the recipients of much applause from the assembled crowds, the majority of the wheels being handsomely decorated.

The races in the afternoon were very exciting, the track being in first-class condition.

One-mile ordinary, championship Pennsylvania—W. W. Taxis, first; J. R. Hazleton, second; J. H. Draper, third. Time 3.01. The men rode well together until the home stretch, when Taxis put for the front, got there, and finished a handy winner.

One-mile ordinary, championship District Columbia—W. T. Robertson, first; E. C. Bowen, second. Time 3.15.

Half-mile ordinary, championship Pennsylvania—W. W. Taxis, first; J. R. Hazleton, second; F. M. Dampman, third. Time 1.20. Dampman cut the pace, but he could not hold it, and had to retire to third. Taxis only got over the tape first by a foot.

Half-mile safety, championship Hagerstown—C. T. Johnson, first; E. Brening, second; C. T. Mentzer, third. Time 1.28 4-5.

One-mile ordinary, championship of the meet—W. W. Taxis, first; E. C. Bowen, second; S. W. Merrihew, third. (Time limit 2.55). Time 2.54 4-5.

One mile safety, championship Maryland—W. Holland, first; W. H. Mulliken, second; C. Turtle, third. Time 3.09 1-5.

One-mile tandem safety, open—W. W. Taxis and J. H. Draper, first; D. R. Perkinpine and J. C. Donnelly, second. Time 3.09 1-5.

Final heat, half-mile—J. R. Hazleton, first; E. C. Bowen, second; S. W. Merrihew, third. Time 1.20. Hazleton cut out a clipping pace and kept it up to the end. He won by 50 feet.

One-mile team race—W. C. Seeds, S. W. Merrihew and F. M. Dampman, W. A. C., first, 24 points; P. L. Brown, E. C. Bowen and W. T. Robertson, second, 18 points. Seeds led the crowd in 3.00 4-5.

Final heat, one mile safety, 3.10 class—W. Holland, first; A. A. Gracey, second. Time 2.58 3-5.

Two-mile safety, handicap—S. H. Bilyeu, 220 yards, first; W. C. Seeds, 90 yards, second; V. J. Kelly, 165 yards, third. Time 5.43. Bilyeu's handicap enabled him to finish with 100 yards to the good.

One-mile ordinary, 3.10 class—E. W. Bair, first; W. H. Mulliken, second. Time 3.23. Though rather slow they made a pretty race to look at.

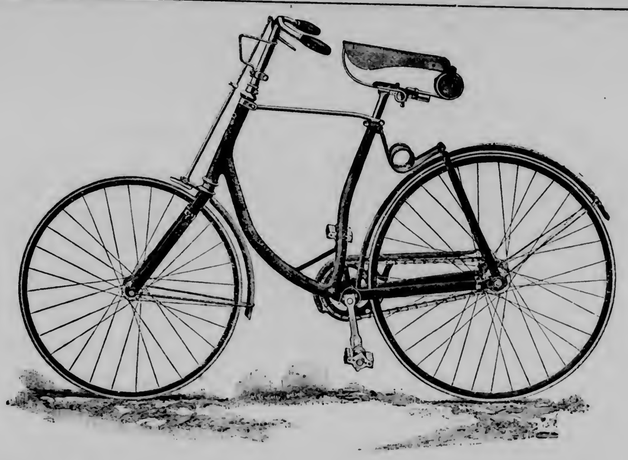
One-mile ordinary, championship Delaware—Only two starters. W. C. Seeds, first; F. M. Dampman, second. Time 3.25 2-5.

This was the final event of two day's splendid racing. Pneumatics were handicapped 90 yards on the mile, 50 yards half mile. U section cushion 20 yards on the mile and 15 yards on the half-mile. Ordinary cushion 8 yards on the mile and 5 yards on the half-mile.

NOTES OF THE MEET.

A number of receptions were tendered the visitors, the first one on Wednesday evening, when a large party assembled at the Hagerstown Club's rooms, the procession to which was headed by the band. Speeches were made by Vice-President Scott of the club, and Messrs. Mott and Hodgson. H. H. was very much on hand during the meet.

President Dunn was unable to be present on Thursday, but when he did come was greeted with enthusiasm.



American Light Rambler.

Not only Honestly Constructed but Mechanically Sound.

You may think you know

What luxurious Cycling means,

But you don't and won't

Unless you have ridden a RAMBLER.

EVERY JOLT A DELIGHTFULLY EASY ONE.

GORMULLY & JEFFERY MFG. CO.,

MAKERS OF

"The American Cycles."

Chicago Retail Store, 185 MADISON STREET.

BRANCH HOUSES:

174 and 178 COLUMBUS AVENUE, Boston, Mass.

1325 4th STREET, N. W., Washington, D. C.

FACTORY AND GENERAL OFFICES:

222-228 N. Franklin Street, Chicago, Ill.

The reception tendered by the Mayor to President Dunn, Chief Consul Mott, and the prominent League officials, was very enjoyable, and the wheelmen were made to feel that their welcome was a genuine one, many of the leading citizens joining in the receptions.

THE TRADE

were on hand, of course, a number of very nice exhibits being shown: among them the Capital Cycle Co., Overman Wheel Co., Gormully & Jeffery Mfg. Co., Crawford Mfg. Co., and Eisenbrandt Cycle Co.

HISTORIC BATTLEFIELDS.

Throngs of the riders rode down to Antietam's battlefield, visiting the national cemetery at Sharpsburg, where so many thousands of the dead who wore the blue lie buried; and among them were some few who had worn that blue and some who had worn the gray. But in that quiet enclosure there was no thought of either blue or gray. Forgotten was the old-time difference, and, knowing neither North nor South, they met upon the common ground of countrymen.

Hushed are the volleying rifles; silent the roar of the cannon. No more shall the charging squadrons and deploying armies front each other in deadly conflict. Gone, like a dream, thank Heaven, the fratricidal strife; and forever, hereafter, when Columbia's sons meet on the field of battle, shall it be shoulder to shoulder against one common foe.

And so we silently file out of the last earthly resting place of the nation's dead, and leave them alone with their glory.

"On Fame's eternal camping ground
Their silent tents are spread;
And glory guards, with solemn round,
The bivouac of the dead."

Philadelphia, July 6, 1891. ARIEL.

ILLINOIS DIVISION MEET.

THE Rockford meet is at an end. The eighth annual meet of the Illinois Division L. A. W. was as much of a success as the most sanguine anticipated. Four hundred and five League members were registered; many were not registered, and many who were not members of the League were present. A rough estimate places the number present at six hundred. The first matter of importance at the meet was the business meeting, Chief Consul Davis and Secretary-Treasurer Sheridan on the platform, the Treasurer's report showing Illinois to have more members than ever before, and but a hundred odd behind Connecticut for fourth place. The treasury was shown to be in good condition, with $2200 on hand. Illinois was shown to have more Local Consuls than any other State.

Chief Consul Davis appointed as a committee to draft resolutions relating to Randall's suspension, Harry G. Rouse, Peoria Bicycle Club; J. M. Erwin, Lincoln Cycling Club, and S. A. Miles, Chicago Cycling Club.

Following resolutions were read and passed unanimously amidst much enthusiasm:

Whereas, Difference of opinion has arisen among officers of the League of American Wheelmen on the following questions, to wit: 1. The right of the Racing Board to make Rule G, as adopted at the last meeting of the Board at Chicago, or similar rules and regulations. 2. The right of the President and Executive Committee or either of them to declare said rule or any other rule void under advice of the Rights and Privileges Committee or otherwise; and

Whereas, Certain allusions of a personal character were made by Mr. Randall while Chairman of the Racing Board to the President, which remarks have been apologized for, and the apology accepted; and

Whereas, Mr. Randall has been removed from the Chairmanship of the Racing Board by the President; and

Whereas, The present alliance between the League of American Wheelmen and the Amateur Athletic Union has been productive of results not beneficial to the League; therefore, be it

Resolved, That the Illinois Division of the League of American Wheelmen is of opinion that it is within the province of the Racing Board to pass and sustain Rule G or any similar rule; that the President or Executive Committee, or either of them, do not possess the right to annul said rule or any other rule of the Racing Board; that said Rule G is and will remain in effect until annulled by the Racing Board, and that while the personal allusions above referred to are deeply regretted, the action of the President in removing Mr. Randall was ill advised, particularly as no reason was given; therefore, be it further

Resolved, That rule G is for the best interests of the L. A. W., and that in the opinion of this Division Mr. Randall should be at once reinstated; that the Alliance in its present form is detrimental to the interests of the League, a usurption of its powers; be it further

Resolved, That it is the sense of the Illinois Division, actuated solely by a desire to benefit the League, that the present controversy does not and cannot partake of the nature of a sectional quarrel between East and West, but rather of a difference between the League of American Wheelmen and the Amateur Athletic Union; that the Division particularly disclaim any such feeling of hostility toward any other section; that the strength of the League is such that it can and should maintain its own independence, and that any alliance with any organization should be of such nature as to be favorable to the League of American Wheelmen.

Friday afternoon a picnic was held at Harlem Park, which although not well attended was a most enjoyable affair. The Elgin Watch Co. band discoursed sweet music, and the roller coaster afforded much amusement. In the evening an entertainment was given at Unity Hall. Saturday morning bright and early a run was taken to Schweinfurth's famous heaven, eight miles and one half, where one hundred and fifty wheelmen men were received royally by Herr Schweinfurth himself. He addressed them eloquently, combining references to piety and the glorious Fourth in his speech. Immediately after the return to town the parade was formed with the Watch Co. band in wagons at the head and Mayor Starr of Rockford leading the wheelmen. Mayor Starr was escorted to the platform at the business meeting, and in an eloquent speech welcomed the cyclists to Rockford, and he gave the visitors the freedom of the town, a gift by the way fully appreciated The procession wound through mile after mile of beautiful business and residential streets, winding up at the fair grounds where a picture was taken. Photos were also taken in "Heaven," and proofs may be seen at 17 Madison street. Saturday evening a dance (full dress) was given at Unity Hall, also a supper, and a stag party at the rink. Following is a report of the races in detail:

One-mile novice, safety—cushion-tired machines were handicapped twenty yards, Moffat inflated cushion ridden by Ed Chrisholm thirty-five yards, and pneumatic tires fifty yards. Ten started. J. B. Card, C. C. C., won by three lengths. Time 3.03 2-5. Joe Stillwell, L. V. C. C., second by a bare length; F. H. Allen, W. C. C., third.

One-mile novice, ordinary, ten starters. The C. C. C. won their second race, E. W. Ballard carrying their colors to the front in splendid style. H. N. White, W. C. C., third; George W. Bowers, I. C. C., fourth. Time 2.53 2-5.

Two-mile open, safety—Bray started at scratch, Thorne, Tuttle, Dennison, Barrett, Bode and Fanning were handicapped fifty yards. They were mounted on pneumatics. Bray led at the first mile in 2.50. George K. Barret, C. C. C. won. This made three straight for C. C. C. Tuttle, second; Bode, third. Time, 5.29 1-2. The time of the last quarter was 30 seconds. The time for two miles and fifty yards, 5.29 1-2.

Two-mile handicap, ordinary—H. R. Githens, C. C. C., started at the scratch. A. P. Miller, C. C. W., had the limit, 210 yards. Ten men in all started. Githens was third at the first mile—time 2.45—and won handily by twenty yards from Bamberger, I. C. C.; J. B. Bliss, third. Time 5.36. Githens' riding was excellent, and his victory made four straight for C. C. C.

One-mile safety—F. Howard Tuttle, I. C. C., won; F. J. Fanning, I. C. C., second; George W. Dennison, E. C., third. Time 3.15 1-5.

One-mile ordinary, championship—H. A. Githens, C. C. C., won by two lengths; George W. Dennison, E. C. C., and J. D. Simmons, I. C. C., fought it out for second, the first-named winning. Githens' time was 2.56 2-5.

One-half mile safety—George K. Barrett, C. C. C., first; F. J. Fanning, second; Walter Bray, L. C. C., third. Time 1.10 3-5.

One-half mile ordinary, championship—H. A. Githens, C. C. C., first; J. T. Taylor, Aurora, second. Time 1.14 3-5.

One-mile handicap, safety, with Barrett and Thorne fifty yards back of scratch on pneumatics, Tuttle and Bode twenty yards back, and Dennison ten yards from scratch. J. L. Price of Springfield won from the 110 yard mark in a close finish; George K. Barrett, C. C. C., second; Tuttle two feet behind. Time 2.36 2-5. Barret's time from the starting mark was 2.33 2-5, pretty fast going.

One-fourth mile ordinary—H. A. Githens, C. C. C., won by twenty yards; J. T. Taylor, Aurora, second; A. D. F. Simmons, I. C. C., third. Time 32 3-5.

One-fourth mile safety—William C. Thorne, C. C. C., won; J. L. Price, Capital City Cycling Club, Springfield, second; George K. Barrett, C. C. C., third. Time 33.

One-mile, 3.10 class—E. C. Bode, C. C. C., won by fifty yards; J. L. Price, Springfield, second; Swanson, third. Time 2.46.

One-mile ordinary, handicap—Githens, C. C. C., and John Taylor, Aurora, started on scratch, and there were twelve other starters. J. P. Bliss, C. C. C., was first; H. A. Githens, C. C. C., second; John Taylor, Aurora, third, two feet behind Githens. Time 2.37 4-5.

Two-mile tandem, championship—F. Howard Tuttle and William C. Thorne, the only contestants, rode one mile in three minutes.

The consolation race was won by George W. Dennison, E. C. C.; Walter Bray, A. C. C., second. George K. Barrett, C. C. C., then attempted to lower the quarter-mile safety record, doing it in 33 seconds.

It seemed to be a great day for the three C.'s. Members from this club took the bulk of the prizes. FORT WAYNE.

THE IOWA DIVISION MEETING.

THE eighth annual meet of the Iowa Division at Newton, Iowa, was a success, and I cannot concur in the remark made by a local paper that one thing was lacking to make the races an entire success, and that was a ladies' race. It's bad enough to encourage professionalism among women cyclists, but when it comes to our sisters, daughters and lady friends going for racing on a public track I must cry for a halt, and may I never see the day when such a thing is possible. I am, however, indebted to the same paper for the following summary of the racing events:

FIRST DAY.

One mile safety, novice—A. B. Edmonds, Algona, first; W. E. Bowman, Farmington, second; W. J. Snooks, Newton, third; George Tones, Des Moines, fourth. Time 3.10 1-4.

One mile, ordinary, novice—W. G. McCormick, Grinnell, first; W. H. Rhodes, Grinnell, second; G. F. Shilling, State Center, third. Time 3.30 1-4.

Half-mile safety, State Championship—C. H. Curley, Prairie City, first; W. E. Bowman, Farmington, second; A. E. Hodgson, Des Moines, third; Aug. Bilz, Des Moines, fourth. Time 1.28 1-4.

Two mile, ordinary, championship—E. S. Van Gorder, Grinnell, first; E. Kastomlatsky, Oskaloosa, second. Time 6.28.

One mile safety, open—Geo. W. Denison, Chicago, Ill., first; W. E. Walsh, Minneapolis, second; Chas. H. Bennington, Des Moines, third. Time 3.23 1-4.

One mile ordinary, handicap—Fred H. Clifford, first; E. Kastomlatsky, Oskaloosa, second. Time 3.20. In this race Clifford was given eight seconds of a start.

Half-mile safety, boys under 16—G. G. Garfield, Algona, first; R. H. Gill, Prairie City, second; Fred Shaw, Monroe, third. Time 1.41.

One mile ordinary, open—G. W. Dennison, Chicago, first. Time 3.10 1-4.

Slow race—W. F. Harrah, Newton, first; W. P. Chase, Des Moines, second. Time 3.20. Distance run 100 yards.

Fancy—Budd Bliss, Des Moines.

SECOND DAY.

Two mile safety—A. B. Edmonds, Algona, first; A. E. Hodgson, Des Moines, second; C. H. Bennington, Des Moines, third. Time 6.55 1-3.

Quarter-mile ordinary—Fred H. Clifford, Newton, first; J. A. Cravath, Grinnell, second; E. Kostomlatsky, Oskaloosa, third. Time 43 seconds.

Quarter-mile safety—W. E. Bowman, Farmington, first; Seth A. Perkins, Des Moines, second; Fred H. Clifford, Newton, third. Time 43 3-48.

Half-mile ordinary, championship—E. S. Van Gorder, Grinnell, first; Fred H. Clifford, Newton, second; E. Kastomlatsky, Oskaloosa, third. Time 1.29 1-2.

CONTINUED IN SUPPLEMENT.

PRICE, - - - - $100.00.

THE HARTFORD SAFETY.



—MANUFACTURED BY—

THE HARTFORD CYCLE CO.,

HARTFORD, - CONN.

Ball Bearings, Interchangeable, Strong, Durable and Well Finished.

THE HARTFORD LADIES' SAFETY.



Send for 1891 Catalogue.



All First-Class Dealers

CARRY IN STOCK

THE BEST LAMP ON EARTH

AND THE WORLD'S FAVORITE,

THE KING OF THE ROAD.

Ask your Local Dealer to show you the 1891 pattern. If he tries the "Just as Good" Act, (there is no Lamp as good as THE KING of the Road), drop us a card, it will pay you.

Premier Cycle Company

SOLE U. S. AGENTS,

Eighth Ave. and 51st Street, - - New York.

The name King of the Road is Registered, and the design is patented in every civilized country throughout the world. All persons are cautioned against making, selling or using imitations of this Lamp or Trade-Mark.

John F. Morrill & Co.

Division Tailors of the L. A. W. for Massachusetts.

Coat, - - - - $5.75
Pants, - - - - - 3.75
Cap, - - - - - 85
Shoes, - - - $3 to 3.75
Shirts, Flannel, $2.50 upwards
Shirts, Cheviot, - 87 upwards

Manufacturers and Dealers in

Base Ball, Tennis, Bicycle, Gymnasium, Athletic and Sporting Goods.

We make a specialty of all styles of outing clothing.

12 Bromfield Street, Boston.

NOW READY!

New Edition Revised

— OF —

Mr. Porter's Excellent and Remarkably Successful Handbook of the Wheel and Everything Connected with its Use.

Brought down to date with Special Reference to Tires and Vibration.

CYCLING

— FOR —

Health and Pleasure

A Complete Guide to the Use of the Wheel.

230 Pages, Illustrated.

PRICE, 50 CENTS, POSTPAID.

WHEELMAN COMPANY,

PUBLISHERS,

12 Pearl St., - Boston.

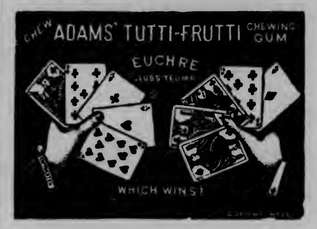
Stamps not Received.



A Shot with the Kodak.

Send to The Eastman Company, Rochester, N. Y., for a copy of "Do I want a Camera," (illustrated) free by mail.

Take a Kodak with you.





LEAGUE HEADQUARTERS:

19 Pearl Street, - - - - Room 20

ABBOT BASSETT, Secretary,

OFFICERS FOR 1890—91.

PRESIDENT,

JAMES R. DUNN,

40 Wall st., Room 65, New York.

FIRST VICE PRESIDENT,

MAJOR CHAS. L. BURDETT,

Hartford, Conn.

SECOND VICE PRESIDENT,

DR. G. CARLETON BROWN,

116 Broad Street, Elizabeth, N. J.

TREASURER,

W. M. BREWSTER,

117 No. 4th Street, Quincy, Ill.

SECRETARY,

ABBOT BASSETT,

12 Pearl Street, Boston, Mass.

Standing Committees.

Membership Committee.

Sanford Lawton.....Springfield, Mass.
George C. Pennell.....Elizabeth, N. J.
Howard L. Perkins.....Box 103, Providence, R. I.

Committee on Improvement of Highways.

Isaac B. Potter.....Potter Bldg., New York
W. M. P. Bowen.....Box 1513, Providence, R. I.
Charles W. Wood, 334 S. Salina St., Syracuse, N.Y

Committee on Rights and Privileges.

Geo. A. Perkins.....5 Pemberton Sq., Boston
J. S. Dean.....28 State St., Boston
Chas. F. Cossum.....Poughkeepsie, N. Y.

Committee on Rules and Regulations.

T. J. Kirkpatrick.....Springfield, O.
A. B. Richmond.....Grand Rapids, Mich.

Transportation Committee.

Albert Mott.....203 Lenox St., Baltimore, Md.
Joseph T. Chism....120 Mosher St., Baltimore, Md.
Burley B. Ayres, Rand, McNally Bldg. Chicago, Ill.
Thomas Savage Clay.....Savannah, Ga.
Amzi T. Dodd.....70 Park Place, Newark, N. J.
John B. Seward.....35 Milk Street, Boston
Chas. A. Sheehan....5 Vanderbilt Ave., New York

Racing Board.

George S. Atwater.....
.....1424 Penn. Ave., Washington, D. C.
George Collister....147 Ontario St., Cleveland, O.
Abbot Bassett.....12 Pearl St., Boston
Lewis A. Miller.....o....Meriden, Conn.

CHOICE OF THE EXPERTS.

"U. S." Gallery Ammunition.

Manufactured by the

United States Cartridge Co., - Lowell, Mass.

12th Annual Meet of the L. A. W.

DETROIT, MICH., JULY 16, 17, 18, 1891.

Address Chairmen as below at Detroit for information relating to the work of the committees:

Chairmen of Committees:

Reception—C. H. Smith, 211 Putnam avenue;
B. J. Holcombe, 222 Woodward ave
Races and Transportation—
Jos. Bresler, 22 Lafayette Avenue.
Exhibit—A. F. Peck, 143 Jefferson avenue.
Hotels—J. Hoffner, 243 Woodward avenue.
Parade—F. L. Abel, 187 Charlotte ave.

Notice.

A Constitutional Convention having been requested by a very large number of members of the League, and various demands having been made for a meeting of the National Assembly, I have decided, upon careful consideration and advice, to issue the call published in this number of the BULLETIN, for a Constitutional Convention to be held at Hartford, Conn., September 8, 1891, and will later, at the proper time, issue a call for a meeting of the National Assembly to be held at the same place.

All proposed amendments to the Constitution and By-laws should be published in the BULLETIN at least 30 days from the date of these meetings.

JAMES R. DUNN, President L. A. W.

Constitutional Convention.

Members of the League are notified that a Constitutional Convention will be held at Hartford, Conn., on September eight next ensuing.

JAMES R. DUNN, President.

To Detroit.

Dear Sir—In order to better accommodate wheelmen who attend the twelfth annual meet of the L. A. W. at Detroit, Mich., July 16, 17 and 18, and to make the journey as pleasant as possible, I have arranged with the Fitchburg Railroad and the West Shore Railroad for increased service, special baggage and sleeping cars for our party.

I give below the time that trains leave the terminals, but it is greatly to our advantage to concentrate our party on train No. 3, leaving Boston at three P. M. and New York at Jay street at five P. M., and West 42d street fifteen minutes later, Tuesday, July 14, 1891.

I have been able to secure for this meet the lowest tariff ever quoted to wheelmen attending national reunion, i. e., one fare for the round trip.

For tickets, berths, and other information, New England wheelmen should apply to A. A. Smith, No. 300 Washington street, Boston, who is looking after a party leaving Boston via the Fitchburg Railroad at three P. M., Tuesday July 14, that will connect with the New York party at Rotterdam Junction over the West Shore Railroad.

The round trip will cost as follows. From Boston, $16 50; Fitchburg, $16.00; Greenfield, $15.00; North Adams, $14.75; New York, $14.00; Newburgh, 13.00; Kingston, $13.00; Albany, $12.95; Utica, $9.98; Syracuse, $9.92; Rochester, $8.32; Buffalo, $7.00.

Berth in sleeping car to Detroit will cost from Boston and Fitchburg, $4 50; Greenfield and North Adams, $4.00; New York and Albany, $3.50; Utica, $3.00; Syracuse, $2.50; Rochester and Buffalo, $2.00.

Wheelmen from Hartford, New Haven and that section can join the party at New York, Albany or Greenfield.

In addition to the above special rate, these roads will place a special coach at the disposal of any club, providing the party consists of thirty persons, or will haul a sleeping car if the party numbers eighteen

I am organizing a special party to go on train No. 3, as mentioned above, which will be run especially for wheelmen, and, if you can use this special service, apply at once, when tickets will be promptly forwarded and a place secured for you on the train, which will carry the wheelmen from New York and New England, making the largest train of wheelmen ever carried to a meet in this country.

If you anticipate attending any of the meets, you should secure tickets, berths, etc., early, in order that the arrangements for the heavy travel will be perfect.

Wheels will be carried free and have excellent care in the baggage cars, which will be held exclusively for wheels. I would suggest that the pedals be removed from all bicycles, and that the wheels be placed in baggage cars as much before the departure of trains as possible, and that each wheel be tagged with the name of owner and destination thereon, to avoid confusion.

I shall be pleased to furnish additional information upon application to CHAS. A. SHEEHAN, No. 5 Vanderbilt Avenue, New York.

New York, July 7, 1891.

	No. 1 A.M.	*No. 3 P.M.	No. 5 P.M.
Leave Boston	8.30	3.00	7.00
New York { Jay street	9.45	5.00	8.00
New York { W. 42d. street.	10.00	5.15	8.15
	P.M.		A.M.
Albany	2.57	10.00	2.03
		A.M.	
Utica	5.29	12.32	5.21
Syracuse	7.10	1.58	7.30
Rochester	9.20	4.05	10.10
		P.M.	
Buffalo	11.35	6.05	12.30
	A.M	P.M.	
Arrive Detroit	8.05	1.45	9.40

*Wheelmen's special train Tuesday, July 14, 1891.

Massachusetts Division L. A. W.

The following consuls have been appointed for the localities mentioned.

Beverly—J. Elmer Wood, 71 Rantoul street.
Chicopee—D. L. Allen, Box 369.
Ashfield—L. M. Blasdale.
Taunton—Paul L. Hassenforder.
Norwood—A. T. Harriott.
Bradford—Herbert B. Sawyer.
Northbridge—C. W. Adams.
Acushnet—Allen G. Briggs.
South Boston—A. S. Means.
Weir—Clifford S. Blackwell.
Stoneham—Arthur S. Howe.
Ashland—Chas. W. Pierce.
Merrimac—S. W. Condon.
No. Raynham—Nathan E. Grinnell.
Mittineague—D. A. Ross.
Magnolia—E. H. Dickinson.
Watertown—Jason B. Smith.
Williamsburg—Paul W. Tarbox.

Fraternally, ARTHUR W. ROBINSON, C. C.

Membership Totals.

Below we give total renewals and applications to date. In the total applications are included the Life Members States marked with an asterisk have already exceeded the total membership of last year.

	Application.	Renewals.	Total.
California,	91	366	457
*Colorado,	1	60	61
*Connecticut,	667	1150	1817
Delaware,	5	42	47
Dist. of Columbia,	42	116	158
*Illinois,	466	1210	1676
*Indiana,	102	187	289
*Iowa,	97	121	218
Kansas,	43	85	128
*Kentucky,	133	116	249
Louisiana,	27	105	132
Maine,	46	169	215
Maryland,	95	434	529
*Massachusetts,	1091	1752	2843
*Michigan,	274	379	653
Minnesota,	55	94	149
Missouri.	95	317	412
*Nebraska,	42	141	183
*New Hampshire,	84	251	335
*New Jersey,	365	840	1205
New York,	619	1898	2517
*Ohio,	513	895	1408
*Pennsylvania,	692	1442	2134
*Rhode Island,	151	454	605
Tennessee,	33	82	115
*Texas,	23	80	103
*Utah,	10	40	50
*Vermont,	26	76	102
*Virginia,	28	67	95
*W. Virginia,	6	72	78
*Wisconsin,	97	177	274
Alabama,	2	4	6
Arizona,	..	3	3
Arkansas,	..	4	4
No. Dakota,	3	5	8
So Dakota,	1	2	3
Florida	1	5	6
Georgia,	8	13	21
Idaho,	..	1	1
Mississippi,	2	5	7
Montana,	15	9	24
Nevada,	2	4	6
New Mexico,	3	5	8
North Carolina,	6	8	14
Oklahoma,	..	1	1
Oregon,	5	3	8
South Carolina,	..	1	1
Washington,	2	2	4
Wyoming,	2	1	3
Bermuda,	..	1	1
Canada.	2	7	9
England,	..	3	3
Nova Scotia,	1	5	6
France,	1	..	1
Mexico,	..	1	1
Total,	6,075	13,311	19,386

Rhode Island Division—Detroit Meet.

Members of the Rhode Island Division are informed that a special rate has been obtained for the Detroit meet. Fare from Providence via Worcester to Detroit and return, $21.67; good for three days only after the meet is over. Wheels will be carried free from Worcester to Detroit and return.

GEO. L. COOKE,
Providence, R. I., July 6, 1891. Chief Consul.

Notice N. J. Members.

On and after July 1st and until October 1st, my address will be Geo. C. Pennell, Belmar, N. J.

GEO. C. PENNELL, Sec.-Treas.

League Club Renewals.

The following League Clubs have renewed membership.

3—Essex Bi. Club, N. J.
8—Bridgeport Wheel Club, Conn.
104—Allegheny Cyclers, Pa.
126—Lockport Wheelmen, N. Y.
313—Quincy Bi. Club, Ill.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Total 338.

Boston, July 10, 1891.

CONNECTICUT DIVISION—16.

27626	Hamlin, Geo. E.	27662	West, Fred. A.
27466	Archibald, Grant	27663	Nash, John J.
27656	Clyde, Frank S.	27664	Hadden, John
27657	Cosgrove, M.	27665	Dewell, John
27658	Hills, Ernest S.	27666	Flynn, James H.
27659	Morgan, Albert	27667	Davis, Chas.
27660	Newton, Chas. E.	27668	Fitzsimmons, L. E.
27661	Parker, John G.	27669	Suffa, Jos.

DISTRICT OF COLUMBIA DIVISION—2.

27509	Wells, Lewis S., Jr	27627	Frere, J. M.

ILLINOIS DIVISION—13.

27511	Wells, Fred.	27672	Humphrey, W. R.
27670	Holt, C. E.	27673	Saltonstall, H. C.
27674	Morlan, W. D.	27752	Millin, Thomas
27675	*Castner, Miss Daisy*	27753	Pope, Benjamin W
		27754	Pope, C. E.
27570	Downey, C. L.	27755	Pope, F. E.
27671	Bengston, Edward	27756	Wall, Chas. C.

INDIANA DIVISION—7.

27422	Faurot, Albert C.	27677	Bell, Albert
27421	Crawford, Will S.	27678	Fisher, A. L., M.D.
27467	Powder, Walters.	27679	Burns, Walter G.
27676	Williams, Chas I.		

IOWA DIVISION—1.

27748	Yount, Burt,		

KANSAS DIVISION—5.

27680	Forbes, Walter	27683	Moore, J. V.
27681	Leigh, A.	27684	Stevens, Thomas
27682	Leigh, E. J.		

KENTUCKY DIVISION—2.

27685	Logan, W. Hume	27686	Rogers, D. B.

MAINE DIVISION—1.

27423	Wardwell, Frank W.		

MARYLAND DIVISION—4.

27425	Wyatt, Wm. S.	27512	Cline, C. E.
27424	Stockley, Albert A., Jr.	27426	Atkinson, H. W.

MASSACHUSETTS DIVISION.—26.

27515	Fish, C.D.	27758	Kidd, A. L.
27518	Starbird, N. W.	27514	Lloyd, Aaron C.
27521	Ladd, Isabelle	27472	Hudson, C. F. S.
27757	Boothby, Chas. E.	27471	Follan, F. P.
27628	Benari, Albert	27473	McLauthlin, Geo. V
27468	Depew, Frank L.	27519	*Hathaway, Mrs. Nathaniel,*
27516	Kallie, Wm.		
27469	Parks, James H.	27520	Sedgwick, F. E.
27427	Powers, Geo. Francis	27429	*Nichols, Lucy L.*
		27475	Whitehouse, Robt. T.
27470	Cox, Geo. H.		
27513	Morse, H. Augustus	27474	Shea, D. F.
		27430	Wilbur, E. F.
27517	Silva, Fred A. Jr.	27687	Gray, Geo. M.
27428	Vittz, James	27688	Johnson, Melvin M

MICHIGAN DIVISION—7.

27523	Mirrick, John F.	27522	Miller, Herman F.
27524	Walker, T. J.	27477	Harris, Charles E.
27478	Wakefield, Frank H.	27476	Maxon, Fred E.
		27749	Sheldon, A. H.

MINNESOTA DIVISION—1.

27431	Bullis, Irving		

MISSOURI DIVISION—6.

27525	Green, Frank	27528	Turner, J. Webb
27526	Hall, W. S.	27529	Süchten, Fred G.
27527	Pribe, Geo.	27530	Wenkle, A. H.

NEBRASKA DIVISION—2.

27629	Adams, Wm.	27689	Warren, A. H.,

NEW HAMPSHIRE DIVISION—2.

27432	Virgin, Will E.	27690	Dodge, Benj. C.

NEW JERSEY DIVISION—28.

27434	Davey, W. H. K.	27443	Fritts, A. Suydam
27435	Drake, Arthur G.	27444	Rogers, W. H.
27436	Ford, Lewis O.	27445	Tracy, Evarts
27437	Higenbotham, Walker	27447	Morgan, W. D.
		27448	Olliff, Jas. L.
27438	Urner, Frank G.	27479	Tripp, John T.
27439	Voorhees, Foster M.	27480	Williams, Albert L.
27531	Cole, F. G.	27691	DeCoster, Samuel E.
27532	Watson, A. C., Jr.		
27533	Mooney, Wm.	27630	McElwee, Frank
27535	Cabezola, E. F.	27534	Steward, Walter E.
27536	Simmerman, Chas H.	27631	Pearson, Sidney J.
27440	Burr, Fred A.	27692	Sutphen, Herbert S.
27441	Daniel, Irving		
27442	Daboll, Morgan W.	27693	Todd, E. W.
		27750	Gibbs, W. E.

NEW YORK DIVISION—51.

27694	Meynen, Philip K.	27640	Shipman, Ewd. A.
27700	Bunting, W., Jr.	27641	Shipman, Jas. D.
27701	Eglee, C. H.	27642	Spaulding, Chas. F.
27516	Kendall, Hugh H.		
27539	White, Saml, Jr.	27541	Thacher, W. C.
27540	Wilson, J. C., Jr.	27542	Gates, Fred Arthur
27485	Smart, A Morris,		
27484	Harpu, James E.	27543	Terwilliger, S. F., Jr.
27549	Servis, E. E.		
27550	Servis, F. T.	27545	Whitehead, Geo. R.
27546	Yarnall, V. Harry		
27552	Durst, E. A.	27483	*Koeller, Mrs. Emma J.*
27638	Howarth, Fred E.		
27632	Benton, Fred	27482	Koch, Moses M.
27639	Rowlands, William H.	27481	Hess, Joseph
		27544	*Bissell, Annie K.*
27637	Griffith, John W.	27547	Rogers, Wm. L.
27634	Brown, James H.	27452	Bright, Fred
27633	Best, Leigh	27643	Straw, Dr. L. S.
27636	Griffith, Chas.	27548	Phillips, Augustus
27635	Comstock, Dr. Ira M.	27644	Hoehn, George
		27695	Frost, Chas. A.
27433	Bloodgood, Edward F.	27696	Rockwell, James W. B.
27453	Stevenson, R. B.	27697	McCabe, James M.
27449	Eaton, Warren P.	27698	McLoud, A. B.
27450	Kateukamp, C. J.	27699	Rhodes, Burt
27537	Norman, Harry G.	27551	Gillis, Chester W.
27538	Stevens, H. S.	27486	Burd, Frank A.
27451	Stadle, Max	27487	Waterbury, W. H.

OHIO DIVISION—37.

27646	Tuttle, Russell T.	27490	McDonald, S. A.
27489	Zeller, W. S.	27494	Althouse, Geo. W. Jr.
27706	Conner, A. W.		

27702	Beelman, Chas S.	27495	Deuble, Homer
27703	Gottron, Philip J.	27707	Bonasall, Chas. P.
27704	Norton, J. P.	27717	Wagner, Jno. C.
27714	Chorpenning, J.C.	27708	Bean, Harry L.
27715	Fisher, Chas. W.	27710	Miller, Harvey
27496	*Saylor, Miss Mable I.*	27719	Haywood, M. A.
		27716	Neff, Clarence
27553	Voss, Edward	27705	*Albright, Miss Zuah*
27554	Havens, R. R.		
27555	Selden, Joseph H.	27711	Tight, William G.
27492	Lockwood, Reenie W.	27718	Bletzacker, W. P.
		27719	O'Donnell, T. Hugh
27493	White, Wm. L.		
27645	Bedwell, Chas. E.	27713	Hewes, W. A.
27488	Smith, L. H.	27712	Scott, G. C.
27460	Somers, Wm. D.	27720	Johnston, O. S.
27491	Wyant, W. J.	27721	Atwell, Guthrie
27556	Swartzbaugh, Chandler	27722	Gilbert, Edgar K.

PENNSYLVANIA DIVISION—85.

27454	Brower, Irving B.	27598	Eugard, Walter,
27557	Carpenter, C. E.	27599	Eisenhardt, Geo. F.
27558	Carson, Jas.		
27559	Davis, Milton R.	27600	Elliott, Chas. H.
27560	Dyer, A. P.	27648	Freeman, S. E.
27561	Ely, C. R.	27601	Gates, E. E.
27562	Hall, Miss L.	27602	Glenn George B.
27563	Hauman, Edward	27603	Hampp, Wm.
27564	Holzhauer, H. A.	27604	Hessel, E. J.
27565	Huey, Wm. H.	27605	Illman, Edward T.
27566	Kensil, William H.	27606	Keys, Albert M.
27567	Moyer, George F.	27649	Kircher, Chas. L.
27568	Ogle, Chas.	27609	Kirkpatrick, Jas.
27569	Silvers, F. G.	27608	Kirkpatrick, Sam.
27570	Smith, M. M.	27609	Levis, U. Grant
27571	Stahr, John A.	27610	Lyons, Daniel
27572	Wemle, A. F.	27611	McConnell, J. S.
27573	Wright, Chas. E.	276 2	Moery, J. B.
27574	Yoder, Jas. T.	27613	Murray, Edwin
27575	Develin, W. B.	27614	Musselman, Harry A.
27576	Gemmi, Barton		
27577	Herbert, Dr. J. F.	27615	Osberg, Frank
27578	Highley, F. E.	27616	Phillips, Wm. J.
27579	Minor, J. H.	27617	Rennick, Alex.
27580	Phillips, Howard W.	27456	Schofield, Chas. S.
		27618	Santer, Wm.
27581	Keen, E. F.	27619	Simons, D. J.
27582	Sentman, Harry H	27458	Tanguy, Sam'l L.
27583	Brill, Fred J.	27620	Weber, Harry
27584	Frick, John S.	27621	Weir, C. L.
27585	Grubb, Lewis E.	27622	Whitaker, J. A.
27587	Cope, C. F.	27623	Wilsey, Benj. S.
27588	*Cope, Mrs. C. F.*	27624	Wint, Dr. Marvin A.
27589	Baker, C. S.		
27455	Cavill, John	27459	Wolstencroft, Isaac H.
27590	Ball, Arthur W.		
27591	Barnes, Thomas Ellis	27457	Weirs, Maximillian
27592	Benson, George W.	27650	West, Edgar C.
		27625	Zauner, Victor
27593	Broadbent, O. L.	27498	Kopp, E. R.
27594	Clark, Fletcher,	27497	Gerwig, E. C.
28595	Cowdrick, Geo. W	27652	Hartwick, J. Albert
27596	De Groat, Harry R.	27651	Doris, F. J.
27647	Caley, Harvey G.	27499	Noyes, B. F.
27586	DuBois, Wm. P.	27723	Hayes, James G.
27597	*Dilley, Miss May,*		

RHODE ISLAND DIVISION—15.

27724	Bartlett, Harry A.	27502	Bond, Fred. L.
27725	Bennett, Thos. S.	27503	Priest, Fred. L.
27726	Deering, John F.	27504	Smith, Samuel T.
27727	Potter, C. H., Jr.	27505	Wilcox, Dr. Horace
27728	Crandall, Harry		
27729	Looghheod, Jno. C	27461	Wheeler, Fred. I.
27730	Woodmansee, Laclede	27500	Sullings, Chas. H.
		27751	Batchelor, John
27501	Watson, J. J., Jr.		

TENNESSEE DIVISION—3.

27731	Pearson, W. S.	27733	Davidson, R. H.
27732	Hodge, S. H., Jr.		

TEXAS DIVISION—3.

27463	Schwander, P. W.	27492	Fox, Henry S., Jr.
27731	Kiesling, A. E.		

WISCONSIN DIVISION—9.

27655	Whitford, Geo. S.	27651	Goodwin, H. D.
27653	Thompson, Alfred S.	27506	Estberg, E. R.
		27507	Segall, JacquesB
27464	Evans, H. J.	27508	Youmans, A. H.
27465	Douglas, E. J.	27735	Smith, Chas. A.

MONTANA—12.

27736	Beaudry, Pete	27743	Reeves, Howard I.
27737	Dailey, Ben. L.	27744	Sanford, Walter W
27738	Duerfeldt, Gust. W	27745	Swendeman, Wm. L.
27739	Emery, T. H.		
27740	Frank, Albert	27746	Watson, James A.
27741	Fisher, Geo. R.	27747	Woodman, Elmer
27742	Gibson, J. F.		

RENEWAL LIST—No. 6.

Renewals from June 23 to date.

California,	27	Ohio,	88
Colorado,	4	Pennsylvania,	184
Connecticut,	123	Rhode Island,	53
Delaware,	27	Tennessee,	9
Dist. of Columbia,	35	Texas,	2
Illinois,	143	Virginia,	1
Indiana,	36	Wisconsin,	19
Iowa,	12	Alabama,	1
Kansas,	14	No. Dakota,	1
Kentucky,	9	So. Dakota,	1
Louisiana,	4	Georgia,	5
Maine,	7	Montana,	2
Maryland,	63	New Mexico,	2
Massachusetts,	220	Oklahoma,	1
Michigan,	85	Canada,	4
Minnesota,	20	England,	1
Missouri,	79	Mexico,	1
New Jersey,	67		
New York,	449		1799

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasuer, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1424 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No. Penn street, Indianapolis. Secretary-Treasurer, Arthur J. Newby, 507 No. Alabama street, Indianapolis.

IOWA—Chief Consul, H. L. Chase, Cedar Falls. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S. Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 65, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

MAINE—Chief Consul, Howard M. Breen, 199 Franklin street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, A. W. Robinson, 21 Milk street, Boston. Secretary-Treasurer, Chas. S. Howard, Globe office Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 380, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI — Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

NEBRASKA—Chief Consul, A. H. Perrigo, 1315 Dodge street, Omaha. Sec.-Treas, C. B. Nicodemus, Fremont.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, R. H. Scott, People's Ins. Co., Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 116 Broad street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK — Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 105 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Chas. J. Sherer, 211 Main st., Memphis. Secretary Treasurer, Thomas J. Dupree, 338 Front street, Memphis.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box 281 Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro. Secretary-Treasurer, E. D. Whitney, Brattleboro

VIRGINIA—Chief Consul, Law: L. Waring, Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1892. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed ..... *for Holder*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2.00 with this blank on any date between date of paper and October 30. Write plainly—Printing preferred.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards, send 25 cents extra. If you want your name in gold, stamped on the holder, send 50 cents xtra. *Leave the margin in using this blank.*

"THE WARWICK PERFECTION CYCLES

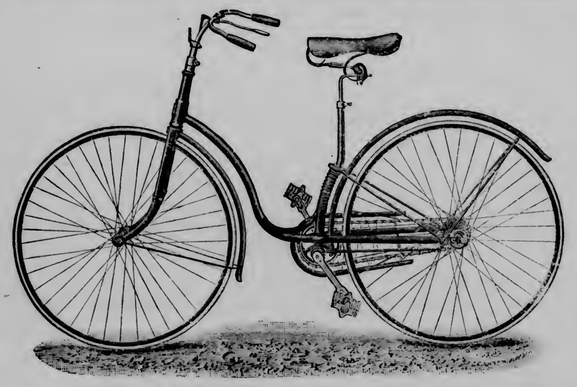
(some 120) that were ridden in the Century Run, finished as they started, in perfect condition." This from a dealer. We should never have alluded to above, had not our attention been drawn to the announcements of makers who were fortunate enough to have a PROPORTION of their wheels go through without breakage.

WARWICK PERFECTION CYCLES

Are built on honor. They are the lightest road wheels built in America.

SEND FOR CATALOG.

WARWICK CYCLE MAN'F'G. CO., - - Springfield, Mass.



INCLUSIVE of spokes, nipples, chain and balls, the average high-grade safety is made up of some seven hundred distinct and separate parts and pieces.

From this the value of a little care can best be realized. —*The Wheel.*

The above is fact; but in the

PARAGON

we offer a spring frame machine with fewer parts and simpler action than any machine on the American market.

SEND FOR CATALOG.

STOVER BICYCLE MFG. CO.,

FREEPORT, ILL.

By the way, WATCH FOR THE PHŒNIX.

"Finest Quality Produced in the World."

TRADE "CREDENDA." MARK.

THE CREDENDA SEAMLESS

STEEL TUBE Co., Ltd.,

BIRMINGHAM,

W. C. STIFF, Managing Director.

TELEGRAMS:—"CREDENDA," BIRMINGHAM. ENGLAND.

L. A. W. SPECIAL.

All Shoes Stamped with this Trade Mark are of the Celebrated Norman & Bennett make. They are the best Fitting and Most Comfortable Shoe ever produced for Wheelmen.

FOR SALE BY

THE LEADING DEALERS

From Maine to California.





WE DIDN'T DO IT!

And we won't promise to refrain from a repetition of said delinquencies. 'CAUSE WHY? WE are NOT GUILTY.

And we wish it understood, once for all, in full reply to many letters of inquiry, that we DID NOT build the Leaning Tower of Pisa, we had no finger in the erection of the old Mill at Newport; Bunker Hill Monument was finished without our trying to spring any information or plans of previous designs on the Commissioners.

The established receipe for English Plum Pudding is no infringement on any formula of ours. We do not license makers of German sausage to use any confined styles of overcoatings, which are exclusively our property. The grass hopper weathervane on Faneuil Hall is NOT a BASE IMITATION of any particular style of hoppergrasses we were building 'steenty years ago.

We simply rise to explain that WE BUILD "BRONCHO" SAFETY BIKES. That we shall continue to build and sell them as long as the present demand continues, the assertions of the N.B. class of worshipers to the contrary, nothwithstanding.

If you want to know all the inside facts, write for CAT. and Testimonial book, AT ONCE.

ADDRESS ALWAYS,

M. V. LIVINGSTON CYCLE MFG. CO., 245 Columbus Ave., Boston, Mass.

The POPULAR DIAMOND

$85.00.

BALL BEARINGS ALL OVER.



Send for Catalogue.

PERCIVAL TATTERSFIELD,

12TH AND OXFORD STS., PHILADELPHIA, PA.

BARGAINS.

48 Victor, $30; 50 Victor, $30; 52 Victor, $35; 55 R Mail Racer, 26 lbs., $35; 59 Eagle, $75; Victor Safety, $75; Broncho L. R., $75; Joliet, $70; safeties, $50 up. We must realize on them. Send for list and full description.

KNIGHT CYCLE CO.,

207 N. 10th Street, - St. Louis, Mo

"Imperial Wheels"

FOR ALL AROUND RIDING ARE POSITIVELY THE BEST



MANUFACTURED ONLY BY

AMES & FROST COMPANY

302-304 WABASH AVE, CHICAGO

CATALOGUE UPON APPLICATION

SECOND-HAND SAFETIES

I am selling out a number of them; good wheels at way down figures, to make room for a big lot of the famous REFEREES, which we will have this month.

W. J. NEWMAN, 46 Columbus ave., Boston.

And HARVARD SQUARE, CAMBRIDGE.

Open evenings.

BICYCLE RECORDS.

Cycle Records compiled from official sources by F. K. LANPHER, 48 and 50 Summer Street, Boston. Price, 10c. postpaid.

$2.75.

I will out a single line, steel street die, monogram or cipher, with 5 quires fine writing paper and envelopes, paper stamped in colors for $2.75; all duplicate orders filled at $1.00 less, the die to remain in my possession; will mail samples on application.

M. R. WARREN

Stationer and Engraver,

336 WASHINGTON ST., BOSTON

Mention this paper.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged o bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.

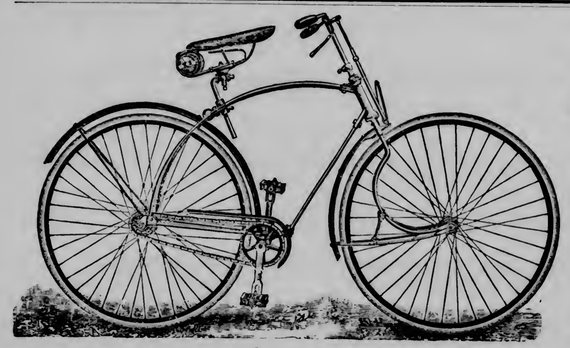
WHAT IS HIGH WATER MARK?



Actual shipments of the **Giant Safety Bicycles** so far this year have been as follows: January, 793; February 852; March, 1112; April, 2001; May, 2256; Total, **7014.** Above are facts and demonstrate conclusively to the practical mind the widespread popularity of these wheels. We are now working overtime and producing about 450 wheels per week. Pretty good for a factory not yet two years old, is it not?

New edition of Catalogue now being mailed.

H. A. LOZIER & CO., - - Cleveland, Ohio.



Modesty forbids us telling the wheelmen of the Country about the Pullman races. Every wheel in that race came in first, and now we can't help putting modesty aside and saying that the Eclipse is first as a Comfortable durable road wheel. Our cushioned tired wheels are capturing the riders all over the country. No wonder! We make a first class, high grade wheel. Never one owner of Malleable iron pub on an Eclipse. It is a poor wheel for the repairer, but just the wheel for the rider. Stock Pulley & Mfg. Co. Indianapolis

PARAGON. ✣ TOURIST

SIDWELL & SABEN,

NEW ENGLAND AGENTS.

243 Columbus Avenue, - - Boston, Mass.



"THE BELMONT."

The Best Value ever offered to the American Public. Highest Grade throughout. Credenda Steel Tube, Dropped Steel Forgings, Garford Saddle, and Best Cushion Tires. True Referee Frame. Price, direct spokes, $100. Tangent spokes, $110.

Agents Wanted.

Manufacturers,

THE SWEETING CYCLE CO., 639 Arch Street, Philadelphia.



Dealers and Riders,

Have you examined the fine points in our 40-pound, Cushion-Tyred

"METEOR" SAFETY.

BANKER & CAMPBELL CO.,

(LIMITED.)

12 Murray St., N. Y. 1786 Broadway, N. Y. 1311 Bedford Ave., Brooklyn.

SEND FOR CATALOGUE.

NEW YORK BELTING & PACKING CO. Limited.

JOHN H. CHEEVER, J. D. CHEEVER, F. CAZENOVE JONES, } Managers. WM. T. BAIRD, Secretary. 15 PARK ROW, NEW YORK.

Oldest and Largest Manufacturers in the U. S. of

PATENT APPLIED FOR. PATENT APPLIED FOR.

VULCANIZED-RUBBER FABRICS

FOR MECHANICAL PURPOSES.

We are prepared to execute orders for the ONLY PERFECTED

CUSHION TIRE

AND ANY ARTICLES OF SOFT RUBBER FOR

WHEELS.

CUSHION TIRE N.Y.B. & P. CO. LT'D.

Showing our S. P. Cushion Tire under compression, making a double cushion.

☞Correspondence Solicited.

CUSHION TIRE N.Y.B. & P. CO. LT'D.

S. P. Cushion Reinforced.



Bicycles.—Over 1200 Bicycles in Stock. Special Bargains.

30 Inch, Full Ball Bearing Safeties, Good as New, $42.00

30 Inch Safeties, Balls both Wheels, Good as New, 37.00

Order quick and mention these prices, as they are not in our Catalogue.



A. W. GUMP & CO., - - Dayton, Ohio.



THE "HAINES" WRENCH.

(Patented Sept. 17, 1889.)

The Most Complete Wrench for Bicycle riders in the market; made of Cast Steel, finished in black; combines Screw Driver with Wrench; length 4 1-2 in. Warranted first-class, strong and durable. Manufactured only by

AMERICAN SAW CO.,

TRENTON, N. J.

ADJUSTABLE NUT.



ACTUAL SIZE.

Dealers send for Prices.

Indespensable to Tourists and Bicycle Riders generally. Will fit any bolt on any bicycle; easy to carry in pocket or tool bag; weighs only one ounce; nickel plated; sent prepaid on receipt of

Price, 50c.

Wheelmen, don't walk ten miles because you lost your pedal nut or some other part to your machine, but send for one of these adjustable nuts and always have it with you.

GUBBERLY & NORTHROP,

Manufacturers,

41 Roxbury St., Boston, MASS.

NOTICE

To Manufacturers and Agents.

LOUIS GLASEL & CO., - Coventry, Eng.

THE CONTINENTAL CYCLES

Are the Cheapest and Best in the Trade.

CUSHION SAFETIES Ready for immediate delivery. Balls throughout. Best material. Workmanship guaranteed.

LOUIS GLASEL & CO.,

Supplies also all rough and finished parts; also chains, tubes, stampings, hubs, cushion tyres, lamps, forks, rims, etc, etc.

☞ **Rock Bottom Prices.**

All very cheap and only for cash. Best and prompt attention given to the smallest orders.

Mention this paper.

THE TOURIST.



Simplicity in Construction. Ease in Running. Cushion Tyres. Bown's Ball Bearings. No Cast Metal. Manufactured for us by Wm. Bown, Birmingham, England.

Also General Agents for the

Warwick, Kenwood, Psycho, Referee AND THE St. Nicholas

Line of Medium Grade Wheels.

MANUFACTURERS OF THE

Perfection Bicycle Alarm,

Tire Heaters and

Bidwell Cyclometer.

Good Agents Desired. Send for Catalogue and Terms.

George R. Bidwell Cycle Co.,

Chicago: 270 and 272 Wabash Avenue. 308 and 310 W. 59th St., New York City

Featherstone's Pneumatics

WIN THE RACE!

What Race? Why, the Human Race!

THEY WIN THE PATRONAGE OF ALL.

BECAUSE

They are Fast on Road or Track.
They are the acme of Comfort.
They are built Right.
They are fully guaranteed.

THIS INCLUDES THE TIRES.

We guarantee immediate delivery as we now have them in quantities. Pay your money and take your wheel. We stand behind it.

WRIGHT & DITSON, Sole N. E. Agents,

578 and 580 Washington Street, Boston.

R. L. COLEMAN & CO.,

35 Barclay Street, and 40 Park Place, New York.

Call Special Attention to their

JUNO



JUNO

This machine has 28-inch wheels, is shapely in its lines, and made of same material as its male companion, with ball bearings to both wheels, crank shaft and pedals. It can be had without ladies' dress guard at $70, and with dress guard at $75.

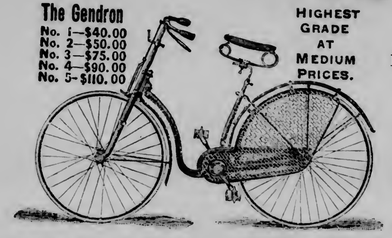
These wheels are made by the Western Wheel Works, whose complete line includes the Rush, Rob Roy, Juniors and Pet.

Send for Catalogue.

R. L. COLEMAN & CO., *EASTERN, SOUTHERN and MIDDLE STATE AGENTS.*

GENDRON.

The Gendron
No. 1—$40.00
No. 2—$50.00
No. 3—$75.00
No. 4—$90.00
No. 5—$110.00



HIGHEST GRADE AT MEDIUM PRICES.

We are Headquarters for Cycle Supplies.

SEND FOR CATALOGUE.

The Gendron NO. 6 $100.00.



The Gendron NO. 7 $115.00.

Eastern Office and Wareroom: 107 Chambers St., New York.

GENDRON IRON WHEEL COMPANY,

Factory and Home Office: Toledo, Ohio.



Bicycle Riders, Base Ball Players, Athletes, Gymnasts, tell us that it is the best and most satisfactory supporter made.

Let Every Sportsman Try Them. Price, $1.00.

Will send by mail on receipt of price. Send size of waist and hip.



KNEE PANTS.

(Patented.)

810. Heavy Rib.

Improved double seat and pocket.

FULL PANTS.

(Patented.)

828.

HEAVY RIB.

Improved Double Seat, Strap and Pocket.





No.		Each.
970.	Heavy Sweater,	$5 00
967.	" "	4 00
767.	" "	3 50



3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50.

3—1. Black, navy, grey mixed, stocking, $1.25.

1—1. Black, navy, grey mixed, stocking, $1.00.

ATHLETIC and GYMNASIUM GARMENTS Manufactured by **HOLMES & CO., 109 Kingston Street, Boston.**

SEND STAMP FOR CATALOGUE.

A MODERN PRINTING OFFICE AND BINDERY.

The Collins Press

Gives Satisfaction Every Time.

WE PRINT

The "Technology Architectural Review,"
"Bicycling World and L. A. W. Bulletin,"
"Wade's Fibre and Fabric,"
"The Musical Herald."

PRINTERS TO THE BOSTON UNIVERSITY.



FINE TAPS AND DIES

For Bicycle Work.

Send for Price List.

WILEY & RUSSELL MFG. CO.,

Greenfield, - - Mass.

NEW

Speedwell Safeties.

$75.00.

King of Road, 27in., Dandy, 24in., } At Bargains.

D. SNITJER, St. Louis, Mo.



FOR TANGENT AND DIRECT SPOKES.

Nickeled, Price 75c., Postpaid.

Dealers send for Sample and Electrotype.

AVERY & JENNESS,
5756 Madison Ave., Chicago.

"P. D. Q." means: "PRINTING DONE QUICKLY."
We fill all orders with the *utmost promptness.*

P.D.Q.

Write to us for samples and prices of our *new* L. A. W. Address Cards. Don't order without first seeing *our* samples. BRISTOL PRINTING CO., NORTH EASTON, MASS.



FRONT VIEW

Indispensable to Bicyclists, Athletes and the Gymnasium

Call's No. 5 Supporters (jock strap) with elastic back, lace front and adjustable back straps. A sure fit. No. 5 (same as cut), 75c. No. 6, with pockets on each side of lacing, $1.00. No. 7, with hose supporter attached to sides, $1.00. Number 8, pockets and hose supporter, $1.25. Order by number and give tight measure top of hips. Postpaid on receipt of price. S. B. CALL, 358 Main Street, Springfield, Mass

RECORD AGAIN.

TIME. 2 hrs. 24 min. 44 sec.

50 MILES ROAD RECORD

BADLY BEATEN ON AN

TIME. 2 hrs. 24 min. 44 sec

NEW Model B **ORMONDE** NEW Model B

Not by Seconds, BUT BY 8 min., which ALSO BEATS the

TRACK RECORD BY NEARLY 1 minute.

THE FASTEST 50 MILES EVER RIDDEN ON ANY KIND OF CYCLE.

(Ridden by all the Fastest Riders in England).

ORMONDE CYCLE CO., - - U. S. Branch, 25 Murray St., NEW YORK.



Plymouth Rock Pants Company.

HEADQUARTERS: 11 TO 25 ELIOT STREET, BOSTON, MASS.

Official State Tailors OF THE L. A. W.

Washington, D.C., Maryland, Pennsylvania, Connecticut, New Hampshire, Virginia and Missouri.

Authorized makers from the LEAGUE CLOTH.

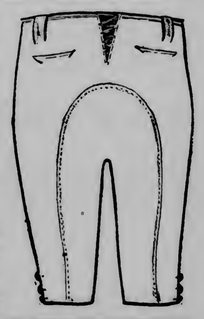
Coat, - - - $7.50
Breeches, - 4.75 } Ordered Together, $12.25.

As per *specifications required by the Uniform Committee.*

We have Branch Stores in the following Cities where your orders will be taken.

BRANCHES: 279 Broadway, New York; 943 Penn. Ave., Washington, D. C.; 72 Adams St., Chicago, Ill.; 914 Main St., Richmond, Va.; 217 19th St., Birmingham, Ala.; 201 Main St., Worcester, Mass.; 275 Meridian St., East Boston; 508 Mulberry St., Macon, Ga.; Room 4, Y.M.C.A. Bldg., Burlington, Vt.; 282 Second St., Memphis, Tenn.; 430 Church St., Nashville, Tenn.; 820 Main St., Dallas, Tex.; 620 Broad St., Augusta, Ga.; 108 W. 3d St., Davenport, Ia.; 1109 Broad St., Columbus, Ga.; 307 Tremont St., Galveston, Tex.; 143 So. 12th St., Lincoln, Neb.; 700 Austin St., Waco, Tex.; 110 Canal St., New Orleans, La.; 6 E. Government St., Pensacola, Fla.; 39 Whitehall St., Atlanta, Ga., 68 So. Main St., Waterbury, Conn.; 970 Elm St., Manchester, N. H.; 106 N. Main St., Concord, N. H.; 104 Montgomery St., Montgomery, Ala.; 796 Chapel St., New Haven, Conn.; Main St., opp. P.O., Springfield, Mass.; 16 W. 9th St., Chattanooga, Tenn.; 134 Thames St., Newport, R. I.; 606 Main St., Kansas City, Mo.; 344 Fourth Ave., Louisville, Ky.; Exchange St., corner entrance, 2 State St., Hartford, Conn.; 910 Congress Ave, Austin, Tex.; 406 Houston St., San Antonio, Tex.; 318 So. 15th St., Omaha, Neb.; 310 E. 5th St., Dayton, Ohio.

Also Agents at most all points in every State. We will call whenever and wherever needed by your notifying Headquarters, BOSTON, MASS.



Makers of ALL STYLES OF UNIFORMS.

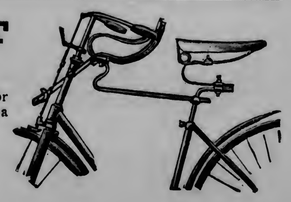
Address POSTAL CARD For Samples.

The * Beauty * Bundle * Carrier AND CHILD'S SEAT.

ADAPTED for all Safety Bicycles and Tricycles, attaching to either horizontal, vertical, solid or hollow posts of any diameter, without marring the same. Will carry a good-sized child, a peck of apples, an armful of books, or anything you can get in it.

Cloth, $6. Mackintosh, $7. Send for Circulars.

RICH & SAGER, 210 West Main Street, Rochester, N. Y.



HUMBERS

We have these Famous Wheels in

SOLIDS AND PNEUMATICS.

$100.00. $125.00. $150.00.

HIGHEST GRADE.

New York State Agents,

Schoverling, Daly & Gales,

302 Broadway and 84 Duane Street, - - NEW YORK.

WHEELMEN WEAR THE NEW CENTURY-BRACE

THE BEST SUSPENDER.

Non-elastic and yet perfectly elastic. Does not heat the body as a belt or tight-fitting trousers; nor the shoulders as do the elastic web suspenders.

If your furnisher does not keep them, send 50c., 75c. or $1.00 for sample pair by mail, postpaid.

CHESTER SUSPENDER CO.,

No. 21 Decatur Avenue, Roxbury, Mass.

Mention this paper.



THE COASTER

Is a Speedy Safety for both sexes.

They Do Not Break at Neck or Steering Head!

ALL STEEL. Agents wanted.

Send for Catalogues to

No. 6 East 4th Street, - A. A. BENNETT.

CINCINNATI, OHIO.

Official Outfitters to the League of American Wheelmen.

Authorized by the Executive Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.

406, 408, 410 & 412 Broome Street, NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.00, BREECHES, $5.25.

Cloth, $2.10 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25

Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00

Stockings. Our celebrated Linen Sole Stocking, League color.....1.00

Belts. No. X Silk..... .50

Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic.4.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,

241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia. 1033 Chestnut St.

THE NEW COLOR LEAGUE CLOTH IS NOW READY.

Samples of same can be obtained on application to

BROWNING, KING & CO., - New York.



THE SPIRAL FLEXIBLE TOE CLIP

Is flexible and easy on the foot. Adjusts to any size of foot or pedal. Stands any amount of blows, kicks or tramping on, and still retains its form. Will not catch on curbs, sidewalks, door sills or obstructions and pull out of shape while wheel is being trundled over them.

The only toe clip extant that permits of the correct adjustment of foot to pedal; not having a toe check it does not tend to pedalling with toes pointing downward, which position induces a strained and set condition of the muscles of the foot, ankle and calf. One of the best, simplest and most easily attached. Try a pair and be convinced. Send for descriptive circular.



AS CARRIED WHILE RIDING

No more foul, greasy and collapsed tool bags.
No soiled hands or clothes
No loss of oil or one's temper.
No dirty tool bags or oily tools.
No weight, no delays to oil up.
No loose tops, no rattle.
No neglected or damaged bearings.
No squeaking or pounding.

Made in sizes suited to different machines.

Pronounced by old wheelmen, the press and the trade as the BEST novelty before the cycling public for '91.

In ordering state make of wheel and give diameter of seat rod or handle bar shaft.

Price mailed, 50c. With C. & D. Oiler $1.

The Spiral Flexible Toe CLIP is flexible, easy, adjustable, effective, indestructable, faultless. One of the best, simplest and most easily attached. Price per pair, mailed, 50c Agents wanted everywhere.

Descriptive circular free. [Mention this paper.

L. H. BANNISTER & CO., Youngstown, Ohio.

PATENTS

Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. **W. E. AUGHINBAUGH,** Baltic Building Washington, D. C.

M. R. WARREN,

Fine Stationery,
336 Washington Street, - Boston.

I call special attention to my engraving department, in which you will find the best of workmanship, correctly and quickly executed at the lowest prices.

SATISFACTION GUARANTEED.

Wedding Invitations,
Wedding Announcements.
Reception Cards,
Visiting Cards,
Party Invitations, etc.

Sketches Furnished. Odd Novelties in Box Papers. New Style Envelopes.

Mention this paper.

ATHLETIC GOODS!

KINGSTON KNITTING CO.,

Manufacturers for the

Trade and Clubs.

The most beautiful line of

Bicycle, Gymnasium, Tennis Costume and Sporting Goods



Made, in worsted, wool and best lisle thread stock. Unsurpassed for style, completeness, elasticity and durability, and at very low prices.

Send for catalogue and club price list, or order with entire confidence that our styles, material and prices will be entirely satisfactory.

No. 27 Kingston Street, BOSTON, MASS

BEST OUT.

75c. for this Nickeled Toe Clip.



Every wire braces the others. Best Spring Steel. Foot never slips. No headers. Great for hill climbing. No pinching of corns or catching of foot. Solid comfort. Rubber coated, only 90 cents. The Pat. balance E, always brings Pedal and Clip right side up as per cut, only 75 cents extra.

If your Agent is dead and don't keep it, don't let him bluff you, but send price by P. O. Note. No stamps. Size 1 for boots up to No. 8. Size 2 for boots from 8 to 11. **AGENTS WANTED EVERYWHERE**

J. A. HUNT & CO., Sole Mfgs., Westboro, Mass.



I. A. WESTON & CO.,

JAMESVILLE, N. Y.,

MANUFACTURERS OF

SAFETY BICYCLE WHEELS,

MADE WITH

Parallel Coned or BALL BEARINGS, Solid or Cushion Tire.

THE BEST MATERIAL and THE FINEST FINISH.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜



L. A. W. BADGES

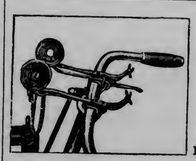
The official design in **SOLID GOLD.**

Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the inferior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better to. $1.50, $2.00, and $2.50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.



LAMSON'S

Luggage Carrier

NO. 1.

Convenient, durable, noiseless, cheap. **$1.** Sold everywhere.

Made by

C. H. LAMSON,

Portland, - Maine.



JOHN. HARRIOTT.

PRIZE MEDALS CUPS,

BADGES AND PINS.

3 WINTER ST. BOSTON.

WANTED—Bicycle Dealers and Agents to handle our *Official League* and other Bicyclists' emblems. Send for price list and discounts. DURYEA JEWELRY CO., wholesale jewelers, 180 B'way, N.Y.

1891 PNEUMATIC—B. & A. Humber racing safety, 26 1-2 pounds, Dunlop's latest (sewn canvas) pneumatic tires; machine and tyres absolutely new; enamel slightly marred; $150; owner going to England. H. O. STICKNEY & CO., 440 Harvard st., Cambridge.

PNEUMATIC—For a fee of twenty-five cents, the undersigned will send, on July 10th, his experience with the Pneumatic wheel since May 10th. Has tested it thoroughly, and, being an experienced rider, can give information that may prove valuable to hesitating purchasers. ROBT. H. GERNAND, Waverly Station, Baltimore, Md. L. A. W. 3564.

FOR SALE—One Swift B Model $110. One Ladies Swift, $110. One Warwick Cushion Combination, $115. One Hartford, Solid Tires, $90. Above *all new*, having used only as samples in store and never ridden. J. A. JOHNSTON, 766 Smithfield st., Pittsburg, Pa.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ Cash must accompany the Order.☜

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜

A BARGAIN—52-in. Eagle Light Roadster; '91 pattern; used but three weeks; felloes and spokes enamelled, balance nickled; cost $145, and $25 worth of extras, including $12 Lakin Cyclometer (never used); racing saddle, extra spokes, luggage carrier, pedal pins, etc.; A1 condition; for $120. Address HERBERT R. PECK, West Water Street, Syracuse, N. Y.

FOR SALE—Columbia Tandem (new); ridden only a few times; price $150 Guaranteed A1. Address J. S. VAN HORN, 132 E. Genesee st., Syracuse, N.Y.

FOR SALE—1891 Gent's Kenwood, cushion rear; ridden 10 miles. One Union No. 12, ridden 50 miles. Both perfect condition; $110 each. FRED COLSON, Norwalk, Ohio.

FOR SALE—1 ladies' Columbia, 1 Singer Safety, 1 Hartford with cushion tires. All in excellent condition and will be sold low. GEO. O. ALLEN, Fitchburg, Mass.

SPEAK QUICK—$85 will buy full nickeled 1891 52-inch Eagle; good as new, except saddle slighly scratched. Will send on approval for $5. R. P. HOLDEN, Saratoga Springs, N. Y.

FOR SALE—Very cheap, an Eastman Bromide outfit complete in good order, including easel with roll holder, camera box, etc.; also 1 1-4 size new Dallot Portrait Lense; outfit cost (new) with lense, $54; will sell at a bargain if taken soon. Address, F. L. SMITH, Oshkosh, Wis.

FOR SALE—Star Safety, 1890 style; excellent condition, reasonable price. J. R. BLOSSOM, 200 Clinton street, Brooklyn, N. Y.

C. W. COWLES, PLAINVILLE, CT., has a bargain for you in second wheels.

$60 BUYS 48-inch Special Star, in first-class condition, newly enamelled, crated for shipment. O. M. HUNTER, 600 Market street, McKeesport, Pa.

WANTED—Photographers and canvassers before sending your work to cheap copying houses to be ground out in an inferior manner, to give the F. L. Smith Portrait Co. of Oshkosh, Wis. a trial order, and be convinced that we can give you the best work for the money you ever had. Work finished in any style. Ten years' experience with the Air Brush. Send us a trial order for sample. Write for price list, etc. Address THE F. L. SMITH PORTRAIT CO., Studio, 25 Elm street, Oshkosh, Wis.

"BRONCHO" Roadster, 1890, good condition; best offer takes it. MACPHERSON CRICHTON, Berkeley Springs, West Virginia.

PREMIER Tandem, must be sold; fine condition; less than 100 miles wear guaranteed; will sell for $110; as represented or no sale. A. C. McALPIN, Warren, Pa.

1891 AM. LT. RAMBLER, good as new, for $115; also Premier Tandem Safety, $115; Victor Safety, 1888, $50; 1890 Victor Safety, fine condition, for $90. Bargains at COWLES' BICYCLE AGENCY, Plainville, Ct.

45-INCH Special Star Bicycle; cost $140; price $65; two-thirds nickel; cow horn bars; tangent spokes; rollers to large wheel and balls to front wheel; finish and tires only slightly soiled. Sent C. O. D. if sufficient amount is sent to pay charges both ways if refused. CLEVELAND CYCLE DEPOT, 221 Prospect Street, Cleveland, Ohio.

BARGAINS—Featherstone Pneumatic, $15. Kenwood Cushion, $110. Good as new. '90 Rover Safety in good shape, $70. W. A YOUNG, 911 Collins street, Joliet, Ill.

FOR SALE—1 new Warwick Cushioned Safety with Diamond Lamp, $95; 1 54-in. Victor, Tangent Spoke, $15; 1 52-in. Columbia, new, $40. BICYCLE AGENCY, 14 Mabry Street, Knoxville, Tenn.

FOR SALE—At a bargain, Featherstone's Pneumatic, good as new, has not been run 5 miles. Also Ladies' Columbia, used but little; inquire early of Lock Box 261 Willimantic, Conn.

25 CENTS BUYS Road Book and Map of Boston and Vicinity. CHAS. A. UNDERWOOD, Jamaica Plain, Mass.

FOR SALE—One new Hartford Safety, cushion tires, perfect condition; never been used; regular price $105; will sell for $95 C. O. D. GEO. O. ALLEN, Fitchburg, Mass.

FOR SALE—1891 American Light Rambler Safety; perfect; run about a month, $115. Good reason for selling. Address A. M. ROSS, Hot Springs, N. C.

WHAT? Yes, Premier Tandem Safety, cost last year $200, for $115. Good reason for the sacrifice. COWLES' BICYCLE REPAIR SHOP, Plainville, Ct.

A BARGAIN—A '90 New Mail Safety Bicycle; ridden 50 miles; in perfect condition every way. Will be sold cheap. Address Box 22, Wappingers Falls, N. Y.

PNEUMATIC RACING SAFETY—B. & A., Humber pattern, very light and strong and nearly new. H. O. STICKNEY & CO., 440 Harvard street, Cambridge, Mass.

'89 COLUMBIA L. R. SAFETY FOR SALE—HARRY R. STEVENS, Norfolk, Ct.

FOR SALE—Cheap, '91 Cushion Tire Columbia; like new. Address, G. R. THRALL, Oswego, N.Y.

'91 CUSHIONED WARWICK, diamond frame, tandem tricycle, $50; $140 Catford, new last fall, $75; '89 Warwick, $65. W. E. ELDRIDGE, Newark, N. J.

PREMIER ROADSTER SAFETY—Perfect, A1 condition; balls all over; warranted thoroughly strong and reliable roadster; weight, 50 pounds net; price $75. H. O. STICKNEY, 440 Harvard st., Cambridge.

$40 BUYS 1890 Union Safety. Who takes a bargain from C. W. COWLES, Plainville, Ct.?

A BARGAIN—Tourist Safety with cyclometer; cost $150. Used only two weeks, $125. Owner wants pneumatic. W. A. YOUNG, 911 N. Collins street, Joliet, Ill.

FOR SALE—A 54-inch Humber ordinary racer, weight 22 lbs., in first-class condition; as good as new; will sell for $50 cash, crated F. O. B. G. L. PRESCOTT, 110 W. Court st, Rome, N. Y.

FOR SALE—'90 Victor; bought late last season, in fine condition; as good as new; will sell for $100 cash. Will send on approval C.O.D. on receipt of $10. W. E. LAMBERT, 907 Main st., Clyde, Ohio.

FOR SALE—56 inch Nickel Victor, '88 pattern, $05. FRED P. HAMMES, Utica, N. Y.

HOW BEAUTIFUL

Your Bicycle looks; like new. No wonder, I use Wilson's Wonderful Nickel and Enamel Preserver, and it does not rust. Price 50 cents. Ask your Cycle agent for it. WILSON MFG. CO., 15 Tremont Row, Boston, Mass.

DETECTIVE!

WE WANT a MAN in every locality to act as **Private Detective** under our instructions. Send stamp for particulars. WASHINGTON DETECTIVE AGENCY, Box 767, Washington, Iowa.

MUST BE SOLD.

If you want a "Bargain,"

Send for List to EDMANS & SON, Troy, N. Y.



Send us your duplicate orders on Bicycle Shoes, Foot Ball, Sprint Running and Gymnasium. Samples out. Stamp for Catalogue.

PIERCE, SMALL & CO., RANDOLPH, MASS.



"Z & S" Hose Supporters

FOR SHOULDER, BELT AND HIP.



FOR SHOULDERS—An article that meets the popular demand from wheelmen, and the public generally. The Z. & S. Supporters have been greatly improved, being made lighter with a better clasp at the stocking, saving all wear on the pants, chafing the leg or tearing the stockings, and warranted not to "let go their hold" accidentally. These Supporters do away entirely with elastic bands, which bind upon the limbs and stop the circulation of blood, causing numbness or swollen veins. They are made so as to be worn beneath the flannel shirt, passing over the shoulders and down either leg. Adjustable for any sized person.

Price, 50c.



FOR BELT—With belt around the waist that allows of ample adjustment over the hips. Arranged for short or tall riders. Fitted with our patent fastener for holding the stocking; being perfectly flat it is impossible to chafe the leg or cut the knee-breeches or wear out the stockings They are exceedingly handy, universally adjustable, and, with our new patent catches for the stockings are found to be the best belt supporter on the market.

Price, per pair, 50cts.

FOR HIP—The "Z. & S." Hip Stocking Supporters have undoubtedly had a more extended sale than all the other stocking supporters so far placed on the market, not because they are better than the belt or shoulder supporters, but because they are so exceedingly handy to put on and take off; can be worn under all circumstances, whether with a linen or flannel shirt, for a short ride where it is very desirable to make a quick change to long pants for social or business purposes, or vice versa.

These supporters are now made with the double safety pin, for attaching to the drawers or shirt above the hip, and extending down either leg, fastening to the stocking with the Lindsley Patent clasp, we being the only manufacturers licensed to use this clasp.

Price, per pair, 35 cents.

THE SAFETY BUNDLE CARRIER

For Handle Bar or Mud Guard.

These Carriers have come into demand wherever the Safety is used. Owing to the patented principle of swinging plates, thereby allowing them to be placed at right angles under the package to be carried, and at the same time placed close together on the bar, for a short package, or further apart for a long bundle, canes, umbrellas, etc., and upon removing the package or bundle, these plates can be moved back horizontally with the bar entirely out of the way. These Carriers are very strong, nicely nickel-plated, compact, and an ornament to the machine. They are easily detachable if desired. In ordering, state what machine they are to fit.

Price, $1.25. By mail, $1.35.

Send for latest edition of "Encyclopedia of Cyclers' Wants." Free.

HOWARD A. SMITH & CO.,
518 Broad Street, Newark, N. J.

CLIPPER SAFETIES.



CLIPPER.

$90 Solid Tires. $100 Cushion Tires.

Graceful, Easy Steering and Running.

Equally Adapted for Ladies and Gentlemen.

Our Harris' Pat. Saddle the Ladies delight. Our Cushion Tire adapted to any 7-8 inch rim (patent applied for) is a perfect success.

Thos. Kane & Co., - - Chicago,
WESTERN AGENTS.

The Sweeting Cycle Co., - Philadelphia,
EASTERN AGENTS.

GRAND RAPIDS CYCLE CO.,

MANUFACTURERS,

GRAND RAPIDS, - MICH.

Write for Catalogue.

"PERFECT" POCKET OILER.



ONE-HALF SIZE.

For Bicycles, Guns, Fishing Tackle, etc. Throws only small quantity of oil at a stroke. No leakage. Handsomely nickel-plated. Best and neatest oil can in existence. For sale everywhere. Price 50c each. CUSHMAN & DENISON, 172 Ninth Avenue, New York.

Erie Knitting Mills,

Erie, Pa.

Are still making the very best goods for cyclers. We know this, and others are finding it out.

This is a copy of a letter just received from the champion road rider of the United States:

ERIE KNITTING MILLS—

I cheerfully recommend your knit goods for the use of bicyclers, especially hard road-riders, as from my experience with them I have found them well-fitting, elastic and durable as iron.

Yours very truly,
WM. VAN WAGONER.

FRANK FAIRBAIRN, 513 WEST 11TH ST., ERIE, PA.

SAVE $25.

Three 1891 sample Safeties, ridden less than 50 miles each, not to be told from new. Half-cushioned Columbia, Full-cushioned Diamond Rambler, Paragon, solid tires. Choice for $110; $10 with order, sent C. O. D. for balance.

Clinton Cycle Co., Clinton, Mass.

P. S.—New Giantess, $60.

$1500 IN PRIZES $1500
G. B. C. C.

Second Annual Tournament of the

Green Bay Cycle Club

— AND —

Wisconsion Division Meet,

At Green Bay, Wis., July 22 and 23.

Entries close July 15. S. A. Miles, handicapper. Write for programmes. Address,

FENTON S. FOX, 1 Green Bay, Wis.

FITCHBURG RAILROAD

Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

HOOSAC TUNNEL ROUTE

THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

BICYCLES CARRIED FREE

FAST EXPRESS TRAINS

With elegant PALACE PARLOR and SLEEPING CARS to and from

BOSTON and CHICAGO and BOSTON and ST. LOUIS, via NIAGARA FALLS,

without change.

THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.

THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.

THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.

ELEGANT PALACE SLEEPING CARS to and from

BOSTON and MONTREAL,

without change.

For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at

250 Washington Street, or Fitchburg Railroad Passenger Station, Boston.

J. R. WATSON, General Pass. Agent.

Price List of Specialties

—MANUFACTURED BY—

ELASTIC TIP CO.

Mailed Postpaid on Receipt of Price.

Dropped Forged Steel Spade Handles, all nickeled and threaded to fit any machine, $2.50 per pair.
Soft Rubber Handles, pear shaped, $1.50 per pair.
Vulcanized Handles, pear shaped, $1.50 per pair.
Boys' Soft Rubber Handles, pear shaped, $1.00 per pair.
Double Grip Pedal Rubbers, No. A, 1 inch x 3 3-4 inches, $2.00 per set of four.
Double Grip Pedal Rubbers, No. B, 1 inch x 4 inches, $1.50 per set of four.
Double Grip Pedal rubbers, No. C, 1 1-4 inch x 4 inches, $2.00 per set of four.
Pedal Rubber, round or square; made from white rubber, $1.00 per set of four. When ordering state size required.
Spade Grips, vulcanite, 50 cts. per pair.
Safety Handles, vulcanite, to fit any machine, $1.00 per pair.
Safety Handles, for Boys' Wheel, 50 cts. per pair.
Soft Rubber Grips for Safety, $1.00 per pair.
Soft Rubber Grips for Boys' Safety, 50 cts. per pair.
Soft Rubber Sleeves, to fit over vulcanite grip, 75 cts. per pair.
Steel Balls, 3-16 inch, $2.00 per C.; 1-4 inch, $2.40 C.; 5-16 inch, $3.00 per C.
Imported Tire Cement, 25 cts. per box.
Tire tape for holding on tire, 25 cts. per roll
Rubber Cement, for repairing cuts in tires, 25 cts. per can.
Bicycle Spokes. Price according to quantity.
BICYCLE TIRES, SOLID or CUSHION, either red or grey; price according to size. Send for Catalogue.

ELASTIC TIP CO.,

Cor. Cornhill and Washington Street,

BOSTON, MASS., U. S. A.

REAL BICYCLE UNIFORMS.



Be sure to send for free samples and measure blanks. Club Uniforms a specialty. L. A. W. Coats, $8. Knee Breeches, $4. Punnett's celebrated Jersey Cloth Knee Breeches, only $4 a pair. Bicycle Caps, Hose, Puns, Tights, gold or silver Letters, Punnett's Invisible Pants Holders, 25c. a pair. Be sure to write now.

R. A. PUNNETT, Tailor and Athletic Outfitter,
98 & 100 West Ave., ROCHESTER, N. Y.

All strictly first-class work at moderate prices.

SEND FOR CATALOGUE

PRICES TALK!

You are going to buy your Bicycle where you can get a good one for little money.
Examine our prices.—We can save money for you



Meacham Diamond—A Gents' or Ladies Safety, DIAMOND FRAME of seamless tubing, ball bearing all over, including socket, ball bearing head, lightly built, high grade in all respects (see cut)..List, $115.00; Net, **$64.60**

Express, Gents'—30-inch wheels, ball bearings all around, frame of steel tubing. List, $90.00; Net, **$61.33**

Express, Ladies'—30-inch wheels, ball bearings all around, frame of steel tubing..List, $90.00; Net, **$61.33**

28-Inch Safety—Combination wheel for GENTS or LADIES, ball bearings all over...List, $75.00; Net, **$53.33**

Large Boys' and Girls'—Combination Safety, 26-inch wheels, adjustable cone bearings all over.....List, $40.00; Net, **$24.00**

Boys'—25-inch wheels, adjustable saddle and brake, rubber tires, mud guards, adjustable cone bearings.....List, $35.00; Net, **$20.00**

Boys' and Girls'—24-inch wheels, DIAMOND FRAME of steel tubing, adjustable CONE bearings.....List, $35.00; Net, **$22.66**

Boys' and Girls'—24-inch wheels, DIAMOND FRAME of steel tubing, adjustable BALL bearings.....List, $40.00; Net, **$24.66**

Send for Catalogue. **E. C. MEACHAM ARMS CO., ST. LOUIS, MO.**

$85.00 LOVELL DIAMOND CYCLES. $85.00

High Grade Only.

All Ball Bearing,
Steel Tubing
—AND—
DROP FORGINGS.

NO BETTER MACHINE AT ANY PRICE.



Lovell Diamond, $85.
With Cushion Tires, 95.
For Ladies, 85.
Convertible, 85.

AGENTS WANTED.

BICYCLE CATALOGUE FREE.

MANUFACTURED BY

John P. Lovell Arms Co., Boston, Mass.

Learn to Ride

BY USING OUR

INSTRUCTION BELT

Price, with instructions for use, $1.25.

ST. LOUIS WHEEL COMPANY,
311 N. 14th St., St. Louis, Mo.

A NEW DEPARTURE.

"THE BICYCLE INN,"

194 and 196 Columbus Avenue, Boston.

Bicycles Boarded, Cleaned and Cared For

BY THE DAY OR WEEK.

Competent Attendance and Moderate Charges

Dressing, Toilet and Coat Rooms in connection with the only "BOARDING STABLE" for Bicycles in Boston, where you can leave or take your wheel at any hour of the day or evening.

E. E. BROWN, Manager.



HAVE YOU SEEN THE NEW

BUTCHER CYCLOMETER?

Ask Your Dealer to Show it to You.



For Ordinary Bicycles. Price $10.00. By Mail On Receipt of Price.

For Safeties. Price $11.00. By Mail On Receipt of Price.

The unprecedented demand for this Cyclometer this season is our apology to our many customers for delays in filling orders. With enlarged facilities, we can now fill all orders promptly.

The Butcher Cyclometer Co.,
338 WASHINGTON ST., BOSTON, MASS.

THE UNIVERSAL WHISTLE.



Patented Dec. 11, '88.

The Best Whistle for Cyclists, Hunters, Horse-car Conductors, and every one who use Mouth Whistles. The Patent Mouth-Piece enables one to hold it in mouth without use of hands. Price, by mail, 25c. or $2.00 a dozen. A chance for any smart boy to make money. WHITTEN, GODDING & CO., Providence, R. I.

To Athletes, Cyclists, Baseball & Footballists, Horse-back riders, Boxers and Oarsmen; when you want to ride, run, walk, row, skate or swim a long distance, USE

ANTI-STIFF

To Strengthen the Muscles.



To Strengthen the Muscles.

It is a marvellous preparation for Strengthening the Muscular System. With Anti-Stiff there is no faith required; it goes straight for the muscles, and you can feel it at work. It has a peculiarly warming, comforting and stimulating effect on all weak or stiff muscles and sinews. Quick in action, cleanly and pleasant in use. Rub it into the muscles every night for a fortnight, and you will be pleased at its supporting and strengthening properties. There is not, nor has been, anything like it till now. It differs from all Oils, Embrocations, and Liniments, both in substance and effect. Some athletes are so fond of it that they rub it all over them.

E. FOUGERA & CO., Agents for U. S.,
30 N. Williams St., N. Y.

Mention this paper.



COLUMBIA LIGHT ROADSTER SAFETY

Price, $135.00.

VALUE AND PRICE

Are relative terms, and are often far apart, but when applied to the COLUMBIA BICYCLES they are as nearly equal as a thoroughly responsible house can make them.

QUALITY FIRST

And reputation afterwards, the latter the effect of the former cause, has always been the motto of COLUMBIA manufacturers, and therefore COLUMBIAS have a justly earned reputation, based upon the work which has preceded.

POSITIVE VALUE

Is indicated by the name "COLUMBIA" (synonymous with *best*) for the simple reason that the product has given a standing to the name, and not the name to the product. For the same reason "Columbia" is the accepted standard, and all others must be "as good as the Columbia."

WOULD YOU LIKE A CATALOGUE?

POPE MFG. CO.,

BRANCH HOUSES:
12 Warren Street, NEW YORK.
291 Wabash Avenue, CHICAGO.
Factory, HARTFORD, CONN.

77 Franklin Street, BOSTON.

CONTINUED FROM PAGE 350.

One mile safety, handicap—Fred H. Clifford, Newton, first; J. L. Laird, Newton, second. Time 3.14.

Five mile team race—E. D. Van Gorder, Grinnell, first; James Cravath, Grinnell, second; C. F. Montgomery, Grinnell, third.

One mile safety, championship—W. E. Bowman, Farmington, first; A. B. Edmonds, Algona, second; C. H. Curley, Prairie City, Time 3.07 3-4

Two mile ordinary, handicap)—W. Walsh, Minneapolis, first; W. Schnell, Omaha, second; C. F. Montgomery, Grinnell, third. Time 6.31 1-4.

Two mile safety, handicap—Geo. W. Dennison, Chicago, first; W. E. Walsh, Minneapolis, second; A. B. Edmonds, third. Time 6.15.

[We wish our correspondents would see that in reporting handicap races the handicaps are given—Ed.].

At the banquet given on the evening of the first day Mr. Stubbs of Fairfield acted as toast master. After a few happy introductory remarks he introduced the Hon. H. S. Winslow, who delivered the address of welcome. He turned the city over to them and told them that if they "wanted anything they could not see they only had to ask for it and it would be theirs."

Chief Consul Chase spoke of the League and its advantages and paid a pleasant compliment to the citizens and wheelmen of Newton for their generous hospitality.

"Business men and the bicycle" was the toast answered by Hon. B. C. Ward of Prairie City. He was happy to note that the business men were grasping the idea that in the use of the bicycle was to be found health, pleasure and wealth, inasmuch as in its practical use was a saving of time, and time was money in these hustling times.

The Rev. J. W. Lewis spoke for the clergymen, and he referred to the unfortunate position taken by some that cycling was an undignified pastime for men of the cloth. He gladly noticed, however, that no such opposition existed in Newton.

"Our Lady Cyclers" was a toast assigned to Mr. C. C. Rhodes, but so overwhelming was the theme that Mr. Rhodes could hardly express his appreciation of the fair riders.

Mr. Tainter gave a few pointers on touring, and after a rousing vote of thanks the banqueters dispersed.

A GREAT RECORD.

(By wire to the World.)

[We regret the following did not reach us until too late for last issue—Ed.]. Terry Andrae has lowered the world's 25-mile record over a 6 3-4 mile course. The first round trip was done in 21m. 30s.; second round trip, 22m. (43m. 30s.); third trip, 22m. 30s. (1h. 6m. 0s.). The last 4 3-4 miles was made in 15m. 32s. Total for the 25 miles, 1h. 21m. 32s. Andrae was paced by his brother H. P., and Pattiz, Crocker, Kilby, Carney, Wagner, Nickel.

H.

[If this time is correct, and the distance properly measured, this will be the American road record.—Ed.].

TWENTY-FIVE MILE ROAD RACE, ALAMEDA BICYCLE CLUB.

EDITOR BICYCLING WORLD: Kindly publish the following correct account: The Alameda Bicycle Club gave its first 25-mile road race on the San Leandro Triangle on Decoration Day, May 30, 1891. There were nineteen entries, and the following were the first three with the time attached: W. F. Foster, Alameda Bicycle Club, Alameda, handicap 3m., first. Time 1.25.25. George Osen, Garden City Wheelmen, San Jose, handicap 3m., second. Time 1.25.30. Frank Waller, Oakland Bicycle Club, Oakland, handicap 2 1-2m., third. Time 1.24.57. There was a protest against the award of the time medal to Frank Waller of Oakland, as every one on the track could testify that W. F. Foster had won both the time and first place medal. The protest has not as yet been decided. The time made by Foster and Waller, I think, beat the United States record by two seconds and again beat the California record made by Elwell by eight minutes and two seconds. The Irvington races time was not to be compared to the time made at our races.

"ALAMEDA."

RACING AND MEET NEWS AND GOSSIP.

AT BOSTON, JULY 4.—Boston could not have a Fourth of July celebration without bicycle races. The city authorities recognized the fondness of the public for sport of this kind, and so they have for the past many years catered to this fondness by having prominent among the list of public amusements a good cycling programme. The following is a summary of the races:

One-mile ordinary, novice—Wm. Clark, first; Batchelder, second.

One-mile safety, novice—First heat—C. C. Orcutt, first; F. St. Onges, second, J. A. Darlow, third. Time 2.52 3-4.

The first two men in the next heat were F. S. Elliott and J. E. Martin, while Post and Ogden succeeded in capturing the third heat.

Fourth heat—Bache, first; Rapheal, second. Time 2.57 4-5.

Final heat—Elliott, first; Martin, second. Time, 2.55 4-5.

The one-mile, safety, handicap race for cushion and pneumatic tired machines brought out P. J. Berlo, scratch; C. F. Taylor, 50 yards; Connolly, J. S. Morse, 75 yards; A. H. Beers, 100 yards; W. L. Russell, 125 yards; Fred St. Onges, 150 yards; J. P. Ogden, H. E. Post, and C. J. Abbott, 175 yards. Berlo, first; Taylor, second. Time 2.38 2-5.

One-mile ordinary, handicap—J. Clark (scratch), E. J. Clarke (25 yards), Connolly (50 yards), H. G. Andrews, A. K. Pressy and Peter Alexander (75 yards), T. and W. Ourish (100 yards), Victor Duplin, W. Clarke and W. B. Clough (150 yards), and W. B. Handy (175 yards). Andrews, first; Pressy, second. Time 2.41 4-5.

One-mile safety, solid tire—Taylor, first; Connolly, second. Time 3.02 2-5.

Half-mile, boys safety race—G. O. Curtis, first; Vogel, second. Time 1.26 1-2.

Quarter-mile ordinary—Connolly, first. Time 35 3-5s. Pressy and Andrews made a tie for second place. In the run off Andrews finished first in 38s.

Quarter-mile safety—first heat; Berlo, first; Connolly, second.

Second heat—Burnham, first; Taylor, second.

Final heat—Berlo, first. Time 35 4-5s.

Consolation race—Beers, first; St. Onges, second. Time 2.52.

THE POORMAN HANDICAP RACE—Was run at Cincinnati, July 4. The course was in excellent condition owing to the rain two days previously, and as a consequence the records of last year were smashed, Van Sicklen beating his own record, 11 min. 43 2-5 sec.

The race was won by H. C. Tyler of Highlandville, Mass., Chas. Roth of Cincinnati, second; Van Sicklen winning the time medal.

Order of finish.	Name.	Tire.	Handicap.	Riding time.
1	H. C. Tyler	cushion	6.00	0.54 51 1-2
2	C. H. Roth	solid	9.30	1 01.21
3	N. H. Van Sicklen	pneumatic	scratch	0.52 47
4	R. O. Baumann	pneumatic	4.00	0.56.49 3-5
5	H. E. Anderson	solid	12.00	1.05.43 1-2
6	R. M. Barwise	cushion	4.30	1.01.02 1-2
7	W. C. Rands	pneumatic	3.00	0.56.51
8	C. Aszman	cushion	7.30	1.01.53
9	Al. L. Arnot	solid	12.00	1 06.24
10	B. A. Cramm	pneumatic	5.00	1.07.32 1-2
11	C. F. Domm	solid	9.00	1.05.23 2-5
12	"Teddy" Allsup	cushion	5.00	1.06.08 1-5

The Great Van Wagoner did not put in an appearance although he had entered. This is the second time he has fooled those who went to see the race, and the wheelmen in this vicinity are beginning to entertain a very poor opinion of him. The distance of the road race was 18 miles.

"STAR."

AT CINCINNATI, JULY 4.—The Fourth of July tournament of the Porkopolis Wheelmen of Cincinnati was run at Chester Park. The park was never in better condition. It was smooth and hard. The weather was all that could be desired, the attendance large, and the spectators enthusiastic.

The following are the races, time, winners, etc.:

One mile safety, novice—Geo. Bauers of the Crescents, first. Time 2.57. H. Serodino (cushion) second, and Chas. Domm, third.

One-mile ordinary, championship of Hamilton County—Chas. Aszman (cushion) first. Time, 3.02. Tudor, second. Time 3.02 1-2. Jas. Rowe, third. Time 3.02 3-5.

Half-mile safety, open—H. C. Tyler (cushion), Highlandville, Mass., first. Time 1.23 1-5. T E. Jefferis (cushion), Louisville, Ky., second. Time 1.26 1-5. R. O. Baumann (pneumatic), third.

Half-mile safety, ride, and run—Jefferis (cushion), first. Time 1.24. W. A. Ruby (pneumatic), of Louisville, Ky., second. Chas. Domm (cushion), third.

Quarter-mile safety for boys—Geo. Riegger, first. Time 46 1-58. Chas. Poorman, second; John Frances, third; Walter Larrabbee, fourth.

N. H. Van Sicklen (pneumatic) then rode a half-mile, to make a record for the track in 1.13 1-5, starting from scratch.

Half-mile ordinary—Aszman (cushion), first. Time 1.24 2-5. Rowe, second; Tudor, third.

Half-mile safety, championship of the Porkopolis Wheelmen—Oscar L. Graeser (cushion) first. Time, 1.26 3-5. Otto Barth (cushion), second; Rudolph Meiser, third.

Two-mile safety, open—Tyler (cushion), first. Time 6.12 1-5. Jefferis (cushion), second; Ruby (pneumatic), third.

One-mile ordinary, open—Chas. Roth, first. Time 3.06 4 5. Rowe, second; Tudor, third.

Two hundred yards ordinary, slow race—Won by Chas. Roth. Time not taken.

Pneumatics were penalized fifty yards and cushions 20 yards to the mile.

In the third race "Ted-dy" Allsup took a header and broke his left fore-arm.

"STAR."

AT ATTLEBORO, MASS.—The races given on July 4 at Attleboro Park were a grand success, and a large number of persons were present to witness the sport. The first race was a one-mile safety, for prizes of medals and lantern. The starters were Albert Wetherell, Fred Waite, Joseph Neuschutz and Harry Merritt. It was a good race and the riders went over the tape in the order named. Time 3.30. Howard and Albert Carpenter took in the one-mile ordinary, and Albert succeeded in beating his brother in 3.23. The one-half mile safety was won by Albert Wetherell in 1.40; Neuschutz was second, Fred Waite third and A. M. Wrigley, fourth. Fred Brigham gave them an exhibition of fancy riding. A special one-half mile ordinary was then put on, in which Howard Carpenter defeated Albert in 1.34. The prize was a fine lantern, presented by the Overman Wheel Co. Albert Schneider, Fred Carpenter and Fred Wade were the contestants in the one-half mile safety race for boys. Young Schneider won in 1.59, closely followed by Carpenter and Wade. Wetherell beat Waite and Neuschutz in the two one-half mile safety races. The times were 1.34 and 1.43.

AT WATSESSING, N. J.—The first annual races of the Watsessing Bicycle Club took place on July 4, at Watsessing, N. J. There were two events, a five mile handicap road race for club members and a two mile boys' race, open to all. The five mile race resulted as follows: Jacob Ehui, first, time 22.23; Harry Downer, second, Walter Ellor, third. In the boys' race Arthur Hyde came in first, Herbert Ellor, second, and John Emelton, third.

AT FRANKLIN, PA., JUNE 27.—The races run under the auspices of the Y. M. C. A. at the above place were successful in point of attendance and sport. The results:

One-mile ordinary—Lou Black, first; A.P. Steele, second. Time 3.32 3-4.

Half-mile safety—B. Adams, first; F. McIntosh, second; A. B. Jordan, third. Time 1.39 1-2.

Quarter-mile ordinary—A. P. Steele, first; C. Steele, second. Time 568.

One-mile safety—A. B. Jordan, first; A. Wilson, second. Time 3.44.

Half-mile ordinary—A. P. Steele, first; C. A. Steele, second. Time 2.05 1-4.

Quarter-mile safety—B. Adams, first; S. S. Swift, second. Time 53 1-4.

One-mile open—B. Adams, first; A. S. Robinson, second; J. Bridge, third. Time 3 39 1-2.

Two-mile ordinary—A. P. Steele, first; L. Black, second. Time 8.20 3-4.

Two-mile safety—W. Shafler, first; F. Irish, second. Time 7.45.

AT SPRINGFIELD, MASS.—The employees of the Massachusetts Mutual Life Insurance Company of Springfield, Mass., held a road race on July 1, in which nine persons competed. The run was up Carew street and over the hill above the hospital to Chicopee, across the covered bridge and again over the river by the North-end bridge to John street. The

race was won by Edward Allis in 29m. 51 2-5s. while the others came in this order: T. T. Davee, 30m. 50s.; W. L. Gammons, 31m. 30s.; A. S. Haskins, 32m. 40s.; A. Hughes, 33m.; Henry E. Schmuck, 34m. 30s.; Lennox F. Beach, 34m. 35s.; Charles W. Bliss, 35m. 37s. Harry W. Haskins, 42m. 40s.

AT CAMDEN, N. J., JULY 4.—Philadelphia was without cycling events on the Fourth, Taxis, Hazleton, Kelly, Draper, et al. being absent at Hagerstown. The Sons of St. George, however, gave their usual annual games at Stockton Park, Camden, which included two cycling events, the results of which were as follows:

One-mile safety, handicap—Won by W. J. Greer, S. E. W., scratch; H. L. Heffern, S. E. W., 50 yards, second. Time 4.27 1-4.

Two-mile—Won by Lewis Castor, F. B. C., 100 yards; William Strein, S. E. W., 50 yards, second. ARIEL.

AT WESTFIELD, N. J., June 27.—Six of the ten entries in the Westfield Wheelmen's road race rode in the five mile handicap road race on that date. The course, which was over the county road between this place and Cranford, was in perfect condition, though too heavy a wind was blowing to expect fast time. The first three men were as follows: James Willis, (1 min.;) time, 16 min. 30 sec.; C. Whitehead, (3 min.;) time, 20 min. 8 sec.; E. Bloodgood, (1-2 min.;) time, 17 min. 46 1-2 sec.

AT SUFFERN, N. Y.—'Tis a cycle club we have here, branch of Ramapo Valley Club, fifteen members, nice club house, billiards, etc., latch string on outside of door, splendid crushed stone roads are being made about here, feverish times, racing for medals, 2-mile straight away, course Havermyers macadam road, Saturday, June 20, road race, best two in three, mile heats, Frank Becraft of Tuxedo, Will Hilliard of Ramapo (champion of Rockland County). First heat, Becraft, 3.10 1-5; second heat, Hilliard, 3.12; third, Hilliard, 3.05.

Hilliard won last heat by about three feet. The Foundry terror now wears an elegant gold medal ($25), and his admirers and co-workers are about to present him with a racing safety. Lots of money lost, about 500 people present. This being the first of the kind to ever happen here the crowd were nearly crazy. The excitement among the wild colored mountain contingent was intense. The red haired, the straight haired, blue-eyed colored people, even the Albinos, one of whom had his scarlet eyes changed in a twinkling to a dark bronze color by a freckled-face, red-haired coon from whom he had won a $1 and wouldn't give it back, lost his grief and was seen standing on head in his exuberance of joy. 'Twas a holiday, what will July 4th be, when it is expected they and others will race again? 1-4 mile, 1-2 mile, 1 mile (two in three and three in five) mile heats, big time and lots of fun. I have known racing men to diet, but when one sees a man two hours before a race delicately lunching on three plates of ice cream, two plates of cucumbers, some cake, a plint of peanuts, a handful of candy, smoke one or two strong cigars, and then go in and win a hard up-hill race. He truly merits the name of the "Iron boy." RAMAPO.

AT NEEDHAM, MASS., JULY 4.—Among the sports at Needham were the following bicycle races:

Five-mile—Charles Measure, first; Chas. Courtenay, second; Harry Fisher, third. Time 17m. 55s.

One-mile, championship of Needham—Won by Chas. Measure.

Half mile race for boys under 15—Alfred Measure, first; Albert Chandler, second.

Two-mile—Charles Courtenay, first; Harry Fisher, second; Fred Marriott, third.

Two-mile, novice—George Poggi, first; David Smith, second; C. E. Stanwood, third.

SATURDAY, July 4th, the Clinton, Ind., Cycle Club held their first races for the season in the afternoon. Two half-mile races were run: O. E. Cosner, first; Wm. Hodge, second. Time 1.36 first and 1.37 second heat. At 6.30 P. M. the mile races came off; one safety and one ordinary. The safety race had four starters: C. E. Fennell won; Fred S. Coulter, second. Time 3m. 16s. The ordinary race had five starters: Frank Miller won; Ed Murphy, second. Time 3m. 26s.

OUR attention has been called to the fact that at Hagerstown and other places the U shaped cushions were handicapped 20 yards on the mile, while the ordinary cushions were handicapped 8 yards. The Victor cushion is U shaped, and the excess in the handicapping same is an evidence of how handicappers estimate the value of the Victor tire, which must be exceedingly gratifying to the Victor people.

TRADE NOTES.

DOWN FROM PIKE'S PEAK.

MESSRS. H. G. KENNEDY, W. E. Perkins, and C. C. Candy made a perilous trip Sunday down Pike's Peak. At 4.30 A.M. they started from Manitou, pushing their wheels up the cog road to the peak. The summit was reached at 2.30 P.M. The return trip was commenced at about 4.15 via the Cascade toll road to Cascade, which was reached at 6.30 o'clock, Kennedy's cyclometer registering twenty-two miles from the summit. Some of the grade was not less than 25 per cent., and it was necessary to strap the brake levers to the handle bars. The road had been passable for teams but two days, and had it not been for large cushion tires the trip would have been impossible. The mounts used were two Victor safeties, and one special safety, belonging to Mr. Kennedy. The wheels and riders came through without a scratch, and the former are on exhibition at the Overman Wheel Company's store, Stout and Eighteenth streets. All three of the gentlemen are members of the Ramblers.—*Denver Republican.*

The Denver *Sun* has this to report as coming from one of the party: * * * "The first five miles were simply a series of bumps and jars, and if it had not been for the large cushioned safeties, we would never have gotten half way down. At the end of five miles the roads began to improve, and it was a continuous coast with the brake-levers strapped to the handle bars, and the spoons at times getting so hot that they burnt the tires. I had to swallow my heart several times as we went round corners where a slip would send the rider down a precipice of 3000 feet."

THE first piece of cold drawn tubing of American manufacture will appear at Detroit, and be incorporated in an Elliott Hickory wheel. The tubing is made by the Shelby (Ohio) Steel Tubing Company, and it required a good deal of hustling on the part of that company to get it out in time for the Detroit meet.

WHAT cyclist has not been annoyed and seriously inconvenienced by the loss of a nut from his machine when far away from any repairer and machine shop? There is no need for future bother on this score, as we have before us an adjustable nut which will fit any thread or any bolt on a bicycle. On page 358 will be found a cut of this simple little device, and riders who do not at once purchase at least one or two of these devices will not deserve sympathy when they find themselves "miles from anywhere" minus a nut and plus a disabled machine. The price is ridiculously small, 50 cents. See page 358.

LUCAS SONS' King of the Road Lamps have an international reputation, and the very best reputation at that. There is no doubt as to the excellence of these lamps, as will be found out by all those who have used them. The Premier Cycle Co., of 8th avenue and 51st street, New York, are sole U. S. agents for these goods. So if your dealer has not the "King of the Road" in stock, send to the Premier Cycle Co. for prices, etc.

A PHILADELPHIA rider, who is somewhat of a mechanic, on last Sunday rode through Fairmount Park on a machine which attracted considerable attention. To the rear wheel of a Broncho, with its accompanying hub and gearing, was attached a frame similar to that of a Star bicycle, carrying at the lower end of the front bone a small 18-inch wheel. The machine rode very steadily; the steering being fair, but it pulled heavily on loose or poor roads, the small front wheel being a decided drag. The owner proposes equipping it with a 24-four inch steerer, fitted with cushion tires, with which he thinks the objections referred to will be overcome.

"ANOTHER scalp" goes to the Union Cycles. Yes, several scalps, for it will be noticed that the great Poorman road race at Cincinnati, July 4, was won by H. C. Tyler on a Union No. 9 cushion. Further, out of sixteen prizes offered at Needham, July 4, twelve were captured by the Unions. Truly, in Unions will be found strength and also speed.

MR. HILL, of the Coventry Machinists' Co., says he has received a consignment of the new Model E "Swift," with the lines of the Model A "Swift;" specially curved handle bars, cork handles and inch cushions. It actually weighs 36 pounds complete.

THE Eagle does not cease to flutter round the head of the column in the number of "firsts" and "seconds" in the racing events. The Eagle has a way of proving its qualities as a "flyer," and by referring to page 345 it will be seen that it was found in the front in many of the late events at Hagerstown.

IN Philadelphia a man has had patented a double gear, which "Ariel" tested last week. The invention apparently differed in no wise from the ordinary chain gear, except that the crank-hanger, together with the rear wheel carries a sprocket wheel on both sides. This, with the double chains, adds about eight or ten pounds to its weight, which of course is a drawback. However, it worked very nicely, a simple touch of the lever attached to the handle bar sufficing to change from a forty-eight to a seventy-two gear at a moment's notice, while setting it in a third position threw the cranks out of action entirely, permitting the feet to be held stationary on the pedals for coasting, while the rear wheel and sprockets revolved as usual. The invention is a thoroughly practical one, except its weight, which will tell against it in actual use.

THE Ormonde seems to be "in it," having placed the 50-mile road record to its credit to the time of 2 hours 24 minutes 44 seconds. This not only is the fastest fifty miles ever done on the road, but it beats the *track* record by nearly one minute. The Ormondes are evidently made to go.

INTENDING purchasers having doubts as to the wheel they want will do well to have the points of the "Swift" explained to them. Their special tire is meeting with a great demand, and gives universal satisfaction.

"ONE of the latest acquisitions to the wheel business in Philadelphia is the John Shirley Cycle Company. Convenient to Broad street, the warerooms are 1404 Oxford, offering a splendid chance for the riders of either street to secure cyclealities or inspect the Viking. This wheel is of English make and is the 'piece de resistance' of the firm. The name of the makers is sufficient guarantee as to quality, it being strictly high grade. Although but a short time in business here the Shirley Co. have already made hundreds of acquaintances among the cycling fraternity, who find them obliging, energetic and reliable business men."—*Saddle and Cycle.*

CLINTON CYCLE CO., of Clinton, Mass., report that they are doing a large exchange business this season. They allow the highest prices obtainable for high wheels towards new safeties of all the leading makes.

FIXTURES.

JULY.

16, 17 and 18—Annual League Meet and National Championships, Detroit, Mich.

22—Summer race meeting of the Atlantic City, N. J., Wheelmen.

July 24 and 25—Annual Bicycle Meet of Chicago Cricket Club at Parkside. J. G. Davis, Parkside, Chicago, Ill.

22 and 23—Wisconsin Division Annual Meet and Green Bay Cycle Tournament at Green Bay.

AUGUST.

1—Cortland, N. Y., Wheel Club's tournament. F. S. Jepson, Secretary.

4—Waiontha Bi. Club's 50-mile road race, Richfield Springs, N. Y.

19 and 20—N. Y. State Division meet at Rochester, N. Y.

29—First annual race meet of the Quaker City Wheelmen, Philadelphia Ball Park. E. B. Chapman, 1400 Oxford st.

SEPTEMBER.

5—At Providence, Rhode Island Wheelmen's tournament at Narragansett Park.

7 and 8—Hartford Wheel Club Tournament, and Meet of the Connecticut Division, L. A. W. Address J. J. Grace, Secretary, Box 365.

10 and 11—Springfield Bicycle Club's tournament at Hampden Park. P. O. Box 107, Springfield, Mass.

12—Second Road Race of the Wheelman's Racing League, Brooklyn, N. Y.

18 and 19—Third annual tournament of the Peoria Bicycle Club.

18 and 19—Syracuse C. C. race meet.

22—Rockland County (N. Y.) Wheelmen's race meet, Spring Valley, N. Y. N. Gardenier, Spring Valley, N. Y.

29—Montreal (Canada) Bicycle Club annual race meeting.

FOUNDED 1878

THE BICYCLING WORLD & BULLETIN.

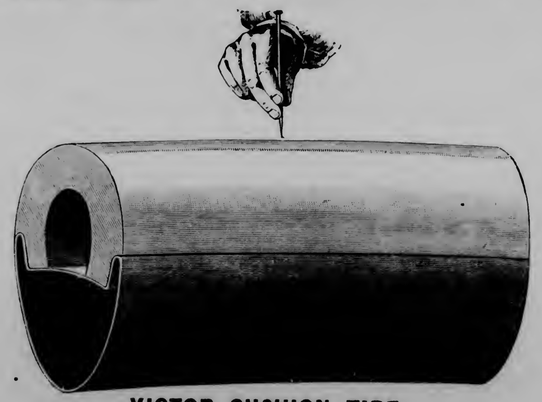
DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXIII. Number 12. BOSTON, 17 JULY, 1891 $1.00 a Year. 5 cents a copy.

The great resiliency and size of the Victor Cushion Tire (the King Tire of '91) have caused many wheelmen to erroneously suppose that a puncture would work the same disaster as in the pneumatic tire. The Victor Tire "isn't built that way."

STICK A PIN IN IT.

Everybody invited to try for himself.



VICTOR CUSHION TIRE.

OVERMAN WHEEL CO., CHICOPEE FALLS, MASS.

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.



OUR ADVERTISING MAN has been asked many times to furnish his portrait for publication; but owing to his modesty he has always refused. He is in Detroit this week, along with the other notables, and we give you the best picture we can make of him with the materials we have at hand

Hickory TRADE MARK



PRICE, $100.

HICKORY SAFETY.

Elastic Frame. Easy Riding. Durability Unequalled.

Send for Catalogue.

ELLIOTT HICKORY CYLCE CO., Newton, Mass.

Agents wanted to be ready for next season.

ACME BOYS' and GIRLS' SAFETY.

24 Inch, $20.00. 20 Inch, $15.00.

Liberal Discounts to the Trade.

The Acmes are fitted with compressed rubber tires and are strong and durable. These machines are good sellers and are much lower in price and better value for the money than any other boys' and girls' safety on the market. Dealers will do well to send for cut with prices. We are offering

EXTRAORDINARY BARGAINS

In brand new job lot machines of late and desirable patterns—machines that are made of the best material to be obtained, and that are sure to please and give satisfaction. We sell on Easy Payments, with no extra charge, and handle all makes, both new and second-hand. If you wish to exchange your old machine for one of some other make, we can do you good. Our stock is the largest in the United States, and we guarantee prices as low as the lowest. Send for Catalogue, Second Hand and Job Lot List, free.

ROUSE, HAZARD & CO., 9 G Street, Peoria, Ill.

Headquarters for a Full Line of Western Wheel Works' Goods.

NEW ENGLAND BICYCLE DEALERS.

If the UNION or WARWICK CYCLES are not represented in your territory, write us for terms. You will find them more than liberal.

A. O. VERY CYCLE CO., - - 173 TREMONT ST., BOSTON.

LACTART

ACID OF MILK.

A REFRESHING DRINK WITH WATER and SUGAR.

Call for Orange or Raspberry Lactart at the Soda Fountains.

Benson, of Corey Hill fame, says:

AVERY LACTART CO., Boston.

Gentlemen—"For several seasons I have used your Lactart and found it very satisfactory, as a quencher of thirst." Respectfully,

A. P. BENSON, Newton Club.

CONTINUED FROM PAGE 386.

tificate of appointment hung in a conspicuous place in their office. Complaints have reached me from time to time, that the privileges which we enjoy are granted to all wheelmen, whether League members or not, and we must adopt some plan to avoid this infraction of the contracts. The agreement especially provides that if the rates are made to us are granted to non-members the appointment of the hotel can be cancelled at once. I would therefore request Local Consuls to keep a strict watch and inform me of all violations of the contract.

Highway Improvement.

This important branch of League work has been sadly neglected in our State just because you failed to nominate enthusiastic workers as members of the Highways Improvement Committee. During the session of the Legislature I wrote and appealed to the then chairman of the committee to take some action towards introducing a Road Bill or other legislation to improve the existing condition of things; but my communications remained unanswered, and I was finally compelled to remove him. Only a few weeks remained of the session of the Legislature, and Mr. G. H. Lucas of St. Louis then came forward and kindly volunteered to do what he could to secure recognition of the crying need for better roads. Accordingly, a circular was drawn up, setting forth the advantages of rock roads, and with it was enclosed a copy of the League's work on Highway Improvement. This was sent to every member of the Legislature. The aid of several influential Senators and Representatives was secured, and as a direct outcome of the agitation two road bills were introduced, one of which came to a hearing but was left on the calendar on account of the adjournment of the Legislature. I cannot too forcibly condemn the inactivity of the Highways Improvement Committee in this matter, as the results of our little agitation showed that the Legislature was favorably inclined towards enacting laws to improve our highways. If we had such roads as Jasper County boasts, our State would be well equipped; and the first step to insure their building is to nominate a committee at this meeting who will take hold of the matter promptly and, by securing the aid of the press, educate the people up to the great benefits which good roads provide as factors of civilization.

Finances.

Our Secretary-Treasurer is personally present, and will read his report in detail. The financial condition of our Division is satisfactory when we consider the heavy expenses which we incurred during the year. Members should not forget that each new member who joins before November 1 contributes 1.50 to the Division treasury, and that a large increase in our growth will place us just that many dollars ahead. The charges for printing and postage were made necessary to obtain new recruits and taken all together I think I can be justified in stating that our finances were very economically managed. Amongst the extraordinary expenses are the following items: the Canfield case which cost us $33; a typewriter for my office, 30; salary of the Division attorney, $50; prizes for Local Consuls, $10; postage on recruiting pamphlets, $20; making a total of $146, which, if deducted from the total expenses, will make the expense account small.

Work Accomplished.

During the year much work has been accomplished to secure the abatement of nuisances, such as excessive sprinkling in St. Louis. Our committee began the work last December and received the assurance that the slopping of the asphaltum streets, which makes riding on them dangerous, would be abolished. The sprinkling season came round and no water was placed on the streets during May. Unfortunately the Street Commissioner blundered by permitting the dust and dirt to accumulate on the pavement and this caused the adjoining property owners to file a remonstance with the result that sprinkling was resumed. We are promised that the asphaltum streets will be cut out of the sprinkling contracts next year, and improved machinery is now being experimented with to keep the pavement dry and clean at all times.

Contrary Legislation.

Since my last report there has been no contrary legislation to contend with, and I very much doubt if any such measures will ever again come before our Legislature.

Renewals.

Immediately after the expiration of the League year on April 30 I sent a circular to all our members asking them to renew at once, and enclosed therewith a renewal blank and a recruiting pamphlet. I am sorry to say that but a few responded to the call, and on June 16 a postal card was sent to all the delinquents which was followed up with a personal letter on June 25. In spite of all this arduous labor our membership has fallen to 312 members on account of members failing to renew. The total number of renewals was only 317 out of a membership of 475. When the fact is taken into consideration that in addition to all this work a collector assisted me in making personal calls on the St. Louis members, the results are very discouraging and lead me to believe that our members do not appreciate the vast amount of work which is gratuitously performed by the officers of the Division.

Names of non-League Wheelmen.

By a careful canvas of the State many new names have been added to my cyclist's directory, and to date number fully 1500. If the members themselves would only take one half of the interest in the growth of the Division which is shown by the members of other Divisions, our Division would soon rank among the leaders. The must be reason for this lack of interest, and I should like to hear suggestions from the members present.

Road Book.

The present edition of the Road Book is entirely exhausted, and I would like to know if it is the wish of the members to issue a new one. Contrary to all expectations the book did not act as much of a factor in increasing our membership, and when the heavy expense, $377, is taken into consideration, it might be well to consider other schemes which will involve a smaller outlay of money to secure the desired results.

Constitution and By-Laws.

In conformity with the notice published in the BULLETIN some months ago, a new Constitution and By-Laws which has been drawn up by the Rights and Privileges Committee and altered and amended in many points, will come before you for adoption or rejection, and in case it is passed, I would suggest that a handbook containing same, the National Constitution and By-Laws, the names of our officers, members, hotels, Local Consuls, repair shops, and such other matter as is of interest to our members, be published in case it is decided not to issue the Road Book.

Next Year's Meet.

To date no application has been received for next year's meet, and if there are any members from cities present who desire the meet, I should be pleased to hear from them. As the meets are growing in popularity, greater preparations are necessary to make them as successful as they can be made, and for this reason the location should be decided on as soon as possible.

Applications.

Before concluding my report, I wish to call your attention to the great necessity of recruiting. From April 30 to July 1, '90, we had 110 applications for membership. During the same period this year we had but 79. "No step backward" should be our motto, and I want to turn over this Division to my successor on December 1 with a membership of 600 or even 700. I therefore request the cordial support of every officer and member to induce all wheelmen to join our ranks.

Respectfully submitted,

ROBERT HOLM, Chief Consul.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Total 297.

Boston, July 17, 1891.

CALIFORNIA DIVISION—2—459.

27916	Donaldson, Mason W.	27759	Parker, W. C. Jr.

CONNECTICUT DIVISION—21—1838.

27924	Bates, Wm. M.	27919	Goodwin, Geo. R.
27925	Bradley, Wm. H.	27920	Latter, W. S.
27926	DaSilva, E. L.	27921	Loomis, Geo. H.
27929	White, F. L.	27922	Spear, Howard W.
27932	Cleveland, C. F.	27923	Webb, L.
27933	Murliess, Dr. F. T.	27778	Beers, E. J.
27934	Rose, Victor J.	27872	Taft, Seymour
27917	Banks, B. J.	27927	Smith, Raymond P
27902	Hawkins, Harry P	27928	Fanning, Jno. E.
27918	Beckwith, Richard	27930	Barker, John I.
		27931	Garrigus, C. N.

DISTRICT OF COLUMBIA DIVISION—4—162.

27936	Manning, Claude M.	27873	Smith, Samuel T.
		27827	McCormas, Earnest R.
27935	Bolway, Wm. J.		

ILLINOIS DIVISION—59—1735.

27828	Erkes, Herman	27779	Jordan, A. D.
27829	Lucas, Hugo	27790	Balbach, Paul
27830	Lueder, Fritz	27781	Pike, E. Scott
27831	Schmid, Carl A.	27782	Earnheart, W. P.
27832	Schmid, Ernest A.	27783	Shur, Will W.
27937	Adams, J. D.	27784	Hops, Geo. A.
27938	Belden, C. P.	27975	Gates, Chas. M.
27939	Cassady, H. J.	28036	*Jaffray, Mrs. R.M*
27940	Colvin, H. A.	27957	Beck, B. A.
27941	Drake, C. F.	27874	Crankshaw, Mrs. Carrie J.
27942	Drier, D.		
27943	Fake, F. L.	27875	Crankshaw, Chas. W.
27944	Favor, J. W.		
27945	Higginbotham, J. W.	27958	Caron, E. J.
		27959	Chamberlain, A. W
27946	Leary, J. D.	27960	Charles, A. W.
27947	Shepard, W. L.	27961	Cuthbert, Ernst
27948	Thorn, Jas. W.	27962	Duncan, J. W.
27949	Thorn, R. J.	27963	*Garden, Mrs. E.D.*
28033	Brookes, Robert	27803	Goedert, Wick
28034	Capen, F. B.	27964	Harris, E. P.
28035	Elliott, H. F.	27967	Skinner, W. E.
28038	Smith, A. A.	27966	McArthur, E. R.
27950	Stillwell, J. F.	27968	Speer, H. A.
27951	Thoisen, O. P.	27969	Vokoun, J. A.
27952	Wiesteln, C. T.	27965	Huey, C. P.
27953	Blake, J. O.	27970	Williams, J. A.
27954	Gale, W. H.	27972	Moseley, Frank H
27955	Simons, R. M.	27973	Broaddus, Wm. H.
27956	Brinkham, W. M.	27974	Henning, Harry H
27971	Emerson, W. E.	28037	Nutt, Howard E.

INDIANA DIVISION—4—293.

27876	Wales, Samuel S.	27785	Cosand, F. E.
27911	Weir, Fred E.	27978	Kuhn, B. F.

IOWA DIVISION—2—220.

27976	Burns, F. W.	27977	Baker, Wm. M.

KANSAS DIVISION—2—130.

27834	Carpenter, Rob't P	27833	Evans, W. S.

KENTUCKY DIVISION—6—255.

28041	Meyer, Emil T.	28039	Marshall, James R
27877	Eisenschmidt, Louis C.	28040	McFewan, C. W.
		28042	Shannon, R. L.
27979	McPherson, Geo.		

MAINE DIVISION—3—218.

27835	Lewis, Geo. W.	27836	Garnsey, A. E.
27912	Hodsdon, A. B.		

MARYLAND DIVISION—6—535.

27837	Hoffman, W. K.	27760	Somers, Howard M
27840	Straub Harry H.	27838	Lehman, W.
27839	Murray, Thomas A	28044	Bauersfield, J. G.

MASSACHUSETTS DIVISION.—28—2871.

27788	Pierce, B. C.	27810	Sweet, S. G.
27787	Bryant, Henry A.	27878	Wright, John S.
27763	Brown, Geo. H.	27805	Parsons, Loslie E.
27764	Gould, E. Everett	27914	Greaves, Joseph R
27843	Pierce, Mattie A.	27906	Emerson, Robert B
27982	Wardwell, Albert F.	27915	Robinson, Fred J.
		27807	Hunnewell, Jas. W
27804	Artengren, Frank W.	27841	Foster, Frank E.
		27842	Carpenter, Ernest M.
27761	Haynes, Carrie B.		
27913	Stevens, Edward P	27879	*Williams, Miss Alice M.*
27980	Cooper, A. Bronson		
27981	Luscomb, Fred W.	27765	Mossman, Alvaro E., M.D.
27762	Wallis, Fred H.		
27786	Draper, Walter S.	27766	Clark, Thomas H.
27806	Draper, Robert L.	28043	Knowlton, Warren F.
27809	Williams, Roger J.		

MICHIGAN DIVISION—16—669.

27983	Ames, Roy	27882	Shumaker, Wm. H
27984	Robinson, Daniel	27844	Anderson, Geo.
27985	Tapert, George	27989	Egery, Daniel

27986 Warner, Frank
27987 Faas, C. E.
27988 Henning, Adolph W.
27880 Cushman, Jno.W.
27881 Gute, H. J.

27888 Warner, Levern
27884 Holmes, Joseph S. H.
27790 Blodgett, JamesH
27789 Casterlin, FredW.
27990 Brehler, O. A.

MINNESOTA DIVISION—4—153.

27811 Kerston, Geo.
27812 Kixmoeller, H. W

27815 Holdridge, Jas.P.
27991 Halbert, Geo. T.

MISSOURI DIVISION—11—423.

27999 Ambrose, FrankC
27993 Hovelman, Ed. T.
27992 Clark, A. M.
27813 Ludwigs, Edward B.
27846 Reichel, Theo.

27847 Halloran, Patrick
27995 Poundstone, W. E.
27994 Samborsky, John
27996 Cowgill, Henry
27997 During, H. P.
27998 Bodine, Cooper

NEBRASKA DIVISION—1—184.

27885 McElroy, Frank J.,

NEW HAMPSHIRE DIVISION—2—335.

27814 Rose, Henry R.

28000 Lane, Frank L.

NEW JERSEY DIVISION—12—1217.

27816 Zimmerman, Chas. H.
27817 Schoonover, La Barre
27815 Heston, A. R.
27767 Pettit, David
27848 Osborn, J. Wm.
27849 Rowland, DavidG

27886 North, J. Thomas
27768 *Collard, Mrs. Brice*
27791 McNear, S. A.
27851 Murdoch, Geo.
27850 Blauvelt, JosephD
27852 Allen, Wm. M.

NEW YORK DIVISION—30—2547.

27819 Hobby, J. H.
27855 *Danforth, Miss M. F.*
27770 Haskins, E. L.
28001 Whitney, Irving S
28045 Adams, Dr. R. A.
28046 Ailing, S. S.
28047 Baxter, H.
28048 Haggerty, H.
28049 McKee, J.
28050 McTaggart, Geo.
28051 Ranney, F. W.
28052 Schroeder, J. C.
28053 Whitney, HarryL.
27818 Ames, Fr k D.
27887 Blancard, ristian

27853 Curtis, Wm. B.
27792 Willcox, HenryC.
28002 Martin, E. D.
28003 Cole, D. J.
27793 Mapes, Elbert
27854 Sherman, A. T.
27769 Bull, Henry A.
27820 Nickerson, H. F.
27794 Hayes, B. S.
27771 Green, H. P.
27772 Brown, L. R.
27775 Swift, J. C.
27888 Chauncey, Joshua E.
28004 Brooks, Tracy W.
28005 Newton, LeRoy A.

OHIO DIVISION—47—1455

27890 *Allen, MissMaryB*
27891 *Getz, Miss HesterA*
27892 *Godsall, Miss Marguerite*
27893 *Heinz, MissLuluB*
27894 *Holt, Miss Margaret*
27895 *Loudenslager, Miss Nora*
27896 *Tipton, Miss EvaS*
27897 *Warnock, Miss Minnie*
27795 Hubert, W. E.
28013 Driskell, Burt
28014 Eberle, Albert J.
28015 Richart, E. B.
28016 Streeper, J. D.
28017 Valk, W. I.

28019 Lind, Edward J.
28020 McGannon, A. A.
28031 McLaughlin, C.E.
28022 Sharp, Elmer D.
28023 Stuart, Luray
28024 Zettler, Albert
27862 Nash, M. R.
27796 Miller, Harry C.
27797 Williams, Fred O.
27821 Spielman, H.
27856 Ackland, Edward
27857 Bell, L. A.
27858 Glick, John W.
27859 Huff, Harry
27860 Reinhard, John J.
27861 Winnard, Alexander
27889 Murphy, A. J.

28008 Foss, Ed
28009 O'Brien, Geo. T.
28006 Franklin, Robert S
28007 Field, Geo. W. E.
28010 Angier, Geo. C.
28011 Dorn, Julius C.
28012 Stafford, B. F., Jr
28054 Lum, Will T.
28018 Fogle, Frank F.

27898 Todd, W. H.
27899 Shore, W. A.
27798 Ernsberger, Jesse O.
27822 Haines, H. W.
27799 Reese, V. W.
28025 Ballinger, L. L.
28055 Brailey, James L.

PENNSYLVANIA DIVISION—20—2154.

27774 Chiles, Walter C.
27901 Mahoney, D. A.
27776 Olewine, H. B.
28026 Jones, Maurice B.
28027 Rogers, Olin V. A
27867 Jordan, Harry E.
27900 Cross, Walter M.
27775 *Lokes, Ellen J.*
27823 Kolb, Morris L.
27863 Scheidemann, Ferd L.
27800 Sooy, J. Edgar,

27864 Kaufman, M. H.
27902 Burke, E. S.
27865 Cocklin, RussellT
27866 Neirnberger, C. E
27801 Dalton, David Ph, G.
27868 Berlin, W. D.
27869 Cunningham, S.W
27870 Mooganthal, Harry
28028 Heppenstall, Geo. T.

RHODE ISLAND DIVISION—3—608

27824 Cottrell, Benjamin S.

28029 Chafee, Walter B.
28030 Kaerner, Albert

TENNESSEE DIVISION—3—118

27825 McAlexander, A.S
27903 Ozanne, J. H., Jr.

27904 Winfrey, Clint, Jr.

TEXAS DIVISION—2—105

28031 Henshaw, J. M.

27777 Wolf, S. I.

WEST VIRGINIA DIVISION—1—79

27905 Copper, E. Bruce,

WISCONSIN DIVISION 1—275.

28032 Chase, R. Frank,

GEORGIA—1—22.

27871 Dodd, Frank,

MONTANA—5—29.

27906 Clark, Frank R.
27907 Draper, C. W.
27908 Frank, Wm. H.

27909 Kirkwold, O. C.
27910 Parker, Frank D.

WASHINGTON—1—5.

27826 Fleming, R.,

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasueer, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1424 Pennsylvania avenue, Washington Secretary-Treasurer, W. H. Stearns, 1421 G street, N W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 346 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 507 No. Alabama street, Indianapolis.

IOWA—Chief Consul, H. L. Chase, Cedar Falls. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer W. S. Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 142, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

MAINE—Chief Consul, Howard M. Breen, 109 Franklin street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, A. W. Robinson, 21 Milk street, Boston. Secretary-Treasurer, Chas S. Howard, Globe office Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 380, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI—Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

NEBRASKA—Chief Consul, A. H. Perrigo, 1315 Dodge street, Omaha. Sec.-Treas, C. B. Nicodemus, Fremont.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, R. H. Scott, People's Ins. Co., Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 116 Broad street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK—Chief Consul, W. S. Bull, 75 Main street, Buffalo, N. Y. Secretary-Treasurer George M. Nisbett, 50 Wall street, New York City

OHIO—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kemp ton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Chas. J. Sherer, 211 Main st., Memphis. Secretary Treasurer, Thomas J. Dupree, 335 Front street, Memphis.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box 28 Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro. Secretary-Treasurer, E. D. Whitney, Brattleboro

VIRGINIA—Chief Consul Law: L Waring, Norfolk Secretary Treas, J. Hugh Henry, 140 Bute st, Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Bellevin 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1892. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*, ...

References:..... *City*, ...

State, ...

Enclosed ..... *for Holder*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2.00 with this blank on any date between date of paper and October 30. Write plainly—Printing preferred.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards, send 25 cents extra. If you want your name in gold, stamped on the holder, send 50 cents xtra. *Leave the margin in using this blank.*

UNION CYCLES WIN THE RACE.

Another Scalp.
The Poorman Road Race,
Won by H. C. Tyler on a
No. 9 Cushion Tired UNION.
In competition with all styles and tires.
Twelve out of sixteen prizes
Won by riders of UNION Wheels
At Needham, Mass., Races, July 4th.
"They everlastingly get there!!"

UNION CYCLE MANUFACTURING CO., Highlandville, Mass.

Mr. Stokes of Chicago looks after our Western business.



FEATHERSTONE'S
PNEUMATICS.



We have been too busy to say much about what our Pneumatics are doing. The reports from the races in the different parts of the country, show where the Pneumatics stand. The racing man does not think of riding anything but a pneumatic now IF HE CAN GET ONE.

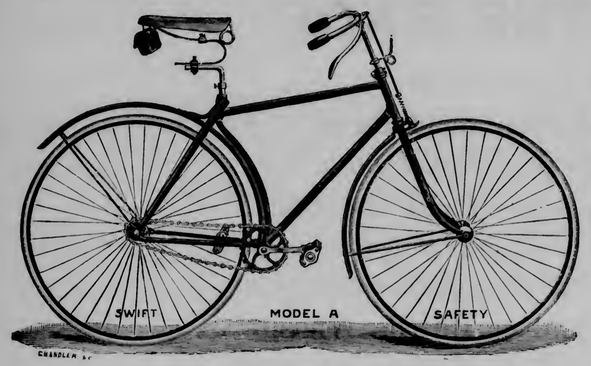
Mr. G. Minturn Worden won the State Championship of Massachusetts, at Worcester, May 30, on a FEATHERSTONE PNEUMATIC.

In the road race of 33 1-2 miles, at Denver, June 14, THREE FEATHERSTONE PNEUMATICS ENTERED AND CAME IN 1st, 2d and 4th respectively, Mr. T. F. Lyon coming in first, winning the time prize medal.

A. FEATHERSTONE,

Clark and 16th Sts., and Armour Ave., - - - Chicago.

PINS AND NEEDLES



Have no effect on the "SWIFT" Cushion Tires, and don't forget that the side grooves on our Tire effectually prevent the rim from ruining the Tire.

Simplicity,
Lightness,
Strength.

The New Model E "SWIFT" with 1-inch Cushion Tires weighs 36 lbs. all on. Special curved handle bars with cork handles. Guaranteed to carry 200 lbs.

COVENTRY MACHINISTS' CO., Ltd.,

239 Columbus Avenue, Boston, Mass. | 11 and 13 Madison Street, Chicago, Ill.



HANDSOMEST SAFETY MADE.

WHY is the NEW MAIL at $100

The Best Value in the Market at the Price or Anywhere Near It?

BECAUSE IT HAS Cushion Tires which annul jar and vibration, giving life and elasticity to whole wheel, and are to be the Favorite Tires for 1891, and we Warrant Them. Our Cushion Tires are Right and the Best.

BECAUSE IT HAS Tangent Spokes strongly tied and Nickelled to intersections. Stronger and handsomer than direct spokes as used on cheaper wheels. Select Tangent Spokes Always!

BECAUSE IT HAS a Brazed Frame at all joints. Look our and get a Brazed Frame always to stand road wear, and at *every point* of the frame!

BECAUSE IT HAS a Standard Easy Saddle, the Garford, which is a Favorite.

BECAUSE IT HAS the Popular New Mail Shape Handle Bars, low and well back to rider.

Study all these points on examining the wheels in the market and see if you find them in Any Other. The BEST YET!!! If your dealer has not got it ask him to show one before you decide.

WM. READ & SONS, 107 Washington St., Boston, Mass

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN Co.

☞ *Postage stamps will not be accepted hereafter in payment for Advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.* ☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

Editorial Contributor, F. A. EGAN.

BOSTON, 17 JULY, 1891.

THE name of Edward Burgess was last Sunday added to the roll of the vast majority. He died of typhoid fever at his residence in Boston after a somewhat prolonged illness. Mr. Burgess was in no way connected with the sport of cycling, but his name in connection with yachting, a sister sport of cycling, has reached a world-wide reputation. Where is there an American wheelman who has not heard of the Puritan, Mayflower and Volunteer? A trio of boats, the like of which the world never saw or is likely to see again. As a yacht designer Mr. Burgess stood unequalled, and in his death yachting interests have sustained a great loss. Mr. Burgess was buried from Trinity Church, Boston, July 15.

OUR good friend "Tertius" has an article in another part of the paper on the amateur question, and he sharpens his stick with which he pokes some very pointed questions at us.

It would be a cold-blooded falsehood to say that there is not honesty or respectability in the professional ranks; there is, and lots of it; but the temptation to be "a little off" in professionalism is so frequent and so hard to resist that it is well for the good of the sport not to entirely throw down the fence and make us all professionals. We know some professionals who we would trust to the same extent as we would any amateur; and on the other hand, we have heard of others whose dealings have been anything but square. The same may be said of some of us "amateurs," but it must be remembered that what in professional circles would be winked at would not be tolerated among amateurs. The influences as a whole, of professionalism, are not on a par with amateurism, and for this reason we are not yet ready for any scheme which will allow amateurs to compete for cash prizes.

"Tertius" says "swap" and "sell" are synonymous. To swap is to exchange or barter for another article, and is used specially to indicate that the exchange is not one made for cash.

If "Tertius" were to advocate the admission of professionals to the League as professionals, subject to rules which can be made by that organization and entirely separate from the amateur "branch of the family," we might say amen; but to make us all alike, with no restrictions, we most decidedly say no.

We wish "Tertius" would come oftener; his writings are always bright and entertaining.

IT is pretty safe to say that in the majority of cases where one sees ungraceful lady riders that the fault is due to careless teaching, and we think our several correspondents have struck the true keynote when they take that position. We noticed the other day while riding on the boulevard a lady mounted on a machine with the saddle low down and the handle bars away up. The lady was riding with a knee action which was most ungainly, and the hollow of the foot was on the pedals. Her escort was a well-known rider, and also one well known in "the trade," and his failure to correct the awful habits of riding was reprehensible in the extreme. If the lady's escort, who no doubt sold her the cycle, had a conscience commensurate with his desire for "business at any cost," he would never have allowed the lady to present such an ungraceful appearance in public. "Sell the machine and never mind anything else," that's the motto of too many, and it's a shame that some dealers are allowed to do this kind of a thing without being called to account for it. Of course the so called teachers are not responsible for all similar cases, but the particular one under notice is not an unusual case by any means, and had he done his duty as an expert cyclist and one of the trade he would have advised the lady politely that she had better learn how to ride before making an appearance on the public highways. It is downright wrong to a lady for a teacher or one of the trade to allow her to contract bad habits in riding without an honest attempt to correct same. Ladies as a rule are more graceful than men, and there is no reason under the sun why they should not excel in grace as riders of the wheel. The plain truth is this, some dealers are too anxious to *sell* machines, and not conscientious enough to do their whole duty towards their patrons in properly teaching them how to *ride*.

IT would be absurd to use a hundred ton gun to kill a sparrow, and even the powder and lead used in a little twenty-two calibre rifle is thrown away if we place it in comparison to the value of the "game" killed. Still we cannot refrain from having a shot at a certain little Chicago cock-sparrow even at the cost of a twenty-two cartridge. There is one thing; we must credit the youth who masquerades as "an authority" and a very lion among editors, for showing some common sense in not using his vast brain and swinging his mighty pen more than he does. His editorial (?) efforts are happily very few and far between; but when he does express himself on cycling matters as an "Authority" he invariably makes a mess of it. The lion's skin may for a time deceive the unobserving; but when "The Authority" gives *voice*, the illusion is dispelled, for the voice bears a much closer resemblance to the *other* quadruped than it does to that given forth by the king of beasts.

"WHOM the gods would destroy they first make mad." The alleged "Authority" published in Chicago, exasperated at its repeated mistakes, pitiably flounders about in its mass of misinformation. Unable to substantiate its false assertion, it thinks to hide its ignorance and unreliability by abusing us, but only gets deeper and deeper into the mire of inaccuracy and falsehood. It accuses us of "refusing to publish Mr. Randall's manly apology for the closing words in his last official announcement. That was absolutely the most contemptible act we ever knew a journalist (?) to be guilty of. For shame, Mr. Editor! You acted the part of a coward and trickster." If we were to descend to the same low plane of journalism ("Heaven save the mark"), we would tell the person who wrote the above that he lied. As it is we only say to our contemporary that it is wrong, as he always is. Mr. Randall's letter was not published because Mr. Randall requested us not to do so. He wrote:

"My dear Fourdrinier—I enclose a copy of letter sent Mr. Dunn, not for publication, but to show how I feel in this matter. * * * "

Who now is the coward and trickster? Which is the most contemptible journalist? Which paper is the authority? Which editor is the gentleman and which the hoodlum?

WE are pleased to present in this week's issue a letter from Mr. Randall exhaustively reviewing the controversy between himself and the Executive and Rights and Privileges Committee. In justice to Mr. Randall we hope that all those interested in this controversy will carefully read his letter.

"SUMMER VACATIONS AWHEEL," from the pen of our valued correspondent "Ariel," is an article which will command attention at the hands of those who are desirous of spending a few days or weeks touring on the wheel. What more sensible or delightful way can be devised to spend one's vacation? Men of different temperament will get their pleasure out of touring in different ways. The energetic, nervous man will find delight in being able at the close of day to say, "I have covered so many miles," while the man who really desires to seek solace and rest from the world's cares will find his pleasure in *ohne hast*. In the latter case the tourist is on the look out for a shady nook, a soft grassy bank and a wide spreading elm, where the sound of the purling brook mingles sweetly with the sound of insect life and the song of birds; a spot for a lounge, a reverie and a smoke. The poet sings: "Nature can soothe if she cannot satisfy." Yes, she "soothes" and for the time being she can "satisfy," for what greater satisfaction can be imagined for the overworked, office-imprisoned man than to linger in some such ideal spot, far from the carking cares of business and hard practical life; soothed and satisfied by the great peace of nature! What matters it if we do not do our "40 to 70 miles per day?" Twenty is good enough for us if the district is charming and the face of nature is fair to look on. Our idea of touring is to ride "just about" fast and far enough to ensure good appetite and sound sleep. The tired city merchant or clerk will find more health and rejuvenating powers in a lazy week's cycle tour than in weeks at some fashionable resort, where he meets the same tiresome people, talking on the same tiresome subjects he encounters in his city home and place of business.

Let a man get away from the weary environments and influences incident to artificial city life, and let him make the close acquaintance of nature herself, for "To him who in the love of nature holds communion with her visible forms, she speaks a various language." A language in which stocks, bulls and bears, bills payable, and the hundred and one other brain burning and heart destroying matters has no place.

Do not be in a hurry if you would skim off the cream of touring; take things easy and allow the steam to run down a bit. For outfit carry a change of underwear, a flannel touring shirt, stockings, knee breeches, half a dozen handkerchiefs and a light pair of slippers. All the toilet articles needed are tooth brush, hair brush and comb. A Kodak is a good companion, and one that will recall many pleasant scenes when the tour has long passed into history.

One thing above all that a tourist should do and that is he should see that his wheel is in perfect shape before he starts, and then he should see that his tool bag is properly stocked and his oil can filled.

As for a human companion in touring, look to it that the number be restricted to one, and have a care that he is congenial every way. The scorchers and the *ohne hast* man make poor touring companions. In fact in cases of such a combination one or the other is doing violence to his feelings all the time; irritation and indigestion naturally follow in sequence, and what should be a pleasure tour is turned out a "demnition hard grind," as our friend Mr. Mantelina would say. Do not try to carry a whole wardrobe on your cycle, but if you must "dress up" occasionally send on your steamer trunk or valise by express, and from this you can replenish your stock of underwear, *et cetera*.

Rational touring will enhance your love for your wheel, but scorching tours and exhaustingly long tours are apt to dull the edge of enjoyment. They both are excesses, and excess soon causes the desire for cycling to pall.

WHAT was the burning necessity of the Chicago tournament manager fixing dates for their tournament the same as those already selected by the Springfield Club? This clashing of dates is bound to work to a disadvantage to both meetings, but we think that Chicago will fare the worse of the two. Unless there is some reason we know not of we think the Chicago men have not done just the right thing for themselves or Springfield in selecting dates already bespoken.

The *Referee* is right in saying that as the Springfield Club was first in the field its selection of dates should have been respected as a matter of courtesy and policy.

"TERTIUS."

I never meddle in League affairs, but I want to ask a few questions in the manner of a seeker for wisdom.

Is the League run for racing men or for the rank and file?

If racing men have the call, then why should any Miss Nancy restrictions be placed upon the flyers? The great American public doesn't care a continental whether a man is a professional or an amateur, provided he "gets there," and certainly nobody cares a rap about the "nicey nice" distinctions between amateurs and professionals.

Now look at it. In your issue of the 10th inst., you hold that there would be no impropriety in a rider swapping any prize for some other article he would prefer.

Correct, say I.

But supposing that "other article" was a fat gold piece or a luscious greenback? Ah! There's the rub. "Swapping" then becomes "selling," and the unfortunate flyer is at once under the ban. Yet the words "swap" and "sell" are synonymous, meaning exactly the same.

The fact is, these rules defining amateurs are just the thing for a "League of American Dudes," but not at all right for "American Wheelman."

I would like to see the rules of the League so broad and liberal that every bicycle rider in the United States would be proud to belong to the League, and to feel that the aim of the order was simply and purely to foster cycling.

Perhaps I take a wrong view of things. Perhaps we ought to foster the dudes first and last.

If so, would it not be best to change the rules so that every member of the League should be compelled to wear a monocule, to play baccarat, to abhor the letter "R," to have nothing to do with "wude, wough wacing widers;" to wear divided skirts and to ride only ladies' safeties?

I would like your opinion, Mr. Editor, also that of "Hawkshaw," "Secretary," and other sharp writers. TERTIUS.



REV. DR. WILLIAM A. SCHUBERT, of Washington, D. C., left his house and started to walk across the street to where his little daughter was playing. Owing to his age and feebleness he was not able to move quickly, and stopped to allow two boys on bicycles to pass. As the boys reached the spot where the doctor was standing, one of them, eleven years old, took a header. He fell against Dr. Schubert, and knocked him down. The old gentleman fell on his back on the asphalt pavement and was unable to rise. He was picked up and carried into his house, and died about midnight. Dr. Schubert was sixty years old.

FOR a wager of $30 cash, Mr. Andrew Gibbs of Norwich, N. Y., rode a distance of eight miles between Norwich and Oxford in 35.40. The wager was that he could not do it in or under 38m.

ALL our Chicago news in this columns will hereafter be furnished by "The Lounger," and not by "Wayne Scott."

MESSRS. HAY and WILLETT of Indianapolis, Ind., have issued a most excellent map of Central Illinois, giving the gravel roads in red ink for that district, with Indianapolis as a centre. The map covers about 38 counties.

N. H. Van Sicklen of Chicago will ride in the Waukesha road race August 25th, and try to break Terry Andrae's twenty-five mile record of 1 hour 21 minutes and 32 seconds.

SAYS "Hexameter" of Los Angeles: "The new Chief Consul, Dr. Hill of San Francisco, is evidently doing his best to give Southern California a fair shake; and if he keeps his promises he will always get a warm commendation from Southern California men."

NEW quarters have been secured by the Lake View Cycling Club of Chicago at 59 James Place, a three story and basement house, but 150 feet from the mineral water spring in Lincoln Park. The Freemont Cycling Club and North End Cycling Club will consolidate with them. These together with seventeen applications will swell their membership to over a hundred. The club is booming.

"JASPER," our live Buffalo correspondent, who sends in all the news from that section used in these columns, sends us a clipping from the *Commercial*, in which it alludes to the possible "death-blow" the League will receive on the occasion of the Constitutional Convention at Hartford, September 8th, has this to say about the death blow business. "Whatever may be the result of the meeting at Hartford this September, it cannot but be for the good of the L. A. W., and we think it a mighty shaky and feeble bark that cannot withstand such a tempest in a teapot. Oh, no, Mr. *Commercial*, the L. A. W. has done, is doing, and will do much that is beneficial to wheelmen before it dies. It is destined to rise higher in the public estimation and be more fully appreciated after the struggle. We will all gather under the tattered battle flags and sing; 'We will rally round the flag, boys, rally once again,' etc. Why, the L. A. W. is only just beginning to feel its strength, to know what it can do, and to be appreciated. As to its "death blow." I hope, dear *Commercial*, you understand slang when I say, "rats."

CHICAGO has in the Ravenswood Cycling Club an example of the push and energy of the Great West. When organized but one month the club was nicely located in an eight room flat, and had fifty-two members, twenty of whom were ladies.

ST. LOUIS WHEELMEN will doubtless be glad to hear that at last a conviction has been secured of persons who have trampled on our rights. Val and Herman Fath were the plaintiffs, and Willard Johnson, Jack Mehan, and Joe Raumstein, the defendants; and they were fined $20 and costs each for perpetrating an outrageous assault on the Fath Brothers some weeks ago.

APPLICANTS for membership in the Century Road Club of Chicago are many, and "Chief Centurion" Herrick is kept busy securing the badges. A century on the road is necessary for a bar, one of which is added every time a century run, properly certified is made. Forty names are now on the list.

SAYS "Linneus" of St. Louis: "Every wheelman is aware of the softness of a new kangaroo shoe, and how soon the leather loses its elasticity when worn for some time. The reason for this is that the shoes are blacked too often, and that the limestone dust which is picked up on a run is allowed to remain on the leather much longer than it should. Kangaroo leather must be oiled often to keep it in good condition. I have tried the experiment and my shoes last three times as long as formerly.

MEMBERS of the Chicago Cycling Club who have done 2.50 or better and are therefore members of the two-fifty club are Charlie, Jim, George, and W. C. Thorne, four brothers and Howard Tuttle, N. H. Van Sicklen, Geo. K. Barrett, E. C. Bode, E. W. Ballard, C. P. Root, Wm. Young, Herbert A. Githens and Birdie Munger. Bob Thorne, the fifth of the brothers did 2.50 1-2 in trial.

FORTY-ONE applications at one meeting is not a bad record for a St. Louis club to show; and if the applications continue to pour in the Missouri Bicycle and Athletic Club will have to enlarge their quarters. The reduction in dues and the introduction of new features is doing wonders for this organization.

TWELVE members of the Farrugut Club of Chicago attended the club run to Oconomowac last Sunday.

THE Cycling Club of St. Louis have determined to give a race meeting at Alton, Ill., on August 15. The programme will consist of ten events. The races will be run on the half-mile track situated in the Alton fair grounds. E. F. Barnard, the erstwhile ('89) local champion, promises to make his re-appearance on the path at these races.

FIVE members of the Kenwood Road Club of Chicago, all members but two of which are under eighteen years of age, rode from Toledo, Ohio, to Chicago in five days.

LAST May an offer was made to wheelmen who were attending the Pike County tour to hold a race meeting at Louisiana, for which the Fair Association would guarantee $100 in prizes. To date, nothing official has been heard from them in spite of repeated letters, and it would be well to send a representative to Louisiana to arrange matters. A one-day's race meeting on Saturday followed by a century run over the fine roads of Pike County on Sunday would be sure to draw a large crowd, and would also very acceptably fill the open dates in August.

TWENTY League members have been secured in the Ashland Cycling Club of Chicago, and Captain Harry Ambler elected a delegate to the State Board of Officers.

COMING home from the Division meet at Carthage, the St. Louis delegation was agreeably surprised to see a home-made bone shaker resting against a barn near "Jasper." The owner stood near and was heartily cheered by the delegation.

MEMBERS of the Illinois Cycling Club of Chicago appointed President Sloan a committee of one to call upon Mr. Hankins, and induce him to put a half-mile track inside the mile track at the West Side driving park. Should he win suits now pending in law, he will aid the wheelmen in the good cause. Then will the Illinois Club live in clover.

"WHILE other Divisions are going down into their treasuries to pay up the losses occasioned by a Division meet, the meets of the Missouri Division have always more than paid expenses in spite of the lavish entertainment. Rain made the financial outlook rather dubious at Carthage, but I am pleased to state that latest advices say 'Carthage is all right,'" writes "Linneus."

THE Oak Park Cycling Club of Chicago held their annual field day July 11th. Several bicycle races were run on the streets.

THE Boston office employees of the Pope Mfg. Co., with friends, took a picnic outing to Downer Landing last Saturday. The party consisted of between 40 and 50. The 12.30 boat was taken, and after the provender had been disposed of, the Pope Mfg. Co. Athletic Association held a series of games. The 100-yard foot race was won by Mr. Harden; the three-legged race by Messrs. Benson and Corcoran; the boat race by Messrs. Walker and Benson; the hop, step, and jump, by Mr. Harden. Mr. A. D. Peck, Jr., was on hand with his Kodak, and he shot all the sights of the picnic. It was a jolly party, and the conception and success of the affair is due to Messrs. Leinhard and Walker.

THE new club house of the Æolus Cycling Club of Chicago, at 174 Evergreen avenue, was formally opened Friday evening last. It is a handsome structure. A pleasant social entertainment was given.

ALL action relative to the ordinance regulating the pace of the wheelmen in and about Buffalo, also to the use of signals, has been laid over for two weeks, that other cities may be heard from on this question.

A TEN year old son of Captain Stimpson, of the Oak Park Cycling Club, Chicago, was killed by a base ball bourth of July. The club drafted resolutions of sympathy for their captain.

IT was a fact that several Buffalo wheelmen anticipated attending the races at Syracuse on the 10th and 11th, had they been able, as per last week's WORLD, to have obtained half rate or reduced fares, but inquiry of all in authority and at the Central's main ticket office, elicited nothing; they knew absolutely nothing whatever about any reduced rates. This certainly shows a lack of proper management and advertising; will the same trouble be continuous all the season? We hope not. We ask the proper authorities to see to it, not only that we, of Buffalo, get reduced rates, but that it will be properly advertised, that the consuls at least may know something about it.

WHEELMEN are requested to notify F. Ed. Spooner at once if they would take part in the annual cyclists' camp at Nagowicka Lake, Waukesha County, Wisconsin, the first two weeks in August. He has figured the expense at $25.00 dollars.

THE Wanderer's Bicycle Club are displaying considerable energy. They have been making some changes for the better, having elected Geo. M. Bower, Captain, vice Albert Buse, resigned. J. H. Christian was appointed First Lieutenant, J. J. Sheffler, Second Lieutenant, and George R. Walter, bugler. They have formed a foot ball team with Henry Adams as Captain. This club will have the fourth of their series of club races for members only on Tuesday July 14th on the Williamsville track. This is the only club in Buffalo with the enterprise to continue and make successful a scheme of this kind. Well done Wanderers, may you succeed and multiply.

EARLY in August the Douglas Cycling Club of Chicago will hold a club tournament. The races will be: The annual twenty-five-mile race for the Wachter medal; a five-mile race for a silver medal; one-mile club championship, and several handicaps. These races will be held at Parkside track.

BICYCLE STOLEN—Victor model B, No. 14843, was stolen from W. E. Middlekauff of Lake Roland, Md., the other day. Keep a look out for it.

THE bicycle section of the Iroquois Athletic Club have appointed Justus Bier, Captain, vice John Pauly, who has resigned the office, as he is going to be married soon.

A NEW club has been formed at Dunkirk, N. Y., with a membership of forty-five. The veteran, Dr. Geo. E. Blackham, is President of the club.

THE Neenah (Wis.) Cycle Club is a new organization. On the 4th the members held some good races and then rode over to Appleton and enjoyed an afternooon in the society of the wheelmen of that city.

A RECEPTION to the cast (local) of the opera, Chimes of Normandy, given July 2 by the Oak Park Cycling Club, was given by that club July 14th. Nicolet gave an exhibition of trick riding.

HAWKSHAW'S COLUMN.

THERE has been a great many jokes, and even sneers, aimed at the bicycle lamp, some of which were merited and some were not. True it is that the lamp supplied the wheelmen is not perfect; but then, for that matter, what is, that owes its product to human hands and brains? The recent action of the New York Park Commissioners compelling riders to carry a lamp upon both wheels of their machines, is not as idiotic as at first sight it appears. This is really an official notice by laymen of a radical error that exists in the present form of lamp, that both the rider and the maker have both long known existed. The lamp of to-day is practically the same, with a few minor improvements as to the attachment to the wheel, as was supplied to wheelmen of ten years ago, the sole aim of the makers being to supply a strong light for the rider, that the rough shaking it meets with on a machine will not cause it to be extinguished. To this end larger oil-receivers, perfected reflectors, and improved springs to prevent vibration have been introduced, and in the narrow lines the makers have thus kept their improvements, the present lamp is very nearly perfect. But in all these they seem to have lost sight of the almost complete change that has occurred in the form of wheel the lamp is intended to be used upon. In the days when a demand first existed for cycling lamps, and hence called them into existence, only the varied forms of the ordinary, and later on the tricycle, were the wheels used. The lamp was in consequence first attached to the hub of the driving wheel inside of the spokes, and later on to the side of the fork by an arm extending below the pedal, few riders using the head lamp, owing to its being of too great a height from the ground to be of any practical advantage. When the safety, like a cyclone, swept over cycling and in a moment changed the entire face of wheeling, the lamp-maker simply changed the attachment that held the lamp to the wheel, and made what had formerly been a hub lamp into one he called a safety head-lamp. In some respects the rider, from the standpoint of having a lamp that illuminated the road in front of him, was really no loser by this change. But the duties of a lamp are two-fold; it does not consist solely in illuminating a narrow spot of roadway in front of the rider's wheel so he may avoid obstructions in his path, but it is also intended to notify other riders of the highway upon which he is travelling of the existence of the silent vehicle he is riding. With the removal of the lamp from the axle to the head of the wheel, this latter and important point of its need seems to have been entirely overlooked. As it is now, the side and rear lights of the lamp are completely blanketed from the sight of any one approaching from the rear of the rider by the body of the wheelman, and in consequence he becomes in danger of being run down. In the hands of an ordinary rider who, to use a nautical expression, keeps his wheel "upon an even keel," the rider is almost invisible by those overtaking him until they are almost upon him, and it was this fact that caused the New York Park Commissioners to pass the law compelling riders to carry a lantern upon each wheel of their machines. Now that this radical defect in the present form of lamp, and the position it occupies upon a wheel, has been called to the attention of the makers, I hope they will take account of the change in cycle form and construction that has taken place since lamps for wheels were first introduced, and take some steps to bring so important an essential to cycling comfort and safety as a good lamp is, up to the requirements of the present condition of cycling needs.

I am afraid I am no longer "in the swim" in cycling. It is the little things that cause a man to learn the unpleasant fact that he is growing old and standing still while the great world rushes on and leaves him but a moss-covered monument of the past. The little thing that has convinced me that I am no longer holding my own in cycling, or in the journalism thereof, was the non-receipt of one of the papers devoted to it, to whose columns I have been a contributor for over ten years, the larger portion of which period my pay was in receiving each issue a gratuitous copy of the periodical containing the products of my pen. So used had I grown to receiving each week this courtesy at the hands of the editor that, as varying changes brought new proprietors to the paper, it never struck me as strange that my copy of it should reach me each week as it always had. Last week, and the week before, for the first time in years, this did not happen, and I called at the office of the paper, and asked if I "was no longer one of the people," and the editor thereof informed me that I was not "in that office." The surprise was not a pleasant one. I saw that I must be drifting out of even the journalistic part of cycling which, as the oldest writer upon the subject in America, I had thought I had fairly earned a place. But when the young editor of a journal upon which I had worked long before he had ever known what a bicycle was, long before he was even a clerk in its office, informed me that I was suspended from the courtesies of the free list, an honor that had been paid me for so many years, I knew that he as a critical and just judge had condemned me as a "back-number." I am well aware that a newspaper is as much the property of the proprietor thereof as is the money he makes off of it, and that he is as free to deny to any one the free use of one as of the other, but I had perhaps grown too used to the honor of receiving a free copy of the paper; and the editor determined that I should be taught the value of it; this, I was informed, was one dollar per annum, payable in advance; and as the paper is really worth much more than this sum, I considered the

honor of being reinstated to a position in that office of "one of the people" as worth the price asked, and gladly paid it. Now I once more receive the paper. But it is not a pleasant lesson I have learned, though, perhaps, in the eyes of the young editor, I may have merited it.

"HAWKSHAW."

SUMMER VACATIONS AWHEEL.

THE season when the tourist spreads himself over the highways and byways from Maine to California is now upon us, and numerous requests having been received from Eastern riders for routes for summer tours, a few general ideas on the subject may prove suggestive. In the first place decide definitely upon your party (and here it may be well to remark that from three to six is about as many as it would be wise to arrange for) and be sure that the members are all congenial, otherwise many unpleasantnesses may result. Next lay out your route, pack up the impediments (an excellent idea is to forward by express, from place to place, the heavier luggage, thereby avoiding weighting the machine with an extra load), and before starting overhaul the machine thoroughly. Attention to this important point may save serious accident and delay. Plan for from forty to seventy miles per day, dependent upon the country and roads; utilize the early morning and cool of the afternoon for riding, and exercise ordinary discretion in diet. These are axioms. Now for the available territory and routes, always bearing in mind that it is for the Eastern rider that we are writing, and that the scope of this article is not intended to cover the short tours which are available for wheelmen in the Boston, New York, Orange, Philadelphia, or Baltimore and Washington riding districts.

IN A GENERAL WAY

there may be said to be three long distance routes which have been oftener traversed by the wheel of the tourist than any other. The first of these is from Boston westward, through the charming Berkshire Hills to Albany, going via Worcester and Springfield, a distance of one hundred and thirteen miles to the latter city; thence by way of Pittsfield, Hoosick Falls and Glens Falls to Albany, embracing some of the finest roads in the country and also some very poor ones, but with a diversified landscape and fine scenery. Springfield to Albany gives a two-hundred-and-nine-mile ride, or a total of three hundred and twenty-two from Boston.

DOWN THE HUDSON.

Combined with the tour just described more frequently is the run from Albany down to New York city, although many an exit is made out of the Massachusetts hills from North Adams, west to Williamstown, thence by side path and road where practicable, southward along the windings of Green river, through Hancock valley, meeting Kinderhook creek on the way to Lebanon Springs, twenty-seven miles. Thence through New Lebanon, Brainerd, and Malden to Kinderhook. The hills are steep—there is no mistake on that point—but the road evades the grade in a wonderful manner, hardly a foot of the way being unrideable.

The Hudson river road from Albany to New York is a two-days' ride that has been covered more frequently than any other in America, and it certainly is the most celebrated. The scenery is undoubtedly the most picturesque of any of the travelled routes, unrivalled indeed in the Eastern States. The first ten miles out of Albany rise over one thousand feet, and all the way down the river alternate climbs and coasts mark the way. Near Hudson the road is rather poor, but from Red Hook to Poughkeepsie comes a most enjoyable twenty odd miles, with the road often in full view of the river and far above it. Near Tarrytown the scenery is even grander, but the grades are heavier over the Highlands, thence through Peekskill, Tarrytown, and Yonkers to the uptown boulevards of New York. Crossing the city at 125th street to the west of Harlem river, Riverside drive is entered, running south to 72d street. The tomb of General U. S. Grant is located on the highest elevation of Riverside drive, and is a point of interest that should be visited. Through Central Park to 59th street will bring the rider to the asphalt, which now extends well down into the city; or should he wish to reach the lower ferries the Belt Line horse-cars can be taken, which carry bicycles on the front platform.

THE VALLEY OF THE SHENANDOAH.

For the wheelman whose home is in the Southern Middle States, the famed ride to Staunton will suggest itself. With either New York or Philadelphia as the starting point, two routes are at the wheelmen's command. He can go via the Reading pike to Reading, 60 miles, an easy day's ride; to Harrisburg, 113 miles; then down through Carlisle, Shippensburg, Chambersburg, and Greencastle to Hagerstown, 188 miles; or, bearing westward over the magnificent Lancaster Pike—sung in song and story—through Paoli, Downington and Lancaster, 64 miles, to Columbia, York and Gettysburg, 120 miles. A day should be arranged for at this point to visit the famous battlefield, which is about the only attraction for the wheelmen's visit, the roads being poor. A run of 38 miles will then place the tourist in Hagerstown, from which point he has the national pike at his feet.

Through Martinsburg, Winchester (200 miles) Newmarket and Harrisonburg, Staunton is finally reached, the cyclometer showing two hundred and ninety miles from Philadelphia. No more enjoyable tour exists than this. Through a region replete with historical recollections—this having been the scene of some of the most spirited contests of the Civil War, almost every foot indeed being historic ground—with magnificent scenery and a most hospitable population, it affords a trip which can never be regretted and whose recollections will linger long. The Natural Bridge and the Caverns of Luray are side excursions that suggest themselves naturally.

AN OCEAN VOYAGE

offers a pleasant change from the monotony of a land tour, and by taking steamer at Baltimore on one of the Boston boats, this can be enjoyed at very little expenditure of time and money. Leaving Baltimore on Monday, a night is spent on the noble Chesapeake, Norfolk being reached the next morning, where the steamer remains until afternoon, an opportunity being given to visit Fortress Monroe and Old Point Comfort. Out into the broad Atlantic the steamer heads that evening, and when morning dawns there is nothing in sight but the tossing waves. Boston is sighted all too soon on Thursday afternoon, unless indeed a return is made by the same route, the fare of which is cheap enough in all conscience—eighteen dollars for the round trip, including a table which is unsurpassed by any shore hotel.

These long straight-away trips can be changed to suit the individual taste, many variations being feasible, but in general a two weeks' trip can enjoyably be put in on one of them and no vacation will yield a greater return of pleasure for the outlay.

Philadelphia, July 13, '91. ARIEL.

MR. RANDALL'S REPLY.

THERE appeared in the BICYCLING WORLD AND L. A. W. BULLETIN of June 26, over the signature of G. Carleton Brown, Secretary, a statement concerning the existing disagreement between President Dunn and myself, purporting to give "the facts in the case," but which in reality did nothing of the sort. I desire to place before League members the other side of the story, believing I have the support of a large majority of those members.

In the first place it has become clear to me that the Executive Committee does not understand the intention of rule G as adopted at Cleveland and subsequently strengthened at Chicago. "It is a fundamental principle of the L. A. W." says Mr. Brown, "that its membership shall be made up of amateur wheelmen." Section 9 of the Constitution, referring to the eligibility of persons to become members is here quoted, and then I find this, "The rule and its six explanatory clauses should be familiar to all, but it is clear from this section 9 that the Membership Committee and Racing Board must both be controlled by the plain provisions of the rule, neither can change it nor add to it, nor in any way can they assume to deprive a member of any rights unless the rule authorizes such action." This is of course entirely true, but in what way does rule G conflict? It does not deprive any man of his membership in the League, and does *not* make him anything but an amateur. It does provide for punishment, provided a certain rule is broken. Whether such rule is desirable does not enter into the question. It is absurd to say that such punishment is contrary to the spirit or letter of the Constitution. No one questions the rights of the Racing Board to punish a man for indulging in ungentlemanly behavior, for disobedience on the track, for competing in unauthorized races, or for the many other things forbidden by the Racing Rules and which are not mentioned in the Constitution; nor is the right of the National Assembly to inflict penalties in cases not covered by the same authority disputed. It is left to the National Assembly to make rules for the League's good; the only power which can annul such rules, is a Constitutional Convention. Similarly the Racing Board is given charge of "all matters pertaining to racing and the championships," and permitted to make such rules as it may deem proper. No power except the National Assembly or a Constitutional Convention has the right to annul such rules. I speak advisedly, not only from the standpoint of common sense, but after the advice of lawyers who stand well up in their profession. It will be remembered of course that after the gentlemen from the A. A. U. had addressed the National Assembly at Washington it was moved by Mr. Post of Hartford that the settlement of the proposed alliance be referred to a committee composed of the Executive Committee and Racing Board. It is naturally to be presumed that the Racing Board referred to was the one then in office, indeed this is quite certainly the case, for when some one enquired how soon action would be taken, Mr. Dunn, turning to Messrs McMillan and Matthewson said, "I presume within the next twenty-four hours," or words to that effect, to which the gentlemen addressed assented. "Delays are dangerous," and so it has proven in this case. The matter was not settled in twenty-four hours, nor in as many days, the Racing Board intrusted with the work was not consulted in any way, and thus the very first condition of this unfortunate affair was broken. My point is this—that Messrs. Davol, Collister, Garden, DeGraaf and Gideon had already had an abundance of experience with Union men and methods, were thoroughly familiar with the ins and outs of the trouble, and were therefore very much better able to take care of the matter and arrive at a satisfactory settlement than an almost entirely new Board, composed largely of men who knew nothing of the existing trouble than any fairly posted League member would be. Now to the result of this and to show how the President a second time disobeyed instructions. I again quote Mr. Brown: "At the meeting that was duly warned, President Dunn, Vice Presidents Burdett and Brown, Chairman Randall and Secretary Bassett of the Racing Board were present, making five out of a total of eight. A full expression of opinion from every member present resulted in the acceptance of the following articles of alliance between the L. A. W. and the A. A. U."

The meeting, it is stated, was "duly warned." Let us see. The By-laws state that the Racing Board shall consist of *at least* five members. At the time the meeting was "duly warned" the Board had but four members, certainly nobody's fault but the President's. I was not notified of the appointment of Messrs. Bassett, Atwater and Collister until a few days before the meeting in New York on March 24.

Mr. Dunn wired Messrs. Collister, Atwater and myself to be in New York to attend a conference on March 27. Regardless of inconveniences I left for the East in due course, arriving on the morning of the appointed day—Friday. Meanwhile a second telegram was sent me, dated March 26, so that it could not possibly have reached me, stating that the meeting had been postponed (no reason given) until Saturday. Delay No. 1. Saturday Mr. Atwater went to New York, called at Mr. Dunn's office, failed to find him, and departed again for Washington. Delay No. 2. I had previously suggested to the President, that, if he would hold the meeting Sunday, Mr. Collister could also be present, but he declined. Monday came and further delay was threatened, until I,



WON on EAGLES

AT

HAGERSTOWN, JULY 4th:

TWO MILE HANDICAP.

Merrihew, - - - -	First.
Seeds, - - - - -	Second.
Hazleton, - - - -	Third.

One Mile District Columbia Championship.

Robertson, - - - -	First.
Bowen, - - - -	Second.

HALF MILE HEAT RACE.

Hazleton, - - - -	First.
Bowen, - - - -	Second.
Merrihew, - - - -	Third.

THE EAGLES GET THERE JUST THE SAME.

SEND FOR CATALOGUE. We have some Bargains on our Second-Hand List.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

CLINCHER PNEUMATIC UNIVERSAL

ROVERS

IN STOCK. Price, $120,00.

The Most Practical PNEUMATIC TIRE Yet Produced,

AND A MACHINE UNEQUALLED BY ANY, AT THE PRICE.

Nearly all styles of Rovers can now be supplied on receipt of orders. Reports of victories won on Rovers continue to come from all directions.

Wheelmen in attendance at the L. A. W. Meet can see our exhibit at Huber & Metzger's store, 13 Grand River avenue, Detroit, 17th, 18th and 19th.

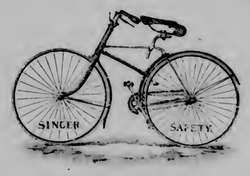
The JOHN WILKINSON COMPANY, 269-271 STATE STREET, CHICAGO.

Sixteenth Year in America.

1876 **1891**

The First Cycles in the United States





The Largest Cycle Manufactory in the World

SINGER & CO.,

BOSTON, MASS.

6 AND 8 BERKELEY STREET. 2 WARREN AVENUE.

NEW YORK: F. W. AYMAR, 2 Astor House, Broadway.

PHILADELPHIA: WALL & BOYER, 1714 N. Broad St.

CHICAGO: THORSEN & CASSADY, 60 and 62 Wabash Ave.

having been away already four days, insisted on leaving for the West that night. The meeting was held that morning, and even then Mr. Dunn, although reported present, found his business so important that he could not leave it, and dropped in only occasionally, while I was forced to sacrifice mine for just six days. Up to this time I had not seen a single member of the Racing Board, excepting Mr. Collister, for about five minutes while my train stopped in Cleveland. Then appointments had been so long delayed that I had had no opportunity even of communicating with them by mail, yet I was expected to voice the sentiment of the Board. I may here remark that on March 18, at the request of Mr. Dunn, I joined with him in a telegram to Messrs. Atwater and Collister, asking them to serve on the Board I was not consulted as to the other members. Arrived at the meeting I found that the President was fully determined that the alliance must be formed. Major Burdett agreed on the ground that if it proved a failure, it could be dissolved on thirty days' notice, to the best of my recollection. Mr. Brown had no decided opinion. I, wandering in the "slough of despond," recollecting Mr. Bassett's stand in the case of the pro-mateurs some years ago, and knowing that, having been a member of the Conference Committee during the fall he was well posted, (but forgetting that in the pro mateur days no salary attached to any office he held) concluded that he would be the man whose opinions would be valuable. To this, in a great measure, my attitude at the meeting was due. I had as little to say as possible, but objected to a number of clauses in the articles of alliance submitted and proposed substitutes, some of which were adopted.

When the articles were submitted to the A. A. U. representatives, they objected to my suggestions, and the articles were changed again. When the vote was finally taken I remained silent, but subsequently, in this, as in a number of other cases, voted on request, to make the vote unanimous. It is claimed by Mr. Brown that Mr. Randall agreed that the Racing Board should adopt the following rule, under the power given it, to make rules for its government:

"The Racing Board of the L. A. W., on receipt of the written decision of the tribunal provided for in Clause 3, of Article of Alliance between L. A. W. and A. A. U., shall confirm that decision and make it final."

This is erroneous. The Racing Board was instructed to adopt the rule, and did so at its Cleveland meeting. Contrary to the statement of Mr. Brown the question of what should be done with the suspended men, was introduced by Mr. Bassett, and the question whether the amateur rule had been broken by the suspends, and whether clause D was broad enough to prohibit the payment of expenses by clubs, was referred to Major Burdett for his legal opinion, it being the opinion of all that they could not be held under Rule G, which stated that members of A. A. U. clubs were not liable under the rule. The Major decided that under none of the rules named could they be held. It was further the opinion "that to expel a man from the L. A. W. for doing what the Constitution allowed him to do was certainly not right nor within the power of any committee. No vote was taken on this question, nor were any instructions given to the Racing Board in regard to it, as it was tacitly admitted that they should judge as to the suspensions."

What bearing has this on the question? The item corroborates my belief, stated above, that the Executive Committee does not understand Rule G, which has no effect whatever on any man's League membership or amateur status. Shortly after the meeting I received two or three telegrams from Mr. Dunn, requesting me to remove the suspensions, in accordance with an agreement made by the old Racing Board. Knowing of no such agreement I declined, until the Board meeting at Cleveland. There were then present Messrs. Collister, Miller, and myself. I need not go into details of the arguments; suffice it that it was not until 4 A.M. that the men were finally reinstated, much against the will of the members present, because there was no rule under which they could be held, and *not because Rule G was considered unconstitutional*, as stated by Mr. Brown. The Board has never so decided; on the contrary it was considered then, and the opinion was affirmed at the Chicago meeting, that Rule G both in the old and new form was entirely constitutional. This fact effectually disposes of the fallacy entertained by the Executive Committee and very many other persons.

It is the height of absurdity to imagine the Board would decide a rule unconstitutional one moment and pass it again the next. By the way, I wired Mr. Dunn directly after this meeting not to promulgate the articles of alliance until he had seen the new rules. Says Mr. Brown: "Mr. Randall's attention was called to the point that Rule G was possibly unconstitutional." True. President Dunn submitted the question to the Rights and Privileges Committee. I submit these extracts from letters received from Mr. Dunn, to show that his opinions vary with circumstances. The italics are mine:

May 23. "I believe the matter of constitutionality of Rule G has been referred to Rights and Privilege Committee. * * *. I am *in hopes* that it will be decided constitutional, but am quite doubtful as at present it does not appear to be in line of past decisions."

June 3. "I should be very glad to be convinced that the rule was proper and lawful."

The latter was contained in the letter which notified me that Rule G had been declared null and void by the Executive Committee. The latter action was taken without even notifying the Board of the opinion of the Rights and Privileges Committee, and was considered by me then, as now, an insult to every member of the Board. It was while smarting under the publication of this that I wrote Mr. Dunn a letter, some parts of which I have since deeply regretted, and for which I duly apologized. Mr. Brown says: "On the 11th an apology was sent by Mr. Randall to President Dunn for the personalities in the proclamation, but on the 13th a formal letter repeating the personalities word for word was sent to the Executive Committee and received by them at noon on the 15th. This I desire to most emphatically deny. The letter containing the personalities was sent the BICYCLING WORLD June 7; a copy (my official reply to the Executive Committee's letter) was sent the Committee June 11; my apology was sent June 12, a copy going by same mail to the BICYCLING WORLD and the Executive Committee. A letter accepting the apology was written by Mr. Dunn June 15, and the same mail brought me notice, under same date, of my removal from office. These are *facts* and susceptible of proof. A little explanation is due as to the conduct of other members of the Board.

At the Cleveland meeting I was the only member who opposed the adoption of new rule G, Mr. Miller being strong in its favor. Messrs. Bassett and Atwater then asked for another meeting which was called. Mr. Bassett was not present. In the meantime I had discovered that the rule passed at Cleveland did not cover the payment of expenses while in training, and the rule which has caused all the trouble was passed unanimously. Mr. Atwater was the first man to suggest that in case the Executive Committee interfered, the three members present should at once resign. He further stated his belief that neither Mr. Dunn or Executive Committee had power to interfere with the Racing Board's work.

A number of members of the National Assembly being desirous of testing the powers of the various committees, a request bearing the requisite number of signatures was sent the President to call a meeting of the Assembly at Detroit. I have ample reason to believe that this was received in time, but the request was ignored. A second request asking that a meeting be called for Detroit or Cleveland, August 8 or 15, and bearing about forty signatures has since been forwarded, but despite all this, I am informed that a meeting will be held in Hartford, and not until September. There can be but one inference, viz: that Mr. Dunn is not sufficiently confident of his position and is willing to ignore forty of the men who elected him rather than face an opinion of the National Assembly, which would, I believe, be opposed to him. By the time the meeting occurs the racing season will be practically at an end, and the expense abuse will have been carried on for another season.

In conclusion I have but to say that the opinions of League members whom I meet are overwhelmingly in favor of Rule G. And it may be relied upon that when a meeting finally occurs, an effort will be made to have such an expense rule inserted as will forever do away with opportunities for such tactics as Mr. Dunn has lately pursued. Respectfully,

CHAS. E. RANDALL.

THE MEDFORD AND THE WALTHAM CLUBS.

EDITOR BICYCLING WORLD: I note in your last issue, in the account of the Inter-Club road race of June 27th last, that you say that the Medford Club was dissatisfied with the result, and desired to challenge the Waltham Club to a decisive battle with teams of three men each.

In justice to both clubs it seems necessary to make this matter a little plainer. It is quite true that the Medford Club was dissatisfied with the result of the race, but that dissatisfaction exists through no fault of the Waltham Club, and no possible cause of complaint lies as between Waltham and Medford. Through a most unfortunate misunderstanding as to the time of starting of the race, the Medford Club was not represented in its entire strength. Whether or not the result of the race would have been different if the whole team had been present, is something which nobody can tell. The Waltham Club was the winner of the race, however, and we have no one else to look to for any satisfaction which was denied us by the misfortune referred to.

The matter of another race between Waltham and Medford was almost immediately discussed by representatives of the two clubs, and it was quickly learned that nothing of the kind could occur at the present time, owing to the absence of a few members of the Waltham team. If a race does occur later in the season it will undoubtedly be between the full teams of the two clubs, probably seven men each.

I think in justice to Waltham it should be said that its club is entirely willing to meet us, and quite confident as to the result. I wish in the most emphatic terms to negative the idea that there is the slightest ill feeling between Waltham and Medford. Such is not the case. The cup was won fairly, and if Medford was not represented as well as it might have been, the Medford Club can blame nobody but its own hard luck, and its captain.

Very truly yours,
GEORGE H. PERRY,
Captain Medford Cycle Club.

July 8, 1891.

THE TEACHERS ARE TO BLAME.

EDITOR BICYCLING WORLD: Referring to your recent criticisms on the bad form in which many ladies ride, permit me to say that perhaps they are not wholly at fault in the matter. It is mainly due to her teacher. To facilitate her riding and mounting he places the saddle somewhat lower than she would have it ordinarily. And it *does* help; the machine steers easier, is easier to mount and dismount, especially if it is involuntary. But the result is bowed knees, stooping shoulders, and too much knee motion in pedalling. Of course these defects should be remedied as soon as the pupil has mastered the art of riding, but by that time she has passed out of the hands of her teacher and is left to her own devices; and she keeps on riding as she has been taught and knows no other or better way. Therefore scold the teachers more and the pupils less.

L. A. W. 3520.

TIRE LITIGATION.

Gentlemen: The Thomas Inflatable Tire Co., of Philadelphia, have commenced suit against Alfred Featherstone, of Chicago, for infringement of their patents covering inflated or pneumatic tires for bicycle and tricycle wheels. The bill of complaint in this suit was filed Monday, July 6th, in the Circuit Court of the United States, Northern District of Illinois, and notice of same served on Mr. Featherstone.

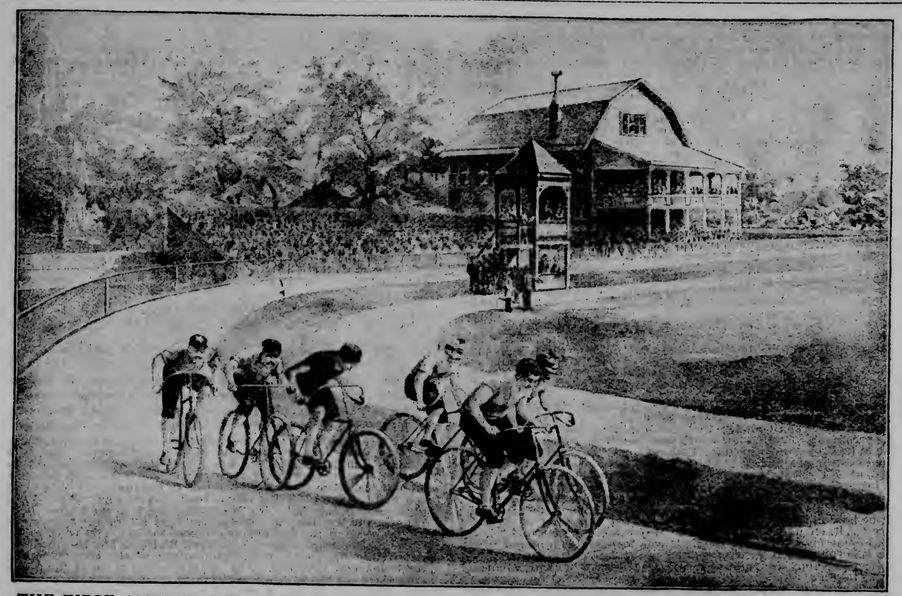
Yours truly,
GEORGE R. BIDWELL CYCLE CO.
A. C. D. LOUCKS, Sec'y.

July 14, 1891.

THE AIR TIRE WAR.

A. FEATHERSTONE, of Chicago, has commenced suit in equity in the U. S. Circuit Court, Southern District, N. Y., vs. the Geo. R. Bidwell Cycle Co., for alleged infringement of the Dunlop pneumatic tire patent. Mr. Featherstone, through his attorneys, asks for an injunction restraining the Bidwell Cycle Co. from manufacturing the pneumatic tire as they now make it.

WILLIE F. HADDOCK, the thirteen-year-old son of Maj. Wm. H. Haddock, of Dorchester, made quite a run for a rider of only two weeks' experience. On Wednesday, July 1st, at 7.30 A. M., he mounted his Singer Intermediate Safety at the corner of Norfolk and Washington streets, Dorchester, and at 7 30 P. M. arrived at Portsmouth, N. H., having covered a distance of 69 miles—ten of which he had to walk, pushing his wheel through heavy sand.



THE FIRST AMERICAN BANKED TRACK.

The above is from a photograph taken during a race on the track as it existed in its old form, and will serve to give the reader an idea of the the surroundings. The grounds contain ten acres situated on the Illinois Central Railway, near Parkside station, and is bounded by 71st street on the North, 72d street on the South. On gala days the Illinois Central trains stop at the gate, thus making it possible for one to reach the grounds and return without the usual long tramp between station and grounds.

The club proposes to hold a National Cycle Tournament on the new track September 11th and 12th, and the cycling world is assured of their intention to make it the equal of any meeting in the country both as regards prizes and fast time.

The committee in charge of the track expresses it as their firm opinion that in spite of the dates clashing with Springfied, the Chicago meet will surpass it in every manner. In view of the fact that the meet of last year did not come up to their expectations, they do not want to be guilty of making any promises or assertions that cannot be realized.

If you want to ride on the fastest track in the world, come to the Chicago meet.

* * * *.

THE FIRST AMERICAN BANKED TRACK.

NATIONAL CYCLING TOURNAMENT.

THE Chicago Cricket and Athletic Club have decided to rebuild the quarter mile oval built by them last year; it is not up to the standard desired by them, and consequently they have advertised for bids on the work of rebuilding it.

The surface of the new track will probably be brick dust, which is known to make a firm and extremely fine top dressing. The track will be, as now, 24 feet wide on the winning straight, and 20 feet elsewhere, with the turns banked 3 1-2 inches to the foot, making the outside 5 feet 10 inches above the curb. The banking will extend about 25 yards into the straights and gradually falling, merge into the level.

An investment of $100,000 is represented in the grounds of the Chicago Cricket and Athletic Club, and the club has decided that the track must be made as fast as any in the world, bar none.

HARTFORD TOURNAMENT OF 1891.

THE Hartford Wheel Club has announced the programme of its eighth annual Fall Tournament, to be held at Charter Oak Park, Monday and Tuesday, September 7th (Labor Day) and 8th. There are twenty races on the list, judiciously arranged for the accommodation of all classes and conditions of riders. There are seven races open to the fast men, seven to the slower middle class of riders, and two only are for local men especially, and but four "ordinary" events will be run at Hartford.

The club will have exclusive control of the track after the third week in August and a great many of the flyers will go to Hartford to complete their training. The park is beautifully situated four miles out of the city. Being thoroughly in the country, and with excellent accommodations in its immediate neighborhood, racing men find it an ideal training ground.

The track at Charter Oak Park has long been famous as a cycling path, and a Hartford tournament seldom passes without the creation of several important records. It was here in 1884 that Sellers rode a mile in the then unheard of time of 2.39. Later on, Wood, from scratch, passed every other competitor, in a mile handicap race, finishing in 2.33, and establishing a competition record which remained unbroken for years. Again, at the Columbia Club's meet on July 4th of this year, W. F. Murphy rode the fastest mile ever ridden in a race, crossing the tape from scratch in the wonderful time of 2.26 1-5, and Hoyland Smith broke the two mile record at the same meet. Murphy and Smith earned distinction for the track as well as themselves, for their great work was done under conditions of wind and weather unfavorable to fast time.

The annual gathering of the Connecticut Division of the L. A. W. will occur at Hartford on the same dates as the tournament. There will be the usual big parade and various entertainments in addition to the races, and one thousand dollars, raised by appropriation and subscription, will be expended in entertaining wheelmen. A rare season of cycling jollity and festivity is anticipated.

Wheelmen who are disposed to arrange their vacations this year with a view to attending the fall tournaments, can take in five days of racing out of seven. The tournament circuit in the East starts in at Narragansett Park, Providence, September 5th. Then follows the great Hartford event of the 7th and 8th, and Springfield's two days of racing on the 10th and 11th. Following is the list of races to be run at Hartford:

FIRST DAY, SEPTEMBER 7th.

One mile novice, safety; quarter-mile L. A. W. State championship; one mile open, ordinary; two mile 5.40 class, safety; quarter mile safety, heats; two mile 6.10 class, safety; one mile handicap, open to the members of the Hartford Wheel Club, the Colt's Bicycle Club and the Columbia Cycle Club only; one mile tandem safety; one mile safety handicap, heats; one mile ordinary, handicap.

SECOND DAY, SEPTEMBER 8th.

One mile 3.00 minute class, safety; one mile 2.40 class, safety; two mile open, safety; quarter-mile open, ordinary; one mile tandem, handicap; two mile safety, handicap; two mile handicap, ordinary; one mile open, safety; two mile team, open to Connecticut clubs only; one mile safety, consolation.

N. A. BRADT CROSSES THE CONTINENT IN 86 DAYS.

EDITOR BICYCLING WORLD: I arrived here this noon (12 M.) after 86 days on the road from New York. Stopped at various cities 24 days. Actual number days riding 62, rode 4420 miles, making an average of 71 1-5 miles per day. Feel well and none the worse for my trip. Will be back home about August 1st.

NELSON A. BRADT.

San Francisco, Cal., July 4, 1891.

THE Y. M. C. A. Bicycle Club of Birmingham, Conn., will give their first annual field the fifth day of September, 1891. The events will consist of bicycle races, sprinting, etc., etc. The prizes will be numerous and costly, ranging in price from $10 to $50 each.

Not Only Honestly Constructed, But Mechanically Sound.

THIS is what we have said of the *Rambler*. Did you stop to consider exactly what it meant? Possibly not. Possibly you have never thought it worth while. You purchased your wheel without weighing the matter and being satisfied, a bicycle to you is simply a bicycle—nothing more. Its finer points are hardly of even passing interest. But in these days, when it is charitable, at least, to grant that most bicycles are honestly constructed, mechanical superiority goes a long way and is not lightly considered by those who are seeking the best results and best value for their outlay.

We will take spring frames and spring saddles as affording a fair study. Take this wheel: Note where and how the spring is placed; where but little weight of the rider is sustained; note that when it yields there is a tendency to force the feet off the pedals, and that you find the steering affected. Now take that wheel: Just look at its complications; note the bundlesome appearance of it, and the number of bolts, nuts and parts which go to make up its anti-vibration appliance. And here is still another: Notice that when the saddle or spring yields that the pedals remain rigid; that is, do not "give" correspondingly as they shou'd, and that in every case your length of reach is constantly shifted. Surely it is plain that these wheels are mechanically faulty. You can see that even if you are are not versed in mechanical principles, you begin to see what we mean by the term "mechanically correct." Do you?

Now take the *Rambler*: Observe the simplicity of its spring frame; note that the spring is in the right place and where the best results are to be obtained; notice that it can not in any manner affect the steering, and that when the spring yields the saddle and pedals "give" correspondingly (due to the hinged joint over crank axle), and that there can be no forcing of feet off pedals nor any inconveniencing and wearing, shortening your reach.

You do not have to be a mechanic to judge of these things, and, as in the case of the spring frame, so it is in many others—the mechanical superiority of the *Rambler* crops out at every point—every feature sound, practical, in the right place, there for a purpose, and fulfilling that purpose in the proper manner.

He (and she) is wise who stops to consider.

GORMULLY & JEFFERY MFG. CO.,

MAKERS OF

"The American Cycles."

Chicago Retail Store, 85 MADISON STREET.

BRANCH HOUSES:

174 and 178 COLUMBUS AVENUE, Boston, Mass.
1325 4th STREET, N. W., Washington, D. C.

FACTORY AND GENERAL OFFICES:

222-228 N. Franklin Street, Chicago, Ill.

MISSOURI DIVISION MEET.

THE big meet has passed and gone, and history will record it as a success. The Springfield men were the first to arrive, and then came the St. Louis men in a special car arriving in state. Quickly followed delegations from "all over," and they were well received by Representive Garner and his committee. The early part of the day was spent fn getting acquainted, and promptly at three P. M. the hill climbing contest came off on South Garrison avenue hill in the presence of fully 2000 spectators. The starters were: Richard Hurck, M. B. and A. C.; H. M. Weaver, A. G. Harding, S. and L. C. C.; H. P. During, Carthage; S. L. Thompson, Topeka, Kas. The other entries backed out when they saw the terrific grade of the hill. H. P. During was the first man to try, and his performance was a magnificent one, but as he claimed the crowd closed in on him, he was given a second trial, and the same concession was made to all other contestants. None of the riders came within balling distance of During's work on the first trial, but on the second one Hurck put on steam and fairly set the crowd crazy by passing During's mark by a foot. During was given another trial, but the best he could do was to equal his former mark, and the judges therefore declared Richard Hurck the winner. Time 11 3-4 seconds. The prizes were a $25 gold medal and a silk umbrella. After the contest short inspection runs were taken over the smooth city streets. At 8.30 P.M. the smoker and musicals were announced at the Carthage armory and thither the cyclists went marching two abreast. "League tickets, please" was the cry of the door keeper, and the experiment of keeping out the "unwashed" was a big success. Once inside the hall the enjoyment of the participants flowed fast and furious. The music was rendered by the Carthage Light Guard Band and was loudly applauded. The Cycling Club came forward and sang a number of club songs, boxing by two African imps followed, and then came an exhibition of some very fine single and double fancy ridling on safeties by two members of the Solid City Wheelmen of Fort Scott, Kas. At ten P. M. supper was announced. Refreshments were served in abundance as well as good cigars. This part of the entertainment was the most enjoyable one, and it will doubtloss become a fixture with future Missouri meets.

The glorious Fourth opened up badly, and the worst fears of the management were realized when it rained—yes, poured—for three hours. Many of the participants thought the day's sport ruined, but they did not know what the drainage system amounted to, for as soon as it stopped raining the fine gravel roads were in even better shape than before. This was a silent argument for the immense advantage of rock roads, and doubtless set many of the visitors a thinking about road improvement. The band appeared at this juncture in full uniform, and forming in the rear of the reception committee, marched to the depot to receive the balance of the St. Louis delegation, which came down 25 strong. Rain prevented the holding of the parade in the morning, and it was postponed till 2 P. M. The annual business meeting was called to order at 10.45 A. M. by Chief Consul Holm. The rain drove everybody under cover, and hence the attendance was large. Just as all the members were seated the Carthage band was announced, and by request played several airs which were well received. The Chief Consul read his annual report, which was accepted, and after transacting routine business, nominations were made for officers to serve during the year commencing December 1, as follows: Chief Consul, W. P. Laing, Geo. H. Lucas, Robert Holm, all of St. Louis; Vice Consul, W. M. Jaccard and J. P. Sidwell of Kansas City; Secretary-Treasurer, Joe L. Douglas of Columbia; Representatives, R. W. Garner, Carthage; R. H. R. Warren, Kansas City; W. A. Todd, St. Louis, and G. A. Graves, Joplin. The members of the Cycling Club tried hard to declare nominations for Chief Consul closed after their men were nominated, but Douglas W. Robert, of St. Louis, balked their little game, and when the question was put to a vote, it was snowed under. The meeting adjourned at 12 M. After dinner the parade was formed at the Public Square, and being proceeded by the pace makers, band, and Harry Gordon on a unicycle, made a circuit of the principal streets and thence to the Fair Grounds. The prizes offered for the parade were won as follows: To the club having the most League members in line, St. Louis Cycling Club; to the club making the best appearance in line, the Solid City Wheelmen of Fort Scott, Kan.; the third prize offered for the club having the best representation was also won by the St. Louis Cycling Club. On arriving at the Fair Grounds the track was found to be heavy, and it was decided to have a half hour's intermission to allow it to dry. Promptly at 3.30 P. M. the races were started, and the following is the summary:

One mile ordinary, novice—J. H. Borgess, M. B. and A. C., first; Geo. M. Wilder, St. L. C. C., second. Time 3m. 28 3-8s. Borgess made the novices sick and fairly romped away from the field on the last lap.

One mile safety, novice—This was a pretty race, and the Cycling Club's men came out with flying colors, and the result was: H. J. Fath, first; Gus. Loeffel, second. Time, 3m. 18s.

One half mile ordinary, open—The result was a genuine surprise, as O. L. Rule, St. Louis C. C., finished first, beating A. G. Harding by two yards. Time, 1m. 34 1-4s.

A large number of entries were strung around the track in the one-mile safety handicap, and the varied colors of the clubs made a pretty picture. The first lap was ridden in good time, and the cheering of the crowd made the riders put forth their best efforts, with the result that the best time of the day for safety events, 2m. 55 1-4s., was made. The order of the finish was: R. M. Tidd, 75 yards, M. B. and A. C., first; W. A. Todd, 35 yards, St. L. C. C., second; R. Hurck, 30 yards, third.

One mile ordinary, Missouri Division championship—All but three of the entries backed out of this race, and the knowing ones were on the tiptoe of expectancy to see a red-hot race between Rule and Harding. For the first lap the result was a disappointment; but as the bell sounded both men got down to work, and when they came down the home stretch neck and neck the excitement had reached its climax. The judges decided the race a tie; but as Harding waived his claim, first place was awarded to Rule. Time 3m. 21 1-2s.

Three-mile safety, Missouri Division championship—Milford, Harding, and Hurck were the only starters in this race, they alternated in setting in the pace, and on the last quarter came on with a rush, R. M. Milford, St. L. C. C. finishing first; A. G. Harding, St. L. C. C., second; R. Hurck, M. B. and A. C., third. Time 10m. 26 1-4s.

One-mile ordinary, handicap—A good field of entries furnished excellent sport in this race, and it was free from loafing tactics of any kind. G. E. Tivy, 75 yards, first; J. H. Borgess, M. B. and A. C., 100 yards, second; P. L. Tyler, 150 yards, third. Time 2m. 56s. On the last lap J. R. Pomarede ran into Jno. Bowman, who was coaching, and narrowly escped serious injury.

The one mile safety, Missouri Division championship was well contested throughout. All the fast men started. A. G. Harding, first; R. M. Milford, both St. L. C. C., second; R. Hurck, third. Time 3m. 11 1-2s.

The Carthage Light Guard band here gave a unique band drill which was greatly admired. This was followed by trick riding by Master Elmer Caughenbaugh of Carterville, Mo., and his performance, considering his youth, was marvellous.

Two-mile safety, handicap—This race had eleven starters and, barring accidents, was one of the best contests of the day. On the second lap E. W. Sanders changed machines, and coming down the stretch on the third lap, endeavored to take a sponge from his trainer with the result that he took a bad fall. The finish was: W. A. Todd, St. L. C. C., 75 yards, first; R. M. Tidd, M. B. and A. C., 120 yards, second; H. J. Fath, St. L. C. C., 175 yards, third. Time 6m. 1-4s.

Ten-mile ordinary, Missouri Division championship—This is the classic event which has always been hotly contested, and again was the rivalry between Harding and Rule exemplified by a red-hot finish: A. G. Harding, first; O. L. Rule, second. Time 35m. 50 1-2s. A time limit of 40m. was placed on the race.

One mile safety, consolation—C. M. Hutton, M. B. and A. C., first; J. W. Bowman, M. B. and A. C., second. Time 3m. 17 1-2s.

One-mile ordinary, consolation—H. R. Warren, K. C. R. C., first; Will Nichols, M. B. and A. C., second. Time 3m. 45 1-4s.

The banquet was held at the Harrington Hotel after the races, and with the exception of the late hour at which the doors were opened, was a success. Eighty-two men attended and the tables were beautifully decorated with flowers. After the good things had been placed beneath the cyclists' belts, cigars were lighted and the following toasts were responded to: Welcome, Major W. R. Lewis of Carthage; the L. A. W., Chief Consul Holm; The Ladies, C. Roach of Carthage; Cycling in relation to health and recreation, C. A. Devinne, Topeka, Kan. Several impromptu speeches were made after the regular toasts, and it was during the wee small hours that the banquet was ended. Sunday, July 5, was pleasantly spent in making runs to Joplin, Webb City, and Jasper. After partaking of an early supper adieus were hastily said, and the St. Louis delegation was soon aboard their special cars. Just before the train pulled out three cheers were given for Carthage, and her progressive cycling club, and the sixth annual meet was at an end. The thanks of all the participants are due to Representative Garner, and Messrs. Deal and McMillan for making the meet the success it was. A vote of thanks was also extended to the Missouri Pacific Railway for providing the excellent transportation facilities.

July 9, '91. "LINNEUS."

MEET OF INDIANA DIVISION, L. A. W.

THE first annual meet of the Indiana Division, L. A. W., occurred on Saturday, July 11th, at Indianapolis, and was a grand success in every particular. The festivities commenced at 1 P. M. with a parade, in which 237 wheels were in line. On reaching the Fair Grounds the parade was dismissed, and the races were next in order. There was an audience of about 2000 present, who were more than delighted with the entertainment given.

The first race, the one mile novice safety, was won by George M. Lazarus, who rode a pneumatic tire and was penalized at the rate of fifty yards. He rode the mile in 3.00 3-5. Miles Burford came second, Harry G. Nye of Richmond, third.

Quarter mile ordinary for L. A. W. State championship—Wm. Lonn of La Porte, Ind., first; G. W. Ribble, second, and R. M. Fletcher, third. Time, 42s.

Two mile safety, handicap—H. C. Tuttle, 60 yards, first; Geo. W. Denison, second, and Richard Hurck, St. Louis, Mo., third. Time, 5.25 2-5.

Half mile ordinary L. A. W. championship—Wm. Town, first; John S. Barber, second; A. B. Taylor, third. Time, 1.26 3-5.

The race for the championship of the Zig Zag Club, all wheels, was won by Walter Marmon. Time, 3 01 3-4. Ellis Hunter, second; G. W. Ribble, third.

One mile safety, open—H. C. Tuttle, first; Geo. W. Denison, second; G. W. Ribbie, third. Time, 3.16 2-5.

One mile ordinary L. A. W. State championship—Wm. Lonn, first; C. C. Koerner, second; John Barker, third. Time, 3.09 2-5.

Quarter mile safety L. A. W. State championship—Ellis Hunter, first. Time, 37 1-4s. Walter C. Marmon, second, and Charles P. Hughes, third.

One mile tandem race, L. A. W. State championship—Hughes and Marmon, first. Time, 3.15 2-5. Hoy and Hunter, second.

One mile safety 3.30 class—Harry G. Nye, first Time, 3.07 2-5. Wm. Schroder, second, and Geo. M. Lazarus, third.

One mile ordinary, handicap—Wm. Lonn, 130 yards, first; Geo. W. Denison, 60 yards, second; Carl C. Koerner, 185 yards, third. Time, 2.43 1-5.

Half mile safety L. A. W. State championship—Ellis Hunter, first; C. P. Hughes, second.

Two mile ordinary, open—Geo. W. Denison, first. Time, 6.43. H. C. Tuttle, second; Wm. Lonn, third.

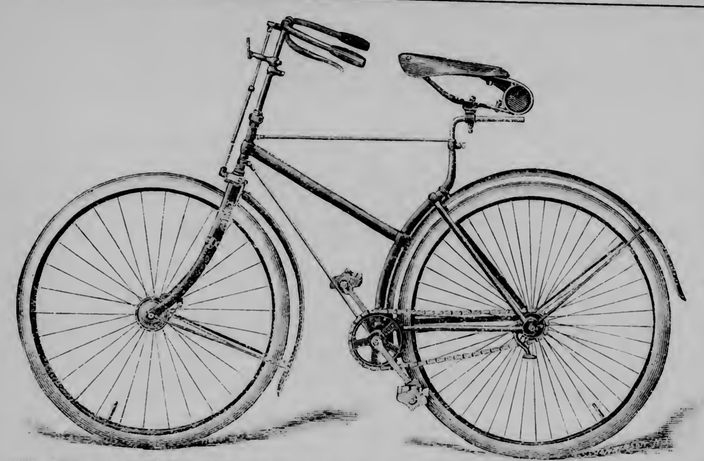
One mile safety L. A. W. State championship—Walter C. Marmon, first. Time, 2.49 3-4. Ellis Hunter, second.

The next race was for the smaller riders of safeties, the wheels being limited to twenty-six inches in diameter or under, and age of boys, fourteen years or under. Five entries were in this race, one-half mile, and Thomas H. Davis came in first; time, 1.50; Hugh Raymond was second and Charles Atkins third.

The last race, the free for all, was won by Thomas Hay, who made the mile in 3.11 2-5; Howard M. Stout of New London came in second, Oscar Harmann, third.

The races were for the most part exciting throughout, and the prizes were all worth working for, most of them being very valuable. H. C. Tuttle, of Chicago, carried away two bicycles. The prizes were delivered to the winners at the Board of Trade Hall, where an informal reception was held by the Zig Zag Club. Lemonade, cake and cigars served to refresh the inner man, and everybody had an enjoyable time.

A NEW HAVEN correspondent writes us: My son, Wm. Howard Ainscoe and George Larom, both 16 years of age, started from 57th street and Eighth avenue, New York City at seven A. M. the other day and arrived here at 7.20 P. M., same day, and as I understand the distance is ninety miles by road and very sandy. They got on a wrong road having to go back, losing nine miles. Thereby I thought this might be of enough importance to apprise you of."



WE DON'T DARE

To say a word about Cushioned KITTENS or Cushioned KOHINOORS, for we look at our stack of orders and sigh wearily when we see a telegraph boy come in, but we are perhaps safe in offering you some

PNEUMATIC PREMIERS

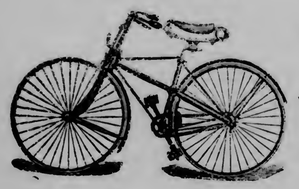
At $175 apiece.

We've got to subsidize—no, encourage the press, and share our profits with the "Bicycling World." We wouldn't be surprised if these wheels were all gone before this paper comes out Our new front wheel Band Brake, latest improved Dunlop Pneumatic Tires, which cannot burst and are practically proof against puncture, ball heads and light weight wheels have caught the high priced trade, and our agents are sending in the orders thick and fast. We've got a Pneumatic CATFORD that has had 2800 miles of American country roads, and is as good as new, never a leak or repair. If you like our diamond-frame KOHINOOR better than the CATFORD, you can have it in Pneumatic---forty pounds will cover either one. And we can sell you the KING of Lamps to go with these royal wheels.

PREMIER CYCLE CO,. - NEW YORK.

PRICE, - - - - $100.00.

THE HARTFORD SAFETY.



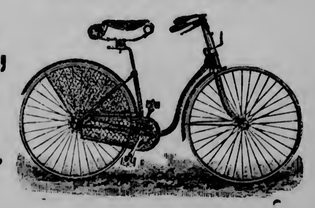
—MANUFACTURED BY—

THE HARTFORD CYCLE CO.,

HARTFORD, - CONN.

Ball Bearings, Interchangeable, Strong, Durable and Well Finished.

THE HARTFORD LADIES' SAFETY.



Send for 1891 Catalogue.

John F. Morrill & Co.

Division Tailors of the L. A. W. for Massachusetts.

Coat,	$5.75
Pants,	3.75
Cap,	85
Shoes,	$3 to 3.75
Shirts, Flaunel,	$2.50 upwards
Shirts, Cheviot,	87 upwards

Manufacturers and Dealers in

Base Ball, Tennis, Bicycle, Gymnasium, Athletic and Sporting Goods.

We make a specialty of all styles of outing clothing.

Bromfield Street, Boston.



Send us your duplicate orders on Bicycle Shoes, Foot Ball, Sprint Running and Gymnasium. Samples out. Stamp for Catalogue.

PIERCE, SMALL & CO., RANDOLPH, MASS.

Solid Gold Regulation

L. A. W. PINS,

Price, $2.

Discount to jewelers only.

Martin, Metzger & Co., 7 Maiden Lane, N. Y.

H. H. BROWN,

Wappingers Falls, N. Y.

Patentee and Manufacturer of

Hard Rubber Bicycle Handles and Grips

FOR CYCLE MANUFACTURERS.



Hall Luggage Carrier.

Just what you want to c[arr]y your camera Handsome durable, cheap. Adapted to any wheel. Full nickeled. Sent to any address for $1. Liberal discount to dealers. Made by [illegible]

L. R. HALL,

5 Manning St., Medford, MASS.

A NEW RECORD FROM HARRISBURG TO PHILADELPHIA.

PARK AVENUE'S President—O. S. Bunnell—is about the greatest enthusiast on century runs the country holds, not even excepting the indefatigable McDaniel. On Thursday of last week he accomplished his thirteenth one hundred miles of the season, and at the same time breaking the record of 16 hours from Harrisburg to this city. He was accompanied by J. C. Detwiler, and the two riders covered the one hundred and thirteen miles in twelve hours. That they let no grass grow under their feet may be judged from the fact that one stretch of fourteen miles was covered in fifty-five minutes. Mr. Bunnell accompanies the Park Avenue delegation to Detroit to-morrow, and while there will be but few compared with Hagerstown, they will be as conspicuous as usual. "ARIEL."

THE DOUBLE CENTURY (BUFFALO-ERIE) RECORD LOWERED.

LOCAL bicycle circles of Buffalo were greatly surprised at the remarkably good performance of Peitsch, of the Press C. C., in making a double century run over the Erie course in exactly 24 hours, and it was confidently prophesied that it would be a long time before local riders would be able to break this record. On Saturday, however, at 1.15 P. M. Messrs. Kane, Klipfel, Weinig and Kayser of the Ramblers' Bicycle Club, started in the attempt to beat Mr. Peitsch's record. The roads were rough for nearly the entire distance, having recently been worked, and night riding was exceedingly difficult without lamps or moonlight. Kayser quit at Angola, and Kane.s wheel broke down a short distance out of Westfield. But Klipfel and Weinig kept bravely on, reaching Erie at 11.15 P. M., where they were met by members of the Erie Wanderers under Captain Crane, who escorted them into the city. After a hearty supper the two Ramblers left Erie at 12.05 for the return trip and reached Buffalo at 10.55 A. M., making the total time for the full 200 miles, 21 hours, 21 minutes. Undoubtedly better time could have been made, but as the men were over four hours ahead of the record at Bay View the finish was made at an easy pace. The actual riding time was about 18 hours.

NEW ENGLISH TRACK RECORDS.

WHILE record breaking seems to be getting very fashionable on this side of the water, yet the cyclists on the other side are hard at it, and below will be found a few new records, which have been made since the opening of the riding season:

Quarter-mile safety—flying—S. Beduin, 31 1-5s. May 9th, Paddington, Eng.

Quarter-mile safety—starting—F. G. Bradbury, 33 4-5. May 23, 1891, Herne Hill.

Quarter-mile tricycle—flying—W. G. H. Bramson, 34s. June 20, 1891, Herne Hill.

Quarter-mile tricycle—starting—W. G. H. Bramson, 37 1-5. June 18, 1891, Herne Hill.

Half-mile tricycle—W. G. H. Bramson, 1.16. June 25, 1891, Herne Hill.

Three quarter mile tricycle—W. G. H. Bramson, 1.54 4-5. June 25, Herne Hill.

One mile tricycle—W. G. H. Bramson, 2.31 3-5. June 25, Herne Hill.

Quarter-mile tandem tricycle—Crump and Beduin, 39 2-5. June 25, Herne Hill.

Half-mile tandem tricycle—Crump and Beduin, 1.15 4-5. June 25, Herne Hill.

Three-quarter mile tandem tricycle—Crump and Beduin, 1.54 3-5. June 25, Herne Hill.

One mile tandem tricycle—Crump and Beduin, 2.31 2-5. June 25, Herne Hill.

With one exception all of these records have been made on the track at Herne Hill, and every indication points to this race track as a grand record breaker in the future. In addition to these track records the performance of R. L. Ede in the 50-mile road race from Peterboro to Hitchin is worthy of more than passing notice; he covered the distance in 2h. 24m. 44s. beating the best previous by 7m. and 51s., and also beating the world's track record for that distance by 42 2-5 sec.

RACING AND MEET NEWS AND GOSSIP.

AT SYRACUSE, N. Y.—The bicycle races given by the Syracuse Cycling Club on July 10 and 11, closing the week for the National Cantonment I. O. O. F. saved that event from being one of the greatest fizzles ever witnessed in Syracuse. The races were the only successful feature in the whole week's programme, aside from the stereotyped parade. Weather excellent, track fair, although not as fast as at State meet time last year. One record was smashed, the events were exciting and the finishes in almost every instance very close. Referee Prial prevented loafing, by putting limits that compelled riding to make a race stand. Buffalo fought New York's team, and not without some reward. The Buffalo men took the one mile tandem State championship away from the Murphys, and so will go to Detroit. That man Dorntge is a fast man and a coming rider. Hoyland Smith was cheated out of one day's riding because of the failure of his wheel to reach here from Hartford. Both he and the crowd were disappointed. Watch out for a young rider named Servis from Rochester. He will be very much in it, a little later on. He is a credit to his club. The races were successful in every way. The summary for the

FIRST DAY.

One mile safety novice—H. R. Peck, S. C. C., first; G. W. Chadwick, Chadwick Mills, second. Time 3.05 3-4.

Quarter-mile safety, State championship—W. F. Murphy, first; C. W. Dorntge, second. Time 36 1-5 sec.

One mile ordinary, open—A. A. Zimmerman, first; C. M. Murphy, second. Time 3.14 2-5.

Half-mile safety State championship—W. F. Murphy, first; Dorntge, second. Time 1.15.

One mile safety club championship—G. B. Penn, first; F. W. Penn, second. Time 3.12.

One mile ordinary State championship—W. F. Murphy, first; F. T. Servis, second. Time 2.53 1-5.

One mile safety, 3.10 class—Servis, first; Chadwick, second. Time 3.12 4-5.

One mile safety, open—W. F. Murphy, first; Dorntge, second. Time 2.40.

Two mile ordinary handicap—F. T. Servis, 170 yards, first; C. J. Iven, Rochester A. A., 140 yards, second; Zimmerman, scratch, third. Servis' time 5.45; Zimmerman's time 6.05.

Half-mile tandem, open—Zimmerman and Hoyland Smith, first; Banker and Brinker, second. Time 1.15. Dorntge and Penseyres started but their tandem broke down, compelling them to drop out.

SECOND DAY.

The event of the day was the one mile safety handicap in which W. F. Murphy placed the half-mile starting record at 1.11 flat. The track might have been better, and a slight wind was blowing at the time. Dorntge had seventy yards start on Murphy, who did not lessen the distance to any great extent at the close of the race. Dorntge's time for the mile was 2.33; Murphy's 2.31 4-5. The club championship resulted as on the previous day, Geo. C. Penn winning, time being bettered two seconds, or 3.10.

One mile ordinary novice—H. R. Peck, S. C. C., first; R. Abrams, Syracuse, second. Time 3.05.

One mile safety State championship—W. F. Murphy, first; Dorntge, second. Time 2.52. (Murphy's last quarter 33 sec.)

Three mile tandem open—Zimmerman and Hoyland Smith, first; Penseyres and Dorntge, second. Time 8.57.

One mile tandem State championship—W. D. Banker and F. M. Brinker, first; Dorntge and Penseyres, second; W. F. and C. M. Murphy, third. Time 2.58 1-2 (last quarter 32 sec.).

Half-mile ordinary, open—A. A. Zimmerman, first; C. M. Murphy, second. Time 1.20.

Two mile safety team—Buffalo, Penseyres, 23 points; W. D. Banker, 12 points; F. M. Brinker, 18 points; total, 53 points. Syracuse, Geo. B. Penn, 17; Fred W. Penn, 6; F. J. Higbee, 7; total, 30 points. Time 6.38 1-2.

One mile ordinary handicap—C. M. Murphy, 60 yards, first; F. T. Servis, 100 yards, second; A. A. Zimmerman, scratch, third. Time 2.42 1-2.

Two mile safety handicap—C. W. Dorntge, 130 yards, first; Hoyland Smith, scratch, second. Dorntge's time, 5.35; Smith, 5.36.

The New York team was joined by "Sid" Bowman Sunday, and in the evening the entire party left for Detroit. The Buffalo men will "ride a lung out" they say to make a showing at the National meet races. All the racing men expressed themselves as well pleased with the treatment received here, and more than satisfied with the prizes, which they say were the best they had seen this year, Hartford excepted. Several of the New York team say they will give Syracuse a call for a day or two on the way home from Detroit. They will rest from the National meet until time for Springfield, when they say some of the records will have to go. Murphy will ride the race of his life there, if his words here amount to anything, and everything he does is pointing to Springfield. He is in perfect condition and capable of better things than he has ever done. The man who wins the mile at Springfield will have to ride in 2.24.

AT DENVER, COL.—The second annual tournament of the Denver Cyclists' Union, held on July 4 and 5, at Sportsman's park, was a big success. The grand stand and bleachers were closely packed by a large audience, who all took a hand in encouraging their favorites to their best efforts. Summary:

SATURDAY.

One-mile ordinary, novice—McIntyre, first; Oliver, second. Time 3.08 3-5

One-mile safety, novice—Allers, first; F.Hannan, second. Time 3.06 3-5,

Half-mile safety, professional—Kennedy, first; Hopkins, second. Time 1.22 2-5.

Sixty-five yards slow race—Oliver, first; Yardly, second. Time 1.54.

Two-mile ordinary, 6.20 class—Collier, first; Sutton, second. Time 6 03 3-5.

One-mile safety, professional—Kennedy, first; Hopkins, second. Time 3.08 2-5.

One-mile safety, special—Hannan, first; Salmon, second. Time 2.58 4-5.

Two-mile lap, ordinary—Collier, first; McIntyre, second. Time 5.58 3-5.

One-mile safety—Dolson, first; L. Block, second. Time 2.49 3-5.

Half-mile ordinary—McIntyre, first; Banks, second. Time 1.21 4-5.

Two-mile ordinary, special—Oliver, first; Pynchon, second. Time 6.30 2-5.

SUNDAY.

Quarter-mile safety—Block, first; Dolson, second. Time .38 3-5.

Quarter-mile ordinary—Sutton, first; McIntyre, second. Time .39.

One-mile safety, 3.20 class—Allers, first; White, second. Time 2.58.

One-mile ordinary, 3.00 class—McIntyre, first; Banks, second. Time 3.01 1-5.

One-mile safety, handicap, professional—Kennedy (scratch), first; Hopkins (scratch), second; C roll, 60 yards, third. Time 2.57.

One-mile safety, handicap—Block (scratch), first; Dolson (scratch), second. Time 2 48 4-5.

One-mile ordinary, handicap—Sutton (scratch), first; McIntyre (scratch), second. Time 3.03.

One-mile safety, newspaper men—Cassidy, first; Kimball, second. Time 3.52 2-5.

Two-mile lap, safety—Dolson and Block tied on points. Time 5.58 1-5.

Half-mile consolation, ordinary—H. Block, first. Time 1.27.

Half-mile consolation, safety—Salmon, first. Time 1.27 1-5.

Half-mile safety, to decide tie—Block, first; Dolson, second. Time 1.29 1-5.

AT DES MOINES, IOWA, July 4.—The Des Moines (Iowa) Cycling Club had a gala day on the Fourth, the managers of the Zoo having built a track, and guaranteed the Club $200 on condition the boys would give a half-days races, which they did with vim, placing the club on a sound financial basis. Everything went "off" smoothly except Posner when his seat rod snapped and Perkins' sudden somersault in the hands off quarter. DeVore was not seen before, but says he will keep up a "chase" for the trick riding Hullsizer. Bilz pneumatic failed to clinch on first place. The D. M. C. C. still lives, so think the hearers when the D. M. C. C. yell is yelled. If Sioux City wants club quarters, she may gain them in some of the many buildings going up here, twelve and fourteen blocks for business. The following were the events of the day:

Quarter-mile on safeties—Seth Perkins, won; A. B. Edmonds, second; F. Kessler, third. Time 47 seconds.

Half-mile on ordinaries—Fratz won; Garrett, second. Time 1.42 1-2.

Sack race, eighty yards—Chase won; Kessler, second. Time 12 seconds.

Fourth race, one mile safety—Edmonds, won; Bennington, second; Bilz, third. Time 3.25.

CONTINUED ON PAGE 388.



A Shot with the Kodak.

Take a Kodak with you.

Send to The Eastman Company, Rochester, N. Y., for a copy of "Do I want a Camera." (illustrated) free by mail.





LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 20

ABBOT BASSETT, Secretary,

OFFICERS FOR 1890—91.

PRESIDENT,
JAMES R. DUNN,
40 Wall st., Room 65, New York.

FIRST VICE PRESIDENT,
MAJOR CHAS. L. BURDETT,
Hartford, Conn.

SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN,
116 Broad Street, Elizabeth, N. J.

TREASURER,
W. M. BREWSTER,
117 No. 4th Street, Quincy, Ill.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committees.

Membership Committee.

Sanford Lawton.....Springfield, Mass.
George C. Pennell.....Elizabeth, N. J.
Howard L. Perkins.....Box 103, Providence, R. I.

Committee on Improvement of Highways.

Isaac B. Potter.....Potter Bldg., New York
W. M. P. Bowen.....Box 1513, Providence, R. I.
Charles W. Wood, 334 S. Salina St., Syracuse, N.Y

Committee on Rights and Privileges.

Geo. A. Perkins.....5 Pemberton Sq., Boston
J. S. Dean.....28 State St., Boston
Chas. F. Cossum.....Poughkeepsie, N. Y.

Committee on Rules and Regulations.

T. J. Kirkpatrick.....Springfield, O.
A. B. Richmond.....Grand Rapids, Mich.

Transportation Committee.

Albert Mott.....203 Lenox St., Baltimore, Md.
Joseph T. Chism....120 Mosher St., Baltimore, Md.
Burley B. Ayres, Rand, McNally Bldg. Chicago, Ill.
Thomas Savage Clay.....Savannah, Ga.
Amzi T. Dodd.....70 Park Place, Newark, N. J.
John B. Seward.....35 Milk Street, Boston
Chas. A. Sheehan....5 Vanderbilt Ave., New York

Racing Board.

George S. Atwater.....
....1424 Penn. Ave., Washington, D. C.
George Collister....147 Ontario St., Cleveland, O.
Abbot Bassett.....12 Pearl St., Boston
Lewis A. Miller.....Meriden, Conn.

Racing Board Appointment.

Mr. W. H. DeGraaf of New York City has this day been appointed a member of the Racing Board League of American Wheelmen.

JAMES R. DUNN, President L. A. W.

Racing Board.

For violation of Rule F, clause 3, of the General Racing Rules, Messrs. W. Pollock and W. Curtis, both of Philadelphia, are hereby suspended for 30 days, and all amateurs are warned not to compete against them.

Chairman Racing Board.

Washington, D. C., July 8, '91.

Uniform Cloth and Buttons.

The regulation League uniform is made of a steel gray cloth manufactured for the League exclusively. This cloth and the regulation League Buttons may be had of any League tailor or of the Secretary at the following prices: Cloth, 54 inches wide, $2.10 per yard. Metal buttons: large, five cents each; small, three cents each. Rubber buttons, either size, three cents each. Uniform has six large and ten small buttons. As the Secretary keeps no book of credit, all orders sent to him must have cash accompanying. No cloth supplied to tailors or to non-League men.

Transportation.

The Central Railroad of New Jersey was inadvertently omitted from the list lately published of routes carrying cycles free. This road was one of the first to grant this important privilege.

ALBERT MOTT,
Chairman Transportation Committee L. A. W.
Baltimore, Md., 203 Lenox street.

Transportation.

Notice has just been received from the Eastern Trunk Line Committee that a special rate of one fare to Detroit for the round trip has been granted. This is too late for publication in the issue of this week, but the good news will be spread all over the country by means of the Associated Press, if possible.

ALBERT MOTT,
Chairman Transportation Committee, L. A. W.

Transportation.

From the list of roads carrying wheels free, lately published, should be stricken off the Houston & Texas Central. Wheelmen should avoid that route. To the list should be added the San Antonia & Arkansas Passenger R. R., and the Houston Belt and Magnolia Park R. R.

ALBERT MOTT,
Chairman Transportation Committee, L. A. W.
Baltimore, Md., July 11, '91.

New York.

To the Members of the New York State Division:

In pursuance to the provisions of Article 2, Section 3 of the Division By-Laws, members of the New York State Division are notified that the annual meeting of the Division will be held at Rochester, N. Y., on August 19th and 20th next.

W. S. BULL,
Buffalo, July 10th, 1891. Chief Consul.

New York State Division.

Mr. G. S. Montgomery, No. 10 Graves Street, Rochester, N. Y., is hereby appointed third member of the Nominating Committee of this Division, vice Mr. Geo. Dakin resigned.

W. S. BULL,
Buffalo, July 8th, 1891. Chief Consul.

New League Clubs.

The following clubs have qualified as League clubs and filed the certificate required in the office of the Secretary:

352—Windsor Locks Wheel Club, Conn.
353—New Britain Wheel Club, Conn.

GEO. S. ATWATER,
Chairman Racing Board.

California.

Notice is hereby given of the appointment of Chas. Warren Colby as Local Consul for Benicia.

THOS. L. HILL, C. C.

Tennessee.

The Southern Hotel of Chattanooga, Tenn., has been appointed League Hotel for that point; Rates, 50 cents a meal, and $1.50 per day. League members will please give their patronage to this hotel. Respectfully, T. J. DEUPREE, Jr.,
Memphis, June 6, 1891. Secretary-Treasurer.

Road Improvement in Kansas.

C. W. Pennlman, Fort Scott; Rev. B. D. Conkling, Hiawatha; and Jesse Barker, Humboldt, have been appointed a Committee on Road Improvement for Kansas State Division.

CHAS. S. DAVIS,
Chief Consul Kansas Division L. A. W.
July 6, 1891.

Kansas Consuls and Hotels.

I have appointed Local Consuls in Kansas as follows: Mr. R. Davies, Bala; C. H. Bush, Hutchinson; A. J. Cowles, Abilene; L. C. Staples, Salina; Jesse Barker, Humboldt.

The following have been appointed League hotels in Kansas; Union Pacific Hotel, Abilene; Nickel Plate, Humboldt; Commercial Hotel, Hiawatha. L. A. W. rate of each $2.00 per day.

CHAS. S. DAVIS,
Chief Consul Kansas Division L. A. W.
July 6, 1891.

Membership Statistics.

Total Membership at close of 1890-91	18,504
Total Membership July 10, 1891	19,386
New England States	5917
Middle States	6763
Southern States	699
North Central States	5639
Western States and Territories	637
Foreign	21

Draw a line north and south ascending the Western Boundary of Pennsylvania.

East of this Line	12,722
West of this Line	6643
East of Mississippi River	17,561
West of Mississippi River	1804
Philadelphia	965
Boston	720
New York	684
Chicago	649
Hartford	562
Baltimore	402
Providence	350
Brooklyn	273
Cincinnati	207
St. Louis	198
Washington	150
Pittsburg	136
Detroit	132
San Francisco	129
Buffalo	119
New Orleans	111
Louisville	104
Milwaukee	89
Newark	84
Cleveland	83
Indianapolis	54

Maryland League Tailors.

Oehm & Co., 7 West Baltimore St, Baltimore, Md., are hereby appointed Official Tailors of the Maryland Division, until revoked by proper authority. Their prices for League uniform are $7.50 for coat and $4.75 for breeches.

Respectfully and truly yours,
ALBERT MOTT,
C. C. Md. Div. L. A. W.

Illinois Division.

Business meeting. Chief Consul Davis presiding; called to order at 2.45 P. M.

Chief Consul Davis introduced Mayor Starr, who delivered an address of welcome to the members of the Division in a very cordial manner.

Mr. Davis responding for the Division.

The minutes of the 7th Annual Meeting, which was held at Bloomington, July 4th, 1890, and the minutes of the Constitutional Convention held in Chicago, February 7th, 1891, were read and approved.

The Chief Consul made a brief verbal report, showing something of the condition of the Division, with suggestions for the future.

The Secretary-Treasurer's report was read, and ordered spread on the minutes of the meeting, as follows:

Secretary's Report.

Chief Consul and Members:

'Tis said that "brevity is the soul of wit," and if ever this saying is applied, it should be at our Annual Meeting, where pleasure rather than business dominates.

A summary of what has been accomplished by our Division in the past year is as follows:

A gain of 66 per cent. in a total membership of 1531, with nearly two-thirds of our members residing outside of Chicago, which formerly had a majority.

Able recruiting work which speaks for itself

A new Constitution and By-Laws which provides for the distribution of League and Division work in a systematic manner.

A Handbook of the Division, which is but the starting point for an efficient Road Book.

A list of two hundred Local Consuls, forming the largest and most efficient consular service in the League, and through whose exertions we will have a membership of 3000 this present year.

A start in the matter of Highway Improvement, by the introduction of several bills in the 37th General Assembly.

The burying of a bill known as "The White Bill," which was aimed at the welfare of cycling.

The locating of the 8th Annual Meet at Rockford.

The appropriation of $250 for the entertainment of Division members at the Peoria tournament, September 17th and 18th this year, which is, frankly speaking, nothing more or less than good missionary work.

Larger inducements to L. A. W. Clubs in paying their Representatives' railroad fares to the Board meetings.

A census of the cycling population outside of Chicago, which has taken up the better part of a year, and is still incomplete, but shows not more than 10 per cent. of the riders in our organization.

Programme for '91 and '92.

Compilation of and publication of a reliable Road Book.

Further efforts to promote the efficiency of League Clubs.

Further and continuous efforts in the matter of Road Improvement.

Connecticut leads us about 250 in a grand total, therefore I would ask all to hustle and help reverse these figures, that the "World's Fair State" be not hidden by "A Nutmeg."

Thanking the Local Consuls particularly, and members generally for their generous help and co-operation, I am,

Sincerely,
THOS. F. SHERIDAN, Treasurer.

Treasurer's Report.

DR.

Jan. 1st.	To cash on hand as per last report	$1693.76
Mar. 5th.	To rebate, "Betts"	2.30
Mar. 26.	To Bassett, applications, Jan., Feb., Mar. (137)	137.00
		$1833.06

CR.

July 1st.	By vouchers No. 1 to No. 47, inclusive, and approved by Finance Committee	$ 815.03
July 1st.	By cash to bal., "Marine Bank"	1018.03
		$1833.06

THOS. F. SHERIDAN, Treasurer.

The Treasurer's report was approved on recommendation of the Finance Committee.

A motion was made and seconded that the Division bear the expense of printing and mailing the programmes to the eighth annual meeting. Carried.

It was moved by Dr. J. C. Wachter of the Douglas Club, and seconded by a great number;

That it be the sense of this meeting that Rule G of the National Racing Board is constitutional, and that Mr. Charles E. Randall was correct in his statement of it, and that the Chair appoint a committee of three members of this Division to draw up a suitable set of resolutions to that effect; after a little discussion the motion was put and declared carried.

The Chief Consul appointed as that committee, Messrs. S. A. Miles of Chicago, J. M. Irwin of Chicago, H. G. Rouse of Peoria.

The commi tee retired and after the expiration of an hour's recess reported the following resolutions, which were adopted unanimously:

Whereas, A difference of opinion has arisen among officers of the League of American Wheelmen on the following question, to wit:

1. The right of the Racing Board to make Rule G, as adopte l at the last meeting of the Board at Chicago, or similar rules and regulations.

2. The right of the President and Executive Committee, to declare said rule or any other rule void, under advice of the Rights and Privileges Committee, or otherwise, and,

Whereas, Certain allusions of a personal nature were made by Mr. Randall, while Chairman of the Racing Board, to the President, which remarks have been apologized for, and the apology accepted, and

Whereas, Mr. Randall has been removed from the Chairmanship of said Board, by the President, and

Whereas, The present alliance between the L. A. W. and the A. A. U. has been productive of results not beneficial to the League of American Wheelmen, therefore be it

Resolved, That the Illinois Division L. A. W. is of the opinion that it is within the province of the Racing Board to pass and sustain Rule G, or any similar rule; that the President and Executive Committee or either of them, do not possess the right to annul said rule or any other rule of the Racing Board; that said Rule G is, and will remain in effect until repealed by the Racing Board, and that, while the personal allusions referred to are regretted, the action of the President in removing Mr. Randall was ill advised, particularly as no reason was given therefor; be it further

Resolved, that Rule G is for the best interests of the L. A. W., and that in the opinion of this Division Mr. Randall should be at once reinstated; that the Alliance in its present form is detrimental to the interests of the League and a usurpation of its powers, be it further

Resolved, That it is the sense of the Illinois Division, actuated solely by a desire to benefit the League that the present controversy does not and cannot partake of the nature of a sectional quarrel between the East and the West, but rather of a difference between the L. A. W. and the A. A. U.; that this Division particularly disclaims any such feeling of hostility toward any other section, that the strength of the League is such that it can and should maintain its own independence, and that any alliance with any organization should be of such nature as to be favorable to the League of American Wheelmen.

A motion was made and seconded that the foregoing resolution be spread upon the minutes of this meeting, and a copy sent to the President and Executive Committee of the L. A. W.—carried.

Motion made and seconded that a rising vote of thanks be tendered the Rockford Club and the citizens of Rockford for their hospitality in entertaining the Illinois Division—carried.

Adjourned "sine die." THOS. F. SHERIDAN,
Secretary-Treasurer.

Springfield, Ill., July 7th, 1891.

Rhode Island Division—Road Maps.

Members of this Division are requested to read this notice carefully. The road maps cannot be issued until the plate is ready for the printer. The plate cannot be made until the State map is issued. The State map is only half completed at the present date. When completed and issued, our committee indicates the routes and rideable roads upon it; it is then given to our map maker, who makes the plate from it; and that plate is given to the printer, who strikes off the maps for the Division. These maps will be sent to every member by the Secretary-Treasurer. You will see that we cannot state any definite time when members will receive them. Progress will be reported in this paper, so please not keep writing the Chief Consul, Secretary-Treasurer, or any one else about the matter. GEO. L. COOKE,

Providence, R. I., July 13, 1891. Chief Consul.

Missouri.

Meeting called to order by Chief Consul Holm at 11.10 A. M.

Telegram of Sec.-Treas. J. H. Kelly read, announcing his inability to be present. L. M. Wainwright was chosen Secretary pro tem.

Chief Consul Holm read his annual report, which was accepted.

In absence of Sec.-Treas. Kelly his report was not made, consequently there was no report of Auditing Committee.

Report of Chairman Wilder of Racing Board was read and accepted.

Committee on Highway and Improvement, no report.

Touring Committee, no report.

Secretary Wainwright then read a revised Constitution, which was unanimously adopted.

Likewise was a revised set of By-Laws read and adopted.

Intermission, 15 minutes.

NOMINATIONS.

Chief Consul—W. P. Laing.
G. H. Lucas.
Robt. Holm.
Vice Consul—Walter M. Jacard.
J. P. Sidwell.
Sec.-Treas.—Joe L. Douglass.
Representatives—R. W. Garner.
H. R. Warren.
G. A. Graves.
W. A. Todd.

Meeting adjourned at 12.30 P. M.
L. M. WAINWRIGHT, Sec. pro tem.

REPORT OF CHIEF CONSUL HOLM.

Gentlemen—It gives me great pleasure to state that all things considered our Division is in a fairly prosperous condition, and the outlook is exceedingly bright for widening its usefulness. Since making my semi-annual report the membership has increased to 540 members, which the Secretary-Treasurer's report will show are distributed among 43 towns in the State. There are still a large number of wheelmen who do not belong to our organization residing in the State and to each one of these a new and revised recruiting pamphlet has been mailed, which will shortly be followed by a personal letter of inquiry. Returns from a few places are coming in satisfactorily, but the balance need a big stirring up to open their eyes to the advantage of League membership.

Recruiting.

It seems to me that no regular plan of recruiting has been adopted by either our Local Consuls or by the members of this Division. It is necessary for our welfare that this important matter by systematically looked after, and that a committee be appointed, who shall act as aids to the Chief Consul in distributing League literature and in making a personal canvass among the wheelmen residing in their city. A personal call does more good than all else combined in obtaining new members, and I would thank the members present for suggestions which can be cheaply carried out to insure a large increase in our membership.

Fifty-one Local Consuls have been appointed during the year, an increase of nine over last year, each one of which is a worker in his own district. As recruiting comes nearer the line of a Local Consul's duty than anything else, I have endeavored to appoint only such men who have promised me in writing to give this matter their best attention. A Local Consul is a very important officer, as the growth of the Division depends on them almost entirely, and for this reason I think it but just to compliment Local Consuls C. F. Johnston of Aurora, and H. B. Guerrant of Sedalia, for largely increasing the membership in their respective cities. In my own city the cycle dealers, who elsewhere are good recruiting agents, have shown a remarkable apathy to our growth, with the exception of one or two firms, notably Wilder & Laing, whose work deserves the highest praise.

At the semi-annual meeting of the Board of Officers it was voted to present a League pin, costing $5, to the L. C. securing the most new members by May 1, and a similar prize, costing $3 to the L. C. who stood second in this respect. The first prize was won by Local Consul Guerrant of Sedalia, and the second by L. C. Johnston of Aurora. It was further agreed at this meeting to award a League pin to the member securing 20 new members during the year ending December 1, but strange to say not a single pin has been presented to date. In most of the large Eastern Divisions the large increase in members has been traceable to such prize contests, and I cannot account for the lack of interest our members have shown in this work.

Official Hotels.

There are now fifty official hotels in the State who have made a contract with us to grant reduced rates to our members only on presentation of League ticket. Each hotel has a framed cer-

[CONTINUED IN SUPPLEMENT.]

THE WARWICK PERFECTION CYCLES

(ome 120) that were ridden in the Century Run, finished as they started, in perfect condition." This om a dealer. We should never have alluded to above, had not our attention been drawn to the announcements of makers who were fortunate enough to have a PROPORTION of their wheels go through without breakage.

WARWICK PERFECTION CYCLES

are built on honor. They are the lightest road wheels built in America.

SEND FOR CATALOG.

WARWICK CYCLE MAN'F'G. CO., - - Springfield, Mass.



INCLUSIVE of spokes, nipples, chain and balls, the average high-grade safety is made up of some seven hundred distinct and separate parts and pieces.

From this the value of a little care can best be realized. —*The Wheel.*

The above is fact; but in the

PARAGON

we offer a spring frame machine with fewer parts and simpler action than any machine on the American market.

SEND FOR CATALOG.

Stover Bicycle Mfg. Co.,

FREEPORT, ILL.

By the way, WATCH FOR THE PHŒNIX.

"Finest Quality Produced in the World."

TRADE "CREDENDA." MARK.

THE CREDENDA SEAMLESS

STEEL TUBE Co., Ltd.,

W. C. STIFF, Managing Director.

BIRMINGHAM,

TELEGRAMS:—"CREDENDA" BIRMINGHAM. ENGLAND.

CONTINUED FROM PAGE 384.

One mile ordinary—Garret won; Fratz, second, Statts, third. Time 3.33 1-4.

Trick riding—Chase, won, Devon second.

Tandem race, one half mile—Green and Bilz, won; Kenyon and Moulton, second. Time 1.50.

Quarter-mile ordinary—Garrett won; Chase, second; Bliss, third. Time 47 seconds.

Three-legged, one hundred yards—Tapley and Fratz won; Kessler and Perkins, second.

Half-mile safety—Edmonds, won; Bilz, second; Kessler, third. Time 1.36 1-2.

Boys' one-fourth mile—Sadless, won; Schemerhorn, second. Time, .53.

One-fourth mile safety, hands off guide bars—Devon won; Kenyon second: Bilz, third. Time .48 1-2.

One hundred yards, slow race—Chase, won; Hulsinger, second. Time 1.52.

One and one-half miles for the State's championship—Edmonds won; Pennington, second. No time.

After supper the crowd was trebled by those who came out to see the fireworks displayed, and they remained until nearly midnight.

AT HOLYOKE, MASS, JULY 11, 1891.—The ten-mile handicap road race of the Holyoke Bicycle Club was run on the afternoon of July 10. The course was the usual one on the Springfield road, half way down and back. Excellent time was made and much satisfaction is felt here over the result. The prize for best time, a valuable gold medal set with diamonds, was awarded to Scott Williamson, who finished in fine style in 34m. 50s.; Merriam second in 35m. 36s.; Ratcliffe and King following. Ratcliffe, who was given a three minute handicap, was given first prize, a valuable ring. The English system was adopted, all starting from the scratch, the handicapping known only to the judges. The club is well pleased at Williamson's success, as it was practically his "debut," and much pressure is being used to induce him to enter the Springfield tournament. Ratcliffe and Merriam will probably enter. Consul E. C. Clarke had charge of the race, and so everything went well. It may interest the League to know that the brethren here scored a good point July 4. The city government voted to celebrate the Fourth in good style, and some appropriations were made. The feature of the day, the parade, was led by the Holyoke Bicycle Club, augmented by one hundred other riders, including twenty-five ladies. The wheels were mostly trimmed at the club's expense. The club was highly complimented. The prize for the best trimmed wheel was awarded to Miss Kate Taylor, whose appearance, beautifully attired, caused much favorable comment. A large wheel, about Belanger's size, with L. A. W. attached in League fashion, neatly trimmed, formed part of the club's decorations. The members donned their new League uniforms, and altogether the day was a grand success for the wheelmen of Holyoke. M. F. D.

AT LOS ANGELES, CAL.—Our first annual road race came off the "Day we celebrate." Everything worked nicely except the railroad company, who delayed the train half an hour, so that it arrived 15 minutes after the finish. The programme was carried out. Dinner was served, "special," at the Hotel Arcadia. The usual few jokes, etc., prevailed, and a glorious time was had. The course is 18 miles, a heavy headwind was blowing, and the track, or road, rather, was pretty bad in places. Tufts, winner of the time medal and also the first prize, is a small sized phenomenon. His brother John, in the State meet three years ago, won the mile novice (his first race) under three minutes. Will was then in the class for boys under 18, being only 15 years old, and won the half-mile for boys easily. He is short and heavy set, but has fine staying qualities. His work on the 4th shows that there is the making of a Pacific Coast champion in him and perhaps better. Considering the roads and head wind, which means much in this country, the time was excellent: 18 miles; time 1.17. It was evident from the start that Tufts, Allen, and Jenkins were in for blood, although almost every one conceded the time medal at least to D. L. Shrode. Abel can hardly be said to have been in it; his wheel broke down about four miles from town, and he "trained" it in. Simpson and Talbot both met with accidents, but managed to capture prizes, Simpson getting 8th place and bric-a-brac, and Talbott last man in and got a ham. The summary:

No. of finish.	No. of time.	Handicap.	Start.	Finish.
1—W. A. Tufts,	1	2	9.18	10.35.00
2—W. M. Jenkins,	4	9	9.00	10.35.20
3—W. A. Taylor,	6	9	9.11	10.36.40
4—W. J. Allen,	2	4	9.16	10.36.50
5—E. E. Russell,	5	6	9.14	10.38.40
6—Al Brooks,	7	10	9.10	10.40.40
7—Stephen Wicks,	9	9	9.11	10.41.55
8—G. W. Simpson,	8	8	2.12	10.42.40
9—D. L. Shrode,	3	[scratch	9.20	10.42.55
10—Fay Stephenson,	10	8	9.12	10.43.00

AT JOHNSTON, R. I.—(The following was omitted from last week's issue by oversight.—Ed.) "The Neutakonkanut Wheelmen of Johnston, R. I., held a hill climbing contest last Friday (June 26) night, and the next day the Providence *Journal* contained the enclosed account of it. Unfortunately for us, the initials of the Neutakonkanuts and Narragansetts are the same, N. W., and this has caused a great deal of misunderstanding. The first and second prizes were won by L. S. Randall and F. L. Bowles of the Narragansetts, while the fourth prize was taken by J. Foster of the Neutakonkanuts. There were 22 entries in the open contest, and four prizes offered which were first, nickel-plated bell, rat-trap pedals, donated by Campbell & Co.; second, double alarm bell, from Rankin & Bruce; third, one-half dozen cabinet photographs, from Arthus Swindell; fourth, 100 cards from C. P. Johnson. The winners with their time were first, S. L. Randall, N.W., 1m.; second, S. Bowles, N. W., 1.03; third, J. Hull, A. B. C., 1.05; fourth, J. Foster, N. W., 1.05 1-4. But you will see by the clipping that each of the three winners belong to the N.W., and as the contest was under the auspices of the Neutakonkanuts, a great many people have given them the credit of taking all three prizes when they really took but one and that was the fourth. If you will kindly make this understood through BICYCLING WORLD you will confer a great favor on the Narragansett Wheelmen of Providence, R. I. F. W. R.

THE Y. M. C. A. Bicycle Club of Birmingham, Conn., will give their first annual field day the 5th day of September, 1891. The events will consist of bicycle races, sprinting, etc. The prizes will be numerous and costly, ranging in price from $10 to $50 each. List of events: one-mile safety novice, first heat, Birmingnam; one-mile safety novice, second heat, Ansonia; 100 yards dash, open; one mile safety, open to Birmingham, Ansonia, Shelton, Derby, and Seymour; running high jump, open; one-mile safety, open; running broad jump, open; one-mile safety, Birmingham and Ansonia; one-quarter mile safety, open; one-half mile safety, open; one-mile safety, club championship; putting shot, open; tug of war, Ansonia vs. Birmingham; one-mile safety novice, final heat Birmingham and Ansonia; one-mile safety, New Haven and Bridgeport; high kick, open; one-mile club handicap.

AT CALAIS, MAINE—On July 4th the ordinary bicycle race was won by Charles Murphy; Jacob Lyons, second. Prizes, silver cups. During the race Edward Keyes took a header, breaking his nose. A safety race was on the programme, but the committee were unable to fill it.

ACCOUNTS of several minor races were received too late for this week's issue.

TRADE NOTES.

A NEW JERSEY CITY CYCLE DEPOT.

THE demand for light, high grade safeties has increased so rapidly among the members of the Hudson County Wheelmen and the local athletic clubs, that an enterprising and well known rider, Mr. A. T. Neilson, has opened a complete cycle depot for the sale, repair, and rental of safety bicycles and sundries, making a specialty of cushion and pneumatic wheels of light weight.

Mr. Neilson handles the well known Premier line of safeties, embracing sixteen different patterns, and has also obtained the agency for the "King of the Road" clamps and other Lucas, "Cyclealities." His store is at 159 Monticello avenue, opposite the club house of the Hudson County Wheelmen. We wish him all possible success.

MACHINES IN THE GREAT CENTURY RUN.

IT was the intention of the promoters of the recent Century run to secure an accurate report of the various styles of all the wheels that were carried through the run, but complete statistics could not be made. There were 453 badges given to starters, and the report of but 327 machines has been handed in. As far as ascertained, 178 safeties started and 124 finished, and of the 43 ordinaries to start 30 finished. The styles of machines ridden in the run, minus 131 not accounted for, according to the report submitsed by Chairman Fuller, are as follows:

Columbia, number started, 129; number finished, 104. Victor, 58; 45. Quadrant, 28; 23. Tourist, 10; 9. Referee, 9; 8. Commonsense, 8; 7. Ormonde, 9; 7. Rover, 6; 4. Warwick, 14; 6. Catford, 6; 5. New Mail, 5; 3. Eagle, 8; 6. Regent, 3; 2. Sparkbrook, 1; 1. Crescent, 1; 0. Success, 1; 0. Royal Mail, 1; 0. Ajax, 2; 2. Rapid, 1; 0. Swift, 2; 2. Star, 4; 2. Union, 4; 4. Rambler, 6; 3. Apollo, 1; 0. Rudge, 1; 0. Psycho, 3; 3. Hartford, 1; 1. Greyhound, 1; 0. Premier, 2; 2. Spaingfield, 1; 0. Roulette, 1; 1."—*Sporting Life.*

ROUSE, HAZARD & Co., Peoria, Ill., are always on the lookout for bargains for their customers. They have just secured a large lot of Acme safeties for boys and girls, and are making liberal discounts to the trade. See their advertisement on page 370 of this issue.

IN the double century record-breaking ride by Messrs. Klipfel and Weinig, of Buffalo, Mr. Klipfel rode an Ormonde cycle and Mr. Weinig rode an Isham roadster, made by the Buffalo Cycle Works.

MESSRS. HOWARD A. SMITH & Co., Newark, N. J., announce that although the soles of the Featherstone Pneumatics and the Victor Safety bicycles have been surpassingly large in New Jersey, they are now prepared to fill their constantly increasing orders promptly. Agents are requested to bear this in mind, as they will not be troubled with the delays heretofore experienced. They also desire agents in every town. See advertisment on page 397.

FIXTURES.

JULY.

22—Summer race meeting of the Atlantic City, N. J., Wheelmen.

July 24 and 25—Annual Bicycle Meet of Chicago Cricket Club at Parkside. J. G. Davis, Parkside, Chicago, Ill.

22 and 23—Wisconsin Division Annual Meet and Green Bay Cycle Tournament at Green Bay.

AUGUST.

1—Cortland, N. Y., Wheel Club's tournament. F. S. Jepson, Secretary.

4—Walontha Bi. Club's 50-mile road race, Richfield Springs, N. Y.

19 and 20—N. Y. State Division meet at Rochester, N. Y.

29—First annual race meet of the Quaker City Wheelmen, Philadelphia Ball Park. E. B. Chapman, 1400 Oxford st.

SEPTEMBER.

5—At Providence, Rhode Island Wheelmen's tournament at Narragansett Park.

5—Y. M. C. A. field day, Birmingham, Ct., A. D. Wait, Secretary.

7 and 8—Hartford Wheel Club Tournament, and Meet of the Connecticut Diqision, L. A. W. Address J. J. Grace, Secretary, Box 365.

10 and 11—Springfield Bicycle Club's tournament at Hampden Park. P. O. Box 107, Springfield, Mass.

12—Second Road Race of the Wheelman's Racing League, Brooklyn, N. Y.

11 and 12—National Cycle Tournament, Chicago, Ill.

18 and 19—Third annual tournament of the Peoria Bicycle Club.

18 and 19—Syracuse C. C. race meet.

22—Rockland County (N. Y.) Wheelmen's race meet, Spring Valley, N. Y. N. Gardenier, Spring Valley, N. Y.

23—Montreal (Canada) Bicycle Club annual race meeting.



Bicycles.—Over 1200 Bicycles in Stock. Special Bargains.

30 Inch, Full Ball Bearing Safeties, Good as New, $42.00

30 Inch Safeties, Balls both Wheels, Good as New, 37.00

Order quick and mention these prices, as they are not in our Catalogue.



A. W. GUMP & CO., - - Dayton, Ohio.

PARAGON. TOURIST

SIDWELL & SABEN,

NEW ENGLAND AGENTS.

243 Columbus Avenue, - - Boston, Mass.



"THE BELMONT."

The Best Value ever offered to the American Public. Highest Grade throughout. Credenda Steel Tube, Dropped Steel Forgings, Garford Saddle, and Best Cushion Tires. True Referee Frame. Price, direct spokes, $100. Tangent spokes, $110.

Agents Wanted.

Manufacturers,

THE SWEETING CYCLE CO., 639 Arch Street, Philadelphia.



THE "HAINES" WRENCH.

(Patented Sept. 17, 1889.)

The Most Complete Wrench for Bicycle riders in the market; made of Cast Steel, finished in black; combines Screw Driver with Wrench; length 4 1-2 in. Warranted first-class, strong and durable. Manufactured only by

AMERICAN SAW CO.,

TRENTON, N. J.

ADJUSTABLE NUT.



ACTUAL SIZE.

Indespensable to Tourists and Bicycle Riders generally. Will fit any bolt on any bicycle; easy to carry in pocket or tool bag; weighs only one ounce; nickel plated; sent prepaid on receipt of

Price, 50c.

Wheelmen, don't walk ten miles because you lost your pedal nut or some other part to your machine, but send for one of these adjustable nuts and always have it with you

CUBBERLY & NORTHROP,

Manufacturers,

41 Roxbury St., Boston, MASS.

Dealers send for Prices.

"Imperial Wheels"

FOR ALL AROUND RIDING ARE POSITIVELY THE BEST



MANUFACTURED ONLY BY

AMES & FROST COMPANY

302-304 WABASH AVE, CHICAGO.

CATALOGUE UPON APPLICATION



Dealers and Riders,

Have you examined the fine points in our 40-pound, Cushion-Tyred

"METEOR" SAFETY.

BANKER & CAMPBELL CO.,

(LIMITED.)

12 Murray St., N. Y. 1786 Broadway, N. Y. 1311 Bedford Ave., Brooklyn.

SEND FOR CATALOGUE.

L. A. W. SPECIAL.

All Shoes Stamped with this Trade Mark are of the Celebrated Norman & Bennett make. They are the best Fitting and Most Comfortable Shoe ever produced for Wheelmen.



FOR SALE BY

THE LEADING DEALERS

From Maine to California.



CHOICE OF THE EXPERTS.

"U. S." Gallery Ammunition.

Manufactured by the

United States Cartridge Co., - Lowell, Mass.

The POPULAR DIAMOND

$85.00.

BALL BEARINGS ALL OVER.



Send for Catalogue.

PERCIVAL TATTERSFIELD,

12TH AND OXFORD STS., PHILADELPHIA, PA.

SECOND-HAND SAFETIES

I am selling out a number of them; good wheels at way down figures, to make room for a big lot of the famous REFEREES, which we will have this month.

W. J. NEWMAN, 46 Columbus ave., Boston.

And HARVARD SQUARE, CAMBRIDGE.

Open evenings.

Patented Harderfold Hygienic Underwear.

VENTILATED INTER-AIR-SPACE CLOTHING.

Adapted to all climates and all variations of temperature. Sold by leading merchants in all principal cities. Illustrated catalogue mailed free on application to

HARDERFOLD FABRIC CO., Troy, N.Y.

Mention this Paper.

$2.75.

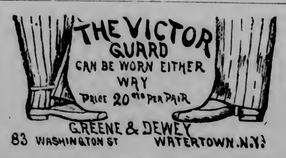
I will cut a single line, steel street die, monogram or cipher, with 5 quires fine writing paper and envelopes, paper stamped in colors for $2.75; all duplicate orders filled at $1.00 less, the die to remain in my possession; will mail samples on application.

M. R. WARREN

Stationer and Engraver,

336 WASHINGTON ST., BOSTON

Mention this paper.



ADVERTISE NOW

in the "Bicycling World"

THE TOURIST.



. Simplicity in Construction. Ease in Running. Cushion Tyres. Bown's Ball Bearings. No Cast Metal. Manufactured for us by Wm. Bown, Birmingham, England.

Also General Agents for the

Warwick, Kenwood, Psycho, Referee AND THE St. Nicholas

Line of Medium Grade Wheels.

MANUFACTURERS OF THE

Perfection Bicycle Alarm,

Tire Heaters and

Bidwell Cyclometer.

Good Agents Desired. Send for Catalogue and Terms.

George R. Bidwell Cycle Co.,

Chicago: 270 and 272 Wabash Avenue. 308 and 310 W. 59th St., New York City

Featherstone's Pneumatics

WIN THE RACE!

What Race? Why, the Human Race!

THEY WIN THE PATRONAGE OF ALL.

BECAUSE

They are Fast on Road or Track.
They are the acme of Comfort.
They are built Right.
They are fully guaranteed.

THIS INCLUDES THE TIRES.

We guarantee immediate delivery as we now have them in quantities. Pay your money and take your wheel. We stand behind it.

WRIGHT & DITSON, Sole N. E. Agents,

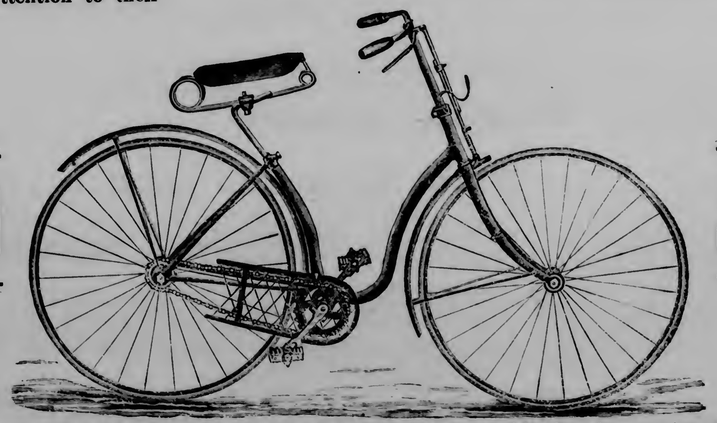
578 and 580 Washington Street, Boston.

R. L. COLEMAN & CO.,

35 Barclay Street, and 40 Park Place, New York.

Call Special Attention to their

JUNO



JUNO

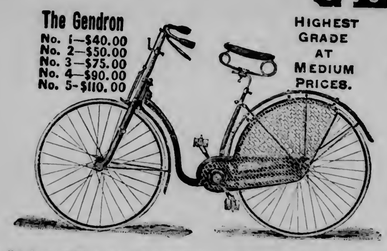
This machine has 28-inch wheels, is shapely in its lines, and made of same material as its male companion, with ball bearings to both wheels, crank shaft and pedals. It can be had without ladies' dress guard at $70, and with dress guard at $75.

These wheels are made by the Western Wheel Works, whose complete line includes the Rush, Rob Roy, Juniors and Pet.

Send for Catalogue.

R. L. COLEMAN & CO., *EASTERN, SOUTHERN and MIDDLE STATE AGENTS*

GENDRON.



The Gendron
No. 1—$40.00
No. 2—$50.00
No. 3—$75.00
No. 4—$90.00
No. 5—$110.00

HIGHEST GRADE AT MEDIUM PRICES.

We are Headquarters for Cycle Supplies.

SEND FOR CATALOGUE.



The Gendron NO. 6 $100.00.

The Gendron NO. 7 $115.00.

Eastern Office and Wareroom: 107 Chambers St., New York.

GENDRON IRON WHEEL COMPANY,

Factory and Home Office: Toledo, Ohio.



Bicycle Riders, Base Ball Players, Athletes, Gymnasts, tell us that it is the best and most satisfactory supporter made.

Let Every Sportsman Try Them. Price, $1.00.

Will send by mail on receipt of price. Send size of waist and hip.



KNEE PANTS.

(Patented.)

810. Heavy Rib.

Improved double seat and pocket.

FULL PANTS.

(Patented.)

828.

HEAVY RIB.

Improved Double Seat, Strap and Pocket.





No.		Each.
970.	Heavy Sweater,	$5 00
967.	" "	4 00
767.	" "	3 50



3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50.

3—1. Black, navy, grey mixed, stocking, $1.25.

1—1. Black, navy, grey mixed, stocking, $1.00.

ATHLETIC and GYMNASIUM GARMENTS Manufactured by HOLMES & CO., 109 Kingston Street, Boston.

SEND STAMP FOR CATALOGUE.

A MODERN PRINTING OFFICE AND BINDERY.

The Collins Press

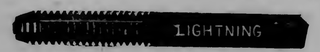
Gives Satisfaction Every Time.

WE PRINT

The "Technology Architectural Review,"
"Bicycling World and L. A. W. Bulletin,"
"Wade's Fibre and Fabric,"
"The Musical Herald."

PRINTERS TO THE BOSTON UNIVERSITY.

FINE TAPS AND DIES. For Bicycle Work.



LIGHTNING AND GREEN RIVER SCREW PLATES,
Bolt Cutters, Hand and Power Drilling Machines Punching Presses and Other Labor Saving Tools.
Send for Price List.
WILEY & RUSSELL MFG. CO., Greenfield, Mass.

NEW

Speedwell Safeties.

$75.00.

King of Road, 27in., Dandy, 24in., } At Bargains.

D. SNITJER, St. Louis, Mo.



FOR TANGENT AND DIRECT SPOKES.

Nickeled, Price 75c., Postpaid.

Dealers send for Sample and Electrotype.

AVERY & JENNESS,
5756 Madison Ave., Chicago.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged o bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.

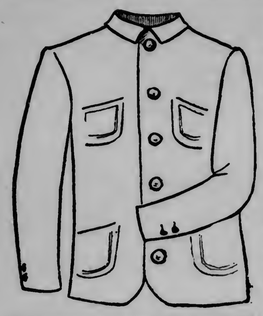
For sale by all Cycle manufacturers and dealers.



BACK VIEW

Indispensable to Bicyclists, Athletes and the Gymnasium

Call's No. 5 Supporters (jock strap) with elastic back, lace front and adjustable back straps. A sure fit. No. 5 (same as cut), 75c. No. 6, with pockets on each side of lacing, $1.00. No. 7, with hose supporter attached to sides, $1.00. Number 8, pockets and hose supporter, $1.25. Order by number and give tight measure top of hips. Postpaid on receipt of price. S. B. CALL, 353 Main Street, Springfield, Mass



Plymouth Rock Pants Company.

HEADQUARTERS: 11 TO 25 ELIOT STREET, BOSTON, MASS.

Official State Tailors OF THE L. A. W.

Washington, D.C., Maryland, Pennsylvania, Connecticut, New Hampshire, Virginia and Missouri.

Authorized makers from the LEAGUE CLOTH.

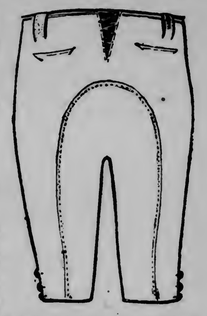
Coat, - - - $7.50 } Ordered Together, $12.25.
Breeches, - 4.75 }

As per *specifications required by the Uniform Committee.*

We have Branch Stores in the following Cities where your orders will be taken.

BRANCHES: 279 Broadway, New York; 943 Penn. Ave., Washington, D. C.; 72 Adams St., Chicago, Ill.; 914 Main St., Richmond, Va.; 217 19th St., Birmingham, Ala.; 291 Main St., Worcester, Mass.; 275 Meridian St., East Boston; 508 Mulberry St., Macon, Ga.; Room 4, Y.M.C.A. Bldg., Burlington, Vt.; 282 Second St., Memphis, Tenn.; 430 Church St., Nashville, Tenn.; 820 Main St., Dallas, Tex.; 629 Broad St., Augusta, Ga.; 108 W. 3d St., Davenport, Ia.; 1109 Broad St., Columbus, Ga.; 307 Tremont St., Galveston, Tex.; 143 So. 12th St., Lincoln, Neb.; 700 Austin St., Waco, Tex.; 110 Canal S., New Orleans, La.; 6 E. Government St., Pensacola, Fla.; 39 Whitehall St., Atlanta, Ga., 68 So. Main St., Waterbury, Conn.; 970 Elm St., Manchester, N. H.; 106 N. Main St., Concord, N. H.; 104 Montgomery St., Montgomery, Ala.; 706 Chapel St., New Haven, Conn.; Main St., opp. P.O., Springfield, Mass.; 16 W. 9th St., Chattanooga, Tenn.; 134 Thames St., Newport, R. I.; 606 Main St., Kansas City, Mo.; 244 Fourth Ave, Louisville, Ky.; Exchange St., corner entrance, 2 State St., Hartford, Conn.; 910 Congress Ave, Austin, Tex.; 406 Houston St., San Antonio, Tex.; 318 So. 15th St., Omaha, Neb.; 310 E. 5th St., Dayton, Ohio.

Also Agents at most all points in every State. We will call whenever and wherever needed by your notifying Headquarters, BOSTON, MASS.



Makers of ALL STYLES OF UNIFORMS.

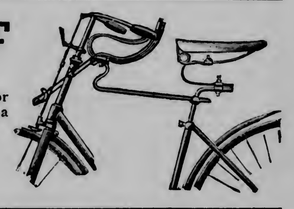
Address POSTAL CARD For Samples.

The * Beauty * Bundle * Carrier AND CHILD'S SEAT.

ADAPTED for all Safety Bicycles and Tricycles, attaching to either horizontal, vertical, solid or hollow posts of any diameter, without marring the same. Will carry a good-sized child, a peck of apples, an armful of books, or anything you can get in it.

Cloth, $6. Mackintosh, $7. Send for Circulars.

RICH & SAGER, 210 West Main Street, Rochester, N. Y.



Learn to Ride

BY USING OUR

INSTRUCTION BELT

Price, with instructions for use, $1.25.

ST. LOUIS WHEEL COMPANY,

311 N. 14th St., St. Louis, Mo.

A NEW DEPARTURE.

"THE BICYCLE INN,"

194 and 196 Columbus Avenue, Boston.

Bicycles Boarded, Cleaned AND Cared For

BY THE DAY OR WEEK.

Competent Attendance and Moderate Charges

Dressing, Toilet and Coat Rooms in connection with the only "BOARDING STABLE" for Bicycles in Boston, where you can leave or take your wheel at any hour of the day or evening.

E. E. BROWN, Manager.



HAVE YOU SEEN THE NEW

BUTCHER CYCLOMETER?

Ask Your Dealer to Show it to You.



For Ordinary Bicycles. Price $10.00. By Mail On Receipt of Price.

For Safeties. Price $11.00. By Mail On Receipt of Price.

The unprecedented demand for this Cyclometer this season is our apology to our many customers for delays in filling orders. With enlarged facilities, we can now fill all orders promptly.

The Butcher Cyclometer Co.,

338 WASHINGTON ST., BOSTON, MASS.

THE UNIVERSAL WHISTLE.



Patented Dec. 11, '88.

The Best Whistle for Cyclists, Hunters, Horse-car Conductors, and every one who use Mouth Whistles. The Patent Mouth-Piece enables one to hold it in mouth without use of hands. Price, by mail, 25c. or $2.00 a dozen. A chance for any smart boy to make money. WHITTEN, GODDING & CO., Providence, R. I.

To Athletes, Cyclists, Baseball & Footballists, Horse-back riders, Boxers and Oarsmen; when you want to ride, run, walk, row, skate or swim a long distance, USE

ANTI-STIFF

To Strengthen the Muscles.



To Strengthen the Muscles.

It is a marvellous preparation for Strengthening the Muscular System. With Anti-Stiff there is no faith required; it goes straight for the muscles, and you can feel it at work. It has a peculiarly warming, comforting and stimulating effect on all weak or stiff muscles and sinews. Quick in action, cleanly and pleasant in use. Rub it into the muscles every night for a fortnight, and you will be pleased at its supporting and strengthening properties. There is not, nor has been, anything like it till now. It differs from all Oils, Embrocations, and Liniments, both in substance and effect. Some athletes are so fond of it that they rub it all over them.

E. FOUGERA & CO., Agents for U. S.,

30 N. Williams St., N. Y.

Mention this paper.

HUMBERS

We have these Famous Wheels in

SOLIDS AND PNEUMATICS.

$100.00. $125.00. $150.00.

HIGHEST GRADE.

New York State Agents,

Schoverling, Daly & Gales,

302 Broadway and 84 Duane Street, - - NEW YORK.

WHEELMEN WEAR THE NEW

CENTURY-BRACE

TRADE MARK

THE BEST SUSPENDER.

Non-elastic and yet perfectly elastic. Does not heat the body as a belt or tight-fitting trousers; nor the shoulders as do the elastic web suspenders.

If your furnisher does not keep them, send 50c., 75c. or $1.00 for sample pair by mail, postpaid.

CHESTER SUSPENDER CO.,

No. 21 Decatur Avenue, Roxbury, Mass.

Mention this paper.



THE COASTER

Is a Speedy Safety for both sexes.

They Do Not Break at Neck or Steering Head!

ALL STEEL. Agents wanted.

Send for Catalogues to

No. 6 East 4th Street, - A. A. BENNETT.

CINCINNATI, OHIO.

Official Outfitters to the League of American Wheelmen.

Authorized by the Executive Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.

406, 408, 410 & 412 Broome Street, NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.00, BREECHES, $5.25.

Cloth, $2.10 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25

Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00

Stockings. Our celebrated Linen Sole Stocking, League color.....1.00

Belts. No. X Silk.....40

Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic.4.00
No. 1, Canvas, leather trimmings.2.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,

241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia. 1032 Chestnut St.

THE NEW COLOR LEAGUE CLOTH IS NOW READY.

Samples of same can be obtained on application to

BROWNING, KING & CO., - New York.



THE SPIRAL FLEXIBLE TOE CLIP

Is flexible and easy on the foot. Adjusts to any size of foot or pedal. Stands any amount of blows, kicks or tramping on, and still retains its form. Will not catch on curbs, sidewalks, door sills or obstructions and pull out of shape while wheel is being trundled over them.

The only toe clip extant that permits of the correct adjustment of foot to pedal; not having a toe check it does not tend to pedalling with toes pointing downward, which position induces a strained and set condition of the muscles of the foot, ankle and calf. One of the best, simplest and most easily attached. Try a pair and be convinced. Send for descriptive circular.



AS CARRIED WHILE RIDING

No more foul, greasy and collapsed tool bags.
No soiled hands or clothes
No loss of oil or one's temper.
No dirty tool bags or oily tools.
No weight, no delays to oil up.
No loose tops, no rattle.
No neglected or damaged bearings.
No squeaking or pounding.

Made in sizes suited to different machines.

Pronounced by old wheelmen, the press and the trade as the BEST novelty before the cycling public for '91.

In ordering state make of wheel and give diameter of seat rod or handle bar shaft.

Price mailed, 50c.
With C. & D. Oiler $1.

The Spiral Flexible Toe CLIP is flexible, easy, adjustable, effective, indestructable, faultless. One of the best, simplest and most easily attached. Price per pair, mailed, 50c

Agents wanted everywhere.

Descriptive circular free. [Mention this paper.

L. H. BANNISTER & CO., Youngstown, Ohio.

PATENTS

Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. **W. E. AUGHINBAUGH,** Baltic Building Washington, D. C.

M. R. WARREN,

Fine Stationery,

336 Washington Street, - Boston.

I call special attention to my engraving department, in which you will find the best of workmanship, correctly and quickly executed at the lowest prices.

SATISFACTION GUARANTEED.

Wedding Invitations,
Wedding Announcements.
Reception Cards,
Visiting Cards,
Party Invitations, etc.

Sketches Furnished. Odd Novelties in Box Papers. New Style Envelopes.

Mention this paper.

ATHLETIC GOODS!

KINGSTON KNITTING CO.,

Manufacturers for the

Trade and Clubs.

The most beautiful line of

Bicycle, Gymnasium, Tennis Costume and Sporting Goods



Made, in worsted, wool and best lisle thread stock. Unsurpassed for style, completeness, elasticity and durability, and at very low prices.

Send for catalogue and club price list, or order with entire confidence that our styles, material and prices will be entirely satisfactory.

No. 27 Kingston Street,

BOSTON, MASS.

BEST OUT.

75c. for this Nickeled Toe Clip.



Every wire braces the others. Best Spring Steel. Foot never slips. No headers. Great for hill climbing. No pinching of corns or catching of foot. Solid comfort. Rubber coated, only 90 cents. The Pat. balance E, always brings Pedal and Clip right side up as per cut, only 75 cents extra.

If your Agent is dead and don't keep it, don't let him bluff you, but send price by P. O. Note. No stamps. Size 1 for boots up to No. 8. Size 2 for boots from 8 to 11. AGENTS WANTED EVERYWHERE

J. A. HUNT & CO., Sole Mfgs., Westboro, Mass.

SPECIAL.

All Advertisements in this Department 20 cents a line.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*



L. A. W. BADGES

The official design in **SOLID GOLD.**

Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the interior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better 10. $1.50, $2.00, and $2 50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.



LAMSON'S

Luggage Carrier NO. 1.

Convenient, durable, noiseless, cheap. $1. Sold everywhere.

Made by

C. H. LAMSON,

Portland, - Maine.



JOHN HARRIOTT.

PRIZE MEDALS CUPS, BADGES AND PINS.

3 WINTER ST. BOSTON.

WANTED—Bicycle Dealers and Agents to handle our *Official League* and other Bicyclists' emblems. Send for price list and discounts. DURYEA JEWELRY CO., wholesale jewelers, 180 B'way, N.Y.

"P. D. Q." means: "PRINTING DONE QUICKLY."

We fill all orders with the *utmost promptness.*

P.D.Q.

Write to us for samples and prices of our *new* L. A. W. Address Cards. Don't order without first seeing *our* samples. BRISTOL PRINTING CO., NORTH EASTON, MASS.

1891 PNEUMATIC—B. & A. Humber racing safety, 26 1-2 pounds, Dunlop's latest (sewn canvas) pneumatic tires; machine and tyres absolutely new; enamel slightly marred; $150; owner going to England. H. O. STICKNEY & CO., 440 Harvard st., Cambridge.



I. A. WESTON & CO.,

JAMESVILLE, N. Y.,

MANUFACTURERS OF

SAFETY BICYCLE WHEELS,

MADE WITH

Parallel Coned or BALL BEARINGS, Solid or Cushion Tire.

THE BEST MATERIAL and THE FINEST FINISH.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

FOR SALE OR EXCHANGE.

In this Department, 25 cents a line. Cash must accompany the Order.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*

LAST OFFER on Swift Tandem Safety, used one season; good order, $110. ZOOK, Lititz, Pa. Bargain.

DO YOU WANT TO EXCHANGE a canoe, sail or row boat, safety, *anything*, on a Humber Tandem Tricycle in A 1 condition? Write me. JNO. F. EDER, Williamsport, Pa.

FOR SALE—50-inch Expert Columbia, in perfect condition. Address 1013 Le Mars, Iowa.

BE QUICK—Eclipse, $85; brand new. A few other excellent bargains while they last. FRED. L. STORY, Seneca Falls, N. Y.

A CALIGRAPH Typewriter for sale, or to trade for a Safety, Victor Cushion preferred. BENJ. W. BROWN, Northbridge, Mass.

$125 DRAFT will buy a New Columbia Safety, Cushion Tires, only riden 5 miles. Address J. P. HULBERT, 31 Division st., Saratoga Springs, N. Y.

53-INCH Columbia Light Roadster, fine condition, for $50. PERCY G. KAYE, Calmar, Iowa.

RACERS—54-in. Col., two 48-in. Stars, $50 each. Perfect order and good as new. Box 27, Lititz, Penn.

FOR SALE—One Marlboro Club Tricycle, list $180, good as new, can be ridden by lady or gent. Make us a cash offer. KIRKWOOD, MILLER & CO., Peoria, Ill.

54-INCH EAGLE LIGHT ROADSTER, good as new, but $90. Has tee clips and coasters; also $250 Humber Tandem, balls all over, in No. 1 shape, will guarantee, but $35. King of the Road Lamp, full nickel, like new, $6. One Victor 54 inch cyclometer, $5.50, cost $10. Address B. A. GRAMM, Chillicothe, Ohio.

NO. 7 Springfield Roadster; list $125; used 5 miles; best cash offer over $50. Box 27, Lititz, Pa.

$100 Irwell Safety, $75.

$75 Takes 39x24 Star. Only run one season, balls and rollers, hollow frame and rims; cost $140. A. L. HALL, Hamilton, N. Y.

$75 Buys high grade Safety Bicycle, 1891 pattern. A great bargain, write quick. Address W. N. YOUNG, Homer, Mich.

$87.50 will buy a Premier Tandem Safety, ball bearing all round; good condition. J. J. WALLACE, Box 299, Waynesboro, Pa.

WANTED—At once, a ladies' second-hand safety; to rent or purchase. Address A. E. BATES, Lee, Mass.

FOR EXCHANGE—1 set C, B and A new Bertelling Boehn Clarinets, metal capped joints and Tuning Slides, in fine case, for new Victor Safety Model B, 1891. H. P. GRAY, 35 Main st., Cortland, N. Y.

1891 For sale—1 new Mail Safety with Cushion Tires; also Butcher cyclometer. Address E. Z. BOWER, Olney, Ill.

$30 Buys a Special Star, in good condition. Address, for particulars, W. VAN ORDEL, 146 Main st., Aurora, Ill. L. A. W. 23091.

FOR SALE—1 ladies' Columbia, 1 Singer Safety, 1 Hartford with cushion tires. All in excellent condition and will be sold low. GEO. O. ALLEN, Fitchburg, Mass.

$60 BUYS 48-inch Special Star, in first-class condition, newly enamelled, crated for shipment. O. M. HUNTER, 600 Market street, McKeesport, Pa.

---

25 CENTS BUYS Road Book and Map of Boston and Vicinity. CHAS. A. UNDERWOOD, Jamaica Plain, Mass.

52-INCH Light Champion in fine order for $50. 45-inch Special Star at $35. A rare bargain. F. M. SALMON, Box 244, Westport, Conn.

'89 Springfield Roadster, full balls, $30; '88 Victor L. R. 52-inch, $40; 49-inch Col. Light Roadster, $50. Sent C. O. D. Bargains. WIGHT & SON, Wellington, Ohio.

SPRINGFIELD Bicycle Directory contains the names of nearly a thousand riders of Springfield and vicinity. Send 10c. for a copy. H. D. TAYLOR, Homestead Office, Springfield, Mass.

FOR SALE—39x24 Star, good condition, $75. W. P. HUGHES, Shickshinny, Luzerne Co., Pa.

---

80 L. A. W. Cards printed for $1.00. C. L. POWERS, 23 Cole street, Pawtucket, R. I.

$70 CASH—Giant, list $85; brand new; never had person in saddle. F. R. H., BICYCLING WORLD, Boston, Mass.

$120.00 buys '91 Columbia Safety, new, with cushions. A bargain. Write quick. H. R. F., Watertown, N. Y.

SPRINGFIELD Bicycle Directory, 10 cents. H. D. TAYLOR, Springfield, Mass.

COLUMBIA SAFETIES—My wife and I will sell our Columbia Safeties that we bought last June and used at the beach until September. They are in first-class condition and can be bought for $85 each. I will not trade for a house or anything else. Wire us and we will ship C.O.D. if you guarantee express charges. Going out of town at once. JAMES EDWARD, 15 Tremont Row, Boston.

OH! MY! An 1891 "Broncho," almost new, $95 cash. A 50-inch half nickel "Eagle," fine condition, $75 cash. Hurry. Hurry. E. J. RIGHTER, Lincoln, Neb.

BE WISE.

Keep your Bicycle looking like new. Your Bicycle will not rust if you clean it with Wilson's Wonderful Nickel and Enamel Preserver. Price 50c. Ask your Cycle Agent for it. WILSON MFG. CO., 15 Tremont Row, Boston, Mass.

SEND 10 cents to H. D. TAYLOR, Springfield, Mass., and get a copy of the Springfield Bicycle Directory. Nearly 1000 riders and the names of the wheels they ride.

FOR SALE—New 1891 Victor Safety, Model E, ridden about 50 miles; shipped f.o.b. at Boston. Best offer over $105 will take it. HENRY N. BAKER, 47 Kilby st., Boston.

1891 COLUMBIA Safety; loop saddle; spring fork; cyclometer; excellent condition, $110. Reason for selling, prefers high wheel. C. E. SNYDER, 60 1-2 Merrimack st., Lowell, Mass.

FOR SALE—1891 American Light Rambler Safety; perfect; run about a month, $115. Good reason for selling. Address A. M. ROSS Hot Springs, N. C.

A BARGAIN—A '90 New Mail Safety Bicycle; ridden 50 miles; in perfect condition every way. Will be sold cheap. Address Box 22, Wappingers Falls, N. Y.

PNEUMATIC RACING SAFETY—B. & A., Humber pattern, very light and strong and nearly new. H. O. STICKNEY & CO., 440 Harvard street, Cambridge, Mass.

PREMIER ROADSTER SAFETY—Perfect, A1 condition; balls all over; warranted thoroughly strong and reliable roadster; weight, 50 pounds net; price $75. H. O. STICKNEY, 440 Harvard st., Cambridge.

FOR SALE—'90 Victor; bought late last season, in fine condition; as good as new; will sell for $100 cash. Will send on approval C.O.D. on receipt of $10. W. E. LAMBERT, 907 Main st., Clyde, Ohio.

FOR SALE—56 inch Nickel Victor, '88 pattern, $65. FRED P. HAMMES, Utica, N. Y.

Ordinary Prices Take a Header.

48 Victor, $30; 50 Victor, $30; 52 Victor, $25; 55 Royal Mail Racer, 26 lbs., $35; 52 Rival, $15; 54 Victor, $25; 54 Harvard, $20; 50 Apollo, $25; 52 Expert, $20, and many other bargains. Send for list and full description.

KNIGHT CYCLE CO.,

207 N. 10th Street, - St. Louis, Mo.

DETECTIVE!

WE WANT a MAN in every locality to act as **Private Detective** under our instructions. Send stamp for particulars. WASHINGTON DETECTIVE AGENCY, Box 787, Washington, Iowa.

MUST BE SOLD.

If you want a "Bargain,"

Send for List to EDMANS & SON, Troy, N. Y.

Howard A. Smith & Co.

518 Broad St., Newark, N. J.

SOLE NEW JERSEY AGENTS FOR

FEATHERSTONE PNEUMATICS

Wanted Wanted Wanted **AGENTS** in every town in New Jersey.

Also Agents in Northern New Jersey for

Victors, Ramblers, New Mails, Gendrons, Gazelles, Eclipse, Crescents, etc., etc.

BICYCLE SUNDRIES

Of all kinds, Wholesale and Retail, among which are the

'Z. & S." HOSE SUPPORTERS for the Shoulder, Belt or Hip. Prices, 50c and 35c.
"Z. & S." BUNDLE CARRIERS for Handle Bar or Mud Guard. Price, $1.25.
RUBBER CEMENT for cuts in tires, etc.
ADHESIVE TIRE TAPE, best in the market.
THE NEWARK HORN, a perfect road clearer.
TIRE CEMENT in sticks.
SPOKE GRIPS, LAMPS, GRAPHITE, CAPS, etc., etc.

Send postal for *Illustrated "Encyclopædia of Cyclers Wants."*

REPAIR SHOP Run and lighted by electricity. We have the facilities, the skilled workmen, and can repair your wheel satisfactory at moderate cost.

Riding School with cinder track for learners.

HOWARD A. SMITH & CO

518 Broad Street, - Newark, N. J.

Open Evenings.

CLIPPER SAFETIES.



CLIPPER.

$90 Solid Tires. $100 Cushion Tires.

Graceful, Easy Steering and Running.

Equally Adapted for Ladies and Gentlemen.

Our Harris' Pat. Saddle the Ladies delight. Our Cushion Tire adapted to any 7-8 inch rim (patent applied for) is a perfect success.

Thos. Kane & Co., - - Chicago,
WESTERN AGENTS.

The Sweeting Cycle Co., - Philadelphia,
EASTERN AGENTS.

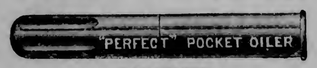
GRAND RAPIDS CYCLE CO.,

MANUFACTURERS,

GRAND RAPIDS, - MICH.

Write for Catalogue.

"PERFECT" POCKET OILER.



ONE-HALF SIZE.

For Bicycles, Guns, Fishing Tackle, etc. Throws only small quantity of oil at a stroke. No leakage. Handromely nickel-plated. Best and neatest oil can in existence. For sale everywhere. Price 50c each. CUSHMAN & DENISON, 172 Ninth Avenue, New York.

Erie Knitting Mills,

Erie, Pa.

Are still making the very best goods for cyclers. We know this, and others are finding it out.

This is a copy of a letter just received from the champion road rider of the United States:

ERIE KNITTING MILLS—
I cheerfully recommend your knit goods for the use of bicyclers, especially hard road-riders, as from my experience with them I have found them well-fitting, elastic and durable as iron.
Yours very truly,
WM. VAN WAGONER.

FRANK FAIRBAIRN, 513 WEST 11TH ST., ERIE, PA.

TRICYCLES WANTED.

We can use a few good single or tandem tricycles, in exchange for new safeties of standard make.

CLINTON CYCLE CO.,
Clinton, Mass.

$1500 IN PRIZES G.B.C.C. $1500

Second Annual Tournament of the

Green Bay Cycle Club

—AND—

Wisconsion Division Meet,

At Green Bay, Wis., July 22 and 23.

Entries close July 15. S. A. Miles, handicapper. Write for programmes. Address,

FENTON S. FOX, 1 Green Bay, Wis.

FITCHBURG RAILROAD

Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

HOOSAC TUNNEL ROUTE

THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

BICYCLES CARRIED FREE

FAST EXPRESS TRAINS

With elegant PALACE PARLOR and SLEEPING CARS to and from

BOSTON and CHICAGO and BOSTON and ST. LOUIS, via NIAGARA FALLS,

without change.

THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.
THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.
THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.

ELEGANT PALACE SLEEPING CARS to and from

BOSTON and MONTREAL,

without change.

For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at

250 Washington Street, or
Fitchburg Railroad Passenger Station, Boston.

J. R. WATSON, General Pass. Agent.

Price List of Specialties

—MANUFACTURED BY—

ELASTIC TIP CO.

Mailed Postpaid on Receipt of Price.

Dropped Forged Steel Spade Handles, all nickeled and threaded to fit any machine, $2.50 per pair.
Soft Rubber Handles, pear shaped, $1.50 per pair.
Vulcanized Handles, pear shaped, $1.50 per pair.
Boys' Soft Rubber Handles, pear shaped, $1.00 per pair.
Double Grip Pedal Rubbers, No. A, 1 inch x 3 3-4 inches, $2.00 per set of four.
Double Grip Pedal Rubbers, No. B, 1 inch x 4 inches, $1.50 per set of four.
Double Grip Pedal rubbers, No. C, 1 1-4 inch x 4 inches, $2.00 per set of four.
Pedal Rubber, round or square; made from white rubber, $1.00 per set of four. When ordering state size required.
Spade Grips, vulcanite, 50 cts. per pair.
Safety Handles, vulcanite, to fit any machine, $1.00 per pair.
Safety Handles, for Boys' Wheel, 50 cts. per pair.
Soft Rubber Grips for Safety, $1.00 per pair.
Soft Rubber Grips for Boys' Safety, 50 cts. per pair.
Soft Rubber Sleeves, to fit over vulcanite grip, 75 cts. per pair.
Steel Balls, 3-16 inch, $2.00 per C.; 1-4 inch, $2.40 C.; 5-16 inch, $3.00 per C.
Imported Tire Cement, 25 cts. per box.
Tire tape for holding on tire, 25 cts. per roll
Rubber Cement, for repairing cuts in tires, 25 cts. per can.
Bicycle Spokes. Price according to quantity.
BICYCLE TIRES, SOLID or CUSHION, either red or grey; price according to size. Send for Catalogue.

ELASTIC TIP CO.,
Cor. Cornhill and Washington Street,
BOSTON, MASS., U. S. A.

SEND FOR CATALOGUE.

PRICES TALK!

You are going to buy your Bicycle where you can get a good one for little money.
Examine our prices.—We can save money for you.



Meacham Diamond—A Gents' or Ladies' Safety. DIAMOND FRAME of seamless tubing, ball bearing all over, including socket, ball bearing head, lightly built, high grade in all respects (see cut). List, $115.00; Net, **$64.60**

Express, Gents'—30-inch wheels, ball bearings all around, frame of steel tubing. List, $90.00; Net, **$61.33**

Express, Ladies'—30-inch wheels, ball bearings all around, frame of steel tubing. List, $90.00; Net, **$61.33**

28-Inch Safety—Combination wheel for GENTS or LADIES ball bearings all over. List, $75.00; Net, **$53.33**

Large Boys' and Girls'—Combination Safety, 26-inch wheels, adjustable cone bearings all over. List, $40.00; Net, **$24.00**

Boys'—25-inch wheels, adjustable saddle and brake, rubber tires, mud guards, adjustable cone bearings. List, $35.00; Net, **$20.00**

Boys' and Girls'—24-inch wheels, DIAMOND FRAME of steel tubing, adjustable CONE bearings. List, $35.00; Net, **$22.66**

Boys' and Girls'—24-inch wheels, DIAMOND FRAME of steel tubing, adjustable BALL bearings. List, $40.00; Net, **$24.66**

Send for catalogue. **E. C. MEACHAM ARMS CO., ST. LOUIS, MO.**

REAL BICYCLE UNIFORMS.



Be sure to send for free samples and measure blanks. Club Uniforms a specialty. L. A. W. Coats, $8. Knee Breeches, $4. Punnett's celebrated Jersey Cloth Knee Breeches, only $4 a pair. Bicycle Caps, Hose, Pins, Tights, gold or silver Letters, Punnett's Invisible Pants Holders, 25c. a pair. Be sure to write now.

R. A. PUNNETT, Tailor and Athletic Outfitter,
98 & 100 West Ave., ROCHESTER, N. Y.

All strictly first-class work at moderate prices.

$85.00 LOVELL DIAMOND CYCLES. $85.00

High Grade Only.

All Ball Bearing,

Steel Tubing

—AND—

DROP FORGINGS.

NO BETTER MACHINE AT ANY PRICE.



Lovell Diamond,	$85.
With Cushion Tires,	95.
For Ladies,	85.
Convertible,	85.

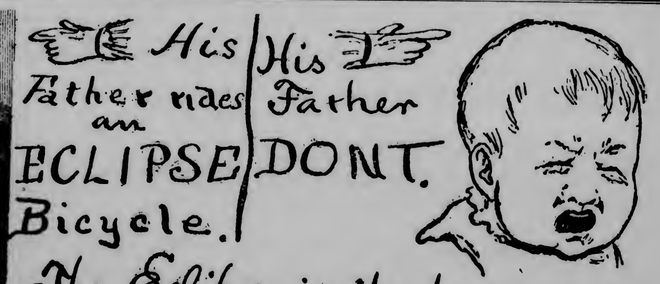
AGENTS WANTED.

BICYCLE CATALOGUE FREE.

MANUFACTURED BY

John P. Lovell Arms Co., Boston, Mass.







OUR PNEUMATIC GIANTS

Are now ready for delivery, are thoroughly high grade and fitted with the Dunlop Tires. We also have the same machines fitted with **Cushion Tires.** Send for special circular describing them. We have in stock also a few Reform Safeties, fitted with the **Clincher Pneumatic Tires,** at a very reasonable price. The Clincher is hard to puncture and can be repaired by the novice on the road without loss of time. The demand for our regular line of Giant Safeties is as brisk as ever. Are now mailing a new edition of our catalogue.

H. A. LOZIER & CO., - - Cleveland, Ohio.



COLUMBIA LADIES' SAFETY.

PRICE, $135.00.

THIS INTERESTS THE LADIES.

BUT THE GENTLEMEN NEEDN'T READ IT.

Ladies:--Do you know that we make a Safety Bicycle especially designed for yourselves---light, graceful and strong? You need no longer look with envy at your brother, for you may have a machine all your own, made in every way as good as his, but intended for your ease and comfort.

Study carefully the above illustration. Notice the graceful frame with plenty of room between the steering-head and saddle, yet bringing the handles back far enough to insure an upright position. Observe the saddle, a "Kirkpatrick" (which means the best), made particularly for you. Mark particularly the complete dress guard covering rear wheel and chain

Doesn't this interest you to know more about it? We have a full description of it in our catalogue, and a little pamphlet on "The Cycle for Women," which we will send you upon application.

POPE MFG. CO.,

77 Franklin Street, BOSTON.

BRANCH HOUSES:
12 Warren Street, NEW YORK.
291 Wabash Avenue, CHICAGO.
Factory, HARTFORD, CONN.

THE BICYCLING WORLD & L. A. W. BULLETIN.

FOUNDED 1878

DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXIII. Number 13. BOSTON, 24 JULY, 1891 $1.00 a Year. 5 cents a copy.

THE DETROIT ROAD RACE,

25 MILES,

At the National League Meet, Detroit, July 16, was won by B. J. Graham of Detroit, who rode a Victor Model B, fitted with the celebrated Victor Cushion Tire—the only Cushion worth mentioning.

VICTORS MAKE THE PACE

And generally win the race.

Our Detroit agents couldn't begin to supply the demand for Victors after the race. It seemed as though nothing but Model B Victors were worthy of notice.

Without a doubt, there were more favorable comments among the wheelmen at Detroit regarding Victors than all other makes combined. Merit will tell!

OVERMAN WHEEL CO.,

CHICOPEE FALLS, MASS.

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

PERSPIRATION MISTAKEN FOR INSPIRATION AGAIN.

While I was in Detroit last week "the boys" tried to be very funny. I knew what ailed them the minute I saw that picture. They were jealous because I went to Detroit and left them at home to saw wood.

I don't think those boys appreciate the real dignity of advertising. The only wonder to me is that they didn't put whiskers on Lydia Pinkham and use her picture instead of Douglass'. It's bad enough to wear $3.00 shoes and take anti-lean without having them both thrown up to me at once in this way. I don't object to the boys having a little fun now and then, but when it comes to this "before and after" business, I must draw the line.

But I am glad I went to Detroit. We had a fine time. It almost made me feel young again. The Hickory Bicycle business runs just the same when I am away, and I am mighty glad of it for, do you know, if I thought it wouldn't I should hate to die.

There seems to be a steadily increasing demand for those genuine old *Hickory Wheels*. I tell you it is a comfort to see how many people are beginning to look interested when we say Hickory. Why, a few years ago it looked as though I might not be able to win the human race over to my way of thinking, but a little sticktoitiveness has done the business, and here we are, recognized, *yes sir! actually recognized* in the bicycle trade. The only thing that bothers us now is to decide whether we will return the compliment. According to current rumors we shall have several imitators next season. What could be more interesting? How do we know but that some day Hickory wheels may be handicapped in the races? And then would we mention it? *Well, probably not.*

Oh! by-the-way, did you get one of those pins? We gave them away at Detroit, and we still have a few of them left which we will mail to League Members. If you enclose a stamp we can use it, but if you feel too poor to do that, and still want the pin, just send a postal card. We would save you even that trouble if we could only know what you are thinking about.

Hickory TRADE MARK

ELLIOTT HICKORY CYCLE CO.,

Newton, Mass.

COTTAGE CITY MEET.—Official Notice.

To whom it may concern:

Whereas, I have been appointed by the proper authorities as Chief Officer, with power to preserve the peace at all hazards during the coming visit of the Massachusetts Wheelmen at Cottage City. And I hereby give due notice that the riding of metal wheels will be considered a misdemeanor, punishable by a fine of not less than $65 or more than $135. No one will be permitted to ride in the parade except on Hickory Wheels. Those not otherwise provided for will find a neat line of Hickories to let at Hickory Hall, under the Hotel Metropolitan, cor. Hickory Avenue and Rue de Hickory.

No person will be permitted to run at large on the Island without wearing one of those nickel Hickory pins. These may be had by all League members who apply to me at police headquarters.

No loud talking will be tolerated, *except for the Hickory Wheels*. The Somerville Club will not be allowed to sing any of their "rub-a-dub-dub" business, nor go through the streets with brooms stuck down the backs of their necks.

Per order of
STERLING ELLIOTT,
Provost Marshal.

P. S.—Orders for Hickory wheels can now be filled promptly at the factory, or by
W. W. STALL of
Odd Fellows' Hall.

"STILL THERE'S MORE TO FOLLOW."

WE HAVE said a good deal lately about the merits of our Three-part Frame, but we have not said as much as we have thought. The Sylph Three-part frame is a way ahead article, and will bear talking about. Still, we have some others features. Our tangent wheel is a beauty, and no mistake, and it is as good as it is beautiful. It has no large holes in the rim to weaken it; no nipples at the rim to get wet and rust; no crossed spokes to get loose and rattle if not resoldered; no spokes to break off in the hub, and no large repair bills. It has sheet steel flanges and wide bearings. Our front wheel is an ordinary direct wheel with double butted spokes. It will stand more abuse with less repairs than any other form, and for running purposes only is better than a tangent wheel. We don't cry "all forgings." Forgings are good in their place and we use them, but we have used sheet steel wherever possible, for we consider it better than forgings. Examine it and see if it is not.

ROUSE-DURYEA CYCLE CO., - - 9 G Street, Peoria, Ill.

Catalogue Free. LIVE AGENTS WANTED EVERYWHERE.



OUR PNEUMATIC GIANTS

Are now ready for delivery, are thoroughly high grade and fitted with the Dunlop Tires. We also have the same machines fitted with **Cushion Tires.** Send for special circular describing them. We have in stock also a few Reform Safeties, fitted with the **Clincher Pneumatic Tires,** at a very reasonable price. The Clincher is hard to puncture and can be repaired by the novice on the road without loss of time. The demand for our regular line of Giant Safeties is as brisk as ever. Are now mailing a new edition of our catalogue.

H. A. LOZIER & CO., - - Cleveland, Ohio.

LACTART

ACID OF MILK.

A REFRESHING DRINK WITH WATER and SUGAR.

Call for Orange or Raspberry Lactart at the Soda Fountains.

Benson, of Corey Hill fame, says:

AVERY LACTART CO., Boston.

Gentlemen—"For several seasons I have used your Lactart and found it very satisfactory, as a quencher of thirst." Respectfully,
A. P. BENSON, Newton Club.

UNION CYCLES WIN THE RACE

(Even when they make the Pace.)

No Doubt
You Found Out
What We're About.



High Grade
Everywhere
Always.

Union Cycles have acquired a reputation for excellence of workmanship second to none.

Union Cycle Mfg. Co., Highlandville, Mass.

"Mr. Stokes of Chicago" attends to our Western Business.



FEATHERSTONE'S PNEUMATICS.



We have been too busy to say much about what our Pneumatics are doing. The reports from the races in the different parts of the country, show where the Pneumatics stand. The racing man does not think of riding anything but a pneumatic now IF HE CAN GET ONE.

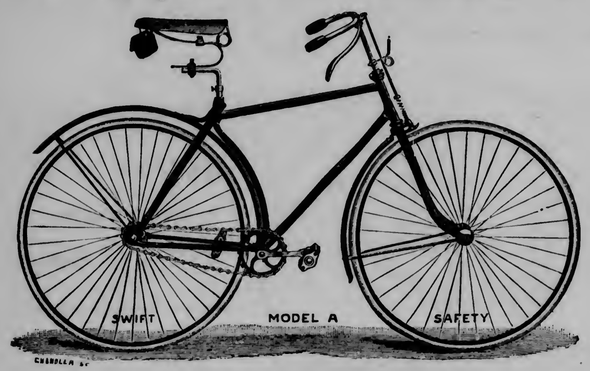
Mr. G. Minturn Worden won the State Championship of Massachusetts, at Worcester, May 30, on a FEATHERSTONE PNEUMATIC.

In the road race of 33 1-2 miles, at Denver, June 14, THREE FEATHERSTONE PNEUMATICS ENTERED AND CAME IN 1st, 2d and 4th respectively, Mr. T. F. Lyon coming in first, winning the time prize medal.

A. FEATHERSTONE,

Clark and 16th Sts., and Armour Ave., - - - Chicago.

"To Compete with Mediocrity is to Confess Inferiority."



THE NEW MODEL E

SWIFT

Is a little high in price but of unrivalled simplicity and strength. Weight all on with inch Cushion Tires, 36 lbs.

"NO BLUFF!"

Guaranteed to carry 200 pounds.

The Model E is built on the same lines as the Model A, with specially curved handle bars and cork handles.

COVENTRY MACHINISTS' CO., Ltd.,

239 Columbus Avenue, Boston, Mass.

11 and 13 Madison Street, Chicago, Ill.

BARCAINS! BARCAINS!



No Ordinary Bicycle ever gained higher reputation than the

NEW MAIL.

Murphy rode one over 12,000 miles and won many races. No other had the great improvement of the Perfection Tapered Tubing, being thicker metal at top end of backbone under the rider and tapering to small end; also tapered forks; also only wheel with Trigwell's Ball Head. To reduce stock we offer a few of these Superb Ordinaries of certain sizes, at

$50 each.

Many of best riders still prefer Ordinaries. Also some second-hand New Mails at $30 and $35.

BARGAINS FOR RACING MEN.

WM. READ & SONS, 107 Washington St., Boston, Mass

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN Co.

☞*Postage stamps will not be accepted hereafter in payment for Advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.*☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

Editorial Contributor, F. A. EGAN.

BOSTON, 24 JULY, 1891.

THE evident misconstruction and lack of knowledge among the Western contingent as to the exact terms of the alliance between the A. A. U. and L. A. W. was made very plain to us during our visit to Detroit last week, and we desire to correct a wrong impression now obtaining among those gentlemen.

As the terms of alliance were printed back as far as April 24, we take occasion to print the terms again for reference.

In clause 5 we italicise the part we particularly wish to call attention to, as it is on the construction of these words that the misunderstanding is evidently founded.

1. All cycling events in the championship or other meeting of the A. A. U., or of its associations or clubs, shall be given under the rules of the L. A. W.

2. Every cyclist shall be subject to test as to his amateur standing exclusively by the provisions of the Constitution of the L. A. W., defining an amateur.

3. Charges against any cyclist shall be tried by the L. A. W. except that a member of an A. A. U. club shall be tried by a committee of three, one of whom shall be named by the A. A. U., one by the L. A. W., and the third member by the two so chosen, providing the accused shall within twenty days after the receipt of a copy of such charges submit to the Racing Board proof of his A. A. U. membership, and claim trial by such committee.

4. The League of American Wheelmen shall annually, or at such time and for such periods as it may deem advisable, elect a delegate, who shall act with and constitute one of the board of governors of the A. A. U., and shall have a vote upon all questions coming before said board, and a right to sit upon committees and take part in all the actions thereof, as fully as members of said board elected from the several associations of the A. A. U., and to the same extent and in like manner as the delegates from the North American Turnerbund.

5. These articles of alliance shall be terminable by either party upon thirty days' written notice to the other.

In case of disagreement between the L. A. W. and the A. A. U. upon any point covered by these articles, the same shall be submitted to the board of governors of the A. A. U., including the member of the board appointed by the L. A. W., Turnerbund, and any other associations in alliance with the A. A. U., and having a delegate upon the said board.

G. CARLETON BROWN, Secretary Executive Committee.

The construction wrongfully put on the italicised words has been, that an amateur, whether A. A. U. or L. A. W. or *both*, could be tried by the Board of managers "in case of disagreement," etc. This is not so. That part of article 5 in the alliance becomes operative only when there is a "disagreement" as to the meaning of any of the other four articles. For instance, a question by the A. A. U. is raised as to what rules shall govern cycle races. The matter is referred to the Board of Governors, etc., and the meaning and intent of Article 1 is discussed, and it will be decided whether, under the terms of the alliance League rules are to govern or not. Again; a dispute arises as to what test shall be applied to prove an amateur's standing? Article 2 is brought in evidence, and spectacles are not necessary to discern the import of that article. Finally; before what tribunal shall an A. A. U. man or an L. A. W. man, or a man who is member of both organizations, be brought in cases where charges are preferred? Article 3 makes this plain to any man who can read, and cannot be twisted into any such *mis*construction as to make it possible for a man to be tried by other methods than those plainly laid down.

There is no ambiguity in any one of the articles; they are all plain and simple; and when any man states that under the terms of the alliance an L. A. W. member can be tried by the A. A. U. Board of Governors, he is either wofully ignorant as to the terms of the alliance or he deliberately misrepresents.

THE A. A. U. has been and is to-day constantly being charged with bad faith by those who are opposed to the Alliance. The charge is not well taken. Mr. Curtis, a member of the Board of Governors of the A. A. U., did personally all he could to ignore on technical grounds the agreement made with the L. A. W. over a year ago. The Board of Governors of the A. A. U., however, came right up to the mark, and held the agreement was made in good faith, and that the A. A. U. recognized it. It will be seen by this that Mr. Curtis' personal opposition has been warped into false report of "bad faith" on the part of the A. A. U. as a body.

"THE sources of information" must be very unreliable or the animus in circulating certain reports be malicious as to the League giving $1000 to the Seaboard Association. Yet such reports were rife in Ohio on the occasion of the late meet at Columbus. This absurd report has had a postscript lately added to the effect that not only $1000 has been paid but that $2000 more has been promised by the L. A. W. to the Seaboard Association! This is simply a deliberate falsehood, and the man who started and spread the report, lays himself open to the charge of dense ignorance as to facts, or deliberate malice.

DETROIT seemed much pleased with her visiting wheelmen last week, and the *Free Press* of that city has these pleasant words to speak in commendation of the cyclers and the sport of wheeling:

"There are still some people who cling to the old-fashioned idea that it is a waste of time for boys, youths, and men, to practice athletics. They regard it as mentally dissipating, as an interruption to the serious business of life, and some of them even doubt its moral influence. These good people should make it a point to walk the streets of this city while the wheelmen are here and study the visitors who crowd the streets. Their ruddy complexions, erect figures, elastic movements, and general appearance of royal good health are pleasant to look upon. Then, too, while they are off for a holiday and so many of them gather together with no restraint upon them, there was never a better behaved company of men in this city. The fact is, that the practice of athletics directly antagonizes dissipation, and the man who has ridden a twenty-five mile road race and then put in a ten-mile parade in addition, is not the one who is apt to make the night hideous and himself irresponsible by reason of drinking. The wheelmen were welcomed because they came as our guests, and the selection of Detroit as the place of holding the meet was an honor to the city. They are now doubly welcome, for our people have found of what stuff they are made and both respect and like them."

THE Racing Board has removed handicaps from pneumatic and cushion tires. The Board decided to do this after the first day's racing at Detroit, and had the rain not interfered with Saturday's racing the races would have been run under the new rule. We however think that the position taken on this decision by Mr. Miles was correct. (It is pleasant to be able to agree with Mr. Miles once in a while.) The point made by Mr. Miles was that the entries had been received and closed by the managers when the handicapping of the air and cushion tires was in force, and that the Racing Board could not change existing "contracts" (if we may use the word in this connection.) Had the races been run on Saturday the objection would have been made in case the Racing Board had attempted to put the new rule in force at once, and there would have been further occasion for wrangling and fuss. As it is we believe in the non-handicapping of the tires, for the man who enters a race to-day on a solid tire machine should no more have a handicap than the man who enters a race with a heavy roadster against a competitor on a light racer.

J. S. DEAN has been retained as counsel in the case of a cyclist vs. city of Boston, alluded to in our editorial column.

ALMOST every issue of the English cycling papers has something about a new air tire.

RULE G is responsible for the use of much ink, and has caused more tongues to waggle than anything except the amateur rule itself.

THE judges of Massachusetts courts have been good enough lawyers to accord wheelmen the rights they were entitled to. Cyclers have been treated as the drivers of other vehicles, having the same rights and subject to the same duties and obligations. We remember back in the early days when Charles E. Pratt expressed the determination of suing the city if injured by a fall resulting from a palpable defect in the highway. There should be no question about the law in such a case, but we are not aware that the matter has ever been before the courts. There is some prospect now, however, that the liabilities of cities and towns for injuries sustained by wheelmen by reason of the unsafe condition of a highway may be litigated. A Boston rider recently ran into an open, ungraded and unlighted trench in a highway, and sustained injuries. Final notice of a claim for damages has been given the city, and unless settled the matter will be fought in the courts. Of course the obligation of towns and cities in this Commonwealth to keep in repair their public ways is well settled. It will, however, be interesting to see how far the courts will lay down the law that cities and towns must recognize this new mode of travelling and repair their roads to meet the new demands.

IT is worth noting that Holbein in his recent remarkable twenty-four hour ride was mounted upon a tricycle fitted with some arrangement for thoroughly lubricating and protecting from grit the chain and gears. One of the drawbacks to safeties and tricycles is the tremendous friction caused by the chain and cogs. Exposed to dirt, mud and dust, to say nothing of the mere wearing parts themselves the friction is enormous. We believe that devices to overcome this will add materially to the speed of these machines. Holbein speaks in the highest terms of that which was fitted to his machine, and we can readily believe that his success is not a little due to it.

SPRINGFIELD takes off her hat and bows acknowledgements to Chicago for the latter's courtesy in changing the dates of the meet in the Great Western Metropolis. By this change we hope to see a large delegation of Western men at the Eastern meets, and a full representation of Eastern flyers at Chicago and Peoria. It did seem last year as though the apex of munificence had been reached in the value represented in the prizes offered by the race meet managers, but when we read of the vast amounts to be expended in prizes at the fall meetings we begin to think there is no limit to the financial resources of the large race promoting clubs.

ON the tracks this fall the familiar figure of W. Windle will appear, as also will that of the old timer, George Hendee. Both these men we understand have avowed their intention to ride at Springfield, and as they will appear there, we suppose it will not be improbable that they will also ride at the other big meets. Springfield and George Hendee! really this sounds like the "good old days."

IN speaking of the good old days it warmed the hearts of the "Forty-niners of Cycling" to see the way that veteran E. P. Burnham rode in that one mile open at Detroit, which by the way was one of the finest races we ever witnessed. That race was a most instructive object lesson, showing the improvement made in racing cycles since the days when Hendee first flashed into prominence. Just think of a field of eight men starting from scratch, the winner doing the mile in 2.32, and everyone of the others doing 2.34 and better!! The men of course have improved, but we doubt if the same field all mounted on solid tired wheels could have done the distauce better than 2.38 or 2.40. They all rode pneumatics excepting Tyler of Highlandville, and he got 20 yards on a cushion, a lead he didn't care to take advantage of further than to secure and hold his position at the pole.

"THE CYCLING AUTHORITY OF AMERICA" will come closer to filling the bill as an authority now that Mr. Berger is to be responsible for its editorials. Mr. Berger is a well posted man, and he has a grand chance to fill a long felt want in Chicago, that of a thoroughly posted and unprejudiced cycle editor. We do not expect to be compelled to call attention to many blunders in "The Authority," now that Berger is in the editorial chair.

THAT wonderful machine which was to paralyze us by running 85 miles an hour has not yet materialized. We cannot express astonishment that it has not yet whirled between Worcester and Boston at a 49 second per mile gait, but we must express our sympathy for the inventor who now comes on the scene with a machine which he claims can go a beggerly 45 miles an hour!! Six weeks ago we might have been astonished at 45 miles an hour, but in eager anticipation of the Worcester flyer we can only scoff at the modesty of the 45 miler's claim.



SOME fifteen members of the Hartford Ladies' Cycling Club made a pleasant run to Wethersfield on the evening of July 16, a distance of fourteen miles.

SEVERAL members of the York County Wheelmen are planning to take their summer vacation during early September, when they will be enabled to take in all the big fall race meets in New England.

GEORGE HARRIS, a member of the Park Bicycle Club of Philadelphia, Pa., was arrested on July 16 and held in $500 bail for running over Sarah Kellogg and infant daughter. It is claimed that Harris was riding rapidly down Broad street, and when near Columbia avenue the mother and infant crossed the street. Before Harris could turn out his wheel struck the woman and run over her.

IN answer to request of L. A. W. 10,865 for safety record made by G. M. Hendee at Hartford in September, '89, 2.41 1-4 is the record as we have it.

THE Propice Wheel Club of Springfield, Mass., held their second moonlight excursion and dancing party of the season on the evening of July 16. The party numbered 250, and the affair will be long remembered by all who participated.

Now that the National Meet is a thing of the past, Massachusetts wheelmen will turn their thoughts to the Division Meet at Cottage City, August 13, 14 and 15.

F. H. CANN, gymnasium instructor of the Newport Y. M. C. A. gymnasium, and W.R.R. Holm, have just returned from a bicycle tour through England, Ireland, Scotland, Wales and France.

MANY of our Boston readers will remember the name of W. I. Harris as prominently connected with cycling in this city during the years '80 to '84. His death from consumption took place a couple of weeks ago in New York. Mr. Harris has, since 1884, been well known as a base ball correspondent, and his notes and opinions on the national game have attained a favorable and national reputation.

THE swell feminine visitors of Bar Harbor, Me., are taking to cycling. Among the names we notice those of Miss Beatrice Jones of New York, Mrs. Emmons Blaine, Miss Morton, Miss Marie Scott and Miss Peel.

HAVING exhausted the category of ordinary diseases to which cyclists are popularly supposed to be prone, a French doctor has "patented" a disease which "specially belongs to cyclists." He describes it as "a new form of gout, accompanied by a deformation of the foot."

ON Sunday, July 12, Henry Brill of Southington, Conn., in company with two other young men, started off on their bicycles to spend the day at Shuttle Meadow Lake. On the return trip Brill was thrown from his machine with fearful force, striking his stomach against a tree. He was taken to his home and medical aid summoned, but to no avail, and death ensued from hemorrhage of the stomach. He was a very popular young man, and his family have the sympathy of the entire community in their great loss.

PRESIDENT AVERY C. COPELAND of the Bay State Bicycle Club of Worcester, Mass., was presented with a diamond scarf-pin and a pair of gold sleeve-buttons on the evening of July 15 by the members of the club.

"ONE of those bicycle chaps who persist in rididg on the sidewalk came to grief recently. He ran against something he could neither run over or scare into the gutter. It was an ox. He was not only badly injured himself by the impact, but the indignant bovine held a war dance on his machine. Both are now laid up for repairs."—*Exchange.*

ARRANGEMENTS are under way for a 25-mile road race for the championship of Bridgeport, Conn., the contest to be decided the latter part of September. The club championship of Bridgeport has never yet been decided in an open contest, although it is quite generally conceded that the Bridgeport Wheel Club legitimately holds that title at the present time.

THE Barnum Cycle Club of Bridgeport, Conn., are in financial difficulties, and the elegant fittings of their quarters have been seized to satisfy an attachment of $250.

IT is estimated that there are 50,000 cyclers in New York city, who would make daily journeys on their wheels to and from their respective places of business if they were provided with a thoroughfare of smooth pavement.

THE members of the Kings County Wheelmen are making preparations for their annual picnic run, which will probably occur on August 23 at Lake Success, L. I.

THE suburban wheelmen who have joined the new Union Bicycle Club of Boston are highly pleased with the convenient accommodations for storing their wheels during business hours. The membership of the organization is growing rapidly, ten new members joining at the last meeting. The club is the most active L. A. W. organization in Boston, holding regular weekly runs, and Capt. Otis has called a run to Portland for Saturday, July 25, and taking dinner Sunday with the Portland club. A cordial invitation is extended to all wheelmen to join the club, as it is the intention of its promoters to make it the banner club of the State. Any information in regard to membership can be obtained of C. Clark Orcutt, secretory, 24 Winter street, Boston.

THE Canandaigua Bicyclers' Club is the name of a new cycling organization recently formed at Canandaigua, New York.

Baron Kelleskrauss, a Captain in the Kovno Regiment of Artillery, who for the last four months has been touring on a bicycle through France, Spain, Morocco, Algeria, Italy, Austria, Germany, Poland, and Russia, arrived at St. Petersburg a fortnight ago, after a journey full of strange adventures. He was accompanied throughout his long ride by a favorite dog. The intrepid wheelman, who covered altogether more than 3000 miles, seemed greatly exhausted by the fatigue he had undergone, and was some twenty pounds lighter than when he started, but he was otherwise none the worse for his protracted exertions. In the course of his expedition he had to endure many privations, and was at one time laid up with an illness which lasted six weeks. The rate at which he travelled varied from thirty to sixty miles a day, according to the state of the weather and the condition of the roads. From St. Petersburg, Baron Kelleskrauss was to continue his bicycle ride to Moscow.—*Exchange.*

A CYCLING organization of thirty members has recently been formed at New Albany, Ind.

ON Sunday, July 12, about thirty members of the Lynn Wheel Club made a run to Gloucester, Mass. The party took dinner at the Pavilion, and then started for home, reaching Lynn at about five P. M., and voted the affair a pleasant one in every respect.

THE Hyde Park, Mass., Ramblers and the Norfolk County Wheelmen have joined hands and organized a new club to be known as the Hyde Park Cycle Club, in which fifty members have already enrolled themselves, and with a bright prospect for many more members shortly.

TWENTY-FIVE cyclists of Brookline, Mass., organized a cycling club in that town on the evening of July 15.

THE Olympian Cycle and Athletic Club was organized on the evening of July 16 at Washington, D. C.

F. W. FORNUSH of the Chelsea Ramblers and H. H. Atkins of the Somerville Cycle Club are touring in the White Mountains on safety bicycles.

THE Poughkeepsie Bicycle Club held an illuminated parade on the evening of July 17, about fifty members participating in the affair.

THE Shawmut Cycle Club of Dorchester, Mass., made a run to Nantasket on Sunday, July 11.

JERSEY City (N. J.) has a new bicycle club known as the Mercury Wheelmen.

SOME weeks ago a number of the East Orange (N. J.) cyclers visited New York and Westchester County as guests of the actors of the N. Y. Casino Co., and were royally entertained by them. In return the Casino people were invited to visit East Orange. The invitation was accepted, and on Sunday morning, July 5, Messrs. Jefferson De Angelis, Ed. Stevens, Max Figman, Ed. Smith and Gus Kirke were met at the Erie station in East Orange by about twenty-five of the East Orange cyclers, among whom were Harry Macdonough of the Casino, and Chas. Plunkett of the Francis Wilson Co., who are residents of East Orange and members of the Cyclers. After visiting the club-house the party rode to the Bend View Hotel on the Passaic, along the beautiful River road. After all hands had indulged in a swim in the river they partook of an elaborate dinner, after which they adjourned to the hotel parlors, where the members of the Casino Company entertained not only the cyclers, but also a good sized audience of other visitors. Messrs. DeAngelis and Stevens rendered solos from "Poor Johnathan," and Macdonough, Smith and Figman gave "The Dude's Trio," from "Apollo," to piano accompaniment by Mr. Kirke, the musical conductor of the Casino orchestra. On the return to East Orange a lunch was served at the St. Boniface. The visitors returned to New York at about 9 P. M. The run was pronounced by all one of the most enjoyable they have ever participated in.

THE Wissahickon Wheelmen of Germantown, Phila., will occupy their new quarters on Main street soon after Aug. 1, and the occasion will be made a notable one by the members of the organization. The new quarters of this prosperous organization are to be elaborately fitted up, and the seventy odd members of the club are to be congratulated.

THE Pequot Wheel Club of New London, Conn., are to hold a ball at the opera house on the evening of Sept. 1.

THERE is some talk of a cycling tournament at New London, Conn., this fall under the auspices of the Pequot Wheel Club.

THE Springfield (Mass.) Bicycle Club is enjoying a big boom, having at the present time a membership of 158; each and every one of whom is working tooth and nail to make the grand tournament at Hampden Park in September a brilliant success.

IT is said that Geo. M. Hendee will take part in several of the races at the tournament to be given at Springfield, Mass., in September next.

THE Brockton (Mass.) Bicycle Club made a run to Downer Landing on Sunday, July 19.

THE Premier Cycle Company have had stolen from their Orange branch, a "popular" Premier safety bicycle, diamond frame, No. 45856. The machine was second hand, in good condition, and fitted with a dark leather English saddle, stamped Foley & Webb. The company will pay a liberal reward for its return or for any information leading to it.

THE following route is given in response to the request of Mr. R. P. Jenks of Providence,, in the issue of the BICYCLING WORLD of July 10th: Greenport to Mattituck, 12 miles, via Southold, Peconic and Cutchogue; good road and path. To Riverhead, 9 miles; good riding. At Riverhead take train L. I. R. R. to Yaphank to avoid sandy stretch, unrideable. Yaphank to Brookhaven, 3 miles, poor; Brookhaven to Patchogue, 6.5 miles, fine; Patchogue to Babylon, via Bayport, Islip, Bay Shore, 20 miles; Babylon to Hempstead via Amityville, Newbridge, Belimore and Jerusalem avenue, 19 miles. Good riding all the way from Patchogue. Hempstead to Jamaica via Garden City, Hinsdale and Queens, 12 miles, fair riding; Jamaica to Brooklyn via East New York about 10 miles, fair riding. All the roads are more or less sandy, but sidepaths are numerous and good. GEO. R. COMINGS, Brooklyn, N. Y.

THE Middlesex Cycle Club, organized in 1888, was amicably disbanded at the final meeting held in Maplewood at the home of the Secretary-Treasurer, Tuesday evening, July 21, 1891. Lack of interest was the cause of dissolution, the club having 25 members in good standing, also a balance in the treasury. All business of the club was finally arranged and the balance of cash on hand equally divided between the members.

HAWKSHAW'S COLUMN.

"THE ladies, God bless 'em!" The brightest jewels in the crown of cycling; but even the brightest jewel is often marred by a flaw so small that it is invisible to any but an expert, and so it is with many of the fair converts to the wheel. Reams of paper and columns of space have been used in an endeavor to teach women some of the errors they are guilty of, but all to no avail; they pursue the even tenor of their way undisturbed by any of the remonstrances that may appear in print against what they consider to be fashionable. For example: Have all the articles that have appeared against woman's wearing those stage obscuring hats ever caused one single woman to don a hat smaller than the fashion called for? I should say not. Despite all of this, and the knowledge of the fallacy of trying to change the female mind from what it deems proper in dress and deportment, I am unwise enough to once more lift up my voice in feeble protest against a few practices of wheelwomen that are the flaws in wha would otherwise be the perfect diamond of female beauty. Some feminine writer upon the subject, made the wonderful discovery that tan shoes showed oil stains less than black ones did, and now many wheelwomen have accepted this as gospel, despite the proof of their own senses to the contrary, and are wearing light colored shoes for cycling. How very foolish this is? These shoes make the feet of the rider conspicuous and cause them to look much larger than they really are; and if for no other reasons than these, I should think women would discard them and adopt the only proper shoe for cycling, a black one. Another unwise fashion that seems upon the increase is the wearing of costumes, the sleeves of which are made in the form of a ham; that is, they increase in size from the rider's wrists to her shoulders, and there assume a balloon like expanse. Nothing could be more inappropriate or unbecoming than this, for as the rider rushes through the air the sleeves become inflated until they cause the fair wheelwoman to look like a female Sampson. I know all of this protesting on my part will not do one single bit of good. It will not cause one single woman to discard "yaller" shoes or "ham" sleeves; but then it is a duty I felt called upon to perform, and have therefore done so.

If you ask the average weelmen to explain why it is that cycling is so much easier than walking, you will usually be allowed your choice of the following: Because it is virtually walking while sitting down; because the rider propels himself as much by an automatic displacement of his weight as by the employment of muscular exertion; because each revolution of the pedals carries you over a greater amount of space than a step does when walking, and demands no more exertion than it does. All of these are in a measure true; in fact the sum total of them very nearly expresses in terms that are not scientific the reasons for cycling excelling pedestrianism, and yet few of these would-be explainers of the supremacy of wheeling stop to think that the bane of walking and of cycling, vibration, is less in the latter than in the former, and that therein lays much of the cause for the latter's supremacy. In the usual conditions in which we walk on the pavements and stones of cities and roads, each step is marked by the heel striking the surface over which we progress. This blow, which is the mechanical result of the transformation of a portion of the muscular strength exerted by the pedestrian and avoided by the wheelman, is useless for progression, and constitutes a loss in the return by diminishing the useful result, as in the case with friction in a wheel. Besides this mechanical drawback, the shock of the heel reacts on the entire organism, to which it transmits a perceptible vibration by means of the bony structures. Though this vibration passes unnoticed, on account of the relatively short distances that the pedestrian travels in a day as compared with the wheelman, it becomes on the other hand very marked when the walker attempts to perform afoot what the rider does awheel. This blow of the heel produces headache, and is a serious factor in the complex condition known by the name of fatigue. The lessson of the bicycle and its rubber shod wheel has not been lost upon those who study, and as a result Major M. A Collin advocates in a recent memoir to the French War Department the equipment of the foot soldiers of the French army with rubber heels to their shoes, when the infantry are called upon to take part in long marches. This is the nearest approach to the non-vibratory qualities of the modern bicycle that a pedestrian can hope to attain, and the fact that the lesson taught by the wheel has met with attention from so eminent an authority as the foregoing is indeed no small feather in cycler's cap.

Cycling enthusiasts will do well to study the ethics of the sport they adore. In the great craze for cycling among both men and women, the truth of the aphorism, "a little knowledge is a dangerous thing," has been verified repeatedly. So-called trainers and teachers, understanding little of the physiological effects of cycling, and less of its scientific principles, have been the cause of actual harm to the beginner in many cases. Physical training is nothing more than a course of systematic living, and success and safety in cycling depends upon proper sleep, diet, clothing, and ventilation, more than upon overstrained muscular effort. In cycling, as in mental work, one should cultivate his powers along the line of least resistance, and study wherein kind nature meant him to excel.

"HAWKSHAW."

THE NATIONAL MEET AT DETROIT

THE 25-MILE ROAD RACE IN RECORD TIME OF 1.25.11!

THE first real event of importance was the 25 mile handicap road race held Thursday afternoon. The day was fine and the roads in superb condition. The special train to Pontiac only had about 200 men on board when it was expected that at least three times that number would go out. A great many of the wheelmen had gone out on wheels, and the starting point had a big crowd gathered to see the men off. The distance from Pontiac to Detroit is 22 miles. and so the contestants had to run 1 1-2 miles out on the Rochester road and return to make up the other three miles. The time set for the limit man's start was 3.30, and exactly at that hour B. J. Graham, D. W., with a handicap of 20 minutes was started. At 3.35 C. T. Alward and F. T. Peitch, both of Buffalo, were sent along, and then at the regular intervals followed J. Kettinger, Buffalo Press Club; J. M. Keenan, W. L. Marks and J. Truesdell, all three Detroit Wheelmen, then H. Dickinson and L. W. Schimmell on pneumatic tires; E. W. Ballard, Chicago; C. H. Christ, Buffalo; L. A. Lafferty, Detroit Wheelmen; H. D. Osborn, pneumatic tire, W. Crane and H. E. Putnam and W. B. Young also on air tires. Van Sickien and C. S. Merrill of Chicago then appeared on air tires, and brought up the rear of the starters. The history of the race as seen from the observation train is as follows:

The party waited at the corner a short time to see several of the riders return from the trip out the Rochester road and get under headway for Detroit. Then the train pulled out and served the purpose of a moving grand stand. The road, or nearly all of it, was visible from the coaches, and as a wheelman was passed everybody yelled or whistled to cheer him up. At a point near Royal Oak and nine miles from the finish the train stopped and allowed the party to go over to the road and see the men ride by. A pail of water and dippers were secured at a farm house, and as the first rider, Graham, came in sight, a man ran alongside of him with a dipper of water. He took a couple of swallows, and in his haste to throw the dipper to the ground gave a couple of the party a shower bath. Each one of the riders was treated with like hospitality and all returned it in the same manner by throwing it into the crowd.

Following Graham in two and a half minutes came Kittinger, who was just thirty seconds ahead of Dickinson, Keenan, Trudell, Marks, Schimmel, Osborn, Young, Lafferty, and Alward went by in the order named, less than ten minutes separating them. Van Sickien had not appeared and the train could not wait for him, so the journey to Detroit was resumed. The train pulled around to the Woodward avenue crossing, and one of the first ones to leave started on a run for the finishing point. Seized by the same impulse, whatever it was, the rest joined in the running, and arrived at the finish about a quarter of an hour before the first one of the road riders. It was an awfully hot walt, too.

The crowd was a lively one and not composed of men solely, either. Ladies had turned out by the hundreds, and they were as anxious to be in the front rank as were the male portions. There was a profusion of ribbons and badges, and every State in the Union east of the Mississippi river was represented.

Shortly before 5.10 o'clock, word was passed down the lines that a rider was coming, and policemen and race officials ran up and down the narrow opening to keep it clear until he should have passed. The shouting began at the northern end of the lines and continued along through the gauntlet, while the bending form of B. J. Graham, of this city, sped along on a pneumatic tired safety, winner of first prize.

A momentary wait, and another demand to clear the way, for Kittinger, of Buffalo, was coming. Then came Dickinson, Marks, and Schimmel, three local riders, and each received an ovation.

The sixth man was spied far down the road, and his legs were observed to be going like the piston of an engine.

"Look out for Van Sickien," yelled Capt. Abel, and in an instant the flyer went by, moving almost as fast as though he were in a half-mile dash.

Osborn, Keenan, Lafferty, Trudell, Crane, Alward, and Christ followed in the order named, and the judges then deserted their posts to figure up. Owing to a difference of three seconds in the watches it took an nour to prepare the actual time, which was as follows:

Name.	Start.	Finish.	Actual time.
Graham	3.30	5.10.23 3-5	1.40.23 3-5
Kittinger	3.38	5.10.46 3 5	1.34.46 3-5
Dickinson	3.37	5.12.02 2 5	1.34.32 2-5
Marks	3.37	5.13.13	1.36.13
Schimmel	3.39	5.14.44 2-5	1.35.44 2-5
Van Sickien	3 50	5.15.11	1.25.11
Osborn	3.41	5.16.08 1-5	1.35.08 1-5
Keenan	3.37	5.17.19	1.40.19
Lafferty	3.41.30	5.18.50 3-5	1.37.20 3-5
Trudell	3.36	5.23.54 2-5	1.46.54 2-5
Crane	3.45	5.24.57	1.30.57
Alward	3.35	5.25.07 3-5	1.50.07 3-5
Christ	3.40	5.29.08 2-5	1.49.08 2-5

The time made by Van Sickien, 1.25.11, is the best American record. In one place the riders had to dodge a house which was being moved down the road. Marks took a tumble near Royal Oak but was not badly hurt, and Osborn's wheel broke at Highland Park, delaying him five minutes until Mr. Barrett came along and he loaned his wheel to Osborn.

Van Sickien wins the gold time medal for pneumatics, and Kittinger for solid tires. The prize winners are as follows:

B. J. Graham, first; J. Kittinger, second; H. Dickinson, third; W. L. Marks, fourth; L. W. Schimmel, fifth; N. H. Van Sickien, sixth; H. D. Osborn, seventh; J. M. Keenan, eighth; L. A. Lafferty, ninth.

THE PARADES.

THE lantern parade which occurred on Thursday evening, July 16, in connection with the meet at Detroit, was a grand success, a conservative and probably correct estimate placing 1200 wheelmen in line, and everybody, it appeared by the looks of things, was out to witness the affair, and the streets were fairly jammed with people. At a low calculation it is estimated that 50,000 people witnessed the parade.

The street car lines were totally inadequate to handle the business, and some of the cars carried 140 and more passengers. The route of the parade was along Larned street, to Beaubien street, to Jefferson avenue, and along the avenue to Belle Isle bridge and park. As the head of the line reached the park fireworks were set off, which added much to the brilliancy of the scene. Many of the wheels were beautifully decorated, some carrying as many as twenty lanterns. Altogether the affair must be considered a success, although the accommodation of passengers before and after the affair must come in for censure as being, as we said before, totally inadequate for the occasion, many people not being able to reach home before two o'clock the following morning, for no other reason than the poor transportation accommodations furnished.

THE parade on Saturday was a failure, the heavy rains and threatening weather combined with the miserable condition of the streets all itending to that result, as compared with the lantern parade on Thursday evening.

THE RACES.

FIRST DAY—FRIDAY, JULY 17.

THE weather was simply delightful Friday afternoon, but the attendance was not by any means what it should have been, not over 1500 people being in attendance. But what they lacked in numbers they made up in enthusiasm, cheering their favorites upon any and all provocation. The East captured all the championships to-day, and forbodingly Chicago looks forward to the morrow, for unless all signs fail, the bold, bad, amateurs of the athletic clubs are going to repeat last year's lesson, and carry off all the League medals. Summary of the races:

One mile novice, safety—L. W. Schimmel, Detroit, first; by award of foul, H. A. Cossitt, Owosso, who finished first having cut across him. Time 3.08 3-5.

One mile novice, ordinary—W. L. Marks, Detroit, first; O. W. Slocum, New Haven, Mich., second; C. H. Christ, Tonawanda, N. Y., third. Time 3 06 2-5. These three were the only starters, Marks and Slocum having it out all the way. Christ rode a cushion tired machine and was handicapped 20 yards. This handicapping of cushions and pneumatics in the scratch events was one of the bad points of to-day's events. We do not believe in handicapping tires at all, any more than in handicapping racing wheels when run in competition with road machines.

One mile club handicap, safety—J. M. Keenan, Detroit, 50 yards, first; L. A. Lafferty, Nashville, Tenn., scratch, second; H. Dickinson, Detroit, 70 yards, third. Time 2.52 2-5. The men strung out rapidly, and Keenan looked like a winner at the three quarters, but Lafferty made a splendid effort, nearly catching him on the tape.

Half-mile L. A. W. championship, ordinary—A. A. Zimmerman, N. J., first; H. A. Githens, Illinois, second; W. W. Taxis, Penn., third. Time 1.18 3-5. At the pistol shot Githens, who rode a pneumatic ordinary—the first appearance of the balloon tires on a high wheel in competition in America—rushed front, followed by Taxis and Zimmerman, going all the way on a spurt. Two hundred yards from home the men were bunched, but here Zimmerman forged ahead, and Taxis could not hold the pneumatic, while the Chicago flyer was not quite equal to the Jerseyman's long strokes. Score one for the East.

One mile safety, open—George K. Barrett, Chicago, first; H. C. Tyler, Highlandville, Mass., second; E. C. Bode, Chicago, third; E. P. Burnham, Boston, fourth. Time 2.32 1-5. By all odds the finest race of the day. started besides those named above: Geo. A. and W. D. Banker, Pittsburg and Buffalo; F. M. Brinker, Buffalo; W. C. Thorne, Chicago; J. R. Hazle on, Philadelphia. With the exception of W D. Banker, whose saddle came off, the men could have been covered with a blanket from start to finish. Tyler got 20 yards on a cushion, but waited for the field who were on pneumatics to a man, and then cut the pace all the way. 50 yards from the tape Barret let her out and collaring Tyler won by inches all close up.

Half-mile ordinary, open—A. A. Zimmerman, N. Y. A. C., first; H. A. Githens, C. C. C., second; W. M. Carman, Woodstock, third; V. J. Kelly, A. C. S. N., fourth; G. W. Dennison out. Time 1.20 2-5. Githens went back 20 yards with his balloon, but made it up finely. Half way down the straight Zimmerman spurted, and took the race handily, by three lengths.

One mile L. A. W. championship safety—W. F. Murphy, New York, first; F. H. Tuttle, I. C. C., second; J. M. Worden, Boston, third; S. B. Bowman, N. Y. A. C., fourth. Time 2.56 3-5. Murphy made his first and only appearance on the track to day, and as an exponent of headwork came near drawing the line too fine, nearly lost to Tuttle. The race was next door to a loaf, and Murphy hung back until the last hundred yards. Then he came up on the outside and beat Tuttle out by a foot.

One mile ordinary, handicap—Eight started, but Bliss fell and the starter endeavored to call the field back, but uselessly, and they rode the race out only to be informed that it was "no race." It was ridden off after the tenth event, resulting as follows: E. W. Ballard, Chicago, 105 yards, first; J. H. Draper, A. C. S. N., 85 yards, second; J. R. Hazleton, A. C. S. N., third Time 2.31 4-5. This was a practical gift of the handicapper to Ballard, who was never in any danger of being caught.

Quarter-mile safety, L. A. W. championship—W. W. Taxis, A. C. S. N., first; W. C. Thorne, C. C. C., second; E. P. Burhham, Boston, third; P. J. Berlo, Boston, fourth; Hoyland Smith, N. Y. A. C., fifth. Time .36 4-5. One false start and then down the straight came six flashing wheels, with the riders doing all they knew how. Philadelphia was in this, however, and Taxis was a length ahead over the tape, with Thorne, Berlo and Burnham in a bunch on his heels. From the Press box it seemed as though Berlo were up with Thorne, but the judges gave third to Burnham.

Three mile lap ordinary—Zimmerman, Githens and Carman started, Githens going back 50 yards, with his pneumatic and Zimmerman 20 yards with a cushion (beautiful for a lap of all races!) The first two kindly let the Woodstock man do the donkey work, Githens doubling up and spurting a hundred yards from the tape, only to have Zimmy go over first for two laps, scoring 6 points to Githens 4. On the finish Githens used his head, and rode as near the tape as he dared, waiting on the Jerseyman, and when the latter began his spurt, the ordinary swung into its stride like a flash, Githens getting across first by six inches. As this gave eight points to each man it was decided to run the last mile off, but finally the two men tossed it off, the Chicago man getting it.

A half-mile ride against time was then made by W. D. Banker and F. M. Brinker on a pneumatic tandem who, as the straight was bad, took the back stretch, starting at the first quarter and finishing at the three quar-



Another Transcontinental Tour on the

EAGLE.

Nelson A. Bradt finishes his trip to San Francisco on his Eagle. Riding days, 62; distance travelled, 4420 miles; average, 71 1-5 miles per day.

What he says about his wheel:

San Francisco, Cal., July 13, 1891.

Eagle Bicycle Co., Stamford, Conn.

Gentlemen:--Having finished my tour of 4420 miles across the country (from New York to San Francisco), I desire to inform you of the present condition of my "Eagle" after such a trip.

Were it not for a broken side brace (which I broke by a heavy fall on a rock in the Rocky Mountains) the wheel would be as good and as staunch as it was the day I left New York City. The nickelling is as fine as ever it was, and the spokes are as firm as can be.

All in all I assure you that the Eagle is considered by me to be the most durable, easiest riding, handsomest and best wheel on earth.

With this 4420 miles covered while on my recent trip, I have ridden the Eagle over 7000 miles since January 1st last, as I am endeavoring to ride 10,000 miles during 1891.

Respectfully yours,
NELSON A. BRADT,
The Trans. Continental Cyclist, New York to San Francisco, April 1 to July 4.

The Eagle has won a reputation as a wheel for speed and for scorchers.

It has also won a reputation as a wheel for solid, every-day riding, and the trip of Mr. Bradt is an illustration of its touring qualities.

For all around use it cannot be beaten.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

CLINCHER PNEUMATIC UNIVERSAL

ROVERS

IN STOCK. Price, $120,00.

The Most Practical PNEUMATIC TIRE Yet Produced,

AND A MACHINE UNEQUALLED BY ANY, AT THE PRICE.

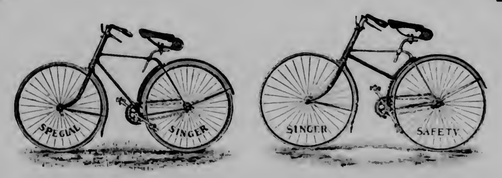
Nearly all styles of Rovers can now be supplied on receipt of orders. Reports of victories won on vers continue to come from all directions.

The JOHN WILKINSON COMPANY, 269-271 STATE STREET, CHICAGO.

Sixteenth Year in America.

1876 **1891**

The First Cycles in the United States



The Largest Cycle Manufactory in the World

SINGER & CO.,

BOSTON, MASS.

6 AND 8 BERKELEY STREET. 2 WARREN AVENUE.

NEW YORK: P. W. AYMAR, 2 Astor House, Broadway.

PHILADELPHIA: WALL & BOYER, 1714 N. Broad St.

CHICAGO: THORSEN & CASSADY, 60 and 62 Wabash Ave.

ter. The men got a fine start, and moving like clock work took the first quarter in 33 seconds. The half was done in 1.08, knocking the previous record (1.131-5 made at Peoria last fall)by over five seconds.

The wind blew strongly up the straight preventing very fast time, but nevertheless some excellent work was done, as the times will show.

THE RACING BOARD

have held a meeting this evening at which it has been decided to remove all handicaps of whatsoever description on tires of all kinds, and to-morrow's events will be run to the satisfaction of spectators, officials and contestants alike. This is a move in the right direction, and the Board deserves credit for taking the stand they have done.

SATURDAY'S RACES

had to be postponed on account of Friday night's rains, which made the track too heavy to do any racing. But what was Detroit's loss is the gain of the other cities. The deferred championships, it was decided at the Saturday night's meeting of the Racing Board. are to be divided between Hartford, Providence, Philadelphia, and Peoria, the Park Avenue Wheelmen of Philadelphia getting the mile tandem, to be run at their race meet on Saturday, September 12th, following Springfield's tournament.

Another most important action of the Board was the abolishment of all penalties on tires, and this is a change which cannot fail to meet the approval of all racing men.

THE EXHIBIT OF CYCLES

held in the Detroit Rink (which was used as the L. A. W. headquarters as well) was a very creditable affair, although not up to the Philadelphia A. C. C. cycle show.

SERCOMBE & BOLTE MFG. CO.,

of Milwaukee, Wis., occupy the first space on entering the hall, all the exhibits being ranged around the walls of the building. They have samples of their S. & B. spring fork safety, their spring fork saddle, and the new Bolte pneumatic tire, which they are selling at $25 a pair. Of these the complete tires and sections of the same are shown. Mr. Sercombe looks out for the interests of the company.

GEO. R. BIDWELL CYCLE CO.,

New York and Chicago, are next door, and have a handsomely decorated enclosure, in which they are showing Tourists, Warwicks, Psychos and Kenwoods; a sample '91 Warwick and Psycho being shown, each of which is fitted with the Thomas pneumatic tires. They also show all the special sundries manufactured and handled by them, including the Bidwell cyclometer, Perfection tire heaters, Perfection alarm bells, and their new triangular rubber pedals. The space is carpeted with handsome rugs and palms have been used profusely. The Thomas tires, of which several are shown, both entire and in section, attract a great deal of attention. The company lay great stress upon their tire as perfected, claiming that the pneumatics which have been condemned have been faulty in construction, but that their new tire, as now constructed, will give as good service, with reasonable care, as a solid or cushion, the air tube being guaranteed against all "blow" holes, which cause leakage; the non-expansible tube being made seamless, rendering it less liable to part; the new valve being an automatic one of brass, and being vulcanized to the air tube, rendering leaks impossible, while its construction permits deflation whenever desired, by simply unscrewing the cap; and the outside cover being made under hydraulic pressure in such a way as to permit of a stretch lengthwise but not sideways. Mr. Frank N. White was in charge, with Mr. A. A. Taylor, manager of the Chicago branch.

THE PRESS BOX

space was nicely arranged for the convenience of the fraternity, and for this courtesey they are indebted to the Geo. R. Bidwell Cycle Co., who paid for and furnished it.

HARTFORD CYCLE CO.

came next, also carpeted and decorated with palms, in common with the Pope Mfg. Co.'s space, next on the right. They show the Hartford in nickel and enamel, as well as the ladies' wheel, Mr. D. J. Post being in charge.

THE COLUMBIAS

embraced all the various styles of these "old reliable" wheels, there being the men's and ladies' machines in nickel and enamel finish, and one of their new racing safeties, fitted with pneumatic tires, together with the Expert on which Thomas Stevens belted the globe, looking as natural as when it was exhibited in Boston; in the window of the *World* office, New York; and at the Philadelphia cycle show. Likewise Lallement's original velocipede, which attracted the attention of many of the curious. A double space was occupied by the Columbias, the following gentlemen being among those of the force present: Messrs. E. W. Pope, Jr., R. D. Garden, C. F. Joy, L. E. Hickok, H. Leinhardt, from Boston, and W. A. Richwine and Mr. Carlisle from Hartford, with H. B. Handford and E. S. Shemway, of the travelers.

THE DETROIT WHEELMEN

occupied a booth in the central part of the northern side, where all the visitors registered. Adjoining them was the

GORMULLY & JEFFERY CYCLE MFG. CO.,

who showed (place of honor and the only one in the show) a good old ordinary, Light Champion, rational pattern, fitted with cushion tires; one of the new diamond framed Ramblers, and a nickeled ladies' Rambler, both of which were beauties. They also had a full line of the Rambler family, and in addition exhibited an Ideal single and an Ideal tandem tricycle, also the only ones shown. Of course their complete line of sundries specialties were exhibited, including all their lamps. Mr. R. G. Betts represented the company, well assisted by Messrs. J. L. Pratt, D. L. Bridgman, and Tom Roe; while in emergencirs Editor Barrett threw himself into the breach.

FEATHERSTONE

held the first space at the eastern end with three pneumatics of his standard make, and four cheaper wheels,whose points were well explained by Mr. Bowbeer. They are now able to furnish from stock, but the demand for the balloons has been so heavy that the orders were far in excess of their expectations. Mr. A. du Cros was also a prominent personage, and he created an excellent impression.

THE WESTERN WHEEL WORKS

With a complete line of their wheels, the Rush, Crescent, Juno, Junior and Pet, in all their varied assortment of prices and qualities, occupie the space between Featherstone and the

GRAND RAPIDS CYCLE CO.,

who showed the Clipper Safeties fitted with solid and cushion tires, t latter being their own special cushion. Mr. L. T. Wilmarth, the Secreta represented them.

THE ELLIOTT HICKORY CYCLE MFG. CO.,

had on view several of their Hickories, as well as a Hickory wheel i parts, showing the spokes, hubs, etc. Especially deserving of mentior the fact that they presented the first bicycle made with seamless st tubing of American manufacture, the tubing being made by the Shelb ville Seamless Steel Tube Co., in which Mr. Lozier is interested.

ROUSE, HAZARD & CO.,

Of Peoria, were on hand with their Sylph spring frame safety, and th also had a line of Ormondes and Salvators, with Fred Patee in charge the whole. What time Mr. Patee did not devote to his wheels was put booming the Peoria tournament.

THE C. F. STOKES MFG. CO.

occupied a double space on the south side, which was set off by palms a decorations. The Unions were shown in all the various styles of spr and stiff frames, with ladies' and mens' wheels in nickel and enar finishes. Thirteen machines was the sum total of one of the handsom exhibitions in the hall of the

UNION CYCLE MFG. CO.

Messrs. J. B. McCune, J. C. McDonnell and W. Measure were presc while Messrs. C. F. Stokes and Tillotson held up the Chicago represen tion. The Stokes people have the novelty of the show in the Ster Safety, a new wheel which they are building of handsome appearan

The wheels are 30 inches in diameter, with tangent spokes, which are butt-ended in the hub flanges and fitted into the rims by means of nipples, admitting of perfect adjustment. The rims are the crescent pattern, rolled to such section as to give the greater amount of material in the centre, where the rim is pierced for the spoke nipples. The sprocket gears and chain run within the frame and are braced in the strongest and simplest manner, thereby dispensing with the chain guard. The gears are a specially large size, both front and rear; driving the wheel much easier and faster than the ordinary gearing and requiring really less effort, and both sprockets are easily detachable, while the chain is of a special light pattern, double pitched and milled, a simple and effective adjustment being provided.

Ball bearings of the most improved design, adjusting laterally, are fitted to all the bearings through the machine, and they are dust-proof and oil retaining. All cones are turned from cold steel and are then ground until they are positively accurate, while the balls are not rolled, but turned. Each bearing is covered with a dust-proof washer. The cranks are extremely light and tough with a throw of from 5 1-2 to 6 1-2 inches. A specially large ball bearing is provided for the steering head.

The frame is a double diamond pattern, thoroughly well braced, its construction being such that every part acts as a brace against the other, making a strong, as well as a handsome frame. Another special, patented feature of the Sterling Safety is the Duplex Balance Spring Fork, a device to absorb all vibration usually transmitted to the arms and chest of the rider. The axle of the front wheel is so constructed that it cannot get out of line, or permit the wheel to vary its running or change its position in the forks. This spring fork acts much like a perfect scale, when the front springs yield, the rear springs are compressed, and vice-versa. The steering is in no ways affected and the wheel may be ridden hands off with but little practice.

Each machine is finished in lustrous black enamel, baked on to a finely polished surface and the nickeling is the very best quality.

The machine weighs with solid tire, all on, 48 pounds, and it was very much admired by the numerous visitors to the rink. Mr. Stokes has bought a controlling interest in the New Era Co., and the Sterling is being manufactured by them.

In a booth gaily festooned with yellow drapery are found the

STOVER BICYCLE MFG. CO.,

with Thomas Kane & Co. their general Western agents. Mr. J. F. Palmer was in charge, representing the latter firm while Mr. R. C. Lennie did the honors for the Stover Co. They showed the Phœnix fitted with pneumatic and cushion tires, the Paragon for both ladies and men with solids and cushions, and the Iroquois convertible, also with solid and cushion tires. Various parts of the machines, in the shape of hubs, cranks, ball rolls, cones and other forgings were set out for inspection.

High up along the railing surrounding the galleries, in the last space nearest the door was the name,

OVERMAN WHEEL CO.,

while immediately in the centre of their space was hung a broad black sign, with the legend "Victors," the letters being formed of Victor wrenches. The Victor line was all there. Models B, C, D, E and 1 the Victorias. A full nickeled model C was a beautiful specimen of workmanship. One noticeable absence was that of the Victor Light Roadsters, nor was this confined to the Overman exhibit; for with the exception of G. & J's Light Champion no other ordinary was visible. It was safeties, safeties, everywhere. The Overman space was unquestionably the most handsomely furnished in the building, they having couches and easy chairs provided for the benefit of the weary. The Overman band was stationed here on Friday evening and Saturday afternoon and rendered among other things the overture to William Tell and a Hunting Chorus that were

peatedly encored. Mr. C. R Overman (as ever, the pink of courtesy) was the "head of the house," assisted by Messrs. W. C. Overman, the Boston manager, and C. L. Pepper, Superintendent, C. E. Hadley, G. H. Powell and C. C. Morgan.

The exhibition was one of the features of the meet and formed a general rendezvous for all the wheelmen. Besides the regularly assigned spaces there were various novelties shown, among them being two or three machines.

THE BUFFALO CYCLE WORKS

had one of their new Buffalo Light Roadster safeties at the meet, owned by Mr. Brinker, who used it in his races. It was fitted with pneumatic tires, and is not only a genuine light weight safety, but is exceedingly graceful. Of true diamond frame pattern, the tubing is lap brazed at the joints and the wheels are tangent-spoked, with Warwick's hollow rims. Altogether we have not seen a more graceful or taking safety in a long while and it is no wonder that they are behind their orders. The tandem ridden by Banker and Brinker, in breaking record on Friday, was one of their manufacture and design, and it is of such original design and bracing that although it weighs but 55 pounds, with pneumatic tires, it is perfectly rigid. Of this the wonderful time made by the two Buffalo riders is the best proof. The Buffalo Cycle Works is a new concern, started this spring, Mr. B. D. Harris being the superintendent. They have a limited capacity at present, but expect to enlarge this fall.

D. PETTIT & CO.

Philadelphia, also had one of the Common Sense safeties, at the meet, which was curiously gazed at. Mr. A. G. Powell, their superintendent, is the designer of the wheel, and it is a very easy runner, and should prove a seller. The wheels are hickory with roller bearings, but the frame and forks are of the best seamless steel tubing. The present pattern is a drop frame, but they will shortly put on the market a diamond frame of higher grade. $75.00 with solid, and $80 with cushion tires, are the prices of the machines.

NOTES.

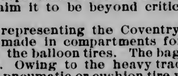
The Stover people are going to bring out a non-stretchable chain.

The Shelbyville Seamless Steel Tube Co. had their representative circulating among the trade, with samples of their new tubing, the first of American manufacture, and which it is sincerely hoped will fill a long-felt want. It seemed of excellent quality and appearance, being in looks fully up to the best Credenda.

Circulars relative to a pneumatic bicycle seat for attaching to saddles are distributed by a representative of the Pneumatic Bicycle Seat Co., of Toledo, Ohio, who claim it to be beyond criticism so far as comfort is concerned.

Mr. Percy Harris, representing the Coventry Machinists' Co., shows a pneumatic tool bag made in compartments for holding all the needed utensils for repairing the balloon tires. The bag can be carried either on handle bar or saddle. Owing to the heavy trade, the Swift people were unable to exhibit any pneumatic or cushion tire wheels.

Kennedy-Child showed us a cushion tire with which the Warwick Co. have been experimenting quite successfully. The face of the tread is something like this—



On hard roads the tread will be about the same as on a solid tire, but on soft roads the bearing or tread surface would be extended the full width of the tire. The tire has no hole in it, but the cushion depends on a space between the inner surface of the tire and the inner surface of the rim. Mr. Child said that the front tire had been run 2000 miles, and then it showed very little signs of wear.

Messrs. Sercombe and Bolte showed a pneumatic tire, the section of which was a flat U shape with the top closed. The inner coat was of fine rubber, and this was strengthened by wrapping strip after strip of tire tape around same. We found it almost impossible to puncture same with a pin; in fact we did not succeed in putting a pin through it. The claims are that this tire is easy of repair, as the tire tape can be stripped off at any point, a patch placed on the puncture, and then the tire tape is wrapped over in place again. The idea seemed a good one, and if in use the tire has the resilience of the regular pneumatic. We think that Messrs. Sercombe & Bolte have got a good thing. We noticed fitted to this tire one of the best air valves we ever saw. It was strong, simple, and sightly. "ARIEL."

NOTES GARNERED AT DETROIT.

THE C. F. S. C. C. U. S.A. held a banquet Friday evening at Swan's parlors. Nineteen prominent men enjoyed a most excellent supper, among whom were Walter Measure, President; C. F. S. Stokes, Chicago, Second Vice-President; Jack Robbins, Chicago, First Vice-President; Wm. Herrick, Chicago, Marshal; Kennedy-Child, Boston, Grand Orator; J. E. Poorman and Mr. Smith of Indianapolis. Following the "feed" came the wine and speeches. Kennedy-Child, in his own inimitable style filled nobly the position of toast-master. From the frequent and mighty bursts of applause was learned the popularity of the sentiments evolved. The C. F. S. C. C. U. S. A. was organized last year at Niagra Falls and has steadily increased in membership ever since. Its objects are known to the members, and they are all right. The club's cap, by its prominence, is remembered by all who have attended the big meets of the country the past two seasons.

The badge fiend was there in full force and he thought not of the meet nor of being social, he did not care a rap for anything but "what badge you had to trade" and where you get this or that badge.

There were several good runs, and as many points of interest around Detroit, but nary a wheelman could be found who was ready and willing to conduct you around. Belle Island Park was discovered early Friday morning by accident. Arrangements had been made by the Detroit Wheelmen with the steamship companies so that League tickets were good for a passage to the island with the jaw breaking name. Few knew this, however. The moonlight excursion was postponed, owing to the inclemency of the weather. Where were the reception committees at the trains? Where were the reduced rates at the hotels? Where were the thousand and one things promised and not fulfilled? Detroit wanted the meet and she got it!

Messrs. Simon, Holthoefer, and Walker of Chicago were members of the Hunt touring party from Grand Rapids, and had an excellent time and splendid tour.

The newsboys, boot blacks, and "wheel cleaning boys" deserve to get rich. They wouldn't take no for an answer, and consequently plied a lively little business.

The members of the Springfield(Mass.) Bicycle Club who were present were hustlers. They prevailed upon the Chicago Cricket Club members to change the date of the Chicago tournament and come down to Springfield September 10th. From one of the Springfield members I learned that N. H. Van Sicklen had promised a party of thirty. This party will be easily made up, and journey to and live at Springfield in the car. Hartford and Springfield will be taken in, and the party joined by the Eastern contingent could come direct through to Peoria or Chicago, according to which is first. In this way a very enjoyable trip would be the result.

H. A. Githens would have done much better had he ridden his solid tire.

Bodes' defeat of W. C. Thorne in the mile open safety was as much of a surprise as was his first defeat of the "King" at Rockford, July 4th. Bode was third and Thorne fifth.

THE call by President Dunn for an informal meeting of the Chairmen of the Committees and the Chief Consuls to discuss ways and means, did not bring out a very large attendance. A few of the invited responded, and an exchange of ideas was made. There was nothing done of sufficient importance to report.

On Friday evening at the rink, President Dunn, Vice-President Burdett, Sterling Elliott, and others addressed the audience. Mr. Dunn thanked the Detroiters for their hospitality, and facetiously remarked that the visiting wheelmen had captured every thing there was in Detroit, even the hearts of the fair ladies of the City of Straits. Major Burdett spoke of the work of the League, and Sterling Elliott spoke—well, spoke in the way that only the Hickory man can speak. Dan Canary gave an exhibition of fancy riding which brought down the house. Mr. Griffith spoke very nicely, and in a few well chosen words welcomed the visitors to Detroit and thanked them for being there. The occasion was enlivened by music from the local band, and also melody from the Overman Wheel Company's band.

Every man, woman and child that Sterling Elliott saw was decorated with one of his Hickory badges, and the inhabitants along the line of the G. T. R. R. where the train stopped were presented with one of those attractive little nickel souvenirs. Elliott came near being killed at the rink on Friday night in the mad rush made by the people for one of these badges. He had to ignominiously fly and cail in re-inforcements in the persons of Stall and Peck for protection. It was a very funny sight to see Mr. Hickory rushing round the rink and calling wildly for assistance.

Mr. Lozier was arrested on Thursday night on the grave charge that "he did steal (steel) tube." He promptly plead guilty, but as the accusers wanted a trial, his attorney, Mr. A. Kennedy-Child, feelingly appealed to the judge to bring in a verdict of not guilty, on the plea of insanity. This touching appeal, together with the testimony given by one for the defence, the prisoner was acquitted, and the trial degenerated into a dispute as to who should pay for the soda water.

Mr. C. R. Overman was also arrested on a very grave charge, and at one time it looked very blue for the prisoner. It came out, however, on the evidence for the defence that one of the witnesses for the State "wore pants," thus an alibi was proven, and Judge Bassett dismissed the case and was promptly sat upon by the jury, the lawyers and the prisoner.

Among the missing we would like to have seen Messrs. Mott, Bidwell, Luscomb and Bull.

Ned Oliver was there as was also Mr. Garden. The Boston contingent had among its representation Lon Peck and W. W. Stall, Mrs. Stall also. That jolly good fellow, C. C. High of Ohio, added the sunlight of his cheerful countenance, and George Atwater and Pop Brewster were on hand, the merriest of the merry. By the way Brewster thinks Dan Canary the greatest man on the top of the footstool, and he does not base his opinion on his skill as a trick rider either.

It was too bad that proper provisions were not made so that Banker and Brinker's splendid half-mile tandem performance of 1.08 could go down as a record. The timers were a quarter-mile away from the start and finish. If care had been taken a record would have been made.

H. C. Tyler of Highlanville has established himself as a first class man. In the first place a race in which Tyler appears will not be a loafing race. He has speed, endurance and a determination to make his competitors hustle. Barrett of Chicago has come out wonderfully strong this spring. Murphy, Barrett, Tyler, Worden and H. Smith, what a quintette!

To see Zimmerman slowly push those levers down and forge to the lead is a sight that stirs the blood in the heart of the lover of sport. It is done so *easily*, don't you know?

The initiation to the Hickory Club was severe, and the Corey Hill bounce, one of the features was enjoyed muchly—by the spectators.

It was a funny mistake that put E. P. Burnham, Newton, Mass., as a novice on League racing programme at Detroit. It was suggested by a Western man that perhaps the veteran had been born again.

There was an undoubted undercurrent of resentment against the administration on the part of certain of the Western contingent. We wonder why it is that Sam Miles is so everlastingly down on the A. A. U. There must be some reason.

While in Detroit we met Mr. Robbins of the *Review* face to face. We found Mr. Robbins a large, muscular man, therefore instead of denouncing him in unmeasured terms we suggested an adjournament to a soda water(?) fountain, and then and there we mutually agreed to fight it out—on paper—until death relieved the earth from the incubus of a hated presence.

The Overman Wheel Co.'s band did much to enliven the proceedings at the exhibition and at the races. One sweet aria they played especially recalled tender recollections and almost brought tears to our eyes.

Dan Canary cannot only ride a bicycle upside down and every which way, but as a dialect story teller he is also a grand success. His imitations of English, Scotch and Irish dialects were the best we ever heard off the stage.

Mr. Alf du Cros was at Detroit. Mr. du Cros will make the States his permanent home. He is quite a young looking man to have such a wonderful racing record. It is doubtful if Mr. du Cros will take to the path in this country.

In the one-mile championship the decision that Worden did not get first place was a surprise. Of course the judges knew what they were about, but a marvellous number of outsiders (ourselves included) thought that Worden got there first. He is riding in great shape anyway.

THE OVERMAN WHEEL CO. AT DETROIT.

A SPECIAL Wagner car left Springfield, Mass., Tuesday evening, July 14, containing the following representatives of the Overman Wheel Co., Chicopee Falls, Mass., and invited guests: W. C. Overman, manager Boston Branch; C. L. Pepper, Supt.; C. E. Hadley, master mechanic; G. H. Powell, advertising manager; C. C. Morgan, Supt. Agencies; A. B. Barkman, bicycle manager; A. G. Spaulding & Bros ,New York, Robert Thornson, Rochester, N.Y., Geo. C. Sweet, Buffalo, N. Y., John W. Drown, Sec'y. Springfield Board of Trade, and A. O. McGarrett, clerk of Common Council, Springfield Mass.

The Overman Wheel Co. band, 25 pieces, accompanied the party, and at the principal stops en route played several choice selections. Detroit was reached late Wednesday evening, but all were enthusiastically greeted by a delegation of wheelmen, who escorted the party to the club headquarters.

The services of the band were placed at the disposal of the meet managers, and to say that they were fully appreciated is to put it mildly. It was a stroke of enterprise on the part of the Overman Company.

D. J. Canary was also present, and performed many of his difficult feats with his Victor safety.

The return trip commenced Saturday evening, July 18, and a more genial and tired party than the one that rolled into Springfield Sunday afternoon, would be hard to find. The Overman Wheel Co., do nothing by halves. Even President Overman, who was fishing down East, unable to be present, kept up his end (of the line).

A CANNIBAL'S INQUIRY.

Written for the Bicycling World.

A wondrous thing passed through our town,
The town of Kilucan;
It flashed like lightning down the street,
As after it we ran.

Its upper half, resembling man,
Looked firm as bolt of steel.
Its lower half, the whole town swears
Was a revolving wheel.

The women fainted, children screamed,
Men started in pursuit,
But with alarming ease it sped
Along its rapid route.

It looked so much like man, we thought
We wouldn't have to kill
Our people, if its upper half
Our appetite could still.

Can you who dwell in Christian lands
And all things seem to know,
Inform us whence this strange thing came,
Or whither did it go?

June 23, 1891. CHAS. MCCARTY, Providence, R. I.

A BOSTON VETERAN OF TWO WHEELS.

It seems odd to consider myself a veteran, for I still feel as young as when I first mounted a wheel, but I suppose I must lay claim to the title of a veteran wheelman. The youthfulness of my spirits is doubtless largely due to the fact that I am a wheelman. We early devotees of the wheel have been singularly constant in our allegiance to the sport. We were attracted to it by the opportunities it promised for healthful exercise, for a pleasant and speedy means of passing from place to place, for enjoying the delights of fresh air and sunshine and the manifold attractions of the wayside and the rural landscape. We have been tempted to no excesses of speeding or trick riding, and consequently have not lost our zeal through over indulgence.

We have pursued the sport moderately and leisurely. Cycling has been a means and not an end. We have used our wheels as we would use horses; for the promotion of enjoyment out of doors, not merely for the sake of wheeling, after the manner of the horse fancier who only cares to get behind a fast nag and is oblivious to all else on the road. Therefore the same motives that made us wheelmen have kept us wheelmen. Therefore we still see, as in those early days, gliding over the suburban ways and over the almost literally sandpapered roads of the parks that have come into existence since then, apparently for our especial benefit and delight, the familiar faces of Col. Pope, Hodges, Weston, Pratt, Dean, Ipsen, E. W. Pope, Chandler, and even good old Dalton pedalling gravely along with mental vision apparently intent upon somebody's horoscope, and the progress of age arrested by the alchemy of the cycle.

Looking backward over the eleven years of my experience it does make me feel a bit like a veteran to think of the changes that have taken place since that first meet at Newport when Pitman and I started out adventurously together on the bright morning of Memorial Day in front of Trinity Church and wheeled gaily southward through the blossoming freshness of late May, over the fine roads that carried us beyond Sharon and changed to wearisome sand thereafter—bringing us into Providence at dusk hungry and thirsty, but by no means exhausted; the steamboat trip through the rain to Newport the next day, and the pleasures of the meet and the first wheelmen's convention so gracefully presided over by Pratt. Of the cordial greetings of wheelmen on the road, as they met or overtook each other, recognizing in the wheel a bond of fraternity and giving rise to a mutual regard and pleasant bit of courtesy which men in carriages would never think of showing as they passed—a custom that happily has been handed on and on and promises to remain an established usage. Of the charming informal acquaintances thus made in these chance championships of an hour or a day. Of our jolly old Middlesex Bicycle Club in Malden, with its nightly gatherings of happy young fellows, now dashing up to Melrose or over to Medford and Arlington, like a flock of fireflies with our hub-suspended lanterns; or speeding down to Revere beach in the summer evening and in a state of nature, taking an after dark plunge in the surf. Of that memorable moonlight parade in Malden, when we of the Middlesex took a notion to put an item in the Boston papers to the effect that we were going to hold one the next evening and inviting other clubs and wheelmen to join us; how, to our astonishment, they gathered by scores at the rendezvous, turning up from all directions. What a long line we made, and how half the town turned out to see the show and people drove in carriages from neighboring towns to look on; it was altogher a great success.

In those first days a wheelman was a novelty; everybody turned to look as he passed, and further out in the country the eyes of passers usually stuck out like saucers. Thomas Stevens caused hardly more of a sensation in mid-Asia than we occasionally did in those days in some places within a score of miles of Boston. But how rapidly our ranks were recruited! In 1885 it seemed as if about everybody had become a wheelman, though where there were dozens then there are hundreds now.

I can hardly reconcile myself to some of the changes. Particularly in the roads. The car tracks seem to run about everywhere, and many of our favorite old sandpapered thoroughfares have now been made well nigh impassible. The car tracks have forced the wagon and carriage traffic into the comparatively narrow spaces at the sides, so that the wheels, keeping the same lines, rut the surface and the horses tear up the remainder with their hoofs, making most villainous roads. With the best of attention from the authorities it is next to impossible to keep most of these roads in decent repair where the cars run. Happily the movement for good roads now becoming formidable, thanks to the most public spirited of men connected with wheeling interests, promises soon to give us an abundance of good ways everywhere, with enlightened methods of construction and maintenance.

This occupation of the highways by car tracks has, however, largely been compensated for by the beautiful parks that have been created. To the south of the Charles the growth of the splendid Boston park system is adding year by year to the enjoyment of wheelmen, beside which are to be reckoned the noble boulevards of the Beacon street improvement and the Commonwealth avenue extension. Improvements like these are invaluable in promoting the growth of wheeling, for, say what you will, there is little pleasure in riding over rough roads, with the nerves continually on a strain to guard against mishaps and the attention diverted from the wayside sights and scenery by the necessity of keeping a constant eye upon the ground.

To the northward of Boston we have also been fortunate in gaining the great boon of that noble public forest, the Lynn woods, established by the city of Lynn, and forming the next to the largest municipal public pleasure-ground in the Unites States, coming second only to Fairmount Park in Philadelphia. It is a delightful place; a wild expansion of wooded hills and glens, with four beautiful lakes, and something like six miles of fine, smooth roads, mostly newly constructed through the most picturesque portions. The ways thither from the northern suburbs of Boston, and nearly all the neighboring cities and towns, are for the most part admirable.

The most marked change that has come during my wheeling career is that of the advent of the "safety." But what a run the tricycle had for a while? It brought women into the sport and gave us a deal of charming companionship. Some of them used to sigh for the freedom of the bicycle, however. That wish then seemed hardly possible of realization, but now the safety has driven out the tricycle almost completely, and the wheel-women have become, almost without exception, confirmed bicyclers! The new form of wheel seems to be carrying everything before it. Old men and young boys and girls alike use the safety tandem as well as single.

As for myself, I am still a conservative in this matter. I yet cling fondly to my old high wheel, and fancy that on the safety—which I have never yet tried—one must miss much of that free flying motion, almost birdlike in its sensation. Possibly I may come to it yet, for there are certain compensating advantages in the ability to venture into various difficult places and pass various obstacles without fear of a header. And as years pass, the desire to do this naturally increases with a wheelman.

In another matter, I suppose there are not many wheelmen who have had a parallel experience. In all my years of bicycling I have possessed but two machines. I am apt to form attachments for the things that I use, and hate to part with them. What a pity, for instance, that just when a pair of shoes is feeling the most comfortable they get worn out. I had a watch given me on my sixteenth birthday, and I wore it until it was stolen from me last year. The finest gold watch had not the value of that silver one in my eyes. SYLVESTER BAXTER.

THE PEORIA MEET, AND AN OPINION ON THE ALLIANCE.

PROSPECTS for a successful Peoria Tournament were never brighter, and we feel confident that the tournament of '91 will far surpass its predecessors. The Prize Committee is now actively at work, and judging from the list of valuable prizes already secured, it is evident that last year's $3500 list will be far surpassed. The committee is determined to excel the $1000 piano offered by the Springfield Club, and to maintain the past reputation of the Peoria tournament, of giving the most valuable prizes of the year. This does not look very much as if we were opposed to Rule G. The fact of the matter is that our club is very much on the fence in regard to that matter, as we feel that if that rule is enforced it will hit the smaller tournaments very much harder than our own, as the really fast men, and men who ride for glory more than prizes, will be very sure to compete at the Hartford, Peoria, and Springfield tournaments, even though they attend no others. Our club here has practically the same feeling in regard to the present Dunn-Randall difficulty that, practically, all wheelmen in this part of the country seem to have. It seems to us that while the Alliance between the L. A. W. and the A. A. U. is in the main good, nevertheless, article five, wherein it is stipulated that "in case of disagreement between the L. A. W. and the A. A. U. upon any point covered by these articles, the same shall be submitted to the Board of Governors of the A. A. U., including the member of the Board appointed by the L. A. W.," etc., is a very jug-handled affair, and places the L. A. W. entirely in the hands of and at the mercy of the A. A. U. in the event of a disagreement.

Past experience goes to show that disagreements are pretty sure to arise, hence it appears to us here that while the Alliance without this clause is most excellent, that with it it is quite the contrary. This, together with President Dunn's methods, and the arbitrary manner in which Rule G was declared unconstitutianal, are the points objected to, and are the real reasons, as I understand it, for the resolution adopted at Rockford at the meeting of the Illinois Division, July 4th. However, be all the above as it may, as long as other clubs are permitted to offer valuable prizes, our club does not propose to be behind hand in offering inducements for all the fastest men in the world to compete upon our record breaking track. A very handsome photogravure advertising this year's tournament has just been issued. It is a very fine reproduction of a photograph taken at the close of the record breaking contest of last fall. The group contains 30 of the world's fastest men with their trainers, together with some of the officials of the meet. The group includes such faces as Windle, Zimmerman, Laurie, Murphy, Lumsden, Berio, Rich, Prial, etc. It also shows "Birdie" Munger in the position which he assumes when announcing the result of a race; also the amphitheatre filled to overflowing as it appeared on one of the days of the tournament, etc. This interesting souvenir will be sent free to any address on receipt of five cents to cover postage and packing. Address C. V. Oden, Secretary of Peoria Bicycle Club. A feature of this year's tournament will be a road race, but whether it will be for 50 or 100 miles, has not yet been fully decided upon. The course will be the famous Chillicothe road which runs along the Illinois river, with the river on one side and high bluffs on the other, with scarcely a grade in its entire length of 20 miles. It is a gravelled pike, and can be depended upon to be in good condition at all times. Elegant prizes will be offered; and as some of the fastest road riders in America have not only promised to compete, but are taking great interest in the matter, a most interesting contest can be depended upon. It has not yet been decided whether this race will be conducted as a scratch or a handicap affair. A most elaborate and attractive programme for the entertainment of visiting wheelmen is now being prepared, and as Peoria's hospitality is now well known, every wheelman that comes can do so with the full assurance that no effort will be spared to make his stay pleasant and one to be long remembered.

Yours truly,
H. G. ROUSE.

TO BISHOP COXE.

So Bishop Coxe, our conduct shocks
Your finer moral senses?
But do not grieve, and pray believe
We'll stand the consequences.

We trust that use will change your views
And cycling seem less shocking;
Don't make a law because you saw
Suspicions of a stocking.

MISS * * * *.

THE ELWELL TOURISTS IN FRANCE.

AFTER spending a pleasant week and several francs in the gay metropolis, taking in the many attractions to which their varied inclinations led, the tourists left Paris on the morning of June 27, under the guidance of Mr. Ramelot of the Singer Cycle Co., who had kindly offered to escort the party out of the city. Mr. Collins, who had met us at Havre, remained in Paris, and Mr. Elwell left us also at that place as the business engagements of these two gentlemen made it necessary for them to leave the party. They are both "jolly good fellows, well met," and we bade goodby to them with a feeling of reluctance. From Paris the tourists are under the guidance of Mr. Higgins, who takes as good care of his little band of wheelmen as any old hen of her brood of chicks. After four or five miles of the pavement had been passed, we came upon good roads again and we sped away, feeling that the gaiety of Paris had not taken the delights out of wheeling, and that the week's gaiety had made us rather anxious to get on the roads again.

So fine was the road as it stretched away in the distance between rows of shady trees that the fast ones of the party were in their glory, and could not resist the temptation to do some scorching. The more conservative riders took their time, enjoyed the good roads and the scenery, and in the evening all had arrived at Fontainbleau. Many thanks are due Mr. Ramelot for his kindness snd hospitality. He extended his kindness in procuring a guide to the great forest Sunday afternoon, and we rode fifteen or twenty miles through the shady retreats of the old hunting grounds of the Kings of France. Hard smooth roads led in all directions and we enjoyed the ride immensely. The tower of Benecourt was visited, and from its top we beheld a vast area of the grand old forest, and had a glimpse of the Eiffel tower, thirty miles away. The palace was visited, which great edifice was commenced by Francis I. in the 16th century. It is the theatre of some of the most remarkable events in French history. Here the revocation of the Edict of Nantes was signed by Louis XIV., and Napoleon I. signed his abdication to the throne in the presence of "The Old Guards." The great carp in the pond looked tempting to the tourists who had patiently fished along the streams at home. The carp would doubtless be tough eating anyway, for they were placed in the pond a century or more ago. Fontainbleau is an interesting place in its historic value, and no tourist can expect to fill his notebook who does not visit that spot.

Monday morning we started out in a light rain which had the effect of dampening our spirits and our clothes, but not enough to cause any great delay, so we wheeled along amid the drops of rain and to the sound of growling thunder—the tourists furnishing some of the growling. We stopped under the old arched gateway of a little town and waited for the "clouds" to "roll by." They finally "rolled," and we took our wheels again. Here lies one of the beauties of the French roadways; they are hard and smooth, and the rains do not convert them into impossible quagmires, but within half an hour after an ordinary shower they are in perfect condition for wheeling.

The old town of Sens was reached in the evening; and as it was market day, some of the tourists found it a difficult matter to ride through the narrow streets crowded with people, hay carts and vegetable trucks. After dinner we adjourned to the large open square and played a game of ball. A large crowd soon collected, soldiers with red pantaloons and glittering swords, gentlemen with silk hats and canes, children with wooden shoes and bare heads, women with arms akimbo, all stood around to watch the progress of the game and the antics of the players. It was difficult to keep the spectators at a safe distance, and Jock, who was making tracks for first base ran into a portly individual with more forge than is conducive to a continuation of friendly relations. The language which resulted and came from the mouth of M'sieur could not be found in the dictionary which we carry, but judging from the exclamation points thas were made in the air with his fists it must have been quite harsh. There is one beauty in not knowing the language; one's spirits are not ruffled when he is sworn at in French.

The route for several reasons had been changed from that given in the itinerary, and it made the trip rather more enjoyable, for it led us into new and unfrequented parts, while the roads and the scenery continued superb. On the evening of July 1st a day's ride through an ever changing panorama of natural grandeur, past well cultivated fields and meadows, where the new mown hay made the air redolent with its perfume, we reached the top of a hill, and there we saw the little town of Auxerre where we were to remain for the night. We coast down the long winding grade over a quaint old bridge, an undoubted Roman structure, facing an ancient castle, the brick tower of which showed a gaping crack from top to bottom, and the old tile shingles were overgrown with moss. We were the objects of considerable interest that evening, for an American had not been seen in the town for four or five years, and some of the people had never seen one of our nationality. We enjoyed the novelty of the situation as much as the people did.

Since the rain of Monday night it has rained every night but the days have been pleasant. We wondered at this, but came to the conclusion that it was Spiel's necktie that was the mascot. Monday he did not wear it, and it rained; after that day he wore it and no matter how wet the outlook, when he came out in the morning the clouds rolled away—scared, probably, at the sight of that tremendous necktie.

But few accidents have happened along the road, and those have been of no importance. "Tutt e" in coming down the four mile coast just outside of Dijon was stopped midway by an obstinate donkey that persisted in occupying the whole width of the road. Now no one enjoys a long coast better that Tuttle and he does not like to be stopped half way down, much less unseated from his wheel. The stop was sudden and without accident, but the language that Tuttle uttered can only be expressed in these columns by * * * * * ! ! ! On the same hill, down which we were all speeding, Cutter scared a cow, and she went over the steep bank with more haste than grace and rolled, goodness knows where, for the incline ended only in the valley half a mile below. As we reach the foot hills of the Jura mountains the scenery becomes more diversified, the monotonous level roads are relieved by easy up-grades and long coasts, and vine clad hills take the place of low garden patches. But the whole country is a paradise for wheelmen, and at the end of each day's ride we are filled with a gladness and experience a hunger we have seldom felt before. Dijon was reached July 2 and we remained there until the fourth.

GOODRICH.

CARDS received announce the marriage of Mr. H. G. Priest, of the Quadrant Tricycle Co., to Miss G. M. Curzon. The marriage took place July 14th at Harborne Parish Church. Mr. Priest has many personal friends in this country, and they will join us in extending our sincere congratulations.

THERE is a terrible lot of sore cuticle in Canada to-day, and the cause of it is the initiation ceremonies to the Hickory Club. Scott, Lon Peck, and Elliott, were chief initiators.

HULETT'S CHALLENGE ACCEPTED.

IN the last issue of the BICYCLING WORLD I notice a challenge issued by Mr. Burt Hulett for a road race on solid tired machines and for the championship of Michigan. Now if Mr. Hulett will kindly wait until some time in August I will gladly accommodate him and race him over the fifteen mile course from Birmingham to Detroit, and meet him any time he wishes to arrange details. Respectfully,

W. C. RANDS, Detroit, Mich.

July 13, 1891.

THE ROCHESTER (N. Y.) MEET.

How long shall it be thus? Are these wheelmen demi-gods that they should be thus feted and "meet" ed? the cities from the East to the West vying with each other in showering upon visitors pleasure, hospitality, and prizes.

"The best of the wine for the last of the feast."

Now comes Rochester, where the oracles have been consulted and the omens are all propitious for the grandest feast of good things it has ever entered the hearts of wheelmen to conceive. Nature will contribute her share to make the Flower City a bed of roses for wheelmen on the 19th and 20th of August, and the Rochester wheelmen will lay out to do the rest.

"Runs" to view the far-famed scenery; the finest track in the country. Minstrels? Well, yes, we will smile! in the new ground floor theatre "The Lyceum." The original dissolving view Riding School. Barber to the front. Dancing at the other end of the seven-mile cinder path, on the borders of Ontario, kissed by the gentle breezes of the lake. Banquet, smoker, moonlight excursions, and so on *ad infinitum*.

They're all coming, and the Rochester League, six hundred strong, stands ready with open arms to greet you.

"FLOWER CITY."

CAN IT BE POSSIBLE?

THE Boston *Globe* states that a cablegram has been received giving the intelligence that F. J. Osmond has ridden a mile in 2.16, half-mile in 1.07 1-5, three quarters in 1.42. His distance for the hour is given at 23 miles, 1260 yards. We shall look for the verification of these figures by the English papers with a great deal of interest.

100-MILE TRICYCLE RECORD.

M. A. HOLBEIN on July 11 made a new 100-mile record for the tricycle doing the distance in 6h. 5m. 26s., beating record by 4m. 42s. The route was from Peterborough to Hitchin and return.

MORE RECORDS GONE.

EACH week's paper from across the pond brings fresh news of broken records. The season young as yet it is hard to imagine to what point the records may fall before the season of 91 ends; the latest grand record

Not Only Honestly Constructed, But Mechanically Sound.

THIS is what we have said of the *Rambler*. Did you stop to consider exactly what it meant? Possibly not. Possibly you have never thought it worth while. You purchased your wheel without weighing the matter and being satisfied, a bicycle to you is simply a bicycle—nothing more. Its finer points are hardly of even passing interest. But in these days, when it is charitable, at least, to grant that most bicycles are honestly constructed, mechanical superiority goes a long way and is not lightly considered by those who are seeking the best results and best value for their outlay.

We will take spring frames and spring saddles as affording a fair study. Take this wheel: Note where and how the spring is placed; where but little weight of the rider is sustained; note that when it yields there is a tendency to force the feet off the pedals, and that you find the steering affected. Now take that wheel: Just look at its complications; note the bundlesome appearance of it, and the number of bolts, nuts and parts which go to make up its anti-vibration appliance. And here is still another: Notice that when the saddle or spring yields that the pedals remain rigid; that is, do not "give" correspondingly as they shou'd, and that in every case your length of reach is constantly shifted. Surely it is plain that these wheels are mechanically faulty. You can see that even if you are are not versed in mechanical principles, you begin to see what we mean by the term "mechanically correct." Do you?

Now take the *Rambler:* Observe the simplicity of its spring frame; note that the spring is in the right place and where the best results are to be obtained; notice that it can not in any manner affect the steering, and that when the spring yields the saddle and pedals "give" correspondingly (due to the hinged joint over crank axle), and that there can be no forcing of feet off pedals nor any inconveniencing and wearing, shortening your reach.

You do not have to be a mechanic to judge of these things, and, as in the case of the spring frame, so it is in many others—the mechanical superiority of the *Rambler* crops out at every point—every feature sound, practical, in the right place, there for a purpose, and fulfilling that purpose in the proper manner.

He (and she) is wise who stops to consider.

GORMULLY & JEFFERY MFG. CO.,

MAKERS OF

"The American Cycles."

Chicago Retail Store, 85 MADISON STREET.

BRANCH HOUSES:

174 and 178 COLUMBUS AVENUE, Boston, Mass
1325 4th STREET, N. W., Washington, D. C.

FACTORY AND GENERAL OFFICES:

222-228 N. Franklin Street, Chicago, Ill.

breaking performances of which we have received particulars are the work of M. A. Holbein, who on Tuesday June 30, beat the 24 hour tricycle record by between 20 and 30 miles—the distance covered being estimated at from 315 to 317 1-2 miles; best previous record was 289 miles, held by Bidlace.

Holbein now holds the double honor of being the first man to exceed 300 miles on a tricycle as well as on a safety.

Also on July 13, P. C. Twentyman succeeded in breaking the 12 hour safety road record held by M. A. Holbein over the course from Hitchin to Wiesbich, making 181 1-2 miles in 12 hours, against 177 1-2 miles Holbein's record.

RACES AT COTTAGE CITY AUGUST 15, 1891.

THERE is to be an entry fee of fifty cents for each event, to be returned upon starting. There are to be two prizes for each event, one gold and one silver. The novice races are for members of the Massachusetts Division only. The others are open. All entries must be made to the chairman at or before twelve o'clock the day before the races. After Wednesday, August 12, all entries must be made at Cottage City, as the Chairman will then be there. The following is the list of races:

One-mile safety, novice, pneumatic tires excluded.
One-mile safety, open, pneumatic tires excluded.
One-mile ordinary, novice.
One-mile ordinary, open.
One-mile safety, open, pneumatic tires permitted.
3 Pemberton square, Boston. GEO. A. PERKINS, Chairman.

THE OHIO DIVISION MEET.

THE eleventh annual meet of the Ohio Division at Columbus on July 13—15, was a complete success in every respect. It was better attended and brought together more of the notables than any other meet in the history of the Division. The register contained over 700 names, ten per cent of whom were ladies, "God bless 'em."

Chief Consul High was there in all his glory, as was George Collister, who took great delight in referring to the former as the Chief Scoundrel. The wise and witty Dr. Griffin, the sedate "Merg.," the æsthetic Meyer and the urbane Dr. Maxwell beamed on the assembly. As to the Columbus riders they were so numerous and ubiquitous that time and space forbid their mention.

President Dunn and Vice President Burdett were also present, as were Post and DeBlois of the Nutmeg State, which has had the audacity to roll up a larger membership than Ohio.

The programme for the entertainment of the visitors was elaborate indeed, runs to the various State institutions, among which was the penitentiary, occupied the first day.

In the parade on Tuesday there were over 500 wheels in line, fifty-one of which were ridden by ladies, and formed the principal feature of the affair. The line of march was through the principal streets to the park, where lemonade was served, and from there to the State House where a picture was taken.

The Dayton Bicycle Club carried off the banner offered for the club having the largest number in full uniform in the parade.

In the official columns will be found a full report of the business meeting of the Division.

While waiting for the man to get his camera ready the cyclers amused themselves by shouting their club war cries till some impatient ones sang out in imitation of them; R-A-T-S, RATS!!! which effectually ended the war cry business.

At the races in the afternoon there were fully 3500 people present, and as to the races they were even a greater success if possible than the races at the tournament of the "Porkopolis" Wheelmen in Cincinnati on the Fourth of July. The races had barely concluded when the rain which had been threatening all day came down in torrents. It is believed that this fortunate delay in the rain storm was all owing to the fact that the genial Dr. Probst is the President of the Columbus Safety Cycle Club.

In the evening the members of the Buckeye Ladies' Cycle Club gave a reception at the armory that was a fitting climax to the meet, and which recalled the lines from Burns:

"Auld nature swears, the lovely dears,
Her loveliest work she classes, O;
Her 'prentice han' she tried on man,
And then she made the lasses, O."

THE RACES.

The half-mile track at the fair grounds was in excellent condition. The only drawback was the strong head wind on the home stretch.

One mile novice safety—A. L. Baker (c) Columbus, O., first, 2.53 3-5; W. J. Wiant, Marion, second, 2.56 1-5; A. Kleybolte, Cincinnati, third. Ten starters.

One mile novice, ordinary—E. C. Johnson, Cleveland, first, 3.07 4-5; W. W. Schueler, Cincinnati, second, 3.08; L. C. Johnson, Cleveland, third. Six starters.

Half-mile safety, Division L. A. W. championship—R. O. Bauman, Dayton (p), first, 1.21; H. Serodino, Cincinnati (c), second, 1.22 1-5; T. T. Swearingen, Columbus, third. Seven starters.

One mile ordinary, Division L. A. W. championship—Chas. Aszman (c), Cincinnati, first, 3.08 4-5; E. C. Johnson, Cleveland, second, 3.09 1-5; L. C. Johnson, Cleveland, third. Three starters.

One mile safety handicap, open—H. C. Tyler (c), Highlandville, Mass. (75 yards), first, 2.25 1-5; J. S. Shobe (c), Columbus (110 yards), second, 2.29 2-5. The time of P. J. Berlo (p) of Boston, the scratch man, was 2.31 1-5; T. S. Casner, Columbus (200 yards), third. Fifteen starters.

Quarter-mile ordinary, Division L. A. W. championship—E. C. Johnson, Cleveland, first, 42 1-5 sec.; Chas. H. Geiger, Dayton, second, 44 sec.; H. E. Anderson, Cincinnati, third. Five starters.

One mile safety, Division L. A. W. championship—A. L. Baker (c), Columbus, first, 2.44 4-5; C. H. Roth (c), Cincinnati, second. 2.46 2-5; J. S. Shobe (c), Columbus, third. Seven starters.

Half-mile ordinary, open—G. W. Dennison, Chicago, first, 1.28 4-5; C. Aszman (c), Cincinnati, second, 1.29. Two starters.

Quarter-mile safety, Division L. A. W. Championship—J. S. Shobe (c), Columbus, first, 42 2-5 sec.; H. Serodino (c), second, 42 3-5; L. H. Bannister of Youngstown, O., third. Seven starters.

Two mile safety, open—This was the great record breaking race as will be seen later on. Chief Consul High, the referee, set a time limit on this race of six minutes. F. H. Tuttle (p), Chicago, first, 6.44 3-5; G. Minturn Worden (p), Boston, 6.44 4-5; G. W. Dennison (p), Chicago, third. Three starters. The time limit being exceeded the referee decided that it was "no race." The race was therefore run over again after the other races were run and with the same time limit with the following results: A tie for first in 6.26 1-5 by Tuttle and Worden, Dennison, third. The referee decided that if they would run off the tie he would call it a race. They both agreed and started like an unwilling scholar on his way to school. The crowd jeered, and even the band caught on, for they struck up that lively tune called Auld Lang Syne and played it over several times before the race was concluded. Tuttle crossed the tape first in thirteen minutes, twenty-six and one-fifth seconds (I have written it out so that their can be no mistake.) It is believed that this is an international record. It is at least a wonderful exhibition of head work, and should entitle the contestants to leather medals, suitably embossed.

Half-mile ordinary, Division championship—Aszman (c), first, 1.25 3-5; E. C. Johnson, second, 1.29; Jas. E. Schenck, Cincinnati, third. Five starters. It will be observed that Aszman made much better time in this race than in race 8, when he was defeated by Dennison.

One mile safety, open—In this race pneumatics were started 3 seconds later than cushions. H. C. Tyler (c), first, 2.41 4-5; P. J. Berlo second, 2.39; actual time; Tuttle (p), third. Six starters. Handicaps—cushions 20 yards, pneumatics 50 yards to the mile.

C, cushion, p. pneumatic. "STAR."

RACING AND MEET NEWS AND GOSSIP.

AT BIRMINGHAM, CONN.—The bicycle races held at the park on Saturday, July 11, proved an interesting event. The first race was a one-mile handicap, in which there were six starters. The race was well contested, but two of the riders collided and somewhat marred the pleasure of the event. The race was won by W. Gould of Birmingham, 65 yards, in 3.03; J. Brewster, second, scratch; W. Hubbell, third. On account of Bradley being hurt in the collision, the special race for the silver cup between he and Brewster was not run, but a race was arranged in which Bradley and Brewster, both at scratch, and Plumb, 175 yards, started. The race was closely contested and was won by Bradley.

AT DENVER, COL.—The races given by the Denver Cyclists' Union at Sportsman's Park on Sunday afternoon, July 12, brought out the usual large attendance, and the excitement was at a high pitch all through the contests; especially was this the case in those races in which Dobson and Block contested for the supremacy. The following is a summary of the events:

One-half mile, ordinary, 1.30 class—A. W. Brazee, first, 1.35; Edwin Smith, second.

One-half mile, safety—W.T. Banks, first, 1.35 3-5; F. B. Hannan, second; Edwin Smith, third.

One-mile ordinary, open—J. L. Sutton, first, 3.12 4-5; C. E. McIntire, second.

One-mile safety—Dobson, first, 2.44; Louis Plock, second.
One-mile ordinary—Yardley, 3.15 4-5.
One-mile, one leg race—Louis Block.
One-mile safety, 2.50 class—W. T. Banks, 3.02 3-5.
One-half mile safety—A. J. Davis, first, 1.26 2-5; Bert Cassidy, second.
One-mile safety—J. L. Sutton, 3.13 2-5.
Two-mile safety—Louis Block, first, 5.49; Dobson, second.
One-half mile race for boys—Won by Kenneth Matthewson.

AT FALL RIVER, MASS., July 18.—The first bicycle tournament of the Fall River Cycle Club was held on the North end grounds last Saturday. The weather was threatening and kept many away from the sport, yet there were fully 600 persons present.

One mile novice, safety, three entries—T. C. Nichols, Fall River, first; W. A. Turner, Fall River, second. Time—3m. 16 2-5s.

Half-mile safety, scratch, five entries—W. A. Nichols, Fall River, first; M. I. Dean, Fall River, second; W. L. Wilcox, Fall River, third; T. S. Mills, Worcester, fourth. Time—1m. 31 1-2s

One mile ordinary, scratch, four entries—M. I. Dean, Fall River, first; F. C. Burns, Taunton, second.—Time 3m. 20 3-5s.

One mile safety, club championship, five entries—G. A. Brocklehurst, first; F. C. Nichols, second. Time—3m. 13 2-5s.

One mile safety, scratch, four entries—M. I. Dean, first; F. C. Nichols, second. Time—Not taken.

One mile safety, pneumatics, three entries—W. A. Nichols, Fall River, first; M. I. Dean, Fall River, second. Time—3m. 11s.

One-mile safety, handicap: six entries—W. L. Wilcox (75yds.), first; M. I. Dean, (50 yds.), second; W. A. Nichols (scratch), third. Time—3m. 9s.

Consolation race, two entries—A. Bernard, Taunton, first. Time—3m. 42 1-4s.

AT MARLBORO, MASS.—Last Saturday the 20-mile road race under the auspices of the Marlboro Rubber Company, through Berlin, Northboro, Westboro, Southboro, to Marlboro, was run this afternoon. The course measured 22 miles.

Clif Walcott won first place, making the trip in 1h. 22m., Fred St. Louis took second, James Sheehan third, Fred Osgood of Hudson fourth, and Frank Dewey, fifth.

Gold medals were presented to the first two men, and bicycle sundries to the others.

AT NASHVILLE, TENN.—The handicap road race which had been for some time the chief topic of conversation among the cyclists of Nashville and vicinity, was decided on July 11, and, like many other races, was a surprise to the knowing ones as the winner proved to be a "dark horse." Much interest was shown in the race, and long before the start the streets were crowded with people, all of whom were anxious to get a look at the wheelmen as they passed. There were 23 starters in the contest, and the difference in time between scratch and limit man was 15m. The race was hotly contested from start to finish, and was won by C. W. Woodward in 1h. 8m. 30s. by about 10 yards. The medal for the best time in this contest goes to Chas. O. Thomas of Murfreesboro, who made the distance in 1h. 2m. 15s. C. W. Woodward, the winner of the race, made second best time having completed the journey in 1h. 2m. 36s.

AT ANN ARBOR, MICHIGAN—The ten-mile road race between members of Hunt's tourists took place at Ann Arbor on July 14. There were ten starters in the event, but of these only four finished. The result was Edward Staebler, first, 38.42; Geo. Wright, 40.38, second; Chas. Salisbury, 40.57 and Edw. Moore, 44.30.

AT CORTLAND, NEW YORK—The first road race to Little York and return for the scorcher championship was run on the evening of July 15. There were three contestants, and the distance, 15 miles, was covered by G. W. Houk in 1h. 7m., who thus gains and holds the title of champion scorcher of the Cortland Wheel Club until it is wrested from him in future competition.

AT NATICK, MASS.—The first bicycle tournament under the auspices of the Natick Bicycle Club took place at Elm Park on Saturday, July 11, and was a well attended and very successful affair. The Natick Cadet Band was in attendance and enlivened the occasion with music. The following is a summary of the events:

Half mile safety, novice—F. E. Yeager, first, 1.24; C. Clark, second, 1.29.
Two mile lap, safety—E. A. McDuffee, first, 6.15; E. P. Burnham, second.
One mile safety, novice—H. E. Wright, first, 3.01 1-5; J. F. Roche, second
One mile ordinary—T. L. Connelly, first, 3.05 3-5.
Half-mile novice, safety—Albert Hatch, first, 1.28 1-5; L. Ourish, second.
Championship of Natick—A. F. Wisner, 3.05; M. Burke, second.
One mile safety handicap—E. A. McDuffee, first, 2.40 1-5; Geo. Quinn, second.

NEW ENGLISH RECORDS.

R. L. EDE (the "Pocket Hercules") on the Paddington (England) track on July 16 made the following wonderful records:

One hour—22 miles, 1450 yards.
Two hours—44 miles, 450 yards.
Three hours—63 miles, 49 yards.

He rode the 50 miles in 2 hours, 17 min. He also broke all records from 6 miles to 60 miles. The machine ridden was an Ormonde Model B.

HALF A MILE IN 1.08 ON A TANDEM.

F. M. BRINKER and W. D. Banker in their grand performance at Detroit of 1.08 for the half-mile on a tandem, no doubt covered the distance in the time specified, though through neglect of certain technical detail the Racing Board cannot recognise it as a record. The half was undoubtedly in 1.08 or 1.09. The timers were quite a distance from the finish, but the time could not possibly have varied over one second. We must therefore give Messrs. Brinker and Banker credit for the performance even if the record cannot officially be allowed. The machine ridden was a very handsome double diamond frame made by the Buffalo Cycle works, fitted with pneumatic tires and is, we believe, the first of the kind ever made in the country. The machine all on weighs only 55 pounds.

A $135 ORDINARY machine for $50!! If you want a bang up bargain just look at W. Read & Sons' advertisement on page 404.

PRICE, - - - - $100.00.

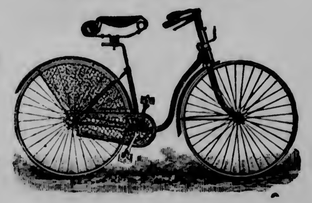
THE HARTFORD SAFETY. —MANUFACTURED BY— THE HARTFORD LADIES' SAFETY.



THE HARTFORD CYCLE CO.,

HARTFORD, - CONN.

Ball Bearings, Interchangeable, Strong, Durable and Well Finished.



Send for 1891 Catalogue.

THE HYGRADE STOCKING.
(PATENT APPLIED FOR.)

TRADE HYGRADE MARK

This stocking is made of the finest quality worsted, hand-knit with full-fashioned seam. The top is knit very elastic to keep the stocking from slipping down. The body of the stocking is a peculiar stitch, knit very heavy so as to stand the wear, which comes principally in this part. The heel is double and the rest of the foot single, so as to avoid bunching and to give a perfect glove fit. The toe being reinforced with silk.

Price, per pair, $1.75.

Write to us for Dealers' Prices.

JOHN F. MORRILL & CO., Sole Agents,
12 BROMFIELD ST., BOSTON, MASS.



Send us your duplicate orders on Bicycle Shoes, Foot Ball, Sprint Running and Gymnasium. Samples out. Stamp for Catalogue.

PIERCE, SMALL & CO., RANDOLPH, MASS.



Solid Gold Regulation
L. A. W. PINS,
Price, $2.
Discount to jewelers only.

Martin Metzger & Co., 7 Maiden Lane, N. Y.

Are You Under It?

F. J. WERNETH'S
PATENT BICYCLE UMBRELLA HOLDER,

Fits any make machine. Price, $3.00. With special and Fine Umbrella, $5 00. Sent postpaid on receipt of price. Live Agents wanted everywhere.

F. J. WERNETH, 806 Druid Hill Avenue, Baltimore, Md.

Agency for Eclipse and Common Sense Safeties, Sundries, etc.

THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as THE CYCLIST does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmey. $2.50 per year, including postage. Office: Coventry, England.

VICE-CONSUL PERKINS and W. J. Newman of the Referee fame, took a very pleasant trip together last Sunday, and talked over old club matters, and it may be that they will once more take steps to revive the once well-known Cambridge Bicycle Club, of which Mr. Perkins was president and Mr. Newman captain. Mr. Perkins rode a Referee cushion wheel, and says he never rode a nicer or easier running machine. Newman of course rode a Referee.

THE Marlboro Club was the machine on which M. A. Holbien made his wonderful 24 hour tricycle road record of 317 miles. The machine was fitted with pneumatic tires. Mr. Holbien and the Coventry Machinists' Co. have our congratulations.

W. J. NEWMAN, the Referee agent for New England, is opening another new store in Cambridge in addition to his present quarters at 46 Columbus avenue, Boston, and Harvard square, Cambridge. He is now receiving daily Referee cushion tired machines, and has in stock a handsome Pneumatic safety, Humber frame; a beauty, sells for $150. Mr. Newman has ordered a 30 pound Referee pneumatic for his own special use, which will be seen at the Cottage City meet.

A UNIQUE testimonial for the "Premier:" In these days when physicians, clergymen, everybody extol the health promoting qualities of the wheel, a letter like the following guaranteed to be "unsolicited," has at least the refreshing characteristic of novelty: "Premier Cycle Co.: Dear Sirs—Mr. ——, my son, who attends to the bicycle business, was taken suddenly ill after ordering a wheel of you yesterday, and is now unable to ride and cannot tell how soon he will be out. Yours respectfully, ——."

IT isn't safe to try to smuggle fans bought in Canada into the United States. Especially is it unsafe to suggest out loud that "a good place to hide them is under the seats." A custom house officer may be in hearing.

THE Rouse-Duryea Cycle Co., Peoria, Ill., had samples of the 1891 Sylph on exhibition at the Detroit League meet last week. They were the subject of the most favorable comment, as they are built very light, yet are amply strong for heavy riders. These machines have many new features, the principal one being in the application of the springs to the frame. Intending purchasers will do well to investigate their many merits before purchasing.

CAPT. BENJ. SMITH of the Rhode Island Wheelmen, one of the hardest road riders in New England, rode 150 miles on Sunday, July 13th. He started from Providence at half-past 3 A. M., and at 7.30 P. M. he was receiving the congratulations of his club mates at the club house. His trip was Providence to Boston, thence to Worcester and back to Providence. On this ride he mounted his new model E Swift Safety with inch cushion tires, weighing 36 pounds, which he pronounces to be the easiest wheel he has tried yet, and Ben Smith is a rider who tries them all.

HUMBERS for $100!! Attention is called to advertisement of Wright & Ditson on page 428. There is only need to call attention to the fact that these $135 wheels are being offered for $100 to bring about a deluge of orders for this splendid wheel. What a bargain!!

THE Ormonde is getting into the records in great shape. R. L. Ede on this machine established a new set of track records from 6 to 60 miles. He does the hour record to the tune of 22 miles 1400 yards and the 50 miles in 2h. 17m., a good eight minutes faster than ever before. Bravo Ede!! Well done Ormonde!!

MR. F. C. WESTON of Bangor, Me., a practical wheelman of many years' experience, has invented and applied for a patent on a cyclometer which is especially adapted to safety bicycles. It is fastened to any fixed part, preferably the front left fork, and actuated by the running gear, the advantages claimed are, simplicity, lightness, accuracy, reliability, easily read from the saddle, and last but not least, moderate in price. We shall have cuts and full specifications of this cyclometer, which will be published soon.

CYCLISTS, ATTENTION.

WE are just in receipt of a communication from W. J. Morgan, better known as the "Senator," the well known cyclist who has settled in Portland, Oregon, which he says is the coming State of the Union, and having raced and travelled in every State in the Union he is well qualified to judge.

Having entered into partnership with Arthur G. Burns, well and favorably known in Portland real estate and financial circles, he is doing a splendid business in real estate and general advertising. He handles all kinds of properties in Oregon: farms, fruit, lands, city and suburban properties. They say that the opportunities for a man to grow rich in a few years by the judicious investment of a few dollars have never been equalled in the history of real estate. Among the many bargains is good land in Southern Oregon from $2.00 to $5.00 per acre.

A few choice building lots in Stewart's addition to Baker City, within three blocks of the depot, lots 25x100 feet, 20 foot alleys, in each block, each $50.00, can be bought on instalments. Baker City has 8000 inhabitants, and is the centre of the gold mining district of the West.

Lots in Astoria, the seaport of the North-west coast, size of lots 36x108 feet, $125 to $150 per lot, also on easy instalments.

We are also offering the best property in Portland, known as "Hawthorne 1st addition," at $650 to $850 per lot, size 50x100 feet. This is very choice property, and can be bought on easy terms. This is a rare speculation. Lots in this tract will be worth $2000 in two years.

People who invested $500 in Portland propetty four years ago can now sell for $3000. For instance, the deceased actress Emma Abbott's property she bought three years ago for $30,000, she was offered $60,000 for same just before her death.

All who have had the opportunity of seeing Portland invest readily. Portland is now a city of 90,000 people. Any one thinking of making Portland or any part of Oregon their future home, will find it to their interest to write to us, as we are in a position to give any information regarding this part of the country. Respectfully submitted,

65 Washington street, Portland, Oregon. MORGAN & BURNS.

FIXTURES.

AUGUST.

1—Cortland, N. Y., Wheel Club's tournament. F. S. Jepson, Secretary.
4—Walontha Bi. Club's 50-mile road race, Richfield Springs, N. Y.
13, 14, 15—Massachusetts Division Meet at Cottage City, Mass.
19 and 20—N. Y. State Division meet at Rochester, N. Y.
29—First annual race meet of the Quaker City Wheelmen, Philadelphia Ball Park. E. B. Chapman, 1400 Oxford st.

SEPTEMBER.

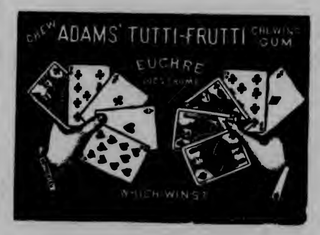
5—At Providence, Rhode Island Wheelmen's tournament at Narragansett Park.
5—Y. M. C. A. field day, Birmingham, Ct., A. D. Wait, Secretary.
7 and 8—Hartford Wheel Club Tournament, and Meet of the Connecticut Diqision, L. A. W. Address J. J. Grace, Secretary, Box 365.
10 and 11—Springfield Bicycle Club's tournament at Hampden Park. P. O. Box 107, Springfield, Mass.
12—Second Road Race of the Wheelman's Racing League, Brooklyn, N. Y.
11 and 12—National Cycle Tocrnament, Chicago, Ill.
18 and 19—Third annual tournament of the Peoria Bicycle Club.
22—Rockland County (N. Y.) Wheelmen's race meet, Spring Valley, N. Y. N. Gardenier, Spring Valley, N. Y.
29—Montreal (Canada) Bicycle Club annual race meeting.



A Shot with the Kodak.

Send to The Eastman Company, Rochester, N. Y., for a copy of "Do I want a Camera," (illustrated) free by mail.

Take a Kodak with you.





A. O. VERY CYCLE CO., 173 Tremont Street, Boston.

Catalogues mailed free.

AN OBJECT LESSON.

We illustrate the No. 12 Union.

Early in the season we were behind orders.

WHY?

Because the Union is the easiest riding wheel in the world.

The principle of its spring frame is unique.

Also simple and practical.

After a desperate effort to get wheels in larger quanti ies we have at last succeeded, and can ship promptly on receipt of your order

If the Union is not represented in your town (anywhere in New England) write us for dealers' discounts.



LEAGUE HEADQUARTERS:
12 Pearl Street, - - - - Room 20
ABBOT BASSETT, Secretary,

OFFICERS FOR 1890—91.

PRESIDENT,
JAMES R. DUNN,
40 Wall st., Room 65, New York.

FIRST VICE PRESIDENT,
MAJOR CHAS. L. BURDETT,
Hartford, Conn.

SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN,
116 Broad Street, Elizabeth, N. J.

TREASURER,
W. M. BREWSTER,
117 No. 4th Street, Quincy, Ill.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committees.

Membership Committee.

Sanford Lawton.....Springfield, Mass.
George C. Pennell.....Elizabeth, N. J.
Howard L. Perkins.....Box 103, Providence, R. I.

Committee on Improvement of Highways.

Isaac B. Potter.....Potter Bldg., New York
W. M. P. Bowen.....Box 1513, Providence, R. I.
Charles W. Wood, 334 S. Salina St., Syracuse, N. Y

Committee on Rights and Privileges.

Geo. A. Perkins.....5 Pemberton Sq., Boston
J. S. Dean.....28 State St., Boston
Chas. F. Cossum.....Poughkeepsie, N. Y.

Committee on Rules and Regulations.

T. J. Kirkpatrick.....Springfield, O.
A. B. Richmond.....Grand Rapids, Mich.

Transportation Committee.

Albert Mott.....203 Lenox St., Baltimore, Md.
Joseph T. Chism.....130 Mosher St., Baltimore, Md.
Burley B. Ayres, Rand, McNally Bldg. Chicago, Ill.
Thomas Savage Clay.....Savannah, Ga.
Amzi T. Dodd.....70 Park Place, Newark, N. J.
John B. Seward.....35 Milk Street, Boston
Chas. A. Sheehan....5 Vanderbilt Ave., New York

Racing Board.

George S. Atwater.....1424 Penn. Ave., Washington, D. C.
George Collister.....147 Ontario St., Cleveland, O.
Lewis A. Miller.....Meriden, Conn.
W. H. DeGraaf.....47 West 14th, New York City
A. J. Street.....599 West Madison, Chicago, Ill.

Racing Board Appointment.

The resignation of Abbot Bassett as a member of the Racing Board is hereby accepted. Mr. Bassett accepted a position on the Board at the request of the President and with the understanding that he was to resign after a few months. The resignation now comes as a part of the original plan, and in accepting the same I desire to express my thanks to the gentleman for the good work he has done during his connection with the Board.

Mr. A. J. Street of Chicago, Ill., is appointed to fill the vacancy, and will enter at once upon the discharge of his duties. JAMES R. DUNN, President.

Uniform Cloth and Buttons.

The regulation League uniform is made of a steel gray cloth manufactured for the League exclusively. This cloth and the regulation League Buttons may be had of any League tailor or of the Secretary at the following prices: Cloth, 54 inches wide, $2.10 per yard. Metal buttons: large, five cents each; small, three cents each. Rubber buttons, either size, three cents each. Uniform has six large and ten small buttons. As the Secretary keeps no book of credit, all orders sent to him must have cash accompanying. No cloth supplied to tailors or to non-League men.

Treasurer Brewster's Accounts.

At a meeting of the Executive Committee held at Detroit, Mich., on Friday, July 17, 1891, the accounts and vouchers of the Treasurer were audited, fonnd to be correct and approved.

G. CARLETON BROWN, Sec. Ex. Com.

Elizabeth, N. J., July 22, 1891.

Racing Board.

For violation of clause D of the amateur rule, Mr. Peter G. Daught of Sigourney, Iowa, is hereby declared a professional. This declaration carries with it expulsion from the League, and all amateurs are warned not to compete with him.

GEO. S. ATWATER, Chairman Racing Board.
Washington, D. C., July 14th, 1891.

Racing Board.

By a unanimous vote of the Racing Board, Mr. F. F. Rough of South Bend, Ind., and Mr. Chas. H. Bemenderfer of Goshen, Ind., are reinstated as amateurs. GEO. S. ATWATER,
Washington, D. C., July 15, 1891. Chairman.

412—Missouri Division—500.

To Members:

"Poor old Missouri" is perhaps an apt phrase to use in connection with our big loss in members caused by non-renewals, and it should be every present member's duty to personally assist in recruiting until the loss is made up. Last year 255 members renewed out of 350 or a percentage of 72. This year 312 members renewed out of 475, or 67 percent. All things considered this is a poor showing, but it can be easily wiped out by energetic recruiting. Ten applications per week are necessary to do the business, and a gold League pin will be presented to every member who obtains 20 new members by Jannary 1. Fraternally yours, ROB'T. HOLM, Chief Consul.

Minnesota Hotels.

The following League hotels have been appointed: At Mankato, The Saulpaugh, regular rates $2.00, $2.50 and $3.00; L. A. W. rates $1.75. Single meals or lodging 50 cents. At Minneapolis, The Holmes, regular rates $2.50, $3.00 and $3.50; L. A. W. rates 15 per cent discount from regular. A cafe is run in connection with the Holmes, at which the same discount from regular prices will be allowed. T. M. SLOSSON, Chief Consul.
Minneapolis, July 16, 1891.

Missouri Division L. A. W.

Following is the Treasurers' annual report:

1890.		RECEIPTS.	
July	1.	To balance on hand.....	$356.19
	1.	To cash, Bassett, 102 applications.....	153.00
	1.	To cash, Bassett, 253 Renewals.....	126.50
	1.	To cash, Bassett, 1 transfer	1.50
	25.	To cash, Columbia Cycle Club.....	50.00
Aug.	30.	To cash, "Adv." in Road Book.....	50.00
Oct.	1.	To cash, Bassett, 61 applications.....	91.50
	1.	To cash, Bassett, 4 renewals.....	2.00
	2.	To cash, 1 Road Book....	1.00
1891.			
Jan.	1.	To cash, Bassett, applications.....	34.50
	1.	To cash, Bassett, transfer	1.00
	21.	To cash, Return Canfield Case	16.25
Mch.	12.	To cash, St. Louis Wheel Co. "Adv." Recruiting Pamphlet.....	10.75
Apl.	1.	To cash, Bassett, applica.	19.00
July	1.	To cash, " "	118.50
	1.	To cash, " "	119.00
			$1,150.60

EXPENDITURES.

Postage.....	$68.75
Circulars.....	59.57
Stationery.....	22.15
Sundries.....	26.28
Typewriter.....	30.00
Canfield Case.....	50.00
Salary of Division Attorney.....	35.00
Road Books.....	392.46
Prizes for Local Consuls.....	8.25
	$692.26
Balance on hand.....	$458.43

JOE. H. KELLY, Sec.-Treas.

Missouri Division Appointments.

Local Consuls.

Hannibal—H. A. Allshouse, vice A. G. Ro Bards, resigned.
Butler—A. C. Crumley.
Joplin—Chas. Wilson.
Palmyra—Walter Koch.
Neosho—S. P. Frost.

Delaware Division—Special Meeting.

At the request of the requisite number of members, a special meeting of Delaware Division, L. A. W. will be held at the club house of the Wilmington Wheel Club, 907 Shipley street, Wilmington, Del., on Tuesday, August 18th at eight P. M. to take action on matters needing attention.

S. WALLIS MERRIHEW, Chief Consul.

California.

The following gentlemen will compose the Committee on Road Improvement: W. E. Stuart, Los Angeles; J. G. Swinnerton, Stockton; J. J. Bliss, Alameda; M. Bernays, San Francisco; L. Devaney, San Francisco. THOS. L. HILL,
San Francisco, July 10, 1891. Chief Consul.

Rhode Island Consuls.

The following Conslus have resigned:
Georgiaville—C. T. Lakey.
Newport—N. B. Brayton.
Jas. T. Lockwood, having failed to renew, is no longer Consul at Apponaug.

I have appointed the following additional Consuls:

Newport—Geo. H. Chase.
Central Falls—Chas. A. McCallum.
Apponaug—John T. Taylor.
Slatersville—Edmund W. Parkis.

GEO. L. COOKE,
Providence, R. I., July 19, 1891. Chief Consul.

Tennessee Division.

Meeting of Board of Officers of Tenn. Division L. A. W. was held in the parlors of Baxter's Court, Nashville, July 10, 1891, with Chief Consul C. J. Scheror in the chair.

There were present C. J. Scherer, C. C., W. M. Liftwich, Jr., V. C., T. J. Denpur, Jr., Sec.-Treas., Walter F. Yates, Representative, J. S. Rabn, L. C.

The report of Sec.-Treas. Denpur was read, showing that the Division was in good condition, having on hand, $202.11; number in Division, 105. His report was adopted.

Under head of miscellaneous business, W. F. Yates moved that $50 be appropriated by the Division for the purpose of paying for championship medals for meet then being held at Nashville. Motion was carried, and Sect.-Treasurer ordered to pay over that amount to Vice Consul Liftwich.

C. J. Scherer presented bill of $6.20 for stationery, and also asked that the Division pay his R.R. fare to and from Nashville. Carried, and Sec.-Treas. ordered to pay these bills.

Motion to adjourn, subject to call of Chief Consul, was carried. Respectfully,
T. J. DENPUR, JR., Sec.-Treas.
Memphis, Tenn., July 44, 1891.

New York State Division.

Mr. F. A. Raisbeck, No. 263 West 40th street, New York City, is hereby appointed a member of the Nominating Committee of this Division, vice Mr. W. H. DeGraaf, resigned. The committee as at present constituted is as follows:

Chairman Howard E. Raymond, No. 245 Flatbush avenue, Brooklyn, N. Y.
G. S. Montgomery, No. 10 Graves street, Rochester. N. Y.
F. A. Raisbeck, No. 263 W. 40th street, New York City.

The duties of the committee are defined in article 5 of the Division By-laws as follows:

Section 3. At its semi-annual meeting the Board shall appoint a committee of three, whose duty shall be to nominate suitable candidates for Chief Consul, Vice Consul and Secretary-Treasurer, and to report the same to the Secretary-Treasurer on or before the first day of August, the Secretary-Treasurer shall cause the same to be published in the first issue of the Official Organ after receipt by him of the nominations, in which it may be practicable for him to insert such notice.

Section 6 of article 5 provides that—Any twenty-five or more members of the Division may certify to the Secretary-Treasurer in a writing or writings a candidate for each or any of the offices of Chief Consul, Vice Consul and Secretary-Treasurer; provided that all such nominations must be filed with the Secretary-Treasurer not later than the 10th of October. Section 7 provides that the

Secretary-Treasurer shall publish all nominations received by him in accordance with the foregoing sections in the official organs, and shall also prepare ballots for each district, bearing the names of all candidates for Division officers who may have been nominated or certified to him in accordance with the foregoing sections.

W. S. BULL, Chief Consul.

Buffalo, July 18th, 1891.

New York State Division.

STOP THIEF. $25 REWARD.

Stolen from the Buffalo Driving Park, Tuesday evening, July 9th, a Columbia ladies' safety, with cushion tires, 1891 pattern, No. 2428. Owner, Miss Klipfel, sister to Frank E. Klipfel, Ramblers Bi. Club, Buffalo, N. Y.

A reward of $25.00 is hereby offered for evidence that will lead to the conviction of the thief and the recovery of the above described wheel.

Consuls are requested to have copies of the above notice posted conspicuously in every Bicycle Agency and Police Station throughout the State.

Members are requested to keep a careful lookout for this machine, and upon discovery to communicate at once with the undersigned, and Mr. Walter S. Jenkins, Division attorney, No. 14 East Eagle street, Buffalo, N. Y.

W. S. BULL,
Buffalo, July 1891. Chief Consul.

Kentucky Local Consuls.

During the past week a supply of application blanks and L. A. W. boom literature has been mailed to every Local Consul in Kentucky. You are earnestly requested to see personally every rider in your neighborhood, and bring him into the fold. We want and must have 400 members before the next meet at Lexington. If you will work for this object you will accomplish it.

A League hotel should be appointed in every town where there is a League member. See the proprietor of the best house in your city. Get the best possible terms from him, and notify the Secretary-Treasurrr so that official appointment can be made. Please do not neglect this as it is important. Fraternally,

G. E. JOHNSON,
Louisville, July 18. Sec.-Treas. Ky. Div.

Ohio.

ELEVENTH ANNUAL BUSINESS MEETING.

The meeting was called to order by Chief Consul M. A. High, in the Armory at Columbus, Ohio, at 8 P. M., on July 13, 1891.

When the assembled multitude had simmered down, the Chief Consul gave way to the Vice Consul and then read the following report:

Report of Chief Consul.

Mr. Chairman and Fellow Members of the Ohio Division League of American Wheelmen.

It again becomes my pleasant duty to welcome you as brothers and co-workers in this grand body, viz., the L. A. W. One year ago, time seems so short, it was my privilege to bid you welcome in behalf of the wheelmen of Hamilton County and to enjoy the hospitalities of the Queen City of the West, and now for the Columbus Wheelmen permit me to extend to you the welcome hand shake and the greetings of the Washington, D. C., of the West, viz., Columbus, O. Here we find the Capital of Ohio, with her grand asphaltum streets, beautiful buildings, broad avenues, and last, but not the least, the princes of entertainers of the Ohio Division. We have just passed through another eventful year and in reviewing the work of our Division for this period, I desire to call your attention, first, to the question of road improvements. Actuated by the belief that the times were not yet sufficiently ripe to justify any attempt, on our part, to secure legislation looking to the improvement in the method of making and keeping our highways, our efforts at first were directed wholly towards cultivating a public sentiment in favor of such measures. After much correspondence a partial list of road supervisors in the State (of whom there are over sixteen thousand) was secured, and a copy of the pamphlet, "Improvement of Highways," mailed to each of them, as well as to all others who might be interested in the subject. While engaged in the work, it was learned that the citizens of Washington County were on the point of having a road bill introduced in the State Legislature.

As this bill, while not all that could be desired, was a step in the right direction, it was referred to the Rights and Privileges Committee of our Division, who sent out copies of it to all parts of the State and endeavored to bring sufficient pressure to bear on the Legislature to secure its enactment. Their labors, however, were in vain, as the bill was never introduced.

Some time since, Chairman Potter, of the National Improvement of Highways, sent out circulars offering prizes for the best set of photographs of bad roads. It was indeed a capital idea and very practical, but to what extent the request was observed we are unable to say.

Whilst considerable attention was given to Road Improvements the necessity of increasing the membership of the Division was not overlooked, for at the September Board Meeting the State was sub-divided into twenty-four districts, each of which was placed in charge of a Representative, who was to select candidates for the position of Local Consul and do all in their power to secure recruits, and to whom all questions concerning the District should be referred. That the plan has worked satisfactorily, is shown by the rapid increase in the membership during the past year.

At its September meeting the Board also authorized the issue of an addenda to the "Hand Book." When this was mailed a circular was enclosed urging each individual to co-operate with the Officers and Representatives in their efforts to place the membership of the Division way above high water mark. Although we have not yet reached the coveted two thousand, yet I think the patriotism of the Division was not over estimated when the mark was put on that number. The season is not yet at an end. There is still abundant material to work on, and it is to be hoped that each and every one will see the necessity of renewed and redoubled efforts in this direction. We are anxious to see our State pre-eminent, and hope that our membership will soon reach such a height that its contemplation will make the members of some of the other Divisions dizzy. As the Hand Book we have has long since outlived its usefulness, the Division Board was urged to authorize a committee to get out a new one; but the Board did not deem it expedient. In the meantime, the value of the old Hand Book has not increased, nor has the demand for a new one grown less clamorous. I would suggest, therefore, that if it is the desire of the Division that a new book be issued, that a committee be authorized to commence now, so that it will be ready for distribution by the beginning of the riding season of '92, and further, that it will either be presented to the members of the Division or be sold to them at a very nominal price.

Our State is behind all the other states as regards the Road Book. It is essentially necessary to the increase of our membership. I am continually in receipt of inquiries regarding a good road book. We have now a goodly sum on hand, and why not devote a part of it to this object in order to build up and educate our Division to the highest standard.

Again and again permit me to direct your attention to the vast amount of work done by our Secretary-Treasurer, Dr. William D. Kempton. Too much praise cannot be bestowed upon him. He has indeed been the most valuable of assistants. No State in the Union ever had a better Secretary-Treasurer. A glance at his books will at once satisfy experts that they cannot be improved upon, and that they are a model of neatness. Night after night you will find him in his library poring over League manuscripts, attending to League correspondence, and for his faithfulness to the Division I would recommend to them that he be rewarded in the sum of one hundred dollars.

In conclusion, allow me to thank you, one and all, fellow members, for your kindly co-operation and assistance during the past year, and in years to come it is my sincere wish and hope that our glorious Division will roll up its membership into the thousands. All of which is respectfully submitted.

M. A. HIGH, Chief Consul.

The report was received and adopted, and the Secretary instructed to express in writing to the Chief Consul the appreciation of the members of the Division for the good work he has done for the Division.

The Secretary-Treasurer then read the following report:

Report of Secretary-Treasurer.

The membership of the Ohio Division on the first of July, 1889, 1890 and 1891 was as follows:

	1889.	1890.	1891.
Renewals,	620	606	895
New members,	135	353	448
Total membership,	755	959	1343
Percentage of old members renewing,	64.3	69.8	74.0

The following list includes all localities in the State having five or more members on July 1st of each of the past three years:

	1889.	1890.	1891.
Akron,	16	12	22
Alliance,	10	12	10
Barnesville,	0	0	5
Bucyrus,	6	8	9
Canton,	45	53	59
Chillicothe,	3	16	32
Cincinnati,	102	186	213
Circleville,	0	0	6
Cleveland,	86	82	89
Columbus,	20	40	99
Dayton,	6	62	140
Defiance,	2	4	11
Delaware,	2	8	16
Delphos,	3	5	10
Elyria,	7	6	5
Fayette,	0	0	5
Findlay,	2	7	17
Fostoria,	23	25	30
Fremont,	2	10	13
Hamilton,	1	2	6
Mansfield,	25	28	19
Marion,	3	5	5
Massillon,	13	16	13
Middletown,	2	4	5
Monroeville,	0	0	5
Mt. Vernon,	4	7	6
Newark,	0	0	7
New Philadelphia,	1	4	5
Norwalk,	1	2	11
Oberlin,	8	8	8
Oxford,	0	1	7
Painesville,	8	8	9
Pomeroy,	0	0	5
Ravenna,	10	9	16
Salem,	18	13	11
Sandusky,	0	3	14
Sidney,	4	10	8
Springfield,	33	44	44
Steubenville,	20	41	48
Tiffin,	6	14	11
Toledo,	80	29	31
Troy,	3	36	33
Warren,	5	5	6
Wooster,	0	2	5
Youngstown,	10	20	11
Zanesville,	0	0	22

In addition to those enumerated above there are 153 other localities having from one to four members each.

Whilst the increase in the membership has been gratifying, the increase in the amount in the Division treasury has been even more so, as will be seen by the following table:

RECEIPTS.

Balance on hand Sept. 27, 1890....		$925.72
October 3.	From Bassett..	226.00
January2.	From Bassett.....	86.00
March 30.	From Bassett.....	27.00
July 3.	From Bassett.....	1074.50
	Sale of hand books..	13.50
Total receipts.....		$2352.72

EXPENDITURES.

Express charges on printed matter.....	$7.96
Railroad fares of members to Board meeting.....	38.65
Expenses of delegates to Nat. Assembly.....	284.13
Stationery, printing, binding, &c.	229.65
Expenses of Chief Consul's office.	13.50
One transfer.....	50
Postage.....	115.55
Total expenditures.....	$689.94
Balance on hand.....	$1662.78

Respectfully referred,

Wm. D. KEMPTON, Sec.-Treas.

Columbus, O., July 13, 1891.

We certify above statement to be correct:

GEO. COLLISTER,
K. D. WOOD,
W. C. MUNRO,
Auditing Committee.

At the conclusion of this report Chief Consul High resumed the chair and appointed the following auditing committee: K. D. Wood, Columbus; W. C. Munro, Cincinnati; and Georgie Collister of Cleveland.

Later in the evening this committee made the report appended to the report of the Secretary-Treasurer and both reports were adopted.

The committee on the revision of the Constitution and By-Laws of the Division then made the following report:

Your committee on Constitution and By-Laws beg leave to recommend the following changes and additions to the By-Laws:

1. In accordance with Article 2, Section 2, of the Constitution of the League of American, said constitution is adopted as a basis for the organization of this Division.

2. The Board of Officers, consisting of the Chief Consul, Vice-Consul, Secretary-Treasurer and Representatives, shall be nominated by ballot at the regular Annual Meeting of the Division.

There shall be elected by ballot at the annual meeting, a Board of Electors, consisting of three members, none of whom shall be candidates for either of the offices before specified.

Should there be an increase in the Division membership, or a vacancy in the ticket nominated at the annual meeting, the Chief Consul shall forward, on October first, to the Board of Electors, nominations for such officers and additional representatives as the Division shall be entitled to.

Prior to October 15 it shall be the duty of the Board of Electors to mail a printed report of the nominations at the annual meeting, together with the additional nominations made by the Chief Consul, to each member of the Division, together with a ticket in accordance therewith, with the instructions that said ticket must be mailed, sealed, to the Chairman of said Board of Electors before November 15th. On that date the Board of Electors shall meet and count the ballots, after which they must certify the result to the Secretary-Treasurer, who shall publish the same in the L. A. W. BULLETIN.

Any League club, or any ten members of the Division may also place in nomination any candidates they choose, and report same to the Board of Electors prior to October 1st. Such nominations shall be forwarded to the membership of the Division, in connection with the printed report of the Board heretofore specified.

3. The Chief Consul shall have general management and oversight of the affairs of the League in this State; he shall call and preside at all State meetings, shall approve and appoint one Consul for each locality that in his judgment is entitled thereto, and shall appoint League hotels.

4. The Secretary-Treasurer shall receive and account for all moneys belonging to the Division. He shall keep a record of all applications for and renewals of membership from this State, and perform such other duties as the office requires. He shall give bond in such amount as the Board of Officers may determine. He shall receive a salary of one hundred dollars a year.

5. Representatives shall recommend to the Chief Consul names of members of the League to serve as Consuls, and shall recommend hotels for appointment as League Headquarters.

They shall, in connection with the Chief Consul, have power to decide all local matters in the State and shall have general over-sight of the affairs of the League in their immediate districts.

6. The Chief Consul shall have power to appoint additional Representatives as the increase of membership may warrant; and also to fill vacancies which may occur in any and all offices or committees.

7. The Annual Meeting of the Division shall be held upon call of the Chief Consul between the dates of May 1st. and September 1st. Special Meetings may be called by the Chief Consul upon written request of not less than five members from each of five districts of the Division; such calls to state the business to come before the meeting and no other business shall be considered.

8. Any member present at the annual, or at any special meeting of the Division, will be entitled to cast the ballots of not more than ten absent members upon presentation of proxies duly signed by such absentees and accepted by the Committee on Credentials.

The delegate of any League Club having credentials signed by the President and Secretary of his club, shall be entitled to cast one vote for each absent member of his club.

9. The Annual Dues shall be One Dollar.

10. The expenditure of all funds of the Division shall be subject to the direction of the Board of Officers; *provided* that the Chief Consul and Secretary-Treasurer shall be authorized to draw upon such funds for the expenses of their offices; an itemized report of such expenditures to be made at the next meeting of the Board.

11. An Auditing Committee of three shall be appointed by the Chief Consul at the regular annual meeting to examine the books and accounts of the Secretary-Treasurer.

12. The Chief Consul shall appoint and announce at the December meeting of the Board of Officers the following Standing Committees, to consist of three members each:

1. Rights and Privileges.
2. Improvement of Highways.
3. Rules and Regulations.
4. Transportation.
5. Racing.

13. The railroad fares of the Chief Consul, Vice-Consul, Secretary-Treasurer and Representatives at Large to the Board meetings, and the expenses of the Board of Electors, in discharge of their duties, shall be paid from the Division funds; and the Board of Officers are authorized to draw upon said funds, (the condition of the Treasury warranting), for expenses of the Chief Consul, Vice-Consul, Secretary-Treasurer, and delegates to the National Assembly.

14. At all meetings of the Division the established laws of deliberative assemblies shall be observed.

15. The order of business at the Annual Meeting shall be:

Appointment of Committee on Credentials.
Report of Chief Consul.
Report of Secretary-Treasurer.
Appointment of Auditing Committee.
Report of Committee on Credentials.
Report of Standing Committees.
Unfinished or Referred Business.
Nominations.
Elections.
New Business.
Report of Special Committees.

16. These By-Laws may be altered or amended by a majority of members voting in person or by proxy at any regular Annual Meeting.

Respectfully submitted,

A. E. MERGENTHALER,
GEO. COLLISTER,
F. B. EVERETT.

The report was received, acted on section by section, and then adopted as a whole.

Vice-Consul Mergenthaler, taking the chair, announced that nominations for Chief Consul were in order.

Wm. A. Skinkle of Cleveland, in a fitting speech, placed the name of M. A. High in nomination. As there were no other names presented, Mr. High was nominated by acclimation.

The Chief Consul then resumed the chair, called for nominations for Vice Consul, and Dr. Probst, of Columbus, in his usual happy manner, lifted his voice in favor of A. E. Mergenthaler. There being no other nominations, "Merg." was also nominated by acclimation.

Dr. C. H. Griffin, of Ravenna, then caught the speaker's eye long enough to tell him all about the liver of our Secretary-Treasurer, and to place him in nomination for a third term. As no one had the temerity, after the doctor's witty remarks, to place any one else in nomination, the present incumbent was also nominated by acclimation.

The chair then appointed the following committee to nominate representatives and a Board of Electors:

Wm. A. Skinkle, Cleveland,
Dr. C. O. Probst, Columbus,
H. Otto Barth, Cincinnati.

When this committee retired, and while they were deliberating over the knotty questions before them, Georgie Collister moved that an appropriation of $100 be made from the treasury, to be donated to the Secretary-Treasurer as a testimonial of the appreciation of his work. The motion prevailed.

It was then moved by Mr. H. Serodino of Cincinnati that the recommendation of the Chief Consul in regard to a new road book of the Division be acted on, and that the Chief Consul and Secretary-Treasurer be constituted a committee to prepare and issue a road book with suitable maps, a copy of which to be presented to each member of the Division. The motion was seconded, and after some discussion, prevailed.

Vice President Burdett then favored the meeting with some remarks on roads, road books, &c., for which he received the thanks of the meeting.

Dr. Probst, of the Improvement of Highways Committee, then stated that that committee were not quite ready to report, and asked further time. It was therefore decided to hold an adjourned meeting at 10 A. M. on Friday, July 17 to hear the report of this committee.

The Nominating Committee then brought in the following report:

Representatives at Large—
Wm. A. Skinkle, Cleveland.
F. B. Everett, Columbus.
T. J. Kirkpatrick, Springfield.
Dr. C. H. Griffin, Ravenna.
Dr. F. S. Maxwell, Steubenville.
Dr. F. C. Meyer, Canton.
Herman I. Hahn, Toledo.
W. C. Munro, Cincinnati.
Hiram B. Klum, Cincinnati.
B. V. H. Schultz, Zanesville.
Elmer H. Houck, Dayton.
Parker G. Reed, Chillicothe.
W. P. Harmony, Sidney.
J. H. Julian, Troy.
Georgie Collister, Cleveland.

Board of Electors—
Charles G. Smith, Columbus.
Fred. J. Bowen, Dayton.
Oscar L. Graeser, Cincinnati.

Mr. Wm. A. Skinkle brought in a minority report substituting the name of J. P. Petty of Cleveland for that of Wm. A. Skinkle, but the meeting adopted the majority report, and ordered the Secretary to cast the ballot for the fifteen representatives at large. The Secretary complied, and the fifteen were unanimously nominated.

The Secretary was then instructed to cast the ballot for the three members of the Board of Electors. The Secretary did as ordered, and they were elected without opposition.

The meeting then gave the Columbus Safety Cycling Club and the Buckeye Ladies' Cycling Club a rousing vote of thanks for the royal manner in which they were entertaining the Division, and then adjourned to meet on the following Friday at 10 A. M.

WM. D. KEMPTON,
Secretary-Treasurer.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an intiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Total 227—19,910.

BOSTON, July 24, '91.

CALIFORNIA DIVISION—8—467.

28056	Dodsworth, C. W.	28199	Stephenson, Fay
28122	Cochard, J.	28200	Thayer, J. S.
28123	Stimson, J. D.	28058	Hansel, Louis Jr.
28198	Kapus, J. L.	28057	Hall, J. P.

CONNECTICUT DIVISION—5—1843.

28077	Sherman, FrankB	28265	Preix, Chas. H.
28124	Brisebois, AlfredT	28157	Haugh, HenryA.
28078	Spring, Samuel		

DISTRICT OF COLUMBIA DIVISION—2—164.

28059	Chandler, EdwinL	28201	Hall, A. A.

ILLINOIS DIVISION—23—1758.

28160	Lowentrout, O. B.	28083	Maynard, I. Percy
28158	Merritt, Ray B.	28209	Barns, H. E.
28159	Mawby, J. F.	28084	Van Horne, E. B.
28126	Hibben, Samuel E	28127	Hahn, Chas.
28125	Hibben, Geo.	28202	Gooch, Frank
28196	Ort, George F.	28203	Greenler, LizzieJ.
28161	Griffen, M. Myrtle	28204	Dickerson, C. W.
28195	Bailey, E. L.	28205	Beebe, Geo. L.
28080	Griffith, O. W.	28207	Berg, Isidore D.
28079	Becker, H. J.	28206	Smith, F. Howitt
28081	Lathrop, W. I.	28208	Dickerson, H. A.
28082	Lightner, Ray		

IOWA DIVISION—:—221.

28210	Rounds, Harley S.		

INDIANA DIVISION—1—294.

28162	Weir, Fred E.,		

KANSAS DIVISION—1—131.

28128	Skerry, Geo. C.		

KENTUCKY DIVISION—3—255.

28085	De Long, W. F.	28211	Rosenan, Chas.
28129	McCarthey, L. M.		

MARYLAND DIVISION—7—542.

28212	Farland, C. B.	28061	Voight, Henry A.
28213	McEvoy, James	28086	*Hecht, Mrs. A. H.*
28214	McEvoy, James, Jr	28185	Shaw, Wm. Checkley
28060	Diffenderfee, Dr. C. Rich		

MASSACHUSETTS DIVISION.—3!—2902.

28098	Vining, John F.	28197	Elliott, Fred'k S.
28099	Freeman, Jas. H.	28130	Marshall, SimonF
28100	Howe, Moses W.	28094	Lewis, Ernst G.
28218	Hubbard, Fred C.	28096	Cook, R. F.
28215	Knowlton, W. J.	28164	Bagley, W. H.
28216	Simms, Wm. G.	28165	Saunders, Orlando
28217	*Saunders, Martha A.*	28131	Miller, M. L.
		28095	Knisley, H. E.

28163	*Gifford, IsabelleH*	28062	Slayton, J. Mason
28091	Stone, J. Pulsifer	28097	Colton, Howard C
28090	Savage, F. C.	28186	Evans, W. Arthur
28089	Hall, Jos. B.	28166	Parsons, Silas E.
28088	Flint, Chas. L.	28132	Durgin, F. R.
28087	Lowell, John A.	28219	Clark, WinthropC
28093	Arnold, R. W.	28220	Southwick, Edw. M
28092	Jennings, Geo. W.	28221	Davis, Geo. R.

MICHIGAN DIVISION—7—676.

28101	Zageloneyer, Frank	28134	Phillips, W. E.
		28135	Sewell, W. E.
28102	Lewis, A. G.	28036	Ronvel, GeorgeW
28133	Beebe, Wm. W.	28103	Mirault, Chas. V.

MISSOURI DIVISION—4—427.

28222	Campbell, F. F.	28223	Upmeyer, Henry W.
28167	Smith, B. J.		
28187	Grove, L. B.		

NEBRASKA DIVISION—2—186.

28171	Coye, Frank, L.	28063	Gray, Fred W.

NEW HAMPSHIRE DIVISION—1—336.

28104	Young, R. J.		

NEW JERSEY DIVISION—4—1221.

28065	Wilkins, E. Ward	28224	Greensmith, Jas. E
28064	Steele, John H.	28225	Morris, Geo. E.

NEW YORK DIVISION—48—2595.

28188	Guentzer, HarryB	28138	Espy, Frank D.
28114	Whitney, S.	28189	Rice, Jesse
28113	Sweet, F. G.	28190	Denham, LymanR
28112	Streeter, R. S.	28139	Patterson, H.
28111	Carpenter, J. W.	28140	Stopford, W. A.
28110	Bickford, Edw. C.	28169	Stopford, H. B.
28067	Smith, Frank G.	28170	Whitehead, E. E.
28231	Daggett, Jos. M.	28071	Holton, Ernest H.
28226	Sanford, Percy	28141	Hubbell, WesleyA
28227	Everson, I. J.	23106	Champlin, Chas A
28228	Morrell, H.	28107	Brown, Llewellyn H.
28229	Johonnot, J. H.		
28230	Stone, W. R.	28108	Keeler, Geo. H.
28232	Underhill, Edw.	28109	Rose, Hubert Y.
28233	McKown, Walter	28235	Conkling, HenryT
28234	Underhill, Chas.	28236	Manhardt, F. P.
28238	Nellis, Geo. W., Jr	28237	White, H. C.
23239	Parker, Edw. N.	28070	Sheldon, Henry R.
23240	Field, H. B.	28069	Siglar, Harry B.
28241	Miller, C. R.	28068	Siglar, Henry W.
28066	Goldsmith, G. C.	28142	Young, Cornelius
28105	Strong, Cyrus J., M. D.	28172	Matheson, R. T.
		28173	Moore, Samuel J.
28137	Leyendecker, P. T., M. D.	28143	Langdon, Chauncey E.
28168	Edebohls, Geo. M. M. D.	28144	Hale, J. E.

OHIO DIVISION—40—1495.

28245	Bulford, Geo. H.	28252	Benham, G. C.
28246	Elliott, Fred W.	28253	Cole, Wendell C.
28247	*Skinkle, Miss Cornelia A.*	28254	Cole, Geo. C.
		28261	Smith, William L.
28248	Doubet, Ed. J.	28262	Willard, Geo.
28249	Grossman, Frank J.	28263	Sandrock, J. W.
		28264	Hurlbutt, R. H.
28257	Goodman, Moses.	28266	*Dunn, Mabel.*
28258	Lion, Leopold.	28267	Kriebal, Adolf.
28259	Martin, Herbert.	28268	Bartholomew, F. C
28260	Newbold, Philip.	28269	Henderson, John W.
28146	Bobb, J. M.		
28145	Bobb, Geo. W.	28270	Skinner, R. J.
28174	Anderson, L. C.	28271	Linn, W. M.
28116	Spaulding, C. R.	28272	Davis, A. M.
28191	Maize, H. D.	28273	Wolf, M. L.
28147	Handy, W. H.	28242	Mayhew, John W.
28148	Lyon, W. D.	28243	Thalheimer, Otto.
28115	Laundon, M. H.	28244	Lash, Ellis D.
28250	Cowan, E. H.	28255	Ensign, H. C.
28251	Arras, E. F.	28256	Ensign, Burt T.

PENNSYLVANIA DIVISION—18—2172.

28149	Mooney, John H.	28118	Brooke, James F.
28072	Harshaw, Albert.	28179	Davis, Ralph J.
28192	Bunker, Geo. W.	28154	Larson, Stephen.
28274	Stebbins, N. W.	28160	McKee, R. A.
81172	Evans, John J.	28155	Durkin, P. H.
28175	Kolb, John P.	28150	Beard, Fayette H.
28176	Haines, Spencer L	28151	Rubie, James L.
28177	Ramsey, W. H.	28152	Gotwalt, Aiter P.
28178	Maxwell, J. H.	28153	Swank, Morrell.

RHODE ISLAND DIVISION—3—611

28182	Wilcox, Elmer A.	28275	Shippee, I. A.
28181	Armington, John O.		

TEXAS DIVISION—1—106.

28276	Luter, Theo A.		

TENNESSEE DIVISION—1—119.

28183	Wilcox, Putnam.		

VERMONT DIVISION—1—103.

28119	Gray, S. G.		

VIRGINIA DIVISION—2—97.

28278	Tompkins, G. Harry.	28277	McCluer, Chas. P.

WISCONSIN DIVISION—9—284.

28193	Henry, Geo. E., D. D. S.	28121	Hufschmidt, C.W. Jr.
28184	Amory S. Burtus	28280	Conkey, P. M
28156	Nickel, Philip	28281	Mainland, Leslie
28279	Hammel, WalterF	28282	Mallory, E. M.
28120	Wilkinson, Robt. E		

MONTANA—1—33.

28074	Harb, J. A.	28075	Tooker, C. J,
28073	Greenhood, Ben.	28076	Wesner, Fred W.

NORTH CAROLINA—1—15.

28194	Causey, R. E.		

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasuecr, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1424 Pennsylvania avenue, Washington Secretary-Treasurer, W. H. Stearns, 1421 G street, N W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No. Penn street, Indianapolis. Secretary-Treasurer, Arthur J. Newby, 507 No. Alabama street, Indianapolis.

IOWA—Chief Consul, H. L. Chase, Cedar Falls. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S. Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 142, Louisville. Secretary-Treasurer, G. E. Johnson, 1910 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

MAINE—Chief Consul, Howard M. Breen, 199 Franklin street, Portland. Secretary-Treasurer, Bales Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, A. W. Robinson, 21 Milk street, Boston. Secretary-Treasurer, Chas. S. Howard, Globe office Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 380, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI — Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

NEBRASKA—Chief Consul, A. H. Perrigo, 1315 Dodge street, Omaha. Sec.-Treas, C. B. Nicodemus, Fremont.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, R. H. Scott, People's Ins. Co., Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 116 Broad street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK — Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer George M. Nisbett, 50 Wall street, New York City

OHIO—Chief Consul, M. A. High, 165 Vine street Cincinnati. Secretary-Treasurer, Dr. W. D. Kenyon, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle Ass't Dist. Atty, Philadelphia. Secretary-Treasurer John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Chas. J. Sherer, 311 Main st., Memphis. Secretary Treasurer, Thomas J. Dupree, 338 Front street, Memphis.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box 28: Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro. Secretary-Treasurer, E. D. Whitney, Brattleboro

VIRGINIA—Chief Consul, Law: L. Waring, Norfolk. Secretary-Treas., J. Hugh Henry, 140 Bute st., Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Bellevilla, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

ABBOT BASSETT Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1892. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2.00 with this blank on any date between date of paper and October 30. Write plainly—Printing preferred.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards, send 25 cents extra. If you want your name in gold, stamped on the holder, send 50 cents xtra. *Leave the margin in using this blank.*

"THE WARWICK PERFECTION CYCLES

(some 120) that were ridden in the Century Run, finished as they started in perfect condition." This from a dealer. We should never have alluded to above, had not our attention been drawn to the announcements of makers who were fortunate enough to have a PROPORTION of their wheels go through without breakage.

WARWICK PERFECTION CYCLES

Are built on honor. They are the lightest road wheels built in America.

SEND FOR CATALOG.

WARWICK CYCLE MAN'F'G. CO., - - Springfield, Mass.



INCLUSIVE of spokes, nipples, chain and balls, the average high-grade safety is made up of some seven hundred distinct and separate parts and pieces.

From this the value of a little care can best be realized. —*The Wheel.*

The above is fact; but in the

PARAGON

we offer a spring frame machine with fewer parts and simpler action than any machine on the American market.

SEND FOR CATALOG.

Stover Bicycle Mfg. Co.,

FREEPORT, ILL.

By the way, WATCH FOR THE PHŒNIX.

"Finest Quality Produced in the World."

TRADE "CREDENDA." MARK.

THE CREDENDA SEAMLESS

STEEL TUBE Co., Ltd.,

W. C. STIFF, Managing Director.

BIRMINGHAM, ENGLAND.

TELEGRAMS:—"CREDENDA" BIRMINGHAM.

RECORD AGAIN.

TIME, 2 hrs. 17 min.

50 MILES TRACK RECORD

TIME, 2 hrs. 17 min.

BADLY BEATEN ON AN

NEW Model B **ORMONDE** NEW Model B

Not by Seconds, BUT BY 8 minutes.

The Fastest 50 Miles Ever Ridden on any Kind of Cycle.

(Ridden by all the Fastest Riders in England).

ORMONDE CYCLE CO., - - U. S. Branch, 25 Murray St., NEW YORK.

NEW YORK BELTING & PACKING CO Limited.

JOHN H. CHEEVER, D. CHEEVER, F. CAZENOVE JONES, } Managers. WM. T. BAIRD, Secretary. 15 PARK ROW, NEW YORK.

Oldest and Largest Manufacturers in the U. S. of

PATENT APPLIED FOR. PATENT APPLIED FOR.

VULCANIZED-RUBBER FABRICS

FOR MECHANICAL PURPOSES.

We are prepared to execute orders for the ONLY PERFECTED

CUSHION TIRES For SAFETY WHEELS.

AND ANY ARTICLES OF SOFT RUBBER FOR BICYCLES. BILL

Correspondence Solicited.



Showing our S. P. Cushion Tire under compression, making a double cushion.



S. P. Cushion Reinforced.

THEY MUST GO!

We have been so busy selling "UNION" and "STERLING" bicycles during the past six months, that we quite forgot we had a few

WARWICK (Convertible) SAFETIES

Piled up in our store-rooms. We must get rid of them. List price, $135.00. **NOW $105.00.**

A LARGE STOCK OF

NEW AND SECOND-HAND ORDINARIES AND SAFETIES

Will be sold at less than COST. They must be cleared out. We expect to lose money on them. Send quickly for list, and hurry in your orders. They won't last long.

CHAS. F. STOKES MFG. CO.,

BRANCH HOUSES. { 592 West Madison Street, Chicago, Ill. / Drexel Boul. and Oakwood Ave., Chicago, Ill. / 337 and 339 Third Street, Milwaukee, Wis. }

293 and 295 Wabash Avenue, Chicago, Ill.



Bicycles.—Over 1200 Bicycles in Stock. Special Bargains.

30 Inch, Full Ball Bearing Safeties, Good as New, $42.00

30 Inch Safeties, Balls both Wheels, Good as New, 37.00

Order quick and mention these prices, as they are not in our Catalogue.



A. W. GUMP & CO., - - Dayton, Ohio.

PARAGON. ⁘ TOURIST

SIDWELL & SABEN,

NEW ENGLAND AGENTS.

243 Columbus Avenue, - - Boston, Mass.



"THE BELMONT."

The Best Value ever offered to the American Public. Highest Grade throughout. Credenda Steel Tube, Dropped Steel Forgings, Garford Saddle, and Best Cushion Tires. True Referee Frame. Price, direct spokes, $100. Tangent spokes, $110.

Agents Wanted.

Manufacturers,

THE SWEETING CYCLE CO., 639 Arch Street, Philadelphia.



THE "HAINES" WRENCH.

(Patented Sept. 17, 1889.)

The Most Complete Wrench for Bicycle riders in the market; made of Cast Steel, finished in black; combines Screw Driver with Wrench; length 4 1-2 in. Warranted first-class, strong and durable. Manufactured only by

AMERICAN SAW CO.,

TRENTON, N. J.

ADJUSTABLE NUT.



ACTUAL SIZE.

Indespensable to Tourists and Bicycle Riders generally. Will fit any bolt on any bicycle; easy to carry in pocket or tool bag; weighs only one ounce; nickel plated; sent prepaid on receipt of

Price, 50c.

Wheelmen, don't walk ten miles because you lost your pedal nut or some other part to your machine, but send for one of these adjustable nuts and always have it with you.

CUBBERLY & NORTHROP,

Manufacturers,

41 Roxbury St., Boston, Mass.

Dealers send for Prices.

"Imperial Wheels"

FOR ALL AROUND RIDING ARE POSITIVELY THE BEST



MANUFACTURED ONLY BY

AMES & FROST COMPANY

302-304 WABASH AVE, CHICAGO

CATALOGUE UPON APPLICATION



Dealers and Riders,

Have you examined the fine points in our 40-pound, Cushion-Tyred

"METEOR" SAFETY.

BANKER & CAMPBELL CO.,

(LIMITED.)

12 Murray St., N. Y. 1786 Broadway, N. Y. 1311 Bedford Ave., Brooklyn.

SEND FOR CATALOGUE.

L. A. W. SPECIAL.

All Shoes Stamped with this Trade Mark are of the Celebrated Norman & Bennett make. They are the best Fitting and Most Comfortable Shoe ever produced for Wheelmen.

FOR SALE BY

THE LEADING DEALERS

From Maine to California.

CHOICE OF THE EXPERTS.

"U. S." Gallery Ammunition.

Manufactured by the

United States Cartridge Co., - Lowell, Mass.

WHAT IS A "POPULAR?"

IT IS A

Ball Socket Steering, Ball Bearing Safety of Best Material.

It looks like THIS—



Price, **$85**

We have a few of these, New but slightly scratched Price is only $75. First come, first served.

PERCIVAL TATTERSFIELD,
12th and Oxford Streets, Philadelphia, Pa.

SECOND-HAND SAFETIES

I am selling out a number of them; good wheels at way down figures, to make room for a big lot of the famous REFEREES, which we will have this month.

W. J. NEWMAN, 46 Columbus ave., Boston.
And HARVARD SQUARE, CAMBRIDGE.
Open evenings.



VENTILATED INTER-AIR-SPACE CLOTHING.
Adapted to all climates and all variations of temperature. Sold by leading merchants in all principal cities. Illustrated catalogue mailed free on application to
HARDERFOLD FABRIC CO., Troy, N.Y.
Mention this Paper.

$2.75.

I will cut a single line, steel street die, monogram or cipher, with 5 quires fine writing paper and envelopes, paper stamped in colors for $2.75; all duplicate orders filled at $1.00 less, the die to remain in my possession; will mail samples on application.

M. R. WARREN
Stationer and Engraver,
336 WASHINGTON ST., BOSTON
Mention this paper.



Road Map of Central Indiana.

We have just published an excellent Road Map of Central Indiana, with the Gravel Roads shown in red ink. The Map covers the best riding district in Indiana, and we will mail it to any address upon receipt of twenty-five cents (25) in stamps.

HAY & WILLITS, Cycle Dealers,
113 W. Washington St., Indianapolis, Ind.

THE TOURIST.



Simplicity in Construction. Ease in Running. Cushion Tyres. Bown's Ball Bearings. No Cast Metal. Manufactured for us by Wm. Bown, Birmingham, England.

Also General Agents for the

Warwick, Kenwood, Psycho, Referee AND THE St. Nicholas

Line of Medium Grade Wheels.

MANUFACTURERS OF THE

Perfection Bicycle Alarm,

Tire Heaters and

Bidwell Cyclometer.

Good Agents Desired. Send for Catalogue and Terms.

George R. Bidwell Cycle Co.,

Chicago: 270 and 272 Wabash Avenue. 308 and 310 W. 59th St., New York City

The Beeston Humber.

THE BARGAIN OF THE YEAR.

$100.00 $100.00



We have a few of these celebrated wheels which we will close out at

$100.00

Perfectly New and Guaranteed

WEIGHT, 37 lbs.
WHEELS 30-inch, geared to 57
BALLS ALL OVER, including socket head, all dust-proof.
Latest pattern Humber frame, spoon plunger brake.

Garford or Fish Saddle.

WRIGHT & DITSON,

578 and 580 Washington Street, Boston.

R. L. COLEMAN & CO.,

35 Barclay Street, and 40 Park Place, New York.

Call Special Attention to their

JUNO



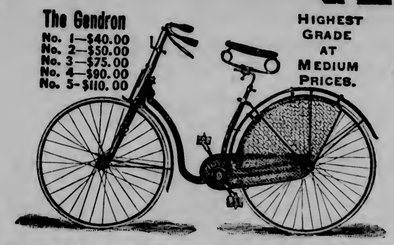
JUNO

This machine has 28-inch wheels, is shapely in its lines, and made of same material as its male companion, with ball bearings to both wheels, crank shaft and pedals. It can be had without ladies' dress guard at $70, and with dress guard at $75.
These wheels are made by the Western Wheel Works, whose complete line includes the Rush, Rob Roy, Juniors and Pet.

Send for Catalogue.

R. L. COLEMAN & CO., *EASTERN, SOUTHERN and MIDDLE STATE AGENTS*

GENDRON.



We are Headquarters for Cycle Supplies.

SEND FOR CATALOGUE.



Eastern Office and Wareroom: 107 Chambers St., New York.

GENDRON IRON WHEEL COMPANY,
Factory and Home Office: Toledo, Ohio.



Bicycle Riders, Base Ball Players, Athletes, Gymnasts, tell us that it is the best and most satisfactory supporter made.

Let Every Sportsman Try Them. Price, $1.00.

Will send by mail on receipt of price. Send size of waist and hip.



KNEE PANTS.

(Patented.)

810. Heavy Rib.

Improved double seat and pocket.

FULL PANTS.

(Patented.)

828.

HEAVY RIB.

Improved Double Seat, Strap and Pocket.





No.		Each.
970.	Heavy Sweater,	$5 00
967.	" "	4 00
767.	" "	3 50



3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50.
3—1. Black, navy, grey mixed, stocking, $1.25.
1—1. Black, navy, grey mixed, stocking, $1.00.

ATHLETIC and GYMNASIUM GARMENTS Manufactured by HOLMES & CO., 109 Kingston Street, Boston.

SEND STAMP FOR CATALOGUE.

A MODERN PRINTING OFFICE AND BINDERY.

The Collins Press

Gives Satisfaction Every Time.

WE PRINT

The "Technology Architectural Review,"
"Bicycling World and L. A. W. Bulletin,"
"Wade's Fibre and Fabric,"
"The Musical Herald."

PRINTERS TO THE BOSTON UNIVERSITY.



FINE TAPS AND DIES

For Bicycle Work.

Send for Price List.

WILEY & RUSSELL MFG. CO.,

Greenfield, - - Mass.

NEW

Speedwell Safeties.

$75.00.

King of Road, 27in., } At
Dandy, 24in., } Bargains.

D. SNITJER, St. Louis, Mo.



FOR TANGENT AND DIRECT SPOKES.

Nickeled, Price 75c., Postpaid.

Dealers send for Sample and Electrotype.

AVERY & JENNESS,
5756 Madison Ave., Chicago.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged o bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.
For sale by all Cycle manufacturers and dealers.



FRONT VIEW

Indispensable to Bicyclists, Athletes and the Gymnasium

Call's No. 5 Supporters (jock strap) with elastic back, lace front and adjustable back straps. A sure fit. No. 5 (same as cut), 75c. No. 6, with pockets on each side of lacing, $1.00. No. 7, with hose supporter attached to sides, $1.00. Number 8, pockets and hose supporter, $1.25. Order by number and give tight measure top of hips. Postpaid on receipt of price. S. B. CALL, 358 Main Street, Springfield, Mass



Plymouth Rock Pants Company.

HEADQUARTERS: 11 TO 25 ELIOT STREET, BOSTON, MASS.

Official State Tailors of the L. A. W.

Washington, D.C., Maryland, Pennsylvania, Connecticut, New Hampshire, Virginia and Missouri.

Authorized makers from the LEAGUE CLOTH.

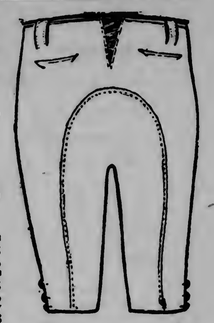
Coat, - - - $7.50 } Ordered Together, $12.25.
Breeches, - 4.75 }

As per *specifications required by the Uniform Committee.*

We have Branch Stores in the following Cities where your orders will be taken.

BRANCHES: 279 Broadway, New York; 943 Penn. Ave., Washington, D. C.; 72 Adams St., Chicago, Ill.; 914 Main St., Richmond, Va.; 217 19th St., Birmingham, Ala.; 291 Main St., Worcester, Mass.; 275 Meridian St., East Boston; 508 Mulberry St., Macon, Ga.; Room 4, Y.M.C.A. Bldg., Burlington, Vt.; 282 Second St., Memphis, Tenn.; 430 Church St., Nashville, Tenn.; 820 Main St., Dallas, Tex.; 629 Broad St., Augusta, Ga.; 108 W. 3d St., Davenport, Ia.; 1109 Broad St., Columbus, Ga.; 307 Tremont St., Galveston, Tex.; 143 So. 12th St., Lincoln, Neb.; 700 Austin St., Waco, Tex.; 110 Canal S., New Orleans, La.; 6 E. Government St., Pensacola, Fla.; 39 Whitehall St., Atlanta, Ga., 68 So. Main St., Waterbury, Conn.; 970 Elm St., Manchester, N. H.; 106 N. Main St., Concord, N. H.; 104 Montgomery St., Montgomery, Ala.; 706 Chapel St., New Haven, Conn.; Main St., opp. P.O., Springfield, Mass.; 16 W. 9th St., Chattanooga, Tenn.; 134 Thames St., Newport, R. I.; 606 Main St., Kansas City, Mo.; 244 Fourth Ave, Louisville, Ky.; Exchange St., corner entrance, 2 State St., Hartford, Conn.; 910 Congress Ave, Austin, Tex.; 406 Houston St., San Antonio, Tex.; 318 So. 15th St., Omaha, Neb.; 310 E. 5th St., Dayton, Ohio.

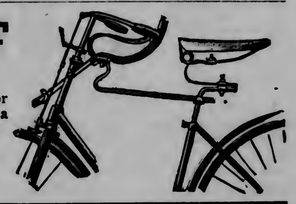
Also Agents at most all points in every State. We will call whenever and wherever needed by your notifying Headquarters, BOSTON, MASS.



Makers of ALL STYLES OF UNIFORMS.

Address POSTAL CARD For Samples.

The * Beauty * Bundle * Carrier AND CHILD'S SEAT.



ADAPTED for all Safety Bicycles and Tricycles, attaching to either horizontal, vertical, solid or hollow posts of any diameter, without marring the same. Will carry a good-sized child, a peck of apples, an armful of books, or anything you can get in it.

Cloth, $6. Mackintosh, $7. Send for Circulars.

RICH & SAGER, 210 West Main Street, Rochester, N. Y.

Learn to Ride

BY USING OUR

INSTRUCTION BELT

Price, with instructions for use, $1.25.

ST. LOUIS WHEEL COMPANY,

311 N. 14th St., St. Louis, Mo.

A NEW DEPARTURE.

"THE BICYCLE INN,"

194 and 196 Columbus Avenue, Boston.

Bicycles Boarded, Cleaned and Cared For

BY THE DAY OR WEEK.

Competent Attendance and Moderate Charges

Dressing, Toilet and Coat Rooms in connection with the only "BOARDING STABLE" for Bicycles in Boston, where you can leave or take your wheel at any hour of the day or evening.

E. E. BROWN, Manager.

TRICYCLES WANTED.

We can use a few good single or tandem tricycles, in exchange for new safeties of standard make.

CLINTON CYCLE CO.,
Clinton, Mass.

HAVE YOU SEEN THE NEW

BUTCHER CYCLOMETER?

Ask Your Dealer to Show it to You.

For Ordinary Bicycles. Price $10.00. By Mail On Receipt of Price.



For Safeties. Price $11.00. By Mail On Receipt of Price.

The unprecedented demand for this Cyclometer this season is our apology to our many customers for delays in filling orders. With enlarged facilities, we can now fill all orders promptly.

The Butcher Cyclometer Co.,
338 WASHINGTON ST., BOSTON, MASS.

THE UNIVERSAL WHISTLE.



Patented Dec. 11, '88.

The Best Whistle for Cyclists, Hunters, Horse-car Conductors, and every one who use Mouth Whistles. The Patent Mouth-Piece enables one to hold it in mouth without use of hands. Price, by mail, 25c. or $2 00 a dozen. A chance for any smart boy to make money. WHITTEN, GODDING & CO., Providence, R. I.

ONE PIECE WIRE New Haven 40 CTS. CLUB PINS BADGES, MEDALS &c. C. O. REICHERT 16 CROWN ST. NEW HAVEN CT.

To Athletes, Cyclists, Baseball & Footballists, Horse-back Riders, Boxers and Oarsmen; when you want to ride, run, walk, row, skate or swim a long distance, USE

ANTI-STIFF

To Strengthen the Muscles.



To Strengthen the Muscles.

It is a marvelous preparation for Strengthening the Muscular System. With Anti-Stiff there is no faith required; it goes straight for the muscles, and you can feel it at work. It has a peculiarly warming, comforting and stimulating effect on all weak or stiff muscles and sinews. Quick in action, cleanly and pleasant in use. Rub it into the muscles every night for a fortnight, and you will be pleased at its supporting and strengthening properties. There is not, nor has been, anything like it till now. It differs from all Oils, Embrocations, and Liniments, both in substance and effect.

Prices 20c. and 35c. per box.

Has a Large & Increasing Sale throughout Great Britian.
E. FOUGERA & CO., AGENTS FOR U. S., 30 N. WILLIAM ST., N.Y.

HUMBERS

WIN EVERYTHING AT DETROIT.

First in 1 mile open, First and Second in 1-4 mile championship, First, Second, Third, Fourth and Fifth in 1 mile championship.

They hold the 1 and 2 mile American records, and the 10 mile road record.

New York State Agents,

Schoverling, Daly & Gales,

302 Broadway, - - - - - - - - - NEW YORK.

WHEELMEN WEAR THE NEW

CENTURY-BRACE

TRADE MARK

THE BEST SUSPENDER.

Non-elastic and yet perfectly elastic. Does not heat the body as a belt or tight-fitting trousers; nor the shoulders as do the elastic web suspenders.

If your furnisher does not keep them, send 50c., 75c. or $1.00 for sample pair by mail, postpaid.

CHESTER SUSPENDER CO.,
No. 21 Decatur Avenue, Roxbury, Mass.
Mention this paper.



THE COASTER

Is a Speedy Safety for both sexes.

They Do Not Break at Neck or Steering Head!

ALL STEEL. Agents wanted.

Send for Catalogues to

No. 6 East 4th Street, - A. A. BENNETT.
CINCINNATI, OHIO.

Official Outfitters to the League of American Wheelmen.

Authorized by the Executive Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.



466, 408, 410 & 412 Broome Street, NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.00, BREECHES, $5.25.

Cloth, $2.10 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25

Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00

Stockings. Our celebrated Linen Sole Stocking, League color.....1.00

Belts. No. X Silk..... .50

Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic. 4.00
No. 1, Canvas, leather trimmings. 3.50

Sent post paid on receipt of price.
Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,
241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia. 1033 Chestnut St.

THE NEW COLOR LEAGUE CLOTH IS NOW READY.

Samples of same can be obtained on application to

BROWNING, KING & CO., - New York.



THE SPIRAL FLEXIBLE TOE CLIP

Is flexible and easy on the foot. Adjusts to any size of foot or pedal. Stands any amount of blows, kicks or tramping on, and still retains its form. Will not catch on curbs, sidewalks, door sills or obstructions and pull out of shape while wheel is being trundled over them.

The only toe clip extant that permits of the correct adjustment of foot to pedal; not having a toe check it does not tend to pedalling with toes pointing downward, which position induces a strained and set condition of the muscles of the foot, ankle and calf. One of the best, simplest and most easily attached. Try a pair and be convinced. Send for descriptive circular.



AS CARRIED WHILE RIDING

No more foul, greasy and collapsed tool bags.
No soiled hands or clothes
No loss of oil or one's temper.
No dirty tool bags or oily tools.
No weight, no delays to oil up.
No loose tops, no rattle.
No neglected or damaged bearings.
No squeaking or pounding.

Made in sizes suited to different machines.

Pronounced by old wheelmen, the press and the trade as the BEST novelty before the cycling public for '91.

In ordering state make of wheel and give diameter of seat rod or handle bar shaft.

Price mailed, 50c. With C. & D. Oiler $1.

The Spiral Flexible Toe CLIP is flexible, easy, adjustable, effective, indestructable, faultless. One of the best, simplest and most easily attached. Price per pair, mailed, 50c Agents wanted everywhere. [Mention this paper.

Descriptive circular free.

L. H. BANNISTER & CO., Youngstown, Ohio.

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. W. E. AUGHINBAUGH, Baltic Building Washington, D. C.

M. R. WARREN,

Fine Stationery,

336 Washington Street, - Boston.

I call special attention to my engraving department, in which you will find the best of workmanship, correctly and quickly executed at the lowest prices.

SATISFACTION GUARANTEED.

Wedding Invitations,
Wedding Announcements.
Reception Cards,
Visiting Cards,
Party Invitations, etc.

Sketches Furnished. Odd Novelties in Box Papers. New Style Envelopes.

Mention this paper.

ATHLETIC GOODS!

KINGSTON KNITTING CO.,



Manufacturers for the

Trade and Clubs.

The most beautiful line of

Bicycle, Gymnasium, Tennis Costume and Sporting Goods

Made, in worsted, wool and best lisle thread stock. Unsurpassed for style, completeness, elasticity and durability, and at very low prices.

Send for catalogue and club price list, or order with entire confidence that our styles, material and prices will be entirely satisfactory.

No. 27 Kingston Street,

BOSTON, MASS.

BEST OUT.

75c. for this Nickeled Toe Clip.



Every wire braces the others. Best Spring Steel. Foot never slips. No headers. Great for hill climbing. No pinching of corns or catching of foot. Solid comfort. Rubber coated, only 90 cents. The Pat. balance E, always brings Pedal and Clip right side up as per cut, only 75 cents extra.

If your Agent is dead and don't keep it, don't let him bluff you, but send price by P. O. Note. No stamps. Size 1 for boots up to No. 8. Size 2 for boots from 8 to 11. ☞AGENTS WANTED EVERYWHERE

J. A. HUNT & CO., Sole Mfgs., Westboro, Mass.



I. A. WESTON & CO.,

JAMESVILLE, N. Y.,

MANUFACTURERS OF

SAFETY BICYCLE WHEELS,

MADE WITH

Parallel Coned or BALL BEARINGS, Solid or Cushion Tire.

THE BEST MATERIAL and THE FINEST FINISH.

Cushion Tires, Rims and Best Tire Cement supplied to the trade

---

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜



L. A. W. BADGES

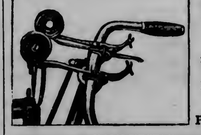
The official design in SOLID GOLD.

Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the inferior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better to. $1.50, $2.00, and $2 50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.



LAMSON'S

Luggage Carrier NO. 1.

Convenient, durable, noiseless, cheap. $1. Sold everywhere.

Made by

C. H. LAMSON,

Portland, - Maine.



JOHN. HARRIOTT.

PRIZE MEDALS CUPS, BADGES AND PINS.

3 WINTER ST., BOSTON.

WANTED—Bicycle Dealers and Agents to handle our *Official League* and other Bicyclists' emblems. Send for price list and discounts. DURYEA JEWELRY CO., wholesale jewelers, 180 B'way, N.Y.

1891 PNEUMATIC—B. & A. Humber racing safety, 26 1-2 pounds, Dunlop's latest (sewn canvas) pneumatic tires; machine and tyres absolutely new; enamel slightly marred; $150; owner going to England. H. O. STICKNEY & CO., 440 Harvard st., Cambridge.

WHAT? Yes, Premier Tandem Safety, cost last year $200, for $115. Good reason for the sacrifice. COWLES' BICYCLE REPAIR SHOP, Plainville, Ct.



FULL SIZE.

The Beverly Guard.

Smallest and Best Guard in use. By Mail, 10c. per pair.

W. H. HUFF, - Beverly. N. J.

DETECTIVE! WE WANT a MAN in every locality to act as Private Detective under our instructions. Send stamp for particulars. WASHINGTON DETECTIVE AGENCY, Box 787, Washington, Iowa.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ *Cash must accompany the Order.*☜

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜

WANTED—52-inch Eagle Roadster. J. B. MERRITT, Grand View, Tennessee.

BE QUICK! One brand new Eclipse, $55. A few excellent bargains while they last. FRED. L. STORY, Seneca Falls, N. Y.

$55 BUYS a 52-inch full nickel Expert Columbia, in fine condition, with both drop and straight handle bars, King of the Road lamp, Hill & Tolman alarm bell. Will send on approval C. O. D. on receipt of $10 for express charges. RICHARD S. RUDDLE, Mauch Chunk, Pa.

$120 BUYS '91 Columbia L. R. Safety, cushion tires, ridden about 15 miles; a bargain for somebody. O. L. DAVIS, Paris, Ky

SWEET BY AND BY.

It was the newest looking bicycle for an old one you ever saw, because it was always cleaned with Wilson's Wonderful Nickel and Enamel Preserver. Price 50c. Ask your Cycle Agent for it. WILSON MFG. CO., 15 Tremont Row, Boston, Mass.

$80 BUYS *perfectly new* $135 Broncho safety, 1891 pattern, ball bearings all over, correspondence solicited. C. P. ADAMS, Westboro, Mass.

$105 BUYS American Light Rambler Safety, 1891 pattern; good as new; used about a month. Address Box 291 Waverly, Ill.

FOR SALE—Brand new Broncho, 1891 pattern; best offer over $90. Will send on approval C. O. D. on receipt of $10. E. H. MOODY, Box 406, Hartford, Conn.

'91 UNION No 12, ridden 5 miles; $100 if sold at once, write quick. JOHN G. HARTEL, Keokuk, Iowa.

$40 BUYS 1890 Union Safety. Who takes a bargain from C. W. COWLES, Plainville, Ct.

FOR SALE CHEAP—One Ladies' Columbia, one gents' do., one Singer safety, one new Hartford, with cushion tires, all in excellent condition; also one Singer tricycle, cost $260, will sell for $75; in good condition. GEO. O. ALLEN, Fitchburg, Mass.

FOR SALE—52-inch Eagle Light Roadster; first-class condition. Cheap. F. H. CANN, Newport, R. I.

VICTOR MODEL C—Bought June 13; not ridden 25 miles; must sell; going away. Price $120. B. S. GALLERT, P. O. Box 187, Waterville, Me.

$90 BUYS 1891 American Rambler; has not been ridden 50 miles. C. O. D. on receipt of $5. GEORGE S. LITTLE, Towanda, Pa.

FOR SALE—48 inch Special Star; hollow frame, balls front; power traps; full nickel; fine order. M. P. GREEN, Norwich, N. Y.

FOR SALE—Columbia Light Roadster; 1890 pattern; in perfect coudition; $60 cash. This is a bargain. W. C. KING, Madisonville, Ohio.

$110—New Columbia, '91 safety. **$90**—Hartford '91 safety; like new. CHARLES HERRMANN, Jr., Tiffin, Ohio.

C. W. COWLES, PLAINVILLE, CT., has a bargain for you in second wheels.

WILL EXCHANGE American Arms Co. semi-hammerless breech loading shot gun, A1 condition, for 4x5 camera and outfit. Address P. O. B. 232, Burlington, New Jersey.

YOUTH'S PREMIER, 50-inch, new last fall; cost $60, sell for $30. P. OHM, 169th st. and 10th ave., New York.

$35 BUYS a 52-inch Expert Columbia, nickeled, in good condition, with cyclometer; $65 buys an English Centaur Safety, 30-inch, ball bearing, a bargain, almost new; $50 buys a ball bearing Gales Safety, 30-inch; just like new. BATTIN & CO., 271 River street, Troy, N. Y.

FOR SALE—48 inch Eagle; full nickel; run less than 100 miles. Price $90. W. J. WHITNEY, 2 Free street, Portland, Me.

80 L. A. W. Cards printed for $1.00. C. L. POWERS, 23 Cole street, Pawtucket, R. I.

$70 CASH—Giant, list $85; brand new; never had person in saddle. F. R. H., BICYCLING WORLD, Boston, Mass.

OH! MY! An 1891 "Broncho," almost new, $95 cash. A 50-inch half nickel "Eagle," fine condition, $75 cash. Hurry. Hurry. E. J. RIGHTER, Lincoln, Neb.

PNEUMATIC RACING SAFETY—B. & A., Humber pattern, very light and strong and nearly new. H. O. STICKNEY & CO., 440 Harvard street, Cambridge, Mass.

PREMIER ROADSTER SAFETY—Perfect, A1 condition; balls all over; warranted thoroughly strong and reliable roadster; weight, 50 pounds net; price $75. H. O. STICKNEY, 440 Harvard st., Cambridge.

DO YOU WANT TO EXCHANGE a canoe, sail or row boat, safety, *anything*, on a Humber Tandem Tricycle in A 1 condition? Write me. JNO. F. EDER, Williamsport, Pa.

$125 DRAFT will buy a New Columbia Safety, Cushion Tires, only ridden 5 miles. Address J. P. HULBERT, 31 Division st., Saratoga Springs, N. Y.

$60 BUYS 48-inch Special Star, in first-class condition, newly enamelled, crated for shipment. O. M. HUNTER, 600 Market street, McKeesport, Pa.

25 CENTS BUYS Road Book and Map of Boston and Vicinity. CHAS. A. UNDERWOOD, Jamaica Plain, Mass.

MUST BE SOLD.

If you want a "Bargain,"

Send for List to EDMANS & SON, Troy, N. Y.

Ordinary Prices Take a Header.

48 Victor, $30; 50 Victor, $30; 52 Victor, $25; 55 Royal Mail Racer, 26 lbs., $35; 52 Rival, $15; 54 Victor, $25; 54 Harvard, $20; 50 Apollo, $25; 52 Expert, $20, and many other bargains. Send for list and full description.

KNIGHT CYCLE CO.,

207 N. 10th Street, - St. Louis, Mo.

NOW READY!

New Edition Revised

— OF —

Mr. Porter's Excellent and Remarkably Successful Handbook of the Wheel and Everything Connected with its Use.

Brought down to date with Special Reference to Tires and Vibration.

CYCLING

— FOR —

Health and Pleasure

A Complete Guide to the Use of the Wheel.

230 Pages, Illustrated.

PRICE, 50 CENTS, POSTPAID.

WHEELMAN COMPANY,

PUBLISHERS,

12 Pearl St., - Boston.

Stamps not Received.

Howard A. Smith & Co.

518 Broad St., Newark, N. J.

SOLE NEW JERSEY AGENTS FOR

FEATHERSTONE

PNEUMATICS

Wanted Wanted Wanted **AGENTS** in every town in New Jersey.

Also Agents in Northern New Jersey for

Victors, Ramblers, New Mails, Gendrons, Gazelles, Eclipse, Crescents, etc., etc.

BICYCLE SUNDRIES

Of all kinds, Wholesale and Retail, among which are the

'Z. & S." HOSE SUPPORTERS for the Shoulder, Belt or Hip. Prices, 50c and 35c.

"Z. & S." BUNDLE CARRIERS for Handle Bar or Mud Guard. Price, $1.25.

RUBBER CEMENT for cuts in tires, etc.

ADHESIVE TIRE TAPE, best in the market.

THE NEWARK HORN, a perfect road clearer.

TIRE CEMENT in sticks.

SPOKE GRIPS, LAMPS, GRAPHITE, CAPS, etc., etc.

Send postal for *Illustrated "Encyclopædia of Cyclers Wants."*

REPAIR SHOP Run and lighted by electricity. We have the facilities, the skilled workmen, and can repair your wheel satisfactory at moderate cost.

Riding School with cinder track for learners.

HOWARD A. SMITH & CO

518 Broad Street, - Newark, N. J.

☞ Open Evenings. ☜

CLIPPER SAFETIES.



CLIPPER.

$90 Solid Tires. $100 Cushion Tires.

Graceful, Easy Steering and Running.

Equally Adapted for Ladies and Gentlemen.

Our Harris' Pat. Saddle the Ladies delight. Our Cushion Tire adapted to any 7-8 inch rim (patent applied for) is a perfect success.

Thos. Kane & Co., - - Chicago,
WESTERN AGENTS.

The Sweeting Cycle Co., - Philadelphia,
EASTERN AGENTS.

GRAND RAPIDS CYCLE CO.,

MANUFACTURERS,

GRAND RAPIDS, - MICH.

Write for Catalogue.

"PERFECT" POCKET OILER.



ONE-HALF SIZE.

For Bicycles, Guns, Fishing Tackle, etc. Throws only small quantity of oil at a stroke. No leakage. Handsomely nickel-plated. Best and neatest oil can in existence. For sale everywhere. Price 50c each. CUSHMAN & DENISON, 173 Ninth Avenue, New York.

Erie Knitting Mills,

Erie, Pa.

Are still making the very best goods for cyclers. We know this, and others are finding it out.

This is a copy of a letter just received from the champion road rider of the United States:

ERIE KNITTING MILLS—
I cheerfully recommend your knit goods for the use of bicyclers, especially hard road-riders, as from my experience with them I have found them well-fitting, elastic and durable as iron.
Yours very truly,
WM. VAN WAGONER.

FRANK FAIRBAIRN, 513 WEST 11TH ST., ERIE, PA.

THE

NEW LEVER SAFETY.



THE PERFECTION OF SIMPLICITY and ECONOMY OF POWER.

NO CHAINS. NO GEARS.

VARIABLE STROKE, only two sets of Revolving Bearings.

BEST HILL CLIMBING and all around Safety made.

CATALOGUE FREE.

H. B. SMITH MACHINE CO.,
SMITHVILLE, N. J.

FITCHBURG RAILROAD

Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

HOOSAC TUNNEL ROUTE

THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

BICYCLES CARRIED FREE

FAST EXPRESS TRAINS

With elegant PALACE PARLOR and SLEEPING CARS to and from

BOSTON and CHICAGO and BOSTON and ST. LOUIS, via NIAGARA FALLS,

without change.

THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.
THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.
THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.

ELEGANT PALACE SLEEPING CARS to and from

BOSTON and MONTREAL,

without change.

For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at

250 Washington Street, or
Fitchburg Railroad Passenger Station, Boston.
J. R. WATSON, General Pass. Agent.

Price List of Specialties

—MANUFACTURED BY—

ELASTIC TIP CO.

Mailed Postpaid on Receipt of Price.

Dropped Forged Steel Spade Handles, all nickeled and threaded to fit any machine, $2.50 per pair.
Soft Rubber Handles, pear shaped, $1.50 per pair.
Vulcanized Handles, pear shaped, $1.50 per pair.
Boys' Soft Rubber Handles, pear shaped, $1.00 per pair.
Double Grip Pedal Rubbers, No. A, 1 inch x 3 3-4 inches, $2.00 per set of four.
Double Grip Pedal Rubbers, No. B, 1 inch x 4 inches, $1.50 per set of four.
Double Grip Pedal rubbers, No. C, 1 1-4 inch x 4 inches, $2.00 per set of four.
Pedal Rubber, round or square; made from white rubber, $1.00 per set of four. When ordering state size required.
Spade Grips, vulcanite, 50 cts. per pair.
Safety Handles, vulcanite, to fit any machine, $1.00 per pair.
Safety Handles, for Boys' Wheel, 50 cts. per pair.
Soft Rubber Grips for Safety, $1.00 per pair.
Soft Rubber Grips for Boys' Safety, 50 cts. per pair.
Soft Rubber Sleeves, to fit over vulcanite grip, 75 cts. per pair.
Steel Balls, 3-16 inch, $2.00 per C.; 1-4 inch, $2.40 C.; 5-16 inch, $3.00 per C.
Imported Tire Cement, 25 cts. per box.
Tire tape for holding on tire, 25 cts. per roll
Rubber Cement, for repairing cuts in tires, 25 cts. per can.
Bicycle Spokes. Price according to quantity.
BICYCLE TIRES, SOLID or CUSHION, either red or grey; price according to size. Send for Catalogue.

ELASTIC TIP CO.,
Cor. Cornhill and Washington Street,
BOSTON, MASS., U. S. A.

SEND FOR CATALOGUE.

PRICES TALK!

You are going to buy your Bicycle where you can get a good one for little money.
Examine our prices.—We can save money for you.



Meacham Diamond—A Gents' or Ladies' Safety, DIAMOND FRAME of seamless tubing, ball bearing all over, including socket, ball bearing head, lightly built, high grade in all respects (see cut)..List, $115.00; Net, **$64.60**

Express, Gents'—30-inch wheels, ball bearings all around, frame of steel tubing..List, $90.00; Net. **$61.33**

Express, Ladies'—30-inch wheels, ball bearings all around, frame of steel tubing..List, $90.00; Net, **$61.33**

28-Inch Safety—Combination wheel for GENTS or LADIES, ball bearings all over...List, $75.00; Net, **$53.33**

Large Boys' and Girls'—Combination Safety, 26-inch wheels, adjustable cone bearings all over.....List, $40.00; Net. **$24.00**

Boys'—25-inch wheels, adjustable saddle and brake, rubber tires, mud guards, adjustable cone bearings.....List, $35.00; Net, **$20.00**

Boys' and Girls'—24-inch wheels, DIAMOND FRAME of steel tubing, adjustable CONE bearings.....List, $35.00; Net, **$22.66**

Boys' and Girls'—24-inch wheels, DIAMOND FRAME of steel tubing, adjustable BALL bearings.....List, $40.00; Net, **$24.66**

Send for Catalogue. **E. C. MEACHAM ARMS CO., ST. LOUIS, MO.**

REAL BICYCLE UNIFORMS.



Be sure to send for free samples and measure blanks. Club Uniforms a specialty. L. A. W. Coats, $8. Knee Breeches, $4. Punnett's celebrated Jersey Cloth Knee Breeches, only $4 a pair. Bicycle Caps, Hose, Pins, Tights, gold or silver Letters, Punnett's Invisible Pants Holders, 25c. a pair. Be sure to write now.
R. A. PUNNETT, Tailor and Athletic Outfitter,
98 & 100 West Ave., ROCHESTER, N. Y.
All strictly first-class work at moderate prices.

$85.00 LOVELL DIAMOND CYCLES. $85.00

High Grade Only.

All Ball Bearing,
Steel Tubing
—AND—
DROP FORGINGS.

NO BETTER MACHINE AT ANY PRICE.



Lovell Diamond, $85.
With Cushion Tires, 95.
For Ladies, 85.
Convertible, 85

AGENTS WANTED.

BICYCLE CATALOGUE FREE.

MANUFACTURED BY

John P. Lovell Arms Co., Boston, Mass.



COME, LET US GO TO The ECLIPSE BICYCLE STORE

and see one of those elegant bicycles.
I have been told they are better wheels than I used to make in England, and it that is true, the ECLIPSE must be a fine bicycle.
The ECLIPSE is fitted with Cushion, or Solid tires, and is a high grade wheel.
I think, John, these new Cushion tires must be better for rough roads than the kind of tires I used to put on my wheels.
The ECLIPSE is made by the Sled Pulley Mch WK'S Indianapolis



Hall Luggage Carrier.

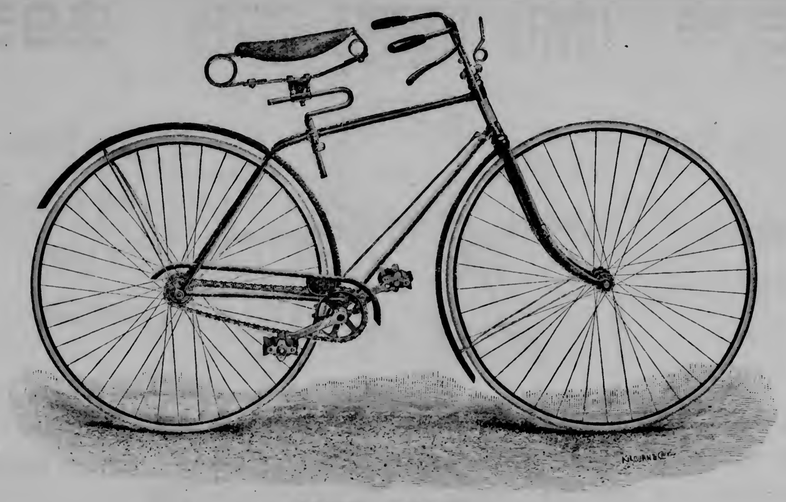
Just what you want to carry your camera. Handsome durable, cheap. Adapted to any wheel. Full nickeled. Sent to any address for $1. Liberal discount to dealers.
Made by
L. R. HALL,
5 Manning St., Medford, MASS.

ADVERTISE NOW
in the "Bicycling World"

THE COMMON SENSE TROUSER GUARD

Gold Plated,	50 cents per pair.
Brass,	25 " " "
Standard Finish,	15 " " "

Try a pair and you will use no other. Address
TROUSER GUARD CO., - Shullsburg, Wis.



PRICE, $135.00.

WHAT IS COVERED?

We have many times said of Columbias (and have had it said by thousands of discerning wheelmen) that they are "unequaled in design, construction and finish."

Enamel and nickel may, like charity, cover a multitude of sins in a wheel.

In a Columbia, however, the enamel and nickel serve to enhance virtues and not conceal faults.

That is, Columbias do not depend on the sheen of enamel or polish of nickel for their beauty, but are thoroughly made before a bit of finish is applied.

Incidentally, the finish that serves to bring out the virtues of Columbias is the best, (the best enamel, the best nickel) that has yet been found.

Is it not wisdom to choose a machine with honest work beneath the polish?

Our Cushion Tires are receiving the highest commendations on all sides. Remember what we have said about them before.

ILLUSTRATED CATALOGUE FOR THE ASKING.

POPE MFG. CO.,

77 Franklin Street, Boston.

12 Warren Street, New York. 291 Wabash Ave., Chicago. Factory, Hartford, Conn.

FOUNDED THE 1878

BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXIII. Number 14. BOSTON, 31 JULY, 1891 $1.00 a Year. 5 cents a copy.

THE DETROIT ROAD RACE,

25 MILES,

At the National League Meet, Detroit, July 16, was won by B. J. Graham of Detroit, who rode a Victor Model B, fitted with the celebrated Victor Cushion Tire—the only Cushion worth mentioning.

VICTORS MAKE THE PACE

And generally win the race.

Our Detroit agents couldn't begin to supply the demand for Victors after the race. It seemed as though nothing but Model B Victors were worthy of notice.

Without a doubt, there were more favorable comments among the wheelmen at Detroit regarding Victors than all other makes combined. Merit will tell!

OVERMAN WHEEL CO.,

CHICOPEE FALLS, MASS.

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

THOSE HICKORY PINS.

League members are divided into two classes. First: Those who attended the annual distribution of badges at Detroit; and lastly, those who didn't.

While at Niagara Falls last year, the writer noted the fact that badges were in great demand and that everybody was doing their best to take home as large a collection as possible. Many came well supplied, while many more didn't realize the need of badges until they had arrived at the Falls, with the result that the Job Printing Offices were kept busy, while the haunts of those who sold ribbon were continually haunted. We noticed that all this multiplicity of badges had to be fastened on with common pins, the safety predominating over the ordinary in pins as well as bicycles, and for much the same reasons.

A little use of the prophetic instinct with which we are so unfortunately endowed, led us to the following conclusion, to wit: That at the '91 meet there would be a largely increased number of badges, both impromptu and premeditated, but we further argued that no particular attention would probably be given to pins, for this reason. Our experience with man is, that being created in the image of his maker, he resembles his maker in at least one particular, viz: He is loth to depart from established customs. He wears two buttons on his coat tails because other men do, and likewise on his sleeves, for no better reason. So when his neighbor has a bicycle made of metal, he becomes sore afraid lest material other than metal should "dry up and squeak." If his friends make badges of ribbon, it is safe to say that he will turn naturally to that time honored millinery. Thus we reasoned that a pin would be novel. But bless you, we didn't think it would become indispensable. Our daily mail contains hundreds of letters asking for those pins, of which we still have a few, and of which we shall have more to say later.

"Don Salambo" says: "The man who will invent a liquid tire cement which will keep liquid so long as it is tightly corked, but dry quickly as soon as used, is going to make a fortune" Don reminds us of an old lady who, for some reason unknown to the deponent, was given by "a good fairy" (also unknown) the privilege of having granted any wish she might make. The dear old soul knew what trouble was, although unlike Don she didn't ride a cemented wheel.

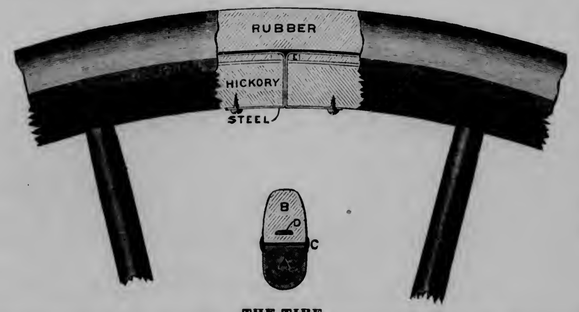
She looked out of the window, and seeing a few of her children sliding down a plank (no matter what kind of a plank), she promptly wished for a "barrel of patches," the idea of new clothes being too remote to even occur to her.

Now Don, when you come to think of it, what is the matter with wishing for a tire that would stay on without cement? Such a thing is quite within the possibilities, and we have it to sell. The procession is now moving Don; why are you not in it?

The Address:

Elliott Hickory Cycle Co., Newton, Mass.

The P. S.—Are you with us.



THE TIRE.

Hickory TRADE MARK

THE TRADE MARK.

Medium Grade Safeties and Ordinaries.

FOR DEALERS AND AGENTS.

We can fill orders promptly for medium-priced wheels, and invite correspondence from dealers and agents. Below we give a partial list of some of the most desirable medium-priced wheels in the market to-day:

		REGULAR PRICES.	OUR PRICES
31	Inch Speedwell Safety, with balls all round,	$115	$85
30	" Mercury Diamond Safety, balls all round,	100	75
30	" '90 Crescents, balls all round, - -	90	70
30	" '90 " balls to both wheels,	75	60
28	" '90 Juno, balls all round, - - -	75	60
28	" '90 " balls to rear wheel, - -	60	50

		REGULAR PRICES.	OUR PRICES
30	Inch Calhoun Safety ball all round, - -	100	75
26	" King of Road Boys' Safety, - - -	45	32
42	" Ideals, for boys, (ordinary), - - - -	35	17
24	" Acme, for boys and girls, - - - -		20
20	" Acme, " " " " - - - - -		15

Springfield Roadsters reduced from $75 and $120 to $55 and $70.

Liberal Discounts to Dealers and Agents. We also have nearly 400 bargains in second-hand machines, while we carry a full line of all the principal high grade wheels in the market. Send for Catalogue, second hand and job lot list free.

ROUSE, HAZARD & CO., 9 G Street, Peoria, Ill.

WARWICK Perfection Cycles | Made on Honor | No Cast Metal | Hose Pipe Cushion Tires | Best in the World | Try for Yourself | Liberal Discounts to Dealers | Catalogues Free | A. O. VERY CYCLE CO., 173 Tremont St., Boston.

LACTART

ACID OF MILK.

A REFRESHING DRINK WITH WATER and SUGAR.

Call for Orange or Raspberry Lactart at the Soda Fountains.

Benson, of Corey Hill fame, says:

AVERY LACTART CO., Boston.

Gentlemen—"For several seasons I have used your Lactart and found it very satisfactory, as a quencher of thirst." Respectfully,

A. P. BENSON, Newton Club.

CONTINUED FROM PAGE 454.

New York State Division.

STOP THIEF. $25 REWARD.

STOLEN from the corner of Main and Erie Streets, Buffalo, N. Y., on Tuesday July 21st, at about 3.30 P. M., a Columbia Light Roadster Safety Bicycle, No. 14825, of the 1891 pattern, the property of Chas. E. Hayes, care Cosack & Co., Buffalo, N. Y.

The lamp bracket and tool bag had been taken off and the machine was fitted with a spring seat rod and had a Lakin cyclometer of 1889 pattern on front wheel which registered thirteen miles at the time wheel was taken. The nickel on handle bar had been worn off in two places where a wire carrier had rested. Spokes enamelled and nickel plated at hub.

A reward of $25.00 is hereby offered by the New York State Division for evidence that will lead to the conviction of the thief and the recovery of the above described wheel.

In addition to the above Mr. Hayes advertises that a reward of $125 will be paid for the recovery of the wheel and arrest and conviction of the thief, or he will pay $25 for the return of the wheel in good condition.

Consuls are requested to have copies of the above notice posted conspicuously in every Bicycle Agency and Police Station throughout the State.

Members are requested to keep a careful lookout for this machine, and upon discovery to communicate at once with the undersigned, and Mr. Walter S. Jenkins, Division attorney, No. 14 East Eagle street, Buffalo, N. Y.

W. S. BULL, Chief Consul.

Buffalo, July 25th, 1891.

Connecticut Consuls.

No. 97—Chester, John B. Hardy.
98—Central Village, Fred W. Tillinghast.
99—Center Brook, Wm. F. Parker.
100—Derby, G. W. Lautz.
101—Middletown, A. H. Rutty.
103—Taftville, Wm. C. Kendall.
104—Watertown, Joseph Suffa.
105—Attawaugan, Chas. S. Blackmar.
Local Consuls are appointed as above.

July 22, '91.

A. A. DEAN, Chief Consul.

County Road Map Committee.

Chas. G. Huntington, Chairman; L. A. Tracy; A. A. Dean.

Committee appointed as above.

A. A. DEAN, Chief Consul.

July 22, 1891.

Connecticut.

A meeting of the Board of Officers of this Division was held in the parlors of the Hartford Wheel Club, Hartford, July 3d, 1891.

Meeting was called to order by Chief Consul Dean at 8.45 P. M., eighteen members being present.

Mr. F. L. Hughes of Rochester, N. Y., and ex-Chief Consul C. G. Huntington were invited to sit with the Board.

Reading minutes of last meeting was omitted.

On motion it was voted to appropriate $300 to be expended in entertaining Division members at Hartford September 7 and 8th, and the Chief Consul was instructed to appoint a committee of five who should have the power to spend that amount to the best advantage.

It was moved by Henry Goodman that: The chair be instructed to appoint a committee of five to select any winners of State championships to represent the Connecticut Division in National championship races at Detroit; car fares both ways only to be paid by Division. Carried.

Mr. Calhoun Latham, chairman of the Rules Committee introduced a new set of By-laws which were adopted.

Mr. F. H. Crygier, chairman of committee appointed to transport Division members to Detroit reported that owing to lack of support he hardly thought it would pay to charter a special car. stated that a special railroad fare had been obtained, and that arrangements had been made for the party to stay at the Russell House.

The advisability of getting out country road maps of the State was discussed, and a committee of three was appointed by the chair to consider the matter.

As no further business was presented the meeting was adjourned at 11.45.

EDWARD A. DEBLOIS, Sec.-Treas.

Protest Sustained.

The Membership Committee sustains the protest against H. A. Caperton, Louisville, Ky.

SANFORD LAWTON, Chairman.

Detroit Races.

Our second day's races being declared off on account of condition of track, all entry money paid for races on said day will be returned to those who were in attendance at League meet, on demand.

J. BRESLER,
Chairman Races Committee Detroit Wheelmen.

To the Officers and Committees of the Various State Divisions:

The National Committee on Improvement of Highways is in receipt of a communication from the Department of State, at Washington, stating that a compilation of the reports of the United States Consuls and Ministers on the streets and highways in foreign countries is now passing through the hands of the printer, and will be soon ready for distribution. The Secretary states that this will be one of the most interesting public documents ever issued by the Government, and that the Department is anxious that it reach the proper parties. We are requested to send to the Bureau of Statistics of that Department the names of such persons connected with our work as will be likely to make the best use of these reports.

As the obtaining and printing of these reports was first suggested by this committee in a letter to the Secretary of State written last year, we are naturally anxious that they should be widely distributed in quarters where they are likely to do the most good. We therefore request that you will send the chairman of this committee at an early day the names of such prominent citizens (wheelmen and others) resident within your State, who are interested in the work for improved roads or whose activity in behalf of reform in public affairs would be likely to induce an interest in the subject matter of these reports.

It is perhaps unnecessary to add that too much care cannot be given to the work of placing these reports, and that the powerful influence which they accomplish will depend in a large measure upon the persons into whose hands they are placed. Fraternally yours,

ISAAC B. POTTER, Chairman.

Missouri Division.

To members:

It is the intention of the officers of this Division to publish a hand book which will contain the new Constitution and By-laws which was adopted at Carthage, a complete list of members, League hotels, repair shops, and such other matters as are of use to our members. Members and Local Consuls who reside in cities having repair shops are requested to forward the name and address of owner to the undersigned at once so that it can be published in the book. Fraternally yours,

ROB'T HOLM, Chief Consul.

N.B. Missouri is still way behind the 500 mark. Each and every member is requested to do his duty in aiding in the work of recruiting.

Who Lost It?

A member of the League came across a farmer in Pennsylvania the other day who had in his possession a watch chain and charm having inscribed on the links of said chain, "L. A. W. Meet." The farmer bought it for $6, and has been offered $100 for it. Any member who may have lost such a chain can find a clue to its whereabouts by writing the Secretary.

California.

The Pacific Ocean House of Santa Cruz is hereby appointed the Division Hotel. Rates per day, $2.00; meals, 50 cents; to L. A. W. members only.

THOS. L. HILL, C. C.

Nebraska.

H. H. Meehan is hereby appointed Local Consul for O'Neill. Fraternally, C. B. NICODEMUS,

Fremont, July 21, 1891. Sec.-Treas.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an intiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Total 208—20,242.

BOSTON, July 31, '91.

CALIFORNIA DIVISION—1—477.

28326 Sommer, E. J.

CONNECTICUT DIVISION—26—1874.

28283	Byers, Jno. W.	28294	Fairchild, H. C.
28284	Miller, Arthur S.	28295	Spall, Geo. H.
29415	Downs, S. E.	28354	Day, A. L.
28285	Rew, Edw. P.	28296	Bailey, Wm. J.
28286	Wilmott, Fred E.	28297	Rose, Walter M.
28287	Rich, Geo. W.	28298	*Neville, Miss Annie*
28288	Worcester, C. W.		
28289	*Thompson, May Belle,*	28416	Menzies, Duncan
		28432	Coykendale, D.M
28290	Smith, Chas. I.	28433	Elmer, Harry
28291	Eddy, Horace W.	28434	Truesdale, W. E.
28327	Judson, Frank L.	28435	Turner, F. H.
28292	Brousseau, Eugene A.	28438	Bindloss, Geo.
		28437	Keeney, Geo. R.
23293	Flagg, David		

DISTRICT OF COLUMBIA DIVISION—1—170.

28386 Nixon, Geo. A.

ILLINOIS DIVISION—13—1778.

28387	Scruby, Harry	28440	Bagardus, W. A H
28443	Batchelder, E. H.	28438	Berndt, Richard
28442	Corey, J. C.	28441	Terry, F. S.
28439	Ulrich, A. H.	28482	*Bower, Mrs. H. S.*
28355	Fern, Chas. A.	28483	*Shield, Ruth*
28328	Heurtley, Arthur	28484	Warren, George
28299	Maetchley, C. L.		

INDIANA DIVISION—4—299.

28356	Collamer, C. E.	28357	Jones, J. John
28444	Bemenderfer, Chas. H.	28358	Evans, Willard A.

KANSAS DIVISION—4—138.

28388	Woodruff, Bert A.	28446	Wirt, Lauren W.
28445	Hall, O. S. L.	28485	Simmons, Harry L

KENTUCKY DIVISION—8—266.

28302	Frank, Wm. G.	28301	Rucker, John B.
28447	Ackley, Henry	28303	Jansing, Jno. S.
28448	Roberts, E. J.	28300	Miller, Edward
28449	Rogers, Earl	28329	Walker, M. L.

MAINE DIVISION—3—221.

28359	Noyes, Walter S.	28417	Genthmer, Ernest W.
28330	Dutch, W. C.		

MARYLAND DIVISION—2—548.

28332	Schindel, Howard	28331	Clarke, Robert W.

MASSACHUSETTS DIVISION.—23—2932.

28362	McWilliams Wm. B. D.	28334	Seaver, James H.
		28305	Sargent, Chas. S.
2845	French, Luther	27486	Foster, Wm. A.
28390	Marsh, J. H., Jr.	28487	Prior, Edw. F.
28333	Perkins, Arthur B.	28488	*Moore, Alice M.*
28391	Smith, W. M.	28335	Jones, H. E.
28304	Hill, H. J.	28306	Marshall, Henry N
28430	Billings, Clarence E.	28363	Pendleton, Mrs. W. H.
28431	Symonds, I. F.	28307	Hall, S. W.
28360	Remington, Berthold M.	28336	Price, Edw., Jr.
		28452	Dryden, Horan W.
28361	*Remington, Mrs. Berthold M.*	28458	Ballou, D. M.
		28450	Hill, Henry F.

MICHIGAN DIVISION—3—671.

28337	Bryson, John	28393	Thompson, Melville W.
28364	Lovejoy, W. E.		

MINNESOTA DIVISION—5—158.

28365	Moore, John H.	28456	Sallsbury, E.
28454	Bratt, Louis	28392	Day, Frank A.
28455	Harmsen, M.		

MISSOURI DIVISION—1—428.

28457	Burwell, J. B.		

NEW HAMPSHIRE DIVISION—6—344.

28308	Badger, Ralph P.	23368	Dorr, Geo. S.
28366	Wheaton, Edgar A	28418	Garvin, John H.
28367	Paul, Henry A.	28419	Tilton, W. J.

NEW JERSEY DIVISION—10—1233.

28370	Berdan, T. T.	28339	Robinson, Wm. A
28371	Watson, Geo. H.	28338	Paullin, Chester
28420	Newkirk, J. S.	28309	Miller, Herbert L.
28458	Stumpf, E. H.	38310	Iredell, Dr. Harvey
28421	Eddy, Volora D.	28369	Berry, Clarence

NEW YORK DIVISION—37—2683.

28343	Ritter, Edw. F.	28402	Wright, Geo. B.
28345	Phelan, Arthur B.	28422	Neary, Thomas W
28342	Fetles, Jesse	28344	Mill-paugh, George H.
28314	Walker, Frank		
28315	Eggenwield, Peter	28321	Howard, Harry L.
		8374	Doxsee, Curtis
28316	Jenney, W. E., Jr.	28403	Moffatt, Jos. A.
28317	Little, A. M.	28375	Eggleston, Chas. M.
28318	Collville, John C.		
28319	Hammond, W. F.	28389	Austin, Walter L
28320	Bishop, C. R.	28340	Bates, Wm. G,
28394	Staubach, Chas. P	28311	Carryl, H. D.
28395	Burns, A. L.	28372	Wilkens, Alfred
28396	Burns, Jabez	28373	Wilkens, Ludo
28397	Burns, Robert	28341	Smythe, R. M.
28398	Garrett, Seymond D.	28313	Sisson, Burton J.
		28312	Van Woert, Dr. F. T.
28399	Tollner, Chas., Jr.		
28400	Diehl, Howard P.	28460	Lofting, Albert E.
28459	Hayes, Chas. E.	28461	Hewitt, F. W.
28401	Wilkin, Homer	28462	De Baun, W. S.

OHIO DIVISION—20—1517.

28467	Gale, Pliny	28378	Wolfe, R. F.
28377	Atkins, R. N.	28401	McFadden, E. S.
28466	*Williams, Miss Annie W.*	28348	Corkley, David L.
		28317	Conkle, G. A.
28323	Alvord, Fred E.	28849	Booth, Wm. E,
28469	Blackburn, Frank I.	28379	McDonald, C R.
		28463	Palmer, Frank C.
28470	Dohrman, H. G.	28464	Heffelman, E. S.
28423	Samuels, Sam S.	28465	Rockhill, Harold King
28376	Wood, W. S.		
28346	Candy, Chester A.	28468	Winnard, Wm.
28322	Coons, R. V. D.		

PENNSYLVANIA DIVISION—30—2220.

28381	Abbott, John F.	28381	White, H. L.
28476	Courtney, T. P.	28384	Munnell, Sam'l, Jr
28477	Langenheim, A. H	28410	McClintock, J. R.
28478	Trees, H. L.	28425	Kuder, Hiram J.
28352	Marshall, Wm. A.	28383	Supplee, Harvey
28409	Reece, Geo. M.	28426	Rutledge, Wm. E.
28424	Kind, Frank	28385	Holcomb, Ed S.
27380	Lauderdale, Percy H.	28411	Smedley, Harry A
		28471	Birgel, R.
23489	McClintic, M. L.	28472	Deuel, Milton Ira
28490	Greene, Edw. M.	28479	Way, M. Warren
28405	Bair, Geo. J.	28473	Hatch, W. B.
28406	*Bair, Mrs. Geo. J.*	28382	Baron, C. E.
28320	Garwood, Jos. B.	28474	Swartz, Wm. Grant
28407	Green, Edw. S.	28475	Bown, Clifford E.
28308	Rempe, Henry		

RHODE ISLAND DIVISION—2—614.

28324	Jollie, Arthur W.	28353	Harmon, Harry W

TENNESSEE DIVISION—3—123.

28325	Hatch, J. E.	28412	Woodward, C. W.
28427	Hunter, J. Paul		

WISCONSIN DIVISION—4—290.

28428	Rulping, F. J.	28480	Hewitt, Harry B.
28413	Hoard, B. R.	28481	Howard, L. A.

GEORGIA—1—23.

38414	Whitcomb, Edgar F.		

WYOMING—1—4.

28429	Holmes, Alfred E.		

RENEWAL LIST—No. 7.

Last list, including all in hand at date of last publication, and cases settled since that date:

California,	9	Ohio,	3
Connecticut,	6	Pennsylvania,	18
Dist. of Columbia,	5	Rhode Island,	1
Illinois,	5	Tennessee,	1
Indiana,	1	Wisconsin,	2
Iowa,	1	Alabama,	2
Kansas,	1	Florida,	1
Kentucky,	1	South Carolina,	1
Maryland,	6		
Massachusetts,	7		128
Michigan,	2	Before.	13,311
New Jersey,	2		
New York,	51		13,439

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasueer, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Wolo, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1424 Pennsylvania avenue, Washington Secretary-Treasurer, W. H. Stearns, 1421 G street, N W, Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No. Penn street, Indianapolis. Secretary-Treasurer, Arthur L. Newby, 507 No. Alabama street, Indianapolis.

IOWA—Chief Consul, H. L. Chase, Cedar Falls. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 142, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

MAINE—Chief Consul, Howard M. Breen, 199 Franklin street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, A. W. Robinson, 21 Milk street, Boston. Secretary-Treasurer, Chas. S. Howard, Globe office Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 380, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI — Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

NEBRASKA—Chief Consul, A. H. Perrigo, 1315 Dodge street, Omaha. Sec.-Treas, C. B. Nicodemus, Fremont.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, R. H. Scott, People's Ins. Co., Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 115 Broad street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK — Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 105 Vine street Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Chas. J. Sherer, 211 Main st., Memphis. Secretary Treasurer, Thomas J. Dupree, 338 Front street, Memphis.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box 281 Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro. Secretary-Treasurer, E. D. Whitney, Brattleboro

VIRGINIA—Chief Consul, Law: L. Waring, Norfolk. Secretary Treas., J. Hugh Henry, 140 Bute st., Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

ABBOT BASSETT Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1892. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2.00 with this blank on any date between date of paper and October 30. Write plainly—Printing preferred.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards, send 25 cents extra. If you want your name in gold, stamped on the holder, send 50 cents xtra. *Leave the margin in using this blank.*

Union Cycles Win the Races.

We have not as yet received any official notification of UNION CUSHION TIRES being penalized more than any other make of cushion. We hope the boys will take the hint and not give the snap away so badly as they have been doing of late. We were afraid after the Great Ohio Scoop that they would have been put back, but the axe has not yet fallen.

UNION CYCLE MFG. CO.

HIGHLANDVILLE, MASS.

Mr. Stokes of Chicago looks after our Western Business.

FEATHERSTONE'S PNEUMATICS.

THE Pneumatic Tire Co. and ourselves have tested at least 100 different kinds of patent and other valves, none of which have proven satisfactory, with the exception of the one we have adopted.

We are advised that another house is now on the point of making Pneumatic Tires, the greater part of which is copied identically from the Dunlop construction, which is patented, and we advise all persons interested in the making, selling and using of Pneumatic Tires to buy nothing that is substantially like the Dunlop construction, as we shall proceed to protect our rights in every way.

It probably will not be necessary to do this, however, as the Pneumatic Tire Co. and ourselves have rejected one after another of the experimental tires that are continually being patented and brought out, as being unsatisfactory and worthless for the purpose. We call your attention to these facts, as these infringing tires may fall into the hands of those who are not acquainted with the Pneumatic Tire and condemn the Dunlop without seeing it.

Be sure the Dunlop Pneumatic trade mark is on every tire you use, and you will not be compelled to pay for experiments which you will find either unsatisfactory or an infringement of our patents.

It has taken the best mechanics of Great Britain three years to bring the Dunlop Pneumatic Tire to its present state of perfection. In view of this, it is not reasonable to suppose that any one can bring out a satisfactory Pneumatic Tire that will stand up in much less time than this, unless they copy substantially the Dunlop patent construction, in which case we shall certainly look to the courts for a redress against the manufacturers, sellers and users.

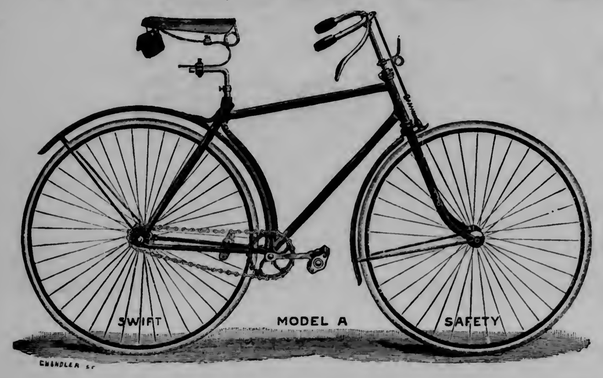
We advised the trade some time ago that the price on our improved Dunlop Pneumatic Tire will be much less for 1892 than 1891, and we shall stand ready to supply the trade at these figures.

Our Dunlop Tire for 1892 will be as near perfect as it is possible to make a Pneumatic Tire. A great many valuable and new features enter into its construction. We have adopted a new patent valve which will permit the letting out of the air when desired. The method of inflating our tire next year will be a much simpler matter on account of its improved construction, and any child will be able to inflate it.

A. FEATHERSTONE,

Clark and 16th Sts., and Armour Ave., - - - Chicago.

"To Compete with Mediocrity is to Confess Inferiority."



THE NEW MODEL E

SWIFT

Is a little high in price but of unrivalled simplicity and strength. Weight all on with inch Cushion Tires, 36 lbs.

"NO BLUFF!"

Guaranteed to carry 200 pounds.

The Model E is built on the same lines as the Model A, with specially curved handle bars and cork handles.

COVENTRY MACHINISTS' CO., Ltd.,

239 Columbus Avenue, Boston, Mass.

11 and 13 Madison Street, Chicago, Ill.

BARCAINS! BARCAINS!



No Ordinary Bicycle ever gained higher reputation than the

NEW MAIL.

Murphy rode one over 12,000 miles and won many races. No other had the great improvement of the Perfection Tapered Tubing, being thicker metal at top end of backbone under the rider and tapering to small end; also tapered forks; also only wheel with Trigwell's Ball Head. To reduce stock we offer a few of these Superb Ordinaries of certain sizes, at

$50 each.

Many of best riders still prefer Ordinaries. Also some second-hand New Mails at $30 and $35.

BARGAINS FOR RACING MEN.

WM. READ & SONS, 107 Washington St., Boston, Mass

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN Co.

☞ *Postage stamps will not be accepted hereafter in payment for Advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.* ☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

Editorial Contributor, F. A. EGAN.

BOSTON, 31 JULY, 1891.

CONSTITUTIONAL CONVENTION.

NOTICE—We desire to call attention to the fact that proposed amendments to the Constitution to be acted on at the Convention at Hartford September 8th must be published in this paper not later than the next issue, of August 7th. Members therefore who desire to present amendments must see that they are in the hands of the Secretary-Editor not later than August 4th.

IT is a fact that the mile has been covered in 2.16 by Mr. F. J. Osmond. We announced the performance in our last issue, the news having come by cable, but we wanted verification before accepting as final. The English papers come to hand, giving particulars, and also verify the statement that the one-half and three-quarter-mile record went to the same man on the same occasion in 1.07 3-5 and 1.42. Osmond had such men as Ede, Stroud, Crump and F. P. Wood to assist him. There is one thing in these record performances that we criticise, and that is as a rule "Pem" Coleman alone is reported as the timer. We have no doubt as to Mr. Coleman's ability or honesty, but the record would be much more unassailable if two or three watches had been held. Mr. Coleman we know is the official timer and is competent in every way, but he is human, and consequently liable to err. He should have assistants who should likewise hold watches, and thus do away with all possible chances of mistake.

NOT only has the mile, half-mile and three-quarter track record received a knocking, but the full particulars of R. L. Ede's wonderful slaughter of all records from 6 to 63 miles have come to hand. Twenty-two miles 1395 yards were covered within the hour, and forty-four miles 450 yards within the two hours. Sixty-three miles and forty-nine yards were finished in three hours. Here we have an average speed of over twenty-one miles per hour. Taking into considerntion that Ede weighs a bit over 100 pounds, he is well named as the "Pocket Hercules." Since this was done we have telegraphic information that Osmond has covered 23 miles 126 yards within the hour. The papers have not yet been received giving particulars of this claim. It will be seen from the above that the record breakers across the pond have set a pretty fast pace for this early in the season, and the question is where is the limit? Rowe's wonderful records for any machine from one mile up to the hour stood quite a long time, but one by one they have been wiped out, and now not one of those marvellous records stand. The thorn that has rankled in the side of Mr. Lacy Hillier for so many years has at last been withdrawn, and now that "the Yankees'" records have been demolished, he will probably admit that they were *bona fide*.

OUR editorial note of last week in re the suit being brought vs. the city of Boston for damages in consequence of injuries received by a cyclist falling into an unguarded trench, has brought out the fact that a similar case is pending in Washington, D. C. In this case the cycler rode into a hole in the concrete on a dark night, the hole being unguarded and unlighted. It is well for our readers to know that corporations are liable for damages in such cases as these, where negligence to properly guard and mark by a light any hole, trench or obstruction in the public highway, and for the existence of which the corporation is responsible.

WE never have been in sympathy with the unreasonable opposition made by certain cyclists to the use of lamps on cycles after dark. In several instances a great uproar and cry of injustice has been raised by riders residing in cities where an ordinance has been talked of compelling riders to use lamps after dark. It does seem that as a matter of self-defence and preservation from accident, cyclists would be willing to conform to what, in our mind, appears to be a very reasonable law. If, however, cycles are compelled to carry lights the ordinance should likewise be enforced as to other carriages, and riders would be taking an honorable stand and one that would command respect if they accepted the law and lived up to it, but likewise insisting that other vehicles be compelled to carry lights. The only possible reason for the opposition is found in the paltry expense and trivial bother involved; but what are these when compared to the increased protection against accident and the almost sure success of securing damages in cases where the other fellow is to blame? In the name of common sense and the increased immunity against broken limbs and perhaps fatal accidents, cyclists, withdraw your opposition to ordinances compelling the carrying of lighted lamps after dark!

GOOD common horse sense is shown by the *Commonwealth*, of Covington, Ky., in upholding the idea of convict labor on the highways:

"Tennessee, like Kentucky, has many thousand acres of fertile land which are rendered worthless on account of the poor roads over which the produce must be hauled to find a market. To put convicts' labor on these roads would put bread in the farmers' mouths and improve the value of the land many fold. This plan would throw no workmen out of their positions, but would open up a new country, which would demand the attention of many."

Convicts ought to be kept at some sort of work, so that the financial load on the public to maintain the penal institutions be lightened. There has been a great cry against convict labor and not without cause, for while the output of every prison in the way of manufactured goods is but a drop in the great national bucket, it has effected local enterprises so as to bear hard on "honest labor." Certainly in the employment of convicts as suggested by the Covington paper, would not only be no detriment to "honest labor," but an actual help.

The scheme is worth the experiment, and we do not doubt but that after a fair and systematic trial, convict labor on the highways would be accepted as a solution of the difficult problem as to "what shall we do with our convicts?"

OUR St. Louis correspondent "Linneus" sends in the following note:

"As a direct outcome of the antagonism of the A. A. U. caused by their prohibiting Sunday games, the Western Association of Amateur Athletes was reorganized recently, and every local club of any prominence has joined the organization. The only local club which the A. A. U. has now left in the West are the Pastimes of this city, and the chances of their giving games are very slim. The W. A. A. A. championships will be decided on September 8th, and a meeting will be held to-morrow to decide on the events."

It will be observed that the reason given for the formation of the W. A. A. A. is because of the antagonism of the A. A. U. to Sunday games. We do not hesitate to record ourselves as being in perfect sympathy with the Eastern association in its antagonism to Sunday games, and it is to be regretted that any organizatian of amateur athletes should formally place itself on record as being in favor of same. Of course public opinion may

in the West be in favor of "liberality" in the matter of observing Sunday, and a large proportion of the Western people and a small proportion of the Easterners undoubtedly look on those who do object to Sunday racing as being "Puritanical," "narrow minded" and "behind the times." We are however, glad that the two leading athletic associations, the A. A. U. and L. A. W., are shoulder to shoulder in the matter of opposing Sunday games and races. The vast majority of the English speaking people, the wide world over are against it. In the West you see more plainly than in the East, the reflex of Continental customs in the use of Sunday, and while we do not for a moment desire to have it understood that we who oppose Sunday events imagine ourselves any better or holier than those who believe in them, we do believe that the principle involved is one that cannot be lightly treated. The West is apt to look on the East as being old fogy and conservative, and without discussing the pros and cons of this question we think that the word "conservative" can be applied to the West with equal force, inasmuch as the rushing business habits of the early days of settlement still control. Holidays are not frequent enough in the West, and business hours are too long; as a community in the large Western cities the rich, prosperous business men work hours which to a New Yorker, Philadelphian or a Bostonian are unknown. The Western man "hasn't time" to play during week days, and so he crowds all his pleasure into Sunday, and he doesn't see any way out of it. Herein he is "conservative," and herein the difference between the Western man and the Eastern; the Westerner is for "business" every day in the week, and long hours at that, while the Eastern man realizes that the human machinery needs a let up from "the grind," though none can question his ability to dispatch business. Time will work the change so that the West will be able to take more breathing spells during week days, and when that time comes we shall not hear any more about the necessity of using Sunday as a day for race meets, base ball games and other public sports.

It is to be hoped that our Western readers will not take offence at our views, but we would ask them to reflect and see if they cannot find some grains of reason in the few words we have written on this matter?

For generosity in money matters and wholesouled hospitality the Westerners have a world wide reputation; there is nothing mean or small about a Westerner. Now if he would be more merciful to his own brain and body and follow the lines of the English and Easterners by taking more recreation on week days, he would gain physically, and not be one bit poorer.

WE note with regret the growing tendency of certain cyclers to abuse the privileges enjoyed by Boston wheelmen in the use of the reservoir driveways for record breaking purposes. The authorities of Boston have always been exceedingly generous in extending courtesies to wheelmen in allowing the use of the Park system and the public highways for road racing purposes. The same courteous privileges have been extended by the authorities of the suburban districts, and it is therefore with regret that we notice a disposition to abuse these privileges.

There is only one result that can come of the persistent use of the driveways of the reservoir for record breaking purposes, and that is, the patience of the authorities and the public will become exhausted, and the use of the park driveways will be forbidden to cyclers. It seems too bad that the enjoyment of the many should be jeopardized by the thoughtlessness of the few, and we hope that before the matter becomes too great a nuisance the authorities will take steps to stop this record riding business even at the risk of disgruntling some score of our fast riders. We believe that the misuse of the park driveways for this purpose is the outcome of thoughtlessness, and it is only necessary to give the word to have the practice stopped at once.

TO some minds it seems absurd to suppose that the time will ever come when cash prizes at race meetings will take the place of the present kind of prizes awarded amateurs. There are, however, many in this country who to-day favor such a change, while in Australia we are informed that the establishment of cash prize system has proven a great success. Our informant states that in Victoria alone since the adoption of the new order of things in November 1890, over 3000 sovs. cash have been awarded in prizes, as against 1300 sovs. value in prizes for the season of 1889-90. The sport has increased in popularity, and during the great Austral meeting the attendance for the two days reached the enormous number of 43,000. The expenses of this meeting alone were 1400 sovs. As to the moral effect of this new departure our informant claims that it has "brought about straight riding, and has entirely done away with the faking up of races!" Here we have claims which entirely upset all our preconceived ideas, and when we repeated the conclusions to a well known cyclist citing above as coming from our Australian friend, he remarked, "Well, the Australians must be a different breed of human beings than what we have on this side of the globe." We must say we think so too, and while the first trial in Australia may seem to prove a big success, we want to see the test of time applied before we acknowledge our mistake in opposing the idea of cash prizes for amateurs.

THE appointment of a Chicago man on the Racing Board gives the Western metropolis and hence the West at large another representative on that Board. With Mr. Collister and Mr. Street on the Racing Board the West ought not to feel that it is left out in the cold.

"THE SEABOARD ASSOCIATION" has raised Cain with some cyclers because of the false report emanating from an enemy of the administration to the effect that the League had paid $1000 cash to the said association. In the first place permit us to throw a bomb into the enemies camp by stating that the Seaboard Association does *not exist* and never has existed. How's that for a pill for a so called well posted cycling editor to swallow? Whether it is malice or ignorance that will be put in evidence to explain the mistake we care not. The individual has impaled himself on the horns of a dilemma, and presents the ridiculous appearance of being absolutely unreliable. Now as to the shadowy existence of the Seaboard Association. Some months ago a party of gentlemen cyclists and engineers who are interested in the repair and renovation of the old post roads running along the coast from New York to Boston met, and after much preliminary talk it was decided to form an association to be known as the Seaboard Association, providing fifty names could be secured to the articles of incorporation or formation. At that time fifteen names were signed, and since then we are advised that not another name has been added, hence according to the conditions the association never has assumed concrete form!

We ask our readers to form their own opinion of a man who poses as an authority on cycling matters, and who could have gotten the facts in the case if he had so chosen, going round and deliberately distributing the false statement that the *League had paid $1000* to an organization which only existed in imagination.

THE inventor of the machine which is to carry a man at the rate of eighty miles an hour (?) makes very light of the problem of "windage." We remember we asked him how he expected to overcome this very important point, and he answered us much in the same way that he is reported by the Worcester *Telegram* "by affirming that the wedge shaped front of the wheel formed by the narrow rubber tire and three inch wide sprocket wheel will break the force of the air and send it whizzing by on each side of the rider." This is a very pretty theory as far as it goes, but we doubt if it goes far enough. It may be of interest to note that no less an authority than the *American Machinist* has figured that it would take a power equal to about 50 H. P. to overcome the resistance of a body equal to the size of a man when propelled at the rate of eighty miles per hour. If this calculation is correct can we conceive of a man being able to stand the air pressure or drive any wheel at the rate of seventy-three miles per hour? a speed and distance Mr. Beranger claimed to us he had accomplished in Montreal.

"HAWKSHAW" comes out heavy this week in a letter addressed to "Tertius" on the "Crock" vs. cash prize question. "Hawkshaw" must have been innoculated with some of the Australian virus, as he comes out boldly in favor of the adoption of the cash prize system.

METROPOLITAN MUSINGS.

THE carelessness which riders hereabouts are displaying in their abuse of the privileges accorded them by the authorities of the small towns which are weekly visited on club runs is causing some stringent rules to be framed in reference to bicyclists. Until last season there was very little objection brought to bear against the use of the sidepaths on Long Island, but early in '89 the Jamaica Town Board promulgated an ordinance forbidding the continued use of the village sidewalks. A few other towns followed this example also. The wheelmen were naturally incensed. Some openly disobeyed the mandate, and narrowly escaped a serious fine. But to cap the climax the Jamaica people, it is now asserted, have become indignant at the continued disregard for their laws, so have concluded to fine any bicyclist the sum of five dollars if found even wheeling his machine along the walks. While this is pushing things to the limit, it is only what could be expected. Week after week on Long Island and in other places riders continually ignore pedestrians while utilizing the walks. If men will persist in using the paths, which in many cases are much preferable to the roads, a polite request to a person or persons on foot for room to pass will invariably be granted willingly. This rushing at a tremendous speed close on to the heels of pedestrians and giving a rough demand for roadway causes at times an unexpected fright, naturally makes pedestrians indignant and prejudices them against wheelmen.

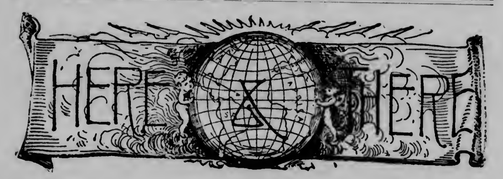
There are rumors of steps being taken this fall by the New York clubs to hold a parade on a plan similiar to the recent Brooklyn tournament. Such a venture should prove a big success. The Brooklyn parade was a big boom for the dealers and a gain of many new members for the city clubs. Let the New York clubs attempt the scheme. They are sure to meet with success.

The Manhattan Bicycle Club in losing J. A. Clairmonte as president will miss an energetic officer. Mr. Clairmonte has occupied the presidential chair of the club for some years. He has watched and lent his aid for fostering the growth of the organization for years so that he can now retire from the head of the club positive that he is leaving it in a good condition. The Manhattans since moving into their new club house some months ago have been adding new members to their roll quite rapidly, so that they bid fair to become the leading organization in the city.

The Athletic Club racers are taking a brief rest from their arduous training duties. The New York's men are scattered in different sections. Early in August they will go up to Travers Island and commence training for the fall circuit. It is expected that the circuit will be a record breaker so that the men will train diligently and I think that Hoyland Smith will be the speediest man on the N. Y. A. C. team this fall.

There seems te be no end of discussion on that troublesome Rule G. Both sides, viz., the East and West, bring up some strong facts which strengthens the cause of both. But why not let the matter rest? There will be plenty of time for wrangling at Hartford in September. There are plenty of cosy spots in Hartford where persons can peacefully discuss the points of both sides of the story to their hearts content. The men in this section are not letting the matter cause them one bit of annoyance, let the West put an end to this nauseous discussion. Reserve everything for the Hartford meeting, for considerable breath that is now being wasted will I think, be required then.

"SPEC."



WORDS of wisdom from an exchange: "The cycle was invented to help us, not to make us work. Ride at a decent pace, walk bad hills, have a siesta under the trees or by the river occasionally, use your wheel sensibly, and you will be happier, wealthier and heavier."

Two young riders of Providence, R. I., Roger W. Polk and Albert T. Lenan, started for New York city, June 29, Monday morning, arriving on Brooklyn bridge at 5 o'clock the following Wednesday evening, taking three days for the trip. They went by the way of New London, crossing to Long Island, finding some very good and very bad riding.

THE Misses Fitts of Plainfield, accompanied by Mr. and Mrs. F. S. Green, Master Volney Green, and John Crawford, lately took a week's trip through the hills of North New Jersey. The Misses Fitts are counted as the most expert lady riders in Plainfield.

A CLUB of ladies in Toledo, Ohio, has organized under the name of the Toledo Ladies' Bicycle Club. The charter members will number some 30 to 40. Miss Grace Gifford is the prime mover in the organization.

A SUIT for $10,000 damages has been brought vs. F. A. Berry by M. A. Syphax, both of Washington, D. C., for damages on the charge that defendant Berry, while riding a bicycle, carelessly ran into M. Syphax July 11, '90, and so injured him that he was confined to the house until the day of his death, June 15, '91, and that death resulted from the said injuries inflicted.

OAKLAND, Cal., has a new bicycle club, the third one in that city. It was organized June 20, and starts in with a charter membership of 18. The name chosen is the Alameda County Wheelmen.

J. JAY ROSS, an ex-member of the Wanderers Bicycle Club of Toronto, is forming an ex-members club in Chicago. Twenty names will shortly be enrolled. Mr. Ross was for eight years a popular member of the Wanderers.

MR. GRIFFITH of Detroit sends us the following: "A number of wheelmen made application while in Detroit for membership to the L. A. W., and in making out the blank omitted their addresses. It is impossible for me to send their applications until I get their addresses. Will all those persons please send their name and address to A. H. Griffith, Detroit, Mich."

THE members of the Maanexit Cycle Club of Webster, Mass., had a very enjoyable lantern parade on the 23d instant, being assisted by wheelmen from Grosvenordale, Conn., Oxford, Mass., and riders in town who do not see the superior advantage of a membership in the above mentioned club. The parade was in charge of Capt. Capron of the Maanexits. Special mention should be made of the decorations on the wheels of our visitors from Grosvenordale who spared no pains to help the affair along to a successful termination. After the parade the wheelmen took a run to Lake Chaubungamaug, where refreshments were served, after which all hands embarked for a steamer ride around the lake.

FIFTY-SIX miles is not much of a run when the distance is made over a good road, but it must stand as a big feat when accomplished over a route via Fenton, High Ridge, Morse's Mill, Hillsboro, and Victoria to DeSoto. P. M. Kramer and W. P. Lath of the Missouris, of St. Louis, accomplished the ride last Sunday and hold the record for the longest run of the season

Outing for August is rich in interesting matter. Where the publishers manage to find such a wealth of delightful information about travel, sports, and pastimes is a mystery; but they do find it month after month, and that it can be found is a great credit to our people. The love of nature and the intimate acquaintance with every gentlemanly amusement displayed by the contributors to *Outing's* pages is an encouraging indication of a national leaning toward a healthier style of literature and toward those beneficial exercises which tend to build up a stalwart nation and assure for Americans a proud position among the great powers of the world.

THE New Hampshire Division hand book is out, and we are indebted to the compiler, MR. R. H. SCOTT, Secretary-Treasurer of the Division, for a copy of same.

AUGUST first will see the Oak Park Cycling Club of Chicago occupying the basement of their new club house now being built for them. September first they will take possession of the entire house.

"JASPER" of Buffalo says: To Detroit Buffalo sends greeting—Well satisfied with its treatment in the City of the Straits, and feels with the very limited experience of the projectors of the meet that they have accomplished wonders; therefore we extend a hearty vote of thanks to all the officers of the Detroit meet from the genial "Griff" down to "Griff's" Chinaman.

FOR some reason the cyclists of Chicago will not conduct their annual camp this season. A number of them will stop at the Nagowiesea cottage, Waukesha County, Wisconsin, the first two weeks in August.

WE are afraid Sam Miles will feel a bit lonesome in his opposition to the Alliance and his fidelity to the famous Rule G. A good deal of light was let in as to the untruthfulness of certain statements that had been flying round unchallenged for some time and we think that such men as High, Brewster, Betts and Garden went away from Detroit feeling that the L. A. W. had *not* gone to the "demnition bow wows," and had *not* been sold out to the A. A. U. absolutely. We, however, look forward with pleasure to the "dance" promised us at Hartford, but as MR. MILES promises to furnish the music we do not expect that our feet will have to move to a very lively tune.

INCIDENT observed by "Jasper" at the terminus of the 25-mile road race at Detroit, July 16th: mother and small child with the crowd awaiting the appearance of the road racers.

Child—"Mother, how will I know them? Will they look like Indians!"

Mother—"No, child, they will look worse than Indians."

LAFFERTY, the Detroit wheelman from Nashville, Tenn., is now very much interested in the latest novelty in cycle saddles. Ask him.

"JASPER" says: "Thanks, Messrs. Overman for the music of the band; also for the pleasure of witnessing Dan Canary's excellent display of "Corio."

DIED at Buffalo, N. Y., July 16th, 1891, Frank W. Potter, M. D., aged 32 years. In the death of DR. Frank Potter we mourn the loss of a well educated man, a cultured and refined writer, an enthusiastic wheelman, and a scholarly specialist. He will long be missed from amongst his friends. He leaves a wife and two young children who will miss a kind and affectionate husband and an indulgent father.

THE L. A. W. now outnumbers the C. T. C. of England by several hundred.

MR. H. G. ROUSE of Peoria was in Boston a few days ago. He paid the WORLD office a visit.

STOLEN, Wednesday, July 22, 1891, one black Diamond safety bicycle, marked with figure 8 on handle bar, and factory No. 1737 has rear mud guard broken off at frame, and minus front mud guard. The hirer gave the name of Frank Wilson, 42 Columbia street, Brooklyn, was well dressed, spoke with a German accent, medium height, wore a Derby hat; wheel was hired from J. W. Bate & Co., 324 Flatbush avenue, Brooklyn.

CLARENCE E. VAUPEL, Wm. O. Mathews and Ed. D. Hester, of Cleveland left Detroit Monday to tour to Niagara Falls through Canada. They spent Sunday riding about town. They will ride back by the way of Buffalo and Erie.

JOSEPH C. PERROTT and R. K. Higgins, of the Oswego (N. Y.) Wheel Club, touring from Rochester reached Detroit last Sunday. They left Rochester on the 21st and had a pleasant run through Canada. They will tour back, going to Toledo, Cleveland, and then Buffalo, via the Erie course.

THE younger cyclers of Detroit have a cycle club on the West Side, with headquarters on Cass avenue. They call the club the Wolverine Wheelmen.

CYCLING has been lying dormant for some time at Kansas City, just because that city did not have a first class club. On July 16 the Kansas City Cyclists were organized with twenty-five charter members, officers elected, and it will not be many moons before the membership will include every League member in that city.

REPORTS are that MR. HANKINS of Chicago has agreed to put a good track in his west side grounds, the bicycle track to be placed inside the enclosure of the horse track. A grand stand opposite the main one and outside both tracks is to be built, and races run every Saturday afternoon for prizes under Hankin's management.

ST. CHARLES, Mo., has long been a favorite stopping place with our wheelmen, but in spite of her good streets she did not boast a single cyclist until this year. A number of wheels were sold there in the spring, popular prejudice was downed, and now the city has over a dozen riders who will shortly form a club.

JAMES M. MCGINLEY of the Roxbury Bicycle Club has made arrangements to join the touring party of New York wheelmen in the proposed ride through the Shenandoah Valley. The party will start August 8 from New York for Richmond, Va., via Philadelphia, Coatsville, York, Gettysburg, Winchester to Luray Caverns and Staunton, Va. The return trip will be made by steamer of the Old Dominion line, leaving Point Comfort, Va., for New York City. The riding distance is about 380 miles.

MR. ROBBINS, in his report in the *Review* of the Detroit meeting, speaks of Mr. A. D. Peck, Jr., as being the captain of the "Old Boston Club. Error, Mr. Robbins. Mr. Peck never was a member of the old Bostons, but he is and has been captain of the Massachusetts Club of Boston.

THE Algona (Iowa) Cyclers thirst for the scalps and the lucre of other Iowa wheelmen, and they want to plank down any amount of hard cash that Bert Edmunds can beat any live man in Iowa that straddles a cycle!

THE handicapper's lot is not a happy one, and yet the man who kicked at Detroit because an opponent got twenty minutes start in a twenty-five mile handicap race should not be blamed. It really means about a five-mile start over scratch man.

THE train on the G. T. R. R. that brought the Eastern contingent home from Detroit was detained some fifty minutes at London, Ont. "The crazy Yankees" amused themselves by walking up and down the platform with

their trousers turned up, and on being asked the reason asserted that "it rained in London."

Two Louisville, Ky., cyclers went out the other day for a short ride. On the road they espied a nice plum orchard. One of them offered to ride over the field, get some plums and return. The other fellow agreed to the plan and seated himself on the fence to await the return of the forager with the plums. The owner of the orchard also owned a bull dog and that bull purp seeing the marauder started for him. The dog was under full headway when discovered, and a very exciting race for the fence ensued. Part of the ground was quite rough, and the man was at a decided disadvantage. The dog was rapidly overhauling his game when the waiting cycler, from a safe perch on the fence, called out: "Ride, d——n it, ride!" As the flying wheelman made a last desperate leap for safety, he cast a look of infinite disgust upon his companion, and shouted: "Ride! d——n it! do you think I am selling this race?

THE Connecticut Division, L. A. W., has just revised its road book of the State, which is as useful as it is neat and comprehensive. It is gotten up in pocket size, with leather binding, and gives separate maps of all the counties of Connecticut and West Chester, N. Y. Bicycle roads reported are shown in red lines, and their condition stated by a system of grading.

A WRITER in the *Picayune* of New Orleans says: "Ladies hereabouts are puzzling their brain to know what to wear on a wheel, as the heavy goods worn North are too warm in this climate. If any lady can suggest a becoming and suitable costume for the Southern wheelwomen, she will confer a great favor upon many of her sex who ride the wheel."

THAT youth, E. McDuffee, of West Everett, Mass., promises a speed which will make him second to none in this country. Last Sunday Berlo, Burnham and McDuffee for fun tried the quarter-mile stretch at the reservoir. Berlo did it in 34 1-5, Burnham in 34 1-2, and McDuffee something less than 34. Their watches were held and two made it 33, while the other stopped at 34. The timing though faulty showed that McDuffee was moving very fast. There is no doubt they covered the quarter, but there is doubt as to the exactness of the timing.

THOSE views taken at Schweinfurth's "Heaven," near Rockford, last Fourth, on the occasion of the Illinois Division, L. A. W. Meet, are pronounced excellent by the Rockford members, Chicago riders have seen none of them as yet.

IF a Boston man hasn't enough pelf to buy a first-class ticket to the abode of his dearly beloved he just mounts his wheel and gets there. Such a man started from Boston for San Francisco, where his lady love lives, some two months ago, and the last heard of him he was at Lyons, Kansas.

THE Danish Government has decreed that cycles in the cities can not exceed the speed allowed to cabs.

R. L. EDE, the wonderful road record breaker, is well named the "Pocket Hercules." He weighs less than 110 pounds. Van Sickien has also a new name which is "Van Cyclone."

THOS. G. ALLEN of Ferguson, Mo., and Wm. Sachtleben of Alton, Mo., are riding round the world on cycles. The latest advices from these intrepid tourists are dated from the village of Eutram, on the borders of Persia and in the vicinity of Mt. Ararat.

AS a result of the Illinois Division meet at Rockford, the Rockford Cycling Club will have a brown stone front club house of ample dimensions. Financially they fared well, but they regret exceedingly the absence of programmes at the race track and the editor's ourageous work in maligning the Chicago ladies.

IT is amusing to notice the glib way in which the general press speaks of mechanical inventions. They speak of gears and cogs and speed as freely as though there was no such thing as friction, ratio of power to speed, and a hundred and one mechanical laws which are as unchangeable as the earth's movements. Still, when we think that Keeley fooled hundreds of thousands of dollars out of the pockets of apparently hard headed men of business by his claim that he made something out of nothing, can we wonder that the general newspaper man is ready to swallow stories to the effect that a speed of 40 to 85 miles per hour is an easy possibility on a cycle?

OUR New York contemporary is a bit premature in preaching a funeral sermon over the supposed corpse of the Livingston Cycle Co. The company is pretty sick, yea sick unto death, but there is a faint glimmer of hope that the patient may get well. On Thursday, July 30, a meeting of creditors will be held in Boston, and at that meeting there will be developed some facts which will create a good deal of interest among the creditors and others. In the mean time such information as we have is held in confidence until the creditors' meeting, which will take place as above noted.

S. A. MILES, official handicapper, was presented with a handsome gold-headed cane as a memento of his work in superintending of Green Bay and Wisconsin Division races Wednesday and Thursday of last week.

THE general tone of the press in regard to the meet at Detroit is not complimentary. Are we getting to be chronic grumblers or is there really reason for complaint?

LAST Tuesday evening the Ravenswood Cycling Club, Chicago, but three months old, gave the opening reception at its elegant club rooms in the Holcomb building. The ladies of the club had done their best and the rooms were elegantly decorated. Roses were banked in nooks and large bouquets placed on all the tables. Works of art adorned the wall. Two hundred and fifty people inspected the rooms and were served with ice cream and cake.

MR. F. E. WEAVER of New Haven was the means of capturing a cycle thief. A machine was stolen from H. C. Curtis of Buffalo, N. Y., June 30th by a man named Russell, who shipped it to his brother, R. E. Russell, in New Haven. This man presented the wheel for sale to F. E. Weaver of New Haven, who suspecting something wrong had the man arrested, and the above facts were brought out. Mr. Weaver is to be congratulated on his acuteness.

RALPH TEMPLE has received many flattering offers to give trick riding exhibitions this fall. Sunday evening last he showed something of his old form and delighted a large audience of a performance of "A Night in Pekin" at South Park, Chicago.

N. H. VAN SICKLEN'S time medal at Detroit was very flimsy and not of enough account to carry home. He received, however, from J. E. Poorman of Cincinnati a fine easy chair, and now feels better.

EARLY in September the Washington Cycle Club, Chicago, will run a ten mile road race over Washington boulevard from Robinson avenue West.

HARRY LEEMING, the famous English trainer, is now located permanently in Chicago. He is employed by the Coventry Machinists' Co., and will train a number of racing men for the fall races.

AT a special meeting held by the Oak Park Cycling Club of Chicago this last week it was decided that the new club house should have no stage in the large hall, thus making the room 80x40 feet, and gladdening the hearts of the indoor base ball enthusiasts. Thirty-two members were present, and many personal remarks were passed and as promptly squelched.

H. C. KNISELEY, one of the oldest and most popular members of the Illinois Cycling Club of Chicago, extended an invitation to his club mates to visit his house last Sunday. Little did he know how popular such an invitation was. The Illinoisians turned out in force and overflowed his pretty home at Hinsdale. Later they rode to Brush Hill, a quaint little suburb of Chicago.

PICTURESQUE Music's Ferry, Mo., was the scene of a gathering of Missouri Club members of St. Louis recently, and the hostess, Mrs. Warren, not only entertained the club in fine style but also furnished a complimentary dinner. On the way home it was decided to present Mrs. Warren with a token of the club's esteem, a committee was appointed to attend to the matter, and last Saturday an elegant silver water service, suitably engraved, was presented to Mrs. Warren with the compliments of the Missouri Bicycle and Athletic Club.

"SPEAKING of Bishop Coxe," observed the exchange editor, loosening his collar, "why doesn't he say something about that notorious female rider in Germany?"

The financial editor braced himself firmly, seized a paper weight, and inquired:

"What female rider?"

"Em Bargo on the American hog," answered the exchange editor.

The financial editor laid down his weapon, put on his hat, and went sadly out. It was the worst one he had ever heard.—*Chicago Tribune.*

THE Lake View Cycling Club of Chicago has quarters at 59 St. James place. As this is their first club house in their two years of existence, they have a nice tidy little sum to furnish the house.

MESSRS. H. L. ROBERTS, Gilbert F. Wiese and A. H. MacOwen, members of the Pennsylvania Bicycle Club, with Mr. Chester Roberts, brother of the first named gentleman, have just completed one of the longest tours ever indulged in by Philadelphia Wheelmen. The trip was to the White Mountains via New York, Newport, Boston, thence to Plymouth (Mass.,) back through Boston, Salem to Portsmouth, to Plymouth (N. H.), Woodstock, through the Franconia Notch to the Profile House, thence to Fort Ticonderoga, Saratoga Springs, Albany, and down the Hudson to New York and home. A total distance of over 1000 miles.

EVERY once in so often we hear of a cycler being run away with because of the lack of brake. We think it about as safe to ride a bicycle without a brake, as it would be to drive without a bit a horse which had the bad habit of running away.

BUFFALONIANS complain of the fast riding of bicycles in the park and the use of obscene language by loafers afoot. The City Government has taken the matter up, and it will go hard with the fast riders and the other gentry.

S. J. BLACK of Cleveland, Ohio, is said to be touring from that city to San Francisco on a wager of $1000 that he can do the trip on money he receives en route from exhibitions that he proposed to give. At last accounts he had ridden as far as Tremont, Neb.

A MIXTURE of a little pepper and salt and a quarter of a teaspoonful of lemon juice beaten with a couple of eggs is taken by Swedish cyclists when they cecome tired and thirsty. The name they give the conglomeration is "forlorn oysters."

THAT 85-mile per hour machine of Mr. Belanger's is reported as almost ready for the public trial.

ISAAC B. POTTER, Esq., acknowledging the receipt of a copy of the Maine road book, wrote as follows: "It appears to be most admirably gotten up, both as to design and arrangement, and the addition of descriptive foot notes and memoranda of side runs is a feature which places it at the head of the list."

ROUTE THROUGH LONG ISLAND.

SEEING by your paper that MR. R. P. JENKS of Providence asks for the route through Long Island by way of the South Shore, I send you this as I took nearly the same route last year. I went from New York to Greenport by way of College Point, because I was told, by Capt. Nisbett of the New York Bicycle Club, that it was the best way for me to go. For Mr. Jenk's benefit I will reverse my tour.

Taking the steamer Manhansett from New London across the Sound, I reached Greenport; I think the steamer leaves New London at 9 A. M. Twenty-two miles southwest of Greenport is Riverhead. The sidepaths are very good, and I used them nearly all the way, and when there was none I found the road good. Only having learned to ride a year before I took my time about it, and it took me three hours, but it has been done in two. I passed through Southold, Mattituck and Franklinville. At Riverhead I turned South and go through New Hyde Park to Little Neck. But I guess your route will be to Brooklyn by way of Jamaica (18 miles.) The map I used is one published by Gustav Kobbe, 251 Broadway, N. Y., at a cost of ten cents.

I left College Point at 11.30 A. M. Wednesday. At eight that night I reached Islip, 50 miles. Leaving Islip at 9.30 the next morning, I reached Riverhead at 7.30 P. M., (50 miles;) 8.30 Friday found me in the saddle again, and I reached Greenport at 11.30 A. M., just two days from College Point, and a distance of 122 miles.

JOHN P. BURKE,
601 West 133 St., New York City.



Another Transcontinental Tour on the EAGLE.

Nelson A. Bradt finishes his trip to San Francisco on his Eagle. Riding days, 62; distance travelled, 4420 miles; average, 71 1-5 miles per day.

What he says about his wheel:

San Francisco, Cal., July 13, 1891.

Eagle Bicycle Co., Stamford, Conn.

Gentlemen:--Having finished my tour of 4420 miles across the country (from New York to San Francisco), I desire to inform you of the present condition of my "Eagle" after such a trip.

Were it not for a broken side brace (which I broke by a heavy fall on a rock in the Rocky Mountains) the wheel would be as good and as staunch as it was the day I left New York City. The nickelling is as fine as ever it was, and the spokes are as firm as can be.

All in all I assure you that the Eagle is considered by me to be the most durable, easiest riding, handsomest and best wheel on earth.

With this 4420 miles covered while on my recent trip, I have ridden the Eagle over 7000 miles since January 1st last, as I am endeavoring to ride 10,000 miles during 1891.

Respectfully yours,
NELSON A. BRADT,
The Trans. Continental Cyclist, New York to San Francisco, April 1 to July 4.

The Eagle has won a reputation as a wheel for speed and for scorchers.

It has also won a reputation as a wheel for solid, every-day riding, and the trip of Mr. Bradt an illustration of its touring qualities.

For all around use it cannot be beaten.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

CLINCHER PNEUMATIC UNIVERSAL

ROVERS

IN STOCK. Price, $120,00.

The Most Practical PNEUMATIC TIRE Yet Produced,

AND A MACHINE UNEQUALLED BY ANY, AT THE PRICE.

Nearly all styles of Rovers can now be supplied on receipt of orders. Reports of victories won on Rovers continue to come from all directions..

The JOHN WILKINSON COMPANY, 269-271 STATE STREET, CHICAGO.

Sixteenth Year in America.

1876 1891

The First Cycles in the United States





The Largest Cycle Manufactory in the World

SINGER & CO.,

BOSTON, MASS.

6 AND 8 BERKELEY STREET. 2 WARREN AVENUE.

NEW YORK: F. W. AYMAR, 2 Astor House, Broadway.

PHILADELPHIA: WALL & BOYER, 1714 N. Broad St.

CHICAGO: THORSEN & CASSADY, 60 and 62 Wabash Av.

THE ELWELL TOURISTS IN FRANCE.

THE glorious Fourth—the birthday of our National Independence, the day of Fireworks and Freedom—has come and gone again, and all that is left are a few empty glasses, scraps of a big dinner terribly dealt with, and many pleasant recollections. The tourists were called early this morning and it was probably the first time for any of us to awaken on that day and not hear the noise of fire-cracker or the boom of cannon, the usual American demonstration. There was a sort of lonesomeness in the very atmosphere as we walked down to an early *cafe au lait*, but we resolved to make the best we could of it. The evening before, arrangements were made for a game of base ball, in which all the tourists were to take part. Spielman and Cutter had been appointed captains, and they selected their men as follows: Spielman, Higgins, Hoffman, Tuttle, Swan, ReQua, Miller, and Rupp; Cutter, Gilbert, Goodrich, Marquard, Shockley, Huggins, Eldridge, and Baker; Linn, umpire, and McCutcheon, scorer. It was a good selection, and bets ran high—so high they all vanished above the clouds.

A coach was procured and we repaired to the ground selected for the contest. We did not adhere to the rules governing the national game, for we had to take into consideraton the inability of the other side to successfully compete with us, and we did not wish to take any undue advantage of them. Perhaps the other side had the same consideration for us, but we overlook it if they did. There was to be no curving of the ball, no calling of strikes, no crippling of the man at bat, and a ball put over the fence was out. And this last rule was a good one, I must say; for when we could not get the other side out on scientific playing we let them knock the ball over the fence. Cutter's side went to the bat first. Great consternation filled us when we were put out without a tally, and not a ball had gone over the fence. We revived, though, when the other side retired with the same good score. However, the fellows began to get down to business and the scorer had more work to do. So fierce was the pitching that it required three men behind the bat to stop the ball, and even then a stone fence did most of the stopping. The umpire did excellent work, he kept quiet. It was an exciting game; the ball got lost in the grass, the pitchers and catchers were changed as often as they became paralyzed beneath the awful strain upon their system. The result of the game when we retired for lunch was eight to seven in favor of Spielman's side. Our dark horse that we had hoped to spring on them and defeat them proved one of a different color, and we accepted the defeat. We rode back to the hotel inside the coach, while the victorious party rode on top, hung their legs over the side and yelled. As we enjoy cushions instead of hard seats we gladly rode inside. After lunch our wheels were made ready, and after decorating them and ourselves with red, white and blue ribbon, in honor of the day, we started for Dole. A rainstorm had made the road slippery, and we kept up a good speed to escape a coming shower. However, Spiel had his necktie on, and those who had faith in it lingered behind. They "reckoned without their host," for it rained and they got wet. The necktie must have been hoodooed by the colored garters Spiel wore outside his trousers. We all sat down to the table happy and hungry, and after the dinner Higgins arose and addressed the company with a few remarks pertaining to the occasion and appointed McCutcheon as toast master. No better selection could have been made for Mack did his part in good style. He called upon the tourists to respond to various toasts. Those who made speeches were Rupp, who cleared up in the minds of the doubtful all the points of free trade and the McKinley bill; his remarks were greeted with great applause. Shockley, ReQua, Cutter, Spiel, Huggins, and Rastus, came in with good effect. Colors waved "and the band played." Eldridge presided at the piano, and several national airs were sung with an enthusiasm that was immense. It was an impressive occasion, the walls swelled out several times when the demonstrations were loudest, and the villagers who were looking in at the windows wondered what kind of craziness had taken possession of the queer animals from America.

Here we were, a band of wheelmen in a little corner of the world, away from the "Land of Freedom," away from home and the small boy with his fire-crackers and powder-burnt fingers, trying to celebrate that day to which all Americans look forward with pride and expectation. If the enthusiasm that filled us on this occasion always possesses the Americans at home the glorious Fourth of July will never be forgotten.

Dole, France, July 4, 1891.

GOODRICH.

CORRESPONDENCE.

☞ *The Editors of this paper do not hold themselves responsible for the sentiments expressed in this column.*

ARE THEY WHEELMEN?

EVERY little while some "enthusiastic" wheelman who has just learned to ride a safety around a corner without falling off feels a yearning desire to reform the sport and alter the costume of riders. Ingenious theories and plausible arguments are advanced to show that it is just as easy to ride a bicycle in starched linen and broadcloth as in the *negligee* jersey. The law of Moses and the Revised Statutes are offered as proof that the ordinary bicycle costume is immodest, dangerous and corrupting to the morals of the public. The rider who has ever done any touring never objects to knee breeches and long stockings after he has once tried them. And so far as appearances are concerned no one will deny that a neat bicycle costume is more appropriate than the baggy trousers and shirt sleeves of the rider who spreads his knees and wobbles over the road in a zigzag course that would do credit to a man on his way home after an all-night "booze." With a slouchy costume it is as impossible to ride in good form as it is to appear dignified in wet clothes.

Of course a business man who uses his wheel for business purposes only cannot wear a cycling costume, nor is he expected to; particularly if he is very bow-legged. But where an excess of modesty prevents a wheelman from displaying his calves in the fashion followed by George Washington, he should wear a Jeness-Miller costume or a Mother Hubbard and a sun bonnet.

A gentleman who was an inveterate sidewalk rider and wore a plug hat, white tie and Prince Albert coat, was once induced by the writer to accompany him upon a tour of about fifty-five miles. The utmost persuasion could only bring the gentleman to conform to the occasion by donning a flannel shirt, straw hat and lawn tennis shoes. After riding ten miles the long trousers and heavy underclothing began to tell, and frequent stops were made "to gather shells and look for wild flowers" where there were none. At last he sat down by the roadside and removed his shoes and stockings to allow his feet to cool. As only thirty miles had been covered in seven hours he was advised to take the train for the rest of the trip. This is a fair example of the staying qualities developed by the sidewalk exercise taken by these riders who want to dress in a costume befitting an afternoon call, and who use the wheel as a cab.

As it is a recognized fact that cycling involves a certain amount of physical labor it is certainly sensible to adapt one's dress to its requirements. The bicycle rider who never wears a cycling costume usually looks and rides like a guy, and rarely gets rid of the wobbling, bow-legged motion of the new rider. The question arises, are these people entitled to be called wheelmen?

W. P. C.

SYSTEM (?) IN ROAD REPAIRING.

IN one of the most picturesque parts of Massachusetts there was a beautiful country road which began its course in a small but prosperous village, and followed a winding stream up among the quiet hills. For many miles it was a delightful drive. A dozen years ago an iron mine was opened in one of these hills, and great wagons carrying several tons of ore came daily down the road to the railroad station in the village. Such loads were too much for this road, whose foundation was only natural soil. The wheels cut down deep, and when the rains descended became a wretched slough. Carriages and light wagons which used to roll so smoothly over the road, were now dragged through the mire and ruts at the risk of broken harness and axles. This was bad, but of course the mine brought trade into the village, and it was a practicable thing for the town to macadamize the road. The town, however, did nothing of the kind. The authorities shovelled dirt into the road, and as often as that also became mire they shovelled on more dirt. Tens of thousands of dollars have been spent on this highway since the mine was opened, and every year it grows worse and worse. This amount does not include the extra wear and tear of wagons, the damage to horses, the loss of time to drivers, and the impairment in value of farms along this road and beyond.

Another road now comes to mind. It is in a small town only a few miles from Boston. Often last year the writer travelled over this road with his wheel and enjoyed it. This week he tried it for the first time this season. He was anticipating a particularly fine stretch just beyond the woods, but when he reached it he found it had been "repaired." And how was it repaired? By submerging the road for a quarter of a mile in loose dirt and gravel to the depth of nearly a foot. To cross the road it was necessary to lift the bicycle bodily and carry it. Not even the narrowest side-path had been left, and whenever a wagon ploughed along, the dry gravel would roll down the sides of the roadway in profusion. And yet those in charge of the highways had expended a considerable sum of the town's money in thus "repairing" the road, and probably believed they had done a good thing.

Is it any wonder that wheelmen are aroused to a realizing sense of the imperative need of reform in our road system—or rather lack of system?

June 30, 1891.

E. P. GUILD.

"CROCKS" OR CASH?

MY dear "Tertius": Why will you ask such unpleasant questions? You have been long enough in the sport to both know and do better, and I am astonished in consequence at your impudence and imprudence. There was a day when, if you had asked me these questions, I, in my imagined wisdom, would have answered you offhand that men must not race for anything but pots; pelf was not to be considered for a moment, especially when it assumed a too pecuniary aspect; but now I am less conceited, or wiser, I know not which, and I hesitate before I put myself upon record. Wheelmen are divided into two classes—those who race and those who don't. The latter are almost universally amateurs; the former—well, they are amateurs too, if they don't get caught, and even then the blessed state of athletic purity is rarely denied them by that defender of the faithful—the Racing Board. In your day and mine, "Tertius," when we were both in the swim in cycling, it was its golden era, so far at least as its amateur status was concerned; we, and those we associated with, were enthusiastic and more or less romantic, but that day is passed and gone, and the surroundings of cycling can never again be the same. The cycling world of to-day is like the world at large, "it's out for the dust;" it seeks fortune, not fame; it wants lucre, not laurel, and the race meet that hangs up the most valuable prizes will get the most entries. No one can deny this, so what is the use of prating about "amateur" racing men?

"The laborer is worthy of his hire," and why should not the amateur racing man be so, too? Why should he be compelled to spend his time and talents in racing for clocks and crocks? Why should this unjust tax be put upon the hard working "amateur?" 'Taint right, "Tertius," I will be blamed if it is, and you know 'tisn't, too. Of course, as you say, there is a distinction too fine between "swap" and "sell" for eyes like yours and mine to see, but that's just the same degree of difference that exists between your modern amateur and his professional brother; and because the line is too fine for you and I to detect it, my dear "Tertius," we mustn't deny its existence when we have the evidence of the League as to its existence. As in religious matters, we must accept certain things in cycling upon faith, and this is one of them. The public don't care one cent whether the men who ride are amateurs racing for clocks, or professionals racing for coin; they come to witness a contest between men famous above their fellows for their speed and skill; and whether the performers be amateur or professional, the vast body of the public neither knows or cares, so long as they are given their money's worth in good racing and fast time. I believe that the day has come to lay aside the "amateur" mask, to cease

the farce, and to boldly face the world as we are, not as we would be or seem to be. The amateur at heart will always remain such, just as much as the professional will, "whitewash" or rules to the contrary notwithstanding. The day when men raced for honor and glory, not self, belongs to the same age as that when men fought to the death for a woman's smile. Nowaday's things are different, when men fight each other they insist on a big fat purse full of money being hung up to battle for, and the winner of that buys as many "smiles" after the fight as he wants. It's more prosaic perhaps, but it really is more business like. So it should be with cycling; if a man wants to race for money why shouldn't he be allowed to do it, without any disgrace being attached to the performance? If a man fairly and honestly rides for and wins $50 is he not just the same man as though he raced for and won a clock or some other article. It is the attempt at enforcement of the present form of amateur law that causes men who posses racing abilities above the average to masquerade as "amateurs." I am convinced that in racing like anything else in this world, when one wants the best they must stand ready to pay. Were the prizes at our race meets in the form of an equal amount of cash or plate, at the election of the winner, there can be no doubt but what the number, speed, and records of our racing men would be greatly increased. The public would be attracted thereby and benefitted as well, because they would be treated to no more jockeying, pace making, head work and such like, men would make a profession of racing, and it would pay them to. Advertise a race open to all "amateurs" and professionals, with a bona-fide $1000 to go to the winner, and see whether the critics and spectators will not outnumber in a ratio of ten to one, the same race for "amateurs" with a $1000 piano for the prize. Of course it will. I am myself, my dear "Tertius," of the amateurs most amateur, but I am too slow a rider ever to be anything else; were I "crack" racing man I much fear that the small amount of common sense I have would cause me to look upon my talents in racing to be my stock in trade, and I could see no reason why I should not be paid in cash, not cups, for my ability, just the same as though I were an expert in any other of the various walks, or more properly speaking, rides of life. To sum up, Tertius, I'm 'wid 'yer.

"HAWKSHAW."

PEOPLE I SAW AT THE L. A. W. RACES IN DETROIT.

FRIDAY afternoon the first of the championship races took place. There was a goodly crowd, the grand stand being filled, and another crowd down on the—bleachers, I think they call them. Although the races were intensely exciting, there was plenty of time to look about you. My friend possessed a kodak (I don't mean Mr. Peck), and of course we were on the lookout for the best and most comical pictures of humanity.

Our point of view was just about midway of the grand stand, and a very good place it was too. Let me present my first catch: a man, rather large and portly, with a florid face, whose—yes, red hair, was surmounted with a white cap, and sitting almost directly in front of me, had attracted my attention for a long time. At an opportune moment (for the sun was shining very brightly just then) he turned and faced the audience as if he were going to deliver an address. Planted (I say the word "planted" advisedly, too,) upon his manly bosom was, by actual count, seventeen medals. My friend suggested his likeness to a brass foundry. I entirely agreed with her, and as he seemed to be courting the attention of the vast audience by continuing standing, instead of modestly displaying the medals and seating himself, we concluded to "take" him. I wish I could give him to you now, with that self-satisfied smile, and a "don't-you-wish-you-were-me" air. I really think he borrowed those medals. In every movement and every facial expression he never forgot his medals.

Then there was the man who thought he knew it all. You know there is always such a man around in a crowd like that. He goes around, yelling out information gratis to everybody whom he meets, and when he does condescend to sit down, he does it with the air of one who has done his duty and expects no compensation. We "took" him, too. It really will be a pretty picture, as we got him just in the act of giving a small morsel of information, and consequently you would not be able to see anything but the mouth, which was open to its fullest extent. Now to tell the truth, that man didn't know as much about the races as I did, and that isn't saying much.

What at first appeared to be a black cloud obscured our vision for a moment, and upon investigating matters, we caught sight of a large, genial faced "cullud gen'mum" down in front, whose funny black face shone like a patent leather boot. He had come to see the races, and didn't care who knew it either. If the negative developes all right, that face will make a small sized yellow dog laugh.

There was also the bicycle crank, who was present in large numbers, and who did not take his eyes off the race course during the entire time. How his eyes must have ached. He it is who could tell you all about the time that was made and who made it.

The ever-present dude was somewhat conspicuous. He wouldn't ride a bicycle, simply because he couldn't, but, nevertheless, he thought his presence could not possibly be dispensed with.

We caught one good picture of Mr. Zimmerman, as he had mounted his wheel just preparatory to a start. He looked like a frog. If Mr. Z. sees this, will he please forgive me, as he only looks like that when he is just ready for a start.

Then there was the sweet girl who said, "Oh, how I wish I had a wheel." We didn't take her, for I disliked to point a camera at a young lady who seemed so prepossessed in favor of wheeling, as it might have made her disgusted with one of her own sex who rides.

We got some fairly good pictures of the starts and finishes, which I hope will come out all right. If they don't, we'll ask Mr. Peck for some of his. As he is so very kind and obliging I know he will give them to us. If he sees this latter remark it will bring him round all right, and we'll get the pictures.

We did not forget good-natured Mr. Bassett, either. Everybody seemed to want him at the same time, and he certainly was large enough to go round, giving a pretty good slice of his attention to all interested people.

Among the most conspicuous figures at the races, perhaps, was President Dunn, Mr. Dunn eats watermelon and pop-corn with about as much relish as any one I ever saw; the only trouble with the watermelon diet, it has seeds, and Mr. Dunn does not care where he drops them, even if it is down the back of the gentleman in front of him.

One picture I do not think Mr. Peck caght was that of the "Starter," Mr. Wm. E. Metzger, directly in the act of firing the pistol. The only thing I shall regret when that picture is developed is that he did not fire our way; in that event his face and not his back would have been taken. However, perhaps we can persuade Mr. M. to sit for a life-sized portrait sometime, or rather stand for one.

There is one thing the Driving Park Commissioners want to change, and quickly, too; that is, the bell they have to call time. It is just about of as much account as the small tea-bell on the average restaurant table. Why don't they get a bell that will make some noise, I wonder? We didn't photograph the bell, but I really wish we had now.

Of course all the Detroit men were there, but I will make no further mention of them, as it's too near home; but if any of the readers of the WORLD want to hear of them, just telephone.

NORA.

ARE THE TEACHERS TO BLAME?

EDITOR BICYCLING WORLD: Having carefully read your editorial on the article from "3520" in last week's WORLD, I would wish to say in reply that I thoroughly agree with you both so far as the charges made that teachers are considerably in fault when they allow a lady pupil to leave their instruction without giving her the correct position on the wheel, but I also wish to add that the ladies themselves are very often in fault as well. Any lady ought to wish to appear at her best at all times, most particularly on her wheel, where she attracts so much attention.

How many of my sister riders have any idea of their decidedly awkward appearance, with *all* the fullness of their skirt on one side of the wheel, and no friendly drapery to conceal the movement of the other limb? By a little care and forethought this is so unnecessary. Before mounting pull your skirt well over the mounting foot, slip easily into your saddle, and no further arranging is necessary, for the skirt falls readily into place, giving the rider a graceful appearance. After so doing two or three times it becomes a habit, and makes a wonderful difference in the looks. We are all naturally anxious that lady bicycling should meet public approbation, but that point can never be gained so long as lady riders are careless about their appearance on the wheel, as awkwardness or ungracefulness prejudice non-riders most assuredly. I have ridden for four years, quite long enough to have discovered the easiest and best position on the wheel. First, have your skirt measure three yards, and of ordinary walking skirt length. Sit erect, having the handle bar high enough, and the saddle near enough to prevent stooping. Elbows *in*, not out. Have your saddle as nearly *over* the pedals as you can (and mount easily) for it is so much easier, and gives added power. Raise your saddle so that your heel just touches the pedal when at its lowest point and use the *ball* of the foot. Shorten your pedal cranks if you would prevent an awkward motion with your knees, for you at the same time gain speed. And, oh! please reserve your gum-chewing for another occasion.

"MINA"

MISSOURI DIVISION FALL MEET.

IT will doubtless be cheering news to all the participants in last spring's Pike County tour to know that the Louisiana Fair Association have made their offer good to donate $300 for prizes to be given at a race meet to be held on their half-mile track on Saturday, August 29. Local Consul Gregory immediately asked for the fall meeting of the Missouri Division to be held in conjunction with these races, and Chief Consul Holm awarded it to that city. The programme as provisionally adopted is as follows: Saturday, August 29—9 A. M., parade; 10 A. M., photograph on the "Pinnacle;" 11 A. M., business meeting of the Division at the Opera House; 2 P. M., races. There will be twelve events, including a number of State championships, for which costly prizes will be offered. Full programme will be published next week. On Saturday evening the banquet will be held at the Palmer House, or a steamboat excursion on the river with supper on board, at which the prizes will be presented, will be substituted. Sunday morning will see the inauguration of the grandest century run over Pike County gravel roads ever attempted in the West. The course will so be laid out that no part of the magnificent gravel roads will be covered more than once, and complete arrangements for refreshments en route will be made. A suitable souvenir will be presented to every "survivor." Wheelmen from adjacent towns in Illinois are especially invited to participate, and I beg to ask the cyclists of Quincy, Jacksonville, Jerseyville, Springfield, Carrollton, Roadhouse "are you with us?" The hotel accommodations are ample for 500 visitors. Her streets are first class in every respect, and the Pike County roads have a national reputation for excellence. Secretary-Treasurer Sheridan of Illinois and Chief Consul Holm are a committee on arrangements. Application has been made for a rate of one fare for the round trip over all railroad lines which enter Louisiana. Wheelmen living off of the C. and A. or K. and St. L. Railway should form parties of ten or more, and in this way secure reduced rates. The century run will be headed by competent pace makers, and the start will be made early enough to allow all the participants to depart on the evening train. The track at Louisiana is a half-mile in circumference, and has been recently highly improved. It now ranks second to none, and is said to be very fast.

"LINNEUS."

THE SPRINGFIELD TOURNAMENT.

THE list of races as published in the BICYCLING WORLD 3 July has been changed by the committee, and the list of events as corrected is given herewith:

FIRST DAY.—Start of 20-mile road race; one-mile safety, novice; one-mile safety, open, handicap; two-mile ordinary, open, handicap; half-half-mile safety, open, handicap; one-mile safety, 2.50 class, finish of 20-mile road race; one-mile ordinary, open; exhibition by D. J. Canary; quarter-mile safety, open, flying start; half-mile ordinary, open; one-mile tandem, open

SECOND DAY.—One-mile ordinary, novice; two-mile tandem, open, handicap; one-mile safety, 2.40 class; quarter-mile, ordinary, open; half-



The Proof of the Wheel is in the Riding.

"When I came here," says one of our most successful agents, "competition was so bitter, and prejudice against the Rambler so strong, that at first I could do nothing. But I knew of what stuff the Rambler was made, and decided to let the wheel be its own quiet and most convincing argument. As I did quite an extensive renting business, this was not a very hard matter. When a customer came in, I would first let him have a Rambler, the next time I would give him a rigid frame machine, and to see how many of them would come back and ask for a Rambler was naturally a source of much satisfaction. In this way the wheel made itself felt, and on its own merits worked such a change that now, if anything, the Rambler is in the lead."

From this, dear reader, you may judge why we so often get off that:

The Proof of the Wheel is in the Riding.

GORMULLY & JEFFERY MFG. CO.,

MAKERS OF

"The American Cycles."

Chicago Retail Store, 85 MADISON STREET.

BRANCH HOUSES:

174 and 178 COLUMBUS AVENUE, Boston, Mass.

1325 4th STREET, N. W., Washington, D. C.

FACTORY AND GENERAL OFFICES:

222-228 N. Franklin Street, Chicago, Ill.

mile safety, open; exhibition by D. IJ. Canary; one-mile safety, world's record; one-mile ordinary, open, handicap; one-mile safety, closed, handicap; half-mile safety, 1.20 class; one-mile consolation.

The closed handicap race the second day is for Springfield riders and those residing within ten (10) miles' radius. In this race no machines weighing less than 40 pounds will be allowed.

The conditions of the quarter-mile race with flying start are as follows: Contestants to start 100 yards back of quarter pole from a standstill at the word "go," the first wheel reaching the quarter pole to be considered the start of the race, time to be taken from pistol flash at this point.

The club is endeavoring to secure the presence of His Excellency Governor Russell and staff upon the second day, and should the plan materialize it will be called "Governor's Day."

It is quite probable that there will be a grand display of fireworks on the park on the evening of the first day. This was done in 1883 and 1884, and was a great success. Do not forget that Hampden Park is right in the centre of the city and very accessible for such an event.

The work of rebuilding the track is being pushed as rapidly as possible, and by the time this issue of the BICYCLING WORLD reaches its readers there will probably be several of the noted racing men of the country here training upon it. After removing the thick growth of weeds which has covered it for the past few years, it has been found as firm and sound as of old; and with the constant attention which will be given it, it is believed that at the time of the tournament it will be in better condition than ever before.

The representatives of the club who were present at the Detroit meet received assurance that all the principal racing men of the West will be on hand to participate. The Eastern men are already assured, and the correspondence of the club daily increases, asking for entry blanks, details regarding the events, etc. The local interest waxes warmer as the days advance, and the coming tournament is the principal topic of conversation among those who have the slightest interest in such affairs.

One word in closing. Springfield as a city has improved and grown more beautiful within the past five years; and if you desire to see one of the most beautiful inland cities in the country, come to the tournament in September. D.

NEW YORK DIVISION MEET.

ARRANGEMENTS are all complete for the division meet of the New York State Division at Rochester, August 19 and 20. The prizes are advertised and list presents many beautiful articles, and the aggregate value of same is $1,900. Rochester is well known as a cycle centre and its proximity to Buffalo and Syracuse and other cities ensures the fact that the attendance will be large. There will be two days' racing and the cracks of the East will be out in full force. Everything is being done and will be done to make the '91 meet of the Empire State Division one worthy of the division, the State and Rochester.

The Rochester Wheelmen's League offers two elegant club prizes at this meet. A beautiful antique oak hall rack of unique design with elaborate carving, having a handsome clock setting, long bevelled edge mirror, and engraved silver plate. Chairs upholstered in leather to match. Value $125. This prize will go to the League club having the largest number of full uniformed men in line of parade August 19.

A prize of equal value is offered non-League clubs under same conditions. An elegant carved oak parlor suite of seven pieces upholstered in finest quality silk plush.

Nothing approaching these prizes in value and appropriateness has been offered before.

THE HARTFORD MEET.

The Constitutional Convention of the L. A. W., to be held at Hartford during the second week in September, promises to be a largely attended and very spicy affair. The bone of contention will be the Amateur Rule. Members of the League will go to Hartford with varying intentions. Some want the present rule stiffened up and some think it should be unchanged; others hope to get it modified in the direction of liberality, and still others are determined to have it knocked altogether endwise. Delegations in various parts of the country are already preparing for organized work at Hartford in the interest of respective sectional ideas, and the outcome of the meeting is awaited with eager interest by cycling circles everywhere.

The Hartford Wheel Club's big fall tournament occurs during Convention week and also the annual parade and meet of the Connecticut Division, L. A. W. The races include several important events and championships, and among the prizes offered are Columbia, Victor, Rambler, Hartford and Warwick cycles, solid gold and silver watches, and other articles of value. The combined events of Convention, tournament and meet will constitute a huge cycling affair which Hartford wheelmen are preparing to look after in proper style. By appropriation and subscription $1,000 will be raised to provide entertainment for visiting wheelmen and legislation and racing will be supplemented by general cycling, mirth and festivity.

PHILADELPHIA DEALERS ANNOUNCE A RACE MEET.

BROTHERHOOD PARK has a fine track, and so it is to be there, right on the corner of Broad and Dauphin streets, convenient to every one by the busses or the cars, and cyclers can ride on the asphalt to the entrance. Couldn't be better, could it?

And when? Why, on August 1st, at 2.30 P. M. The best day in the week for a successful race of this kind, and at the time of day when every one is off, and can get there.

We are offering big prizes, too. Just think of a $200 diamond emblem for the fastest man in the special race one-mile open for safety riders. This will bring the cracks from all over the country and insure an interesting and exciting race.

And better still a ten-mile road race finishing on the track. These are only two, and there a nine other good races which will be contested by all the local racing talent.

Prizes are all good and their value will amount to more than any race held this season. * * * *

DETROIT WHEELMEN'S CENTURY RUN.

THE anniversary of last Sunday will be a day for the Detroit Wheelmen to keep sacred. July 26 is what Clarence Smith calls his "Century Run anniversary."

On last Sunday morning 49 members of the Detroit Wheelmen started out to do the hundred miles before six P. M.

It turned out to be a handicap 100 mile road race instead of a quiet century run, and the different members chose their own time for starting.

At ten minutes after four, Harry Chapman, Mark Gardiner, Dr. Twombley, Dr. J. M. Griffin and A. B. Smith got away. Ten minutes later the four Ward brothers and the two Bells reached Clarence Smith's cycle store, left their card, and left by wheel also. Thomas Osins had started five minutes earlier. The scorchers didn't get around till 4.35. They were Geo. S. Mackay, J. Hoffner, Fred Eckliff, Jack Brady, C. Rooney, and W. H. Lott.

Clarence Smith and the regular party were to start at 6 o'clock, but before they got off at 6.05 the following had started: Fred Case, Harry Butcher, W. C. Noak, J. H. Kelley, S. H. Brady, W. A. Morton, Bert Thorpe, T. J. Ilgenfritz, B. J. Graham, L. Beyster, W. T. Watson, Bert Smith, J. F. Crusoe, F. S. DuPue, Will Marks, H. J. Eberhardt, C. Clippert, J. Speck, F. H. Herrick, Leon Coquard and L. W. Schimmel. With Clarence Smith were H. D. Osborn, B. J. Holcombe, Chas. Noak, E. B. Halliday, F. Berry and E. Venn.

Coquard's wheel broke soon after the start, and he had to walk back. Osborn got kicked off the road by a lively colt. Mackay ran into a blind ditch and doubled his wheel into a knot; after five hours' work he started again and did the whole distance. Hoffner had a wagon run over his front wheel; but with three hours' work he unbuckled it and made out to finish first. Fred Abel busted his pneumatic and so wasn't in it. Eckliff broke his wheel and came in on the train. Marks lost some time fastening on his rear tire. Schimmel had his pneumatic bust on him again, having blowed it up tight the night before, and the cold of the night with the heat of the day following did the work. Butcher took a bad tumble.

Of the 29 who finished before 10 o'clock 19 rode safeties and 10 ordinaries. The 29 were tired as follows: pneumatic 4, cushion 10, solid 15. The order in which the 29 finished was Hoffner, Trudell, J. Brady, A. B. Smith, Herrick, Clippert, C. H. Smith, Rooney, Gardiner, Lott, J. Ward, T. Ward, C. Ward, N. H. Ward, J. Bell, M. C. Roe, Mackay, Morton, Case, Holcombe, C. Noack, W. Noack, Ilgenfritz, Kelsey, Halliday, Marks, Thorpe, Watson and Eberhardt. Hoffner's riding time was between seven and eight hours, while his complete time was about eleven hours. Trudell came in ten minutes later and Jack Brady nearly a half hour slower. The rest who finished before nine o'clock were strung along about a half mile apart, though several came in in groups.

Clarence Smith had offered to buy the dinners at Ann Arbor for all who reached there before 12 o'clock. That was fifty miles, and as a result nearly every one got a free dinner.

Along the road and at Ann Arbor, Ypsilanti, and Saline large crowds turned out to see the riders.

The course was from Smith's cycle store on Woodward avenue, out Michigan avenue, through Wayne to Ann Arbor; from there on to Saline, around the triangle, and back to Detroit. "SETAGEC."

WISCONSIN DIVISION MEET.

THE annual meet of the Wisconsin Division of the L. A. W. and the Second Annual Tournament of the Green Bay Cycle Club, which occured here July 22d and 23d was a grand success in every way, and with the exception of a slight rain which fell during the forenoon of the first day, and again just at the close of the races, was the most successful meet of the kind ever held in the State. Such men as Berlo of Boston, Price of Springfield, Ill., Johnson of Minneapolis, Andree of Milwaukee, and Bode, Merrill, Dennison, Tuttle, Van Sicklen and Barrett of Chicago, were entered in the events, and all, with the exception of Berlo, Tuttle and Van Sicklen appeared.

On the forenoon of the first day the sky became overcast with clouds, and notwithstanding the foreboding weather every train brought in crowds of wheelmen, and at eleven o'clock the Milwaukee Wheelmen arrived by special car over the M. and N. R. R., and during a pouring rain were escorted to the club rooms, and assigned their quarters, but towards noon the clouds broke up and the sun shone brightly, and everyone's spirits rose to the highest pitch. The parade at 1 P. M. was the largest ever seen at a League meet in the State, among which numbered very many lady riders.

Upon arrival at the park Mayor James H. Elmore was introduced by President Arthur of the G. B. C. C., and welcomed the wheelmen to the city, which was responded to by Chief Consul Simonds. The crowd grew in numbers, and at 2.30, when the first race was called, there were fully 1500 people at the park.

At 7.30 P. M. the annual meeting was called at the club rooms and at 9.30 P. M. an elaborate banquet was given at the Beaumont House. Long tables were elegantly spread, and the guests formed in two columns, headed by Mayor Elmore, Chief Consul Simonds, Secretary Morawetz, and S. A. Miles, of Chicago, and marched into the dining room and were assigned their seats. Mayor Elmore was made toast-master of the occasion, and impromptu speeches were made and responded to by President Morrison of the Milwaukee Wheelmen, F. S. Fox of the G. B. C. C., and Chief Consul Simonds of the L. A. W. A talk by W. M. Forbes on the rights and privileges of wheelmen was very instructive, and it was nearly 1 A. M. when the guests dispersed.

The forenoon of the second day was taken up in runs in and about the surrounding country and an excursion on the waters of Green Bay, and in the evening the distribution of medals took place at Klaus Hall, after which the wheelmen took possession of the city and made themselves happy until the small hours. The meet was a perfect success in every way, and it was with deep regret that the wheelmen parted for their homes after a two days' stay in the city.

The following is the programme of the races:

FIRST DAY, WEDNESDAY, JULY 22.

One-mile novice safety—Fred Kasten, Milwaukee, first; Martin Patitz, Milwaukee, second; Louie Reed, Ripon, third. Time 2.52 1-5.



ROAD RACES TELL



The Stuff that Wheels Are Made Of. In the Great

Pompton-Orange Inter-Club Road Race,

July 25th, 1891, PAUL GROSCH, Orange Wheelmen, Crossed the Tape FIRST, Doing the Twenty-Eight Miles in ONE HOUR and THIRTY-TWO MINUTES.

BEST AMERICAN RECORD

for this distance. He rode a

KOHINOOR PREMIER SAFETY

Fitted with Pneumatic Tires.

A COLLISION!!

Spurting Down Paterson Hill, H. A. Wheeler, of the same Club, was heavily thrown by a dog, bringing down Grosch, who was just behind him. Wheeler rode a

CATFORD SEMI-RACER

Fitted with Pneumatic Tires. THIS TERRIFIC SMASH resulted in Two Bent Pedal Pins and scraped elbows. BOTH MACHINES Finished in Perfect Order, Spokes and Tires Tight and Wheels True.

IT IS WORTHY OF NOTE

that a Pneumatic built by a celebrated Racing Manufacturer BROKE DOWN in this Race without provocation, a Fate which befell a Cushion-tired ROADSTER of another make, SHOWING THE USE TO WHICH THE WINNING WHEELS WERE SUBJECTED.



We are now delivering both Catford and Kohinoor Premiers with Cushion or Pneumatic Tires from stock.



PREMIER CYCLE CO., - NEW YORK.

Five-mile ordinary, L. A.W. Wisconsin Division Championship—F. T. Andræ, Milwaukee, first; H. P. Andræ, Milwaukee, second. Time 17.48.

One-mile safety handicap—Wm. C. Wagner, Milwaukee, 150 yards, first; Fred Holmes, G. B. C. C., 200 yards, second; Fred Kasten, Milwaukee, 150 yards, third. Time 2.23 1-4.

Two-mile ordinary handicap—F. Terry Andræ, Milwaukee, 80 yards, first; Phil Nickel, Milwaukee, 140 yards, second; W. A. Dawes, Milwaukee, 140 yards, third. Time 6.11.

One-mile safety, 3.10 class—Wm. C. Wagner, Milwaukee, first; C. S. Merrill, Chicago, second; Fred Holmes, Milwaukee, third. Time 2.48 1-5.

Five-mile ordinary, American championship—Geo. K. Barrett, Chicago, first; F. Terry Andræ, Milwaukee, second; G. W. Dennison. Chicago, third. Time 17.15. This was a very close race between Barrett and Andræ, they being less than one foot apart.

Two-mile safety handicap—Jno. S. Johnson, Minneapolis, 300 yards, first; Wm. C. Wagner, Milwaukee, 300 yards, second; Martin Patitz, Milwaukee, 310 yards, third. Time 5 26 4-5.

One-mile safety, boys under sixteen years—Louie Reed, Ripon, first; Jno. F. Berties, Jr., G. B. C. C, second. Time 2.58. Fred Holmes also started in this race, but in making the back stretch his pedal broke.

One-mile ordinary, 3.10 class—Phil Nickel, Milwaukee, first; H. P. Andræ, Milwaukee, fecond. Time 3.22 1-2.

Half-mile safety, American championship—Geo. K. Barrett, first; Jay L. Price, second; E. C. Bode, third. Time 1.16 1-2. This was the best race on the programme, and was won after hard fighting.

One-mile ordinary L. A. W. Wisconsin Division championship — F. Terry Andræ, Milwaukee, first; Phil Nickel, Milwaukee, second. This was made in the disgraceful time of 4.13, neither man being willing to make the pace, and was a loafing match from start to finish.

One-mile safety American championship—E. C. Bode, Chicago, first; Geo. K. Barrett, Chicago, second; F. Terry Andræ, Milwaukee, third. Time 2.57 1-2

SECOND DAY, THURSDAY, JULY 23.

One-mile novice ordinary—Phil Nickel, Milwaukee, first; J. C. Schmidt, Milwaukee, second; W. A. Dawes, Milwaukee, third. Time 3.04 4-5.

Five-mile safety, American championship—Geo. K. Barrett, Chicago, first; F. Terry Andræ, Milwaukee, second; E. C. Bode, Chicago, third. Time 15.03. In this race Dennison took a bad fall, but got up and finished coming in fourth.

Two-mile safety, boys under sixteen—Louie Reed, Ripon, first; Fred Holmes, Milwaukee, second. Time 6.01.

Half-mile ordinary, American championship—Geo. K. Barrett, Chicago, first; F. Terry Andræ, Milwaukee, second; G. W. Dennison, Chicago, third. Time 1.27 4-5.

One-mile ordinary open—Phil Nickel, Milwaukee, first; H. P. Andræ, Milwaukee, second. Time 3.39 1-5. This was originally a two-mile 6.20 class, but a time limit of 6.30 was put in, and as it was not made in that time it was run over afterward in a dashing rain.

One-mile safety, G. B. C. C.—J. V. De Cremer, first. Time 3.13. This race was between DeCremer and Cohen, but Cohen fell during the last lap and dropped out.

One-mile safety, L. A. W. Wisconsin Division championship—Wm. C. Wagner, Milwaukee, first; Fred Schmitz, Milwaukee, second. Time 2.51 1-2. In this race Wagner captured the State championship from Schmitz.

One-mile ordinary handicap—Geo. K. Barrett, Chicago, scratch, first; Phil Nickel, Milwaukee, 100 yards, second; F. Terry Andræ, Milwaukee, scratch, third. Time 2.52.

Five-mile safety L. A. W. Wisconsin Division championship—Wm. C. Wagner, Milwaukee, first; Fred Kasten, Milwaukee, second; A. C. Morrison, Milwaukee, third. Time 15.08.

Half-mile ordinary, open—Geo. K. Barrett, Chicago, first; F. Terry Andræ, Milwaukee, second. Time 1.41. This was originally one-mile American championship, but owing to a rain was changed.

Two-mile safety, 6.20 class—Wm. C. Wagner, Milwaukee, first; C. S. Merrill, Chicago, second; H. P. Walden, Chicago, third. Time 5.47 4-5.

Half-mile ordinary consolation—Geo. W. Dennison, Chicago, first; Will M. Breckenridge, Milwaukee, second. Time 1.40 4-5.

Half-mile safety consolation—H. P. Walden, Chicago, first; Will M. Breckenridge, Milwaukee, second; A. C. Morrison, Milwaukee, third. Time 1.27 4-5.

"ORDINARY."

FIFTY-MILE INDOOR RACE AT DETROIT.

LAST week Tuesday evening the fifty-mile indoor race came off in the rink, and had as starters Will Marks, of Detroit; Bauer, of Louisville, Ky., who is making a trip around the world on a high wheel; Bernhardt, of Toledo, and a Wheeling, W. Va., rider. The track had raised ends and was a sixteen lap. Bauer got two falls, Bernhardt got cramps, and the Wheeling boy dropped out on the twelfth mile. The other three rode the full fifty miles and made a pretty race. Marks won in three hours and twelve minutes, with Bauer nine laps and Bernhardt eleven laps behind. The first prize was an $85 gold medal, the second prize a mantel clock, and the third prize another medal.

"SETAGEC."

RACING AND MEET NEWS AND GOSSIP.

AT ST. LOUIS, July 26.—A one-mile safety handicap was run at the Irish Nationalists' games. There were eighteen starters and the race was run in three heats. The Fair Ground's track was in a miserable condition—a country road would be no comparison—and this accounts for the slow time. Three heats, first and second in each heat to run in final. The first heat had six starters and the pace was a funeral one. R. M. Tidd, 60 yards finished first; A. G. Harding, scratch, second. Time 3m. 48s.

Second heat—E. M. Knapp, 85 yards, first; Edw. Grath, 65 yards, second. Time 3m. 39s.

Third heat—C. S. Bowman, 110 yards, first; J. W. Bowman, 110 yards, second. Time 3m. 49s.

Final heat—E. M. Knapp, 85 yards, first; R. M. Tidd, 60 yards, second; E. A. Grath, 65 yards, third. Time 3m. 31 1-5s.

The prizes were two gold medals. It was a great day for the Missouri Bicycle and Athletic Club, as their men finished 1, 2 and 3.

"LINNEUS."

AT ATLANTIC CITY, N. J., July 22.—A good crowd of over 2000 people visited the base ball park, Atlantic City, N. J., to witness the races held under the auspices of the Atlantic City Wheelmen. Philadelphia was strongly represented by her best men, and they managed to scoop quite a nice proportion of the open events. The sport opened with the:

One mile novice safety—In this race there were sixteen entries, and before the race was decided quite a number of them came to grief. The race was run in heats, and the final brought to the post six men. The result was Maurice Newell, first; E. Miller, second. Time 3.02 4-5. W. Edge was in the lead and going like a winner when he fell, and was quite badly shaken up.

Half-mile safety for boys under sixteen—Won by Louis G. Krouse; Louis Stadler, second. Time 1m. 44 1-5s.

One mile safety, 3m. class—Won by Willie Owens; R. P. McCurdy, second. Time 3m. 1-5s.

One mile ordinary, 3m. class—Won by C. J. Coggershell, Orange Wheelmen; Geo. C. Smith, second. Time 2m. 58s.

One mile safety, 3.20 class—Won by John A. Mead; J. C. Wood, second. Time 3m. 2 4-5s

One mile safety, 3 20 class—Won by W. H. Ward, Y. M. C. A.; John A Mead, second. Time 3m 4 4-5s.

One mile ordinary, open—Won by W. W. Taxis; C. J. Coggershell, second. Time 3m. 5 4-5s.

Half-mile safety, open—Won by J. R. Hazleton; S. H. Crawfoad, second. Time 1m. 24s.

One mile safety, handicap—Won by Harry Gill, Jr.; S. H. Bilyew, second. Time 3m. 17 2-5s.

Two mile safety, handicap—Won by F. B. Marriott, S. E. W.; Maurice Newell, second. Time 5m. 37 2-5s.

One mile tandem, handicap—Won by J. H. Draper and V. J. Kelly; W. W. Taxis and J. R. Hazleton, second. Time 2m. 44 4-5s.

Two mile ordinary, handicap—Won by C. J. Coggershell; George C. Smith, second. Time 5m. 45s.

One mile team race—Won by W. W. Taxis; V. J. Kelly, second. Time 2m. 55 4-5s.

THE Wanderers of Buffalo held their postponed races at East Buffalo, on the 21st, on the Crandall track, which is supposed to be a third of a mile. Upon measurement it was found to be short, and in consequence the only race that was run the correct distance was the half mile. The track was very rocky and full of holes in some places, and the time made was not remarkable. There was a good-sized crowd of interested spectators and wheelmen present.

In the half-mile race there were four entries, but G. G. Buse and George Bower were the only starters. Buse started at scratch, and Bower had 15 yards handicap; Bower was not in it and Buse won easily. Time 1.37.

For the one-mile event there were seven entries, but only four men started. W. Buse, 8 yards; J. H. Christian, 12 yards; G. B. Winters, 20 yards; F. Laabs, 20 yards. On the first lap Christian took a header. The tire came off the rear wheel of Winter's ordinary, and both these men were out. Buse had it pretty much his own way, winning in 2.48 1-4.

There were four entries in the three-mile safety, of which three came up for competition: G. R. Walter, 20 yards; W. Buse, 12 yards; George Bower, 25 yards. Walter soon dropped out and Buse proved himself an easy winner to the tune of 9.55.

The three-mile ordinary had five entries and four competitors: J. J. Lindner, 25 yards; J. H. Christian, scratch; G. B. Winters, 20 yards; Frank Laabs, 20 yards. Winters borrowed a wheel and went in. This race created some excitement, but Christian was too much for the others and came in first; time 9 1-5.

The five-mile race was the most interesting of all, and although run in twilight created much excitement. There were four entries, but Will. Buse, Christian and J. Scheffler were the only men who faced the tape when the race was called. The men had been given handicaps but decided amongst themselves to start from scratch. Christian and Buse were very evenly matched, Christian on an ordinary and Buse on a safety. Scheffler also rode a safety. On the fifth lap Scheffler's pedal came off. The finish was very pretty and the excellent spurt of Buse brought him in about a foot and a half ahead of Christian; time 15.27.

The Wanderers will hold two five-mile class races August 11. Kittenger of the Press Cycling Club will ride in the road race at the great Springfield meet in September.

"JASPER."

THE Union County (N. J.) Roadsters are still at it. After two successful race meets they will hold their grand fall meeting Labor Day, September 7, on the ground of the New Jersey Jockey Club at North Elizabeth, N. J. The prizes offered are very handsome and worth competing for. The track has been rolled, and is now smooth as a billiard table, and good judges predict that records will be broken on the track September 7, so look out for new records. It is the finest track in this country for bicycle racing, it being a one-mile track, and 60 feet wide all around; the quarter mile home stretch enabling the spurters to get in their good work. No pains will be spared by the Roadsters to make this meet the largest ever held in this section of the country.

The flyers will be on hand to scoop some of the handsome prizes offered.

The grand stand seats 4500 people.

Following is a list of the events: One-mile safety, open, handicap; one-mile ordinary, open, handicap; two-mile ordinary, open, handicap; two-mile safety, open, handicap; five-mile safety, open, handicap; five-mile ordinary, open, handicap.

Ten men that have a record of 2.30 can race one mile against a trotting horse (bicyclist and horse flying start); prize $100 gold watch.

Ten men that have a record of 2.40 can race one mile against a trotting horse (bicyclist and horse flying start); prize $50 gold watch.

Entrance fees will be 50 cents in each event except the race againt the horses, where no entrance fee will be charged. For entry blank address G. J. Ames, 408 Jefferson avenue, Elizabeth, N. J.

THE races of the cycling club at Alton, Aug. 15, and Belleville, Ill., Aug. 16, are attracting a great deal of attention and will behotly contested by all our racing men. The events will be open to all amateurs and are as follows: 1 mile ordinary, 3.30 class; 1 mile safety, 3.20 class; 1 mile safety, handicap; 1-4 mile safety, open; 2 mile ordinary, handicap; 1 mile safety, open; 1-2 mile ordinary, dash; 3 mile safety, handicap; 1 mile safety, consolation: 1 mile ordinary, consolation. The Belleville programme is an exact duplicate of the one mentioned above. Among the prizes will be five gold medals donated by the club.

THE Walontha Bicycle Club of Richfield Springs, N. Y., has issued its programme for the race meeting to be held August 4. The fifty-mile road race will be started at 10.30 A. M. In the afternoon the races will be held on the Driving Park. The events will be: Half-mile safety, novice; one-mile ordinary, open; one-mile tandem safety, open; one-mile safety, handicap; two-mile ordinary, Central New York championship; three-mile safety, lap race; half-mile ordinary, open; two-mile ordinary, handicap; consolation, half-mile safety. Entries close with Fred. Bronner, Secretary, on Saturday, August 1st, at 8 P. M. Entrance fees: road race, $1.50; all other events, 50 cents each. The first prize in the consolation race is appropriate (?) a bottle of champagne! The Darrow House is the L. A. W. hotel.

THE Quaker City Wheelmen of Philadelphia will hold their first annual meet at Philadelphia Ball Park, August 29. The events are all open except the last two ovents, one-mile safety handicap and one-mile safety Q. C. W. championship. The events are: twenty-five mile handicap road race (finish on track); one-mile safety, novice; one-mile ordinary; one-mile safety; one-mile safety, handicap; one-mile ordinary, ride and run; one-mile safety, 3 minute class; one-mile safety, 3.20 class; one-mile safety, 3.30 class; one-mile tandem, handicap; two-mile ordinary, handicap; quarter-mile ordioary; half-mile safety; one-mile safety, handicap; one-mile safety, Q. C. W. Club championship. Road race will start from Paoli on Lancaster Pike about 1.30 P. M. A number of bicycles and other handsome prizes will be offered in the several races. Entrance fee to road race, $1.00; entrance fee to track events, 50 cents each. Entries close Saturday, August 22d. Address E. B. Chapman, 1400 Oxford street, Philadelphia, Pa.

COUNTY fair managers in Missouri are just beginning to find out what an immense drawing card a couple of bicycle races are, and they are being added to the fair programmes in all the progressive towns in the State. The first of these races will be held at Shelbina, Mo., on Aug. 19 and 20. Three races, 2 safeties, will be held each day,and the prizes, which are gold and silver medals, are far above the average.

THREE hundred and sixty dollars actual cash value in prizes will be offered bythe St. Clair County, Mo., Fair Association onthe first day of the Belleville, Ill., fair, which occurs on Sept. 1. Never in the history of the sport have we had such a circuit of cycle races. The ball will start rolling at Alton on Aug. 15, then comes Belleville, Aug. 16, Shelbina, Aug. 19 and 20, Louisiana, Aug. 29, and 30, and Belleville, Sept. 1.

THE Wilmington Del. Wheel Club, will run its third annual 25 miles handicap road race Saturday Sept. 20.

THE Chicopee (Mass.) Wheel Club will hold a road race on Saturday August 8. The start will be made at 4 P. M. from Market Square. The distance is 15 miles and the race is for club members only.

THE team road race between the Orange Wheelmen and the Business Men's Cycling League of Newark, was run last Saturday, and the Business Men won by a score of 19 to 17. The course was about 28 1-2 miles. It was as follows: Start from Pompton, through Paterson, Passaic, Belleville, Bloomfield, Watsessing, and East Orange, to Park street, Orange. The teams were: Orange—George T. Coffin, Harry Wheeler, Charles Coggeshall, and Paul Grosch. Business Men's—Charles Swain, W. D. Preck, W. Kirkpatrick, and A. S. Swartwout. A protest was entered by the Orange team that pace making was indulged in to aid their opponents. We hear however, that this protest was withdrawn later. Grosch finished first, with Preck second, Swain third. A general smash-up occurred on Freakness Hill, Wheeler ran over a dog, Grosch ran into Wheeler, and Coggeshall completed the trouble by running into Grosch.

THE Lowville (N. Y.) Cycle Club will hold its third annual race meet at the county fair, Lowville, N. Y., September 17. Address C. E. Pelton, Lowville, N. Y., for particulars.

THE Narragansett Wheelmen of Providence, R. I., held the second of their club races for the gold medal on Monday evening, July 20. The race was from Providence to Apanaug, about eight miles, and was won by W. Kenney in 32 1-2 minutes with H. F. Warlock a close second. After the race a slow race was enjoyed in which H. F. Warlock took first prize (a League cap badge), while A. Collins easily captured the leather medal, being the first man to fall off. H. S. Chapin then gave an exhibition of fancy riding, after which supper was served at the hotel, and the prizes distributed. The ride home was taken by moonlight, arriving in Providence about one A. M. Tuesday.

THE Toronto, Ont., Bicycle Club will hold a race meet Monday, August 10, on the Rosedale grounds. There are eleven events on the programme in distances from one-half to five miles, and with two exceptions are open events. Pneumatics are to be handicapped 75 yards in the mile! Whew!!

THE Elizabeth (N. J.) Wheelmen will hold a race meet September 26.

CHICAGO will not be without racing during August. On the 15th the Douglass Cycle Club will hold the 25 mile club race for the Watchel medal, a ten mile race for the Steiner medal, a five mile race, a one mile safety and one-mile ordinary race.

THE Cook Co. Wheelmen will give a race meeting Aug. 29 on the cinder track corner 12th and Lincoln streets.

A DISCUSSION has been going on between B. F. McDaniel and H. Pyle of Wilmington, Del., as to the respective merits of the course from Wilmington to Phila. via. Westchester and Paoli and return, and the course from Wilmington to Dover and return. McDaniel favors the Dover course and Pyle the Philadelphia course. These two men will ride over these respective courses soon and at the same time, and each one will try to cover his course in the shortest time.

THE Lincoln Cycling Club of Chicago will run a ten-mile road race on a north side course, Saturday, August 15th. The time medal is the handsomest ever put up by this club.

DR. J. C. WACHTER, of the Douglas Cycling Club, Chicago, annually presents a handsome medal for a twenty-five mile contest. This race together with a ten-mile for the Steiner medal, five-mile scratch, and one-mile handicap safety and ordinary will be run Aug 15.

THE Jno. McConnell medal will be raced for by the Lake View Cycling Club of Chicago, Saturday, Aug. 22d. This medal has to be won three years in succession to become any one's property. Ed. Ward now holds it.

SATURDAY, August 29, next, the Cook County Wheelmen of Chicago will hold considerable of a race meet for the benefit of their members and encouragement of racing. Three prizes will be given in each of ten events as follows: One-mile novice, ordinary; one-mile novice, safety; one-mile handicap, ordinary; one-mile handicap, safety; quarter-mile dash, ordinary; quarter-mile dash, safety; half-mile dash, ordinary; half-mile dash, safety; one-mile, 3.10 class, safety; five-mile handicap, safety. The grounds are at the corner 12th and Lincoln streets.

A GRAND interstate tournament will take place at Alton, Ill., August 15.

A NEW ENTERPRISING CYCLE CONCERN.

HARRIS & ROSS, wholesale and retail dealers in cycles and accessories, have opened their salesrooms at 148 and 150 Oakwood boulevard, near Cottage Grove avenue, Chicago, and will do a general cycle business.

Percy Harris has been connected with the cycle trade in this country for several years, being formerly associated with the Springfield Roadster Manufacturing Co., Boston, H. A. Lozier & Co., Cleveland, Ohio, Standard Cycle Co., Buffalo, and Coventry Machinist Co., Chicago. Mr. Ross, formerly of Toronto, was connected with the agents of the Ormonde cycles. The new concern are marketing all grades of machines in both juvenile and full sized patterns. They have a fine assortment of repairing wheels and facilities for repairing. In location their estaplishment is unsurpassed in the "World's Fair City" for a general cycle business, having a frontage of about thirty feet on Oakwood boulevard, near corner of Drexel boulevard and Cottage Grove avenue.

"HARRY HALL, JR., contemplates enlarging his present cycling headquarters on Bedford and Atlantic avenues, to double the present size. The new building will shortly be erected on the plot of ground adjoining the present one. The Meteor, for which Messrs. Banker, Campbell & Hall are sole manufacturers and agents, is meeting with unprecedented success in the market, and the factory can hardly keep up with the demand. Several improvements have recently been added to the wheel, which is a remarkably smooth running and staple machine in all its various parts. Ike Bowdish, one of the strongest advocates of the high wheel, has taken one of these safeties, and prefers it to any high wheel he ever rode."—*Brooklyn Citizen.*

WE desire to call attention to the advertisement of R. L. Coleman & Co., which appears on page 460. It will be observed that the well-known Crescent and Juno cycles can be purchased, fitted with cushion or solid tires. See their adv. and send to them for a catalogue.

THE Gormully & Jeffery Mfg. Co. has broken ground for a seven story addition to its present factory. The new place will be of brick, 60x115, fire proof, with steel girders and pillars, and every other modern improvement. It will be ready for occupancy early in the fall. In moving the houses which formerly stood where the new addition is being erected, an essentially new Chicago wrinkle was adopted. They were drawn and rolled through the streets for some three-quarters of a mile in the usual manner, and then loaded entire on to flat boats in the river and towed several miles distant to another part of the city.

CONTINUED ON PAGE 456.



A Shot with the Kodak.

Send to The Eastman Company, Rochester, N. Y., for a copy of "Do I want a Camera," (illustrated) free by mail.

Take a Kodak with you.





LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 20

ABBOT BASSETT, Secretary,

OFFICERS FOR 1890—91.

PRESIDENT,
JAMES R. DUNN,
40 Wall st., Room 65, New York.

FIRST VICE PRESIDENT,
MAJOR CHAS. L. BURDETT,
Hartford, Conn.

SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN,
116 Broad Street, Elizabeth, N. J.

TREASURER,
W. M. BREWSTER,
117 No. 4th Street, Quincy, Ill.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committees.

Membership Committee.

Sanford Lawton.....Springfield, Mass.
George C. Pennell.....Elizabeth, N. J.
Howard L. Perkins.....Box 103, Providence, R. I.

Committee on Improvement of Highways.

Isaac B. Potter.....Potter Bldg., New York
W. M. P. Bowen.....Box 1513, Providence, R. I.
Charles W. Wood, 334 S. Salina St., Syracuse, N.Y

Committee on Rights and Privileges.

Geo. A. Perkins.....5 Pemberton Sq., Boston
J. S. Dean.....28 State St., Boston
Chas. F. Cossum.....Poughkeepsie, N. Y.

Committee on Rules and Regulations.

T. J. Kirkpatrick.....Springfield, O.
A. B. Richmond.....Grand Rapids, Mich.

Transportation Committee.

Albert Mott.....203 Lenox St., Baltimore, Md.
Joseph T. Chism....120 Mosher St., Baltimore, Md.
Burley B. Ayres, Rand, McNally Bldg. Chicago, Ill.
Thomas Savage Clay.....Savannah, Ga.
Amzi T. Dodd.....70 Park Place, Newark, N. J.
John B. Seward.....35 Milk Street, Boston
Chas. A. Sheehan....5 Vanderbilt Ave., New York

Racing Board.

George S. Atwater.....
.....1424 Penn. Ave., Washington, D. C.
George Collister....147 Ontario St., Cleveland, O.
Lewis A. Miller.....Meriden, Conn.
W. H. DeGraaf.....47 West 14th, New York City
A. J. Street.....599 West Madison, Chicago, Ill.

Uniform Cloth and Buttons.

The regulation League uniform is made of a steel gray cloth manufactured for the League exclusively. This cloth and the regulation League Buttons may be had of any League tailor or of the Secretary at the following prices: Cloth, 54 inches wide, $2.10 per yard. Metal buttons: large, five cents each; small, three cents each. Rubber buttons, either size, three cents each. Uniform has six large and ten small buttons. As the Secretary keeps no book of credit, all orders sent to him must have cash accompanying. No cloth supplied to tailors or to non-League men.

Road Books.

We receive every week scores of letters from parties who have failed to receive road books, maps, etc. This is to notify all such that road books are neither published nor sent out from this office. Road books are issued by the Divisions, and all correspondence regarding them should be addressed to the Secretary-Treasurer of the Divisions. Consult directory which is published in each issue of BULLETIN and correspond with the Secretary-Treasurer of the Division whose road book you want.

ABBOT BASSETT, Sec.

Cottage City.

Gather, ye merry men; light your torches, and let us dispel the darkness.

The torchlight procession at Cottage City will have as many divisions as there are League clubs to manipulate them. League clubs should apply to the committee for a division. Having received the same they may make it as large and brilliant as they see fit. A prize will be given to the League club having the largest division, and to the League club that makes the best display. One prize only can go to a club. Then we shall give a prize to the best individual display. Now hustle you League clubs. Get all the unattached clubs and all the riders you can to join your divisions, and may the best hustler win. You can purchase torches on the island, or you can purchase a lot in Boston and have them sent down. Better notify Geo. W. Smith at Cottage City if you propose to buy a number of torches on the Island. No wheels allowed in the line. For further particulars address Sterling Elliott, Newton, Mass.

Entries for the coasting match, which takes place Friday, Aug. 14, at 3 P. M., may be made to Abbot Bassett. Fee 50 cents. Entries positively close at 6 P. M. on Thursday, Aug. 13. Entries for the five-mile race around the island (50 cents) may be made to Chas. E. Whitten, 8 Andrews street, Lynn, Mass., and will close at 6 P. M. on Thursday, Aug. 14.

Racing Board.

At a meeting of the Racing Board held at Detroit, Mich., July 17th, the following resolution was passed: Hereafter no penalty shall be placed upon pneumatic or cushion tire machines. Race promoters will take notice of the above and not "penalize" the above class of machines.

GEO. S. ATWATER, Chairman.

Washington, D. C., July 22, '91.

Racing Board.

At a special meeting of the Racing Board held at Detroit, Mich., July 18th, the postponed L. A.W. championship races were awarded as follows: One-mile ordinary to the Peoria Bicycle Club, to be run on the 18th or 19th of September; the half-mile safety to the Hartford Wheel Club to be run on September 7th or 8th; the quarter-mile ordinary to the Rhode Island Wheelmen of Providence, to be run on the 8th of September, and the one-mile tandem to the Philadelphia club, date not yet decided.

GEO. S. ATWATER,
Washington, D. C., July 21, '91. Chairman.

Racing Board.

At a meeting of the Racing Board held at Detroit, July 17th, the following changes in the racing rules were adopted.

To Rule F, clause 3, after the words "Board may determine," insert "except in closed club or school races, the captain of such club or school may do the handicapping."

Add to Rule F, clause 3, the following: Promoters of race meetings shall send to the official handicapper, within one week after a race meeting, an official score card, giving the times of the first and second man in each event. Official score cards will be furnished by the official handicapper.

In conformity with the decision of the Rights and Privileges Committee, Rule G has been stricken from the rules.

GEO. S. ATWATER,
Washington, D. C., July 21, '91. Chairman.

Wisconsin Division Annual Meeting.

Meeting held at 7 o'clock P. M. Called to order by C. C. Simonds. Attendance at meeting 55 members.

The Secretary-Treasurer's report was read and adopted. On motion by Mr. Morawetz the Chair appointed Messrs. J. J. Baumgartner, Thomas E. Hutchings and J. B. Christoph a committee to examine Treasurer's accounts.

The following nominations for officers were then made:

Chief Consul—
W. L. Simonds, Milwaukee.
Wm. Foster, Milwaukee.

Vice Consul—
E. H. Paige, Waukesha.
H. M. Baldwin, Kenosha.

Secretary-Treasurer—
Frank J. Morawetz, Milwaukee.
W. J. Casey, Green Bay.

First Representative—
H. Van Arsdale, Racine.
W. J. Casey, Green Bay.

Second Representative—
H. P. Andrae, Milwaukee.
H. J. Warner, Madison.

On motion meeting was adjourned and all present proceeded to partake of the annual banquet.

Secretary's Report.

Gentlemen and Brother Cyclers:

It need hardly be mentioned that the year 1890-91 was the most prosperous in the history of the Wisconsin Division. Starting the year with 145 members we close on June 30th with 274, making Wisconsin the fifteenth State in point of numbers in the League.

Our greatest increase comes from Oshkosh. One year ago we had two members in that town, where we now have 47.

Milwaukee, with its 1500 riders, has a League membership of 95; Racine next with 26, Kenosha with 14, Waukesha 16, Green Bay 10, Fond du Lac 8, Neenah 6, Appleton 7, Eau Claire, Madison, Beloit and West Superior each count five members among their residents. The balance of the membership is scattered through the entire State.

The gratifying increase in our membership is due more to a happy combination of circumstances than anything else. As Secretary-Treasurer of this Division I take a very excusable pride in the fact that a good half of the members were obtained through personal effort on my part, and as I cover a very populous district of the State in my capacity as commercial traveller, it was an easy matter to get acquainted with the boys and get them to join the League.

In attending to my duties during the year I have sent out over 200 letters to all parts of the country, and together with Chief Consul Simonds have mailed over 2000 circulars and pamphlets. The best of harmony has always prevailed between the officers of this Division, and most of our local consuls have done good work, although a little more effort on behalf of new members is always desirable.

At present Wisconsin Division can well feel proud of her standing and numbers and her prosperity. Let us all work together hand in hand to continue this. Let us forget any differences that might exist between individuals, and all work for the general good. Let us remember that it is not one locality that should be considered, but the whole State; all for one and one for all. Let harmony and good will prevail and hold us together in bonds of good fellowship.

Respectfully submitted,
F. J. MORAWETZ, Sec.-Treas.

Treasurer's Report.

RECEIPTS.

1890.			
Sept.	20.	W. L. Simonds	$95.79
Oct.	5.	Abbot Bassett	78.50
Dec.	31.	do.	21.50
1891.			
April	4.	do.	5.00
July	3.	do.	198.25
		Total	$399.04

EXPENDITURES.

1890.			
Sept.	20.	Printing	$1.75
Oct.	1.	do.	25
Oct.	18.	do. D. & A.	2.50
Oct.	19.	Postage	1.00
Oct.	25.	do. and expenses C. C.	5.00
Oct.	27.	Hotel sign. Oshkosh	3.00
Dec.	25.	Express Record Book	30
1891.			
Jan.	24.	Postage	2.00
April	3.	Traveling expenses to Higgins	4.00
April	24.	Sign, Beloit	1.50
April	24.	Postage	1.03
May	22.	Sign, Kedosha	1.75
June	1.	Printing	2.50
June	1.	"	4.25
June	1.	Mailing circulars	5.00
June	4.	Express, Bassett	65
June	6.	do do.	55
June	6.	Union parade	10.16
June	27.	Com. Prtg. Co.	4.00
June	27.	Medals	64.00
June	30.	Postage	1.00
July	3.	Morgan ribbon	4.80
July	11.	Banners painted	2.50
July	11.	Printing envelopes	1.75
July	11.	do circulars	7.25
July	11.	Two flags	10.00
July	11.	Mailing League circulars	4.00
			$146.46
		Balance in bank	252.58
			$399.04

CONTINUED IN SUPPLEMENT.

WARWICK PERFECTION CYCLES

SEND FOR CATALOG.

WARWICK CYCLE MAN'F'G. CO., - - Springfield, Mass.



INCLUSIVE of spokes, nipples, chain and balls, the average high-grade safety is made up of some seven hundred distinct and separate parts and pieces.

From this the value of a little care can best be realized. —*The Wheel.*

The above is fact; but in the

PARAGON

we offer a spring frame machine with fewer parts and simpler action than any machine on the American market.

SEND FOR CATALOG.

Stover Bicycle Mfg. Co.,

FREEPORT, ILL.

By the way, WATCH FOR THE PHŒNIX.

"Finest Quality Produced in the World."

TRADE "CREDENDA." MARK.

THE CREDENDA SEAMLESS STEEL TUBE Co., Ltd.,

W. C. STIFF, Managing Director.

BIRMINGHAM, ENGLAND.

TELEGRAMS:—"CREDENDA" BIRMINGHAM.

CONTINUED FROM PAGE 453.

THE Sweeting Cycle Co. of Philadelphia have issued one of the most valuable little leaflets we have ever seen, entitled "Pointers on Machine Adjustment." These will be sent free of cost to any cycler who will send his address, and a stamp to prepay postage.

J. T. MOREHOUSE, of Orange Valley, N. J., whose wife becameifamous a few years ago by coasting the slides of the Orange Toboggan Club on a ladies' safety, has just established a record on Eagle Rock Hill by being the first man to ride a ladies' safety to the summit. He used a cushion tired ladies' Premier Safety, and completed the ascent in 6m. 32s.

AT the Ohio meet, J. Elmer Pratt, one of Gormully & Jeffery's travelling men, created something of a sensation by riding his Rambler down the Capitol steps, and then repeating the performance for the benefit of a local photographer, who "caught him in the act." Pratt has a weakness for that sort of thing, having a record of having ridden his wheel down the steps of nearly every Capitol he has ever visited, Texas, Tennessee, Indiana, Michigan, Ohio, and half a dozen other States.

THOMAS A. EDISON has just purchased two Premier safeties from the Premier Cycle Company. Will the "Wizard" convert them into flying machines by fitting them with enormous pneumatics filled with gas and propelled by electricity, or will he be satisfied with their easy-running qualities and seek recreation in gentle exercise from nights of labor in his laboratory?

WE have before us a facsimile of a photo of a Singer safety. The machine is crushed out of all semblance of a cycle, and is the worst mixed up and twisted specimen of a wheel we ever saw. The photo was taken by Messrs. JNO. Howes & Sons of Cambridge who remark: "Slightly damaged; nothing broken except a few spokes." The picture speaks volumes for the splendid workmanship and material used in the Singer wheels. Judging from the picture we should pronounce the Singer wheels "unsmashable."

CYCLISTS, ATTENTION.

WE are just in receipt of a communication from W. J. Morgan, better known as the "Senator," the well known cyclist who has settled in Portland, Oregon, which he says is the coming State of the Union, and having raced and travelled in every State in the Union he is well qualified to judge.

Having entered into partnership with Arthur G. Burns, well and favorably known in Portland real estate and financial circles, he is doing a splendid business in real estate and general advertising. He handles all kinds of properties in Oregon: farms, fruit, lands, city and suburban properties. They say that the opportunities for a man to grow rich in a few years by the judicious investment of a few dollars have never been equalled in the history of real estate. Among the many bargains is good land in Southern Oregon from $2.00 to $5.00 per acre.

A few choice building lots in Stewart's addition to Baker City, within three blocks of the depot, lots 25x100 feet, 20 foot alleys, in each block, each $50.00, can be bought on instalments. Baker City has 8000 inhabitants, and is the centre of the gold mining district of the West.

Lots in Astoria, the seaport of the North-west coast, size of lots 36x108 feet, $125 to $150 per lot, also on easy instalments.

We are also offering the best property in Portland, known as "Hawthorne 1st addition," at $650 to $850 per lot, size 50x100 feet. This is very choice property, and can be bought on easy terms. This is a rare speculation. Lots in this tract will be worth $2000 in two years.

People who invested $500 in Portland propetty four years ago can now sell for $3000. For instance, the deceased actress Emma Abbott's property she bought three years ago for $30,000, she was offered $60,000 for same just before her death.

All who have had the opportunity of seeing Portland invest readily. Portland is now a city of 80,000 people. Any one thinking of making Portland or any part of Oregon their future home, will find it to their interest to write to us, as we are in a position to give any information regarding this part of the country. Respectfully submitted,

65 Washington street, Portland, Oregon. MORGAN & BURNS.

FIXTURES.

AUGUST.

1—Cortland, N. Y., Wheel Club's tournament. F. S. Jepson, Secretary.
4—Walontha Bi. Club's 50-mile road race, Richfield Springs, N. Y.
10.—Toronto (Ont.) Bicycle Club race meet. J. Wood, Secretary, 346 Jarvis street, Toronto, Ont.
13, 14, 15—Massachusetts Division Meet at Cottage City, Mass.
15.—Interstate tournament at Alton, Ill.
15.—Alton, Ill., race meet.
16.—Belleville, Ill., race meet.
19 and 20—N. Y. State Division meet at Rochester, N. Y.
29—First annual race meet of the Quaker City Wheelmen, Philadelphia Ball Park. E. B. Chapman, 1400 Oxford st.
29—Montreal (Canada) Bicycle Club annual race meeting.
29, 30.—Missouri Division fall meet.

SEPTEMBER.

5—At Providence, Rhode Island Wheelmen's tournament at Narragansett Park.
5—Y. M. C. A. field day, Birmingham, Ct., A. D. Walt, Secretary.
7 and 8—Hartford Wheel Club Tournament, and Meet of the Connecticut Diqision, L. A. W. Address J. J. Grace, Secretary, Box 365.
10 and 11—Springfield Bicycle Club's tournament at Hampden Park. P. O. Box 107, Springfield, Mass.
12—Second Road Race of the Wheelman's Racing League, Brooklyn, N. Y.
11 and 12—National Cycle Tournament, Chicago, Ill.
17—Race meet of the Lowville (N.Y.) Cycle Club. C. E. Pelton, Lowville, N. Y.
18 and 19—Third annual tournament of the Peoria Bicycle Club.
22—Rockland County (N. Y.) Wheelmen's race meet, Spring Valley, N. Y. N. Gardenier, Spring Valley, N. Y.
26.—Elizabeth, N. J., Wheelmen's race meet.
26.—Wilmington (Del.) Wheel Club's third annual handicap road race.

PRICE, - - - - $100.00.

THE HARTFORD SAFETY.



—MANUFACTURED BY—

THE HARTFORD CYCLE CO.,

HARTFORD, - CONN.

Ball Bearings, Interchangeable, Strong, Durable and Well Finished.

THE HARTFORD LADIES' SAFETY.



Send for 1891 Catalogue.

THE HYGRADE STOCKING.

(PATENT APPLIED FOR.)

TRADE HYGRADE MARK

This stocking is made of the finest quality worsted, hand-knit with full-fashioned seam. The top is knit very elastic to keep the stocking from slipping down. The body of the stocking is a peculiar stitch, knit very heavy so as to stand the wear, which comes principally in this part. The heel is double and the rest of the foot single, so as to avoid bunching and to give a perfect glove fit. The toe being reinforced with silk.

Price, per pair, $1.75.

Write to us for Dealers' Prices.

JOHN F. MORRILL & CO., Sole Agents, 12 BROMFIELD ST., BOSTON, MASS.



Send us your duplicate orders on Bicycle Shoes, Foot Ball, Sprint Running and Gymnasium. Samples out. Stamp for Catalogue.

PIERCE, SMALL & CO., RANDOLPH, MASS.



Solid Gold Regulation L. A. W. PINS,

Price, $2.

Discount to jewelers only.

Martin Metzger & Co., 7 Maiden Lane, N. Y.

Are You Under It?

F. J. WERNETH'S

PATENT BICYCLE UMBRELLA HOLDER,

Fits any make machine. Price, $3.00. With special and Fine Umbrella, $5 00. Sent postpaid on receipt of price. Live Agents wanted everywhere.

F. J. WERNETH, 806 Druid Hill Avenue, Baltimore, Md.

Agency for Eclipse and Common Sense Safeties, Sundries, etc.

THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as THE CYCLIST does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmey. $2.50 per year, including postage. Office: Coventry, England.



Bicycles.—Over 1200 Bicycles in Stock. Special Bargains.

30 Inch, Full Ball Bearing Safeties, Good as New, $42.00

30 Inch Safeties, Balls both Wheels, Good as New, 37.00

Order quick and mention these prices, as they are not in our Catalogue.



A. W. GUMP & CO., - - Dayton, Ohio.

PARAGON. TOURIST

SIDWELL & SABEN,

NEW ENGLAND AGENTS.

243 Columbus Avenue, - - Boston, Mass.



"THE BELMONT."

The Best Value ever offered to the American Public. Highest Grade throughout. Credenda Steel Tube, Dropped Steel Forgings, Garford Saddle, and Best Cushion Tires. True Referee Frame. Price, direct spokes, $100. Tangent spokes, $110.

Agents Wanted.

Manufacturers,

THE SWEETING CYCLE CO., 639 Arch Street, Philadelphia.



THE "HAINES" WRENCH.

(Patented Sept. 17, 1889.)

The Most Complete Wrench for Bicycle riders in the market; made of Cast Steel, finished in black; combines Screw Driver with Wrench; length 4 1-2 in. Warranted first-class, strong and durable. Manufactured only by

AMERICAN SAW CO.,

TRENTON, N. J.

ADJUSTABLE NUT.



ACTUAL SIZE.

Indispensable to Tourists and Bicycle Riders generally. Will fit any bolt on any bicycle; easy to carry in pocket or tool bag; weighs only one ounce; nickel plated; sent prepaid on receipt of

Price, 50c.

Wheelmen, don't walk ten miles because you lost your pedal nut or some other part to your machine, but send for one of these adjustable nuts and always have it with you.

CUBBERLY & NORTHROP, Manufacturers, 41 Roxbury St., Boston, Mass.

Dealers send for Prices.

"Imperial Wheels" FOR ALL AROUND RIDING ARE POSITIVELY THE BEST



MANUFACTURED ONLY BY

AMES & FROST COMPANY

302-304 WABASH AVE, CHICAGO

CATALOGUE UPON APPLICATION



Dealers and Riders,

Have you examined the fine points in our 40-pound, Cushion-Tyred

"METEOR" SAFETY.

BANKER & CAMPBELL CO.,

(LIMITED.)

12 Murray St., N. Y. 1786 Broadway, N. Y. 1311 Bedford Ave., Brooklyn.

SEND FOR CATALOGUE.



OUR PNEUMATIC GIANTS

Are now ready for delivery, are thoroughly high grade and fitted with the Dunlop Tires. We also have the same machines fitted with **Cushion Tires.** Send for special circular describing them. We have in stock also a few Reform Safeties, fitted with the **Clincher Pneumatic Tires,** at a very reasonable price. The Clincher is hard to puncture and can be repaired by the novice on the road without loss of time. The demand for our regular line of Giant Safeties is as brisk as ever. Are now mailing a new edition of our catalogue.

H. A. LOZIER & CO., - - Cleveland, Ohio.

CHOICE OF THE EXPERTS.

"U. S." Gallery Ammunition.

Manufactured by the

United States Cartridge Co., - Lowell, Mass.

$2.75.

I will cut a single line, steel street die, monogram or cipher, with 5 quires fine writing paper and envelopes, paper stamped in colors for $2.75; all duplicate orders filled at $1.00 less, the die to remain in my possession; will mail samples on application.

M. R. WARREN
Stationer and Engraver,
336 WASHINGTON ST., BOSTON
Mention this paper.

WHAT IS A "POPULAR?"

IT IS A

Ball Socket Steering, Ball Bearing Safety of Best Material.

It looks like THIS—



Price **$85.**

We have a few of these, New but slightly scratched. **Price is only $75.** First come, first served.

PERCIVAL TATTERSFIELD,
12th and Oxford Streets, Philadelphia, Pa.

New Edition Revised

OF

Mr. Porter's Excellent and Remarkably Successful Handbook of the Wheel and Everything Connected with its Use.

Brought down to date with Special Reference to Tires and Vibration.

CYCLING

FOR

Health and Pleasure

A Complete Guide to the Use of the Wheel.

Wheelmen as a rule are not slow to say a good word for the wheel, but they are not always equally prepared to give a convincing reason for "the faith that is in them." Constantly there comes up the question, "What will cycling do for me?" It is frequently answered correctly enough, but the truth is so much greater than the inquirer expects that he cannot believe it, and when he presses for answer "how can the wheel do so much," or "why is it that it does so much," a satisfactory reply is not forthcoming. The power of the wheel to promote health is an entirely unknown and unimagined quantity to the great lay multitude, who naturally expect cyclists to be able to answer all inquiries. In this book one chapter is devoted to this particular point; the effect of exercise on the system is examined, and medical men quoted. Every wheelman ought to have at his tongue's end the points here made.

230 Pages, Illustrated.

PRICE, 50 CENTS, POSTPAID.

WHEELMAN COMPANY,
PUBLISHERS,
12 Pearl St., - Boston.
Stamps not Received.

H. H. BROWN,

Wappingers Falls, N. Y.

Patentee and Manufacturer of

Hard Rubber Bicycle Handles and Grips

FOR CYCLE MANUFACTURERS.

STOLEN

From J. W. Bate & Co., 324 Flatbush avenue, Brooklyn, Wednesday, July 22, '91, Black Diamond Safety Bicycle, marked figure 8 on handle bar, factory number 1737, has rear mud guard broken at frame, and is minus front mud guard; was hired by a person giving the name of Frank Wilson, 42 Columbia street, Brooklyn, seemed about 20 years old, medium, well dressed, wore Derby.

$50.00 REWARD.

STOLEN

From the Mill at the corner of Sixth and Myrtle streets on Thursday evening, July 9th, a COLUMBIA LIGHT ROADSTER SAFETY BICYCLE, No. 12,375.

At the time the Wheel was taken, the Brake Lever Spring was broken and had been taken off, the binding bolt for head and seat-rod had also been broken and were replaced with ordinary carriage bolts.

The above reward will be paid for the recovery of the Wheel and evidence sufficient to convict the thief, or I will pay $10.00 for the return of the Wheel in good condition. Please address any information to CHAS. E. BACON, Erie, Pa.

Thomas Pneumatic Tires for 1891 Wheels.

We are now prepared to apply Thomas Pneumatic Tires to 1891 pattern Warwick and Psycho Safeties. For details of construction of tires see descriptive circular, which may be obtained on application. This tire, with all improvements, will be fitted to bicycles of above pattern at a cost of $45.00.

Bicycles should be crated and shipped to our New York address, at the same time notifying us by mail. We will retain the wheel about one week.

George R. Bidwell Cycle Co.,

NEW YORK: 308 and 310 West 59th Street. **CHICAGO:** 270 and 272 Wabash Avenue.

Read, Mark, Learn and Inwardly Digest

THE ORMONDE Model B

Holds All World's Record From 6 to 63 Miles.

BELOW ARE THE TIMES:

22 Miles 1400 Yards in One Hour.
44 " 450 " in Two Hours.
50 " in 2 Hours 17 Minutes.
63 " 49 Yards in 3 Hours.

Our Model B is built with our IMPROVED DOUBLE BOTTOM bracket. Send for our new Price Lists and list of second hand safeties. Old machines taken in part payment for new one.

ORMONDE CYCLE CO., 25 Murray Street,
NEW YORK, N. Y.

The Beeston Humber.

THE BARGAIN OF THE YEAR.

$100.00 $100.00



We have a few of these celebrated wheels which we will close out at

$100.00

Perfectly New and Guaranteed

WEIGHT, 37 lbs.
WHEELS 30-inch, geared to 57
BALLS ALL OVER, including socket head, all dust-proof.
Latest pattern Humber frame, spoon plunger brake.

Garford or Fish Saddle.

WRIGHT & DITSON,

578 and 580 Washington Street, Boston.

WESTERN * WHEEL * WORKS.

We are pleased to announce that our well and favorably known

Crescent and Juno

SAFETY BICYCLES ARE NOW FITTED WITH BOTH CUSHION AND SOLID TIRES.

FOLLOWING ARE THE PRICES:

Crescent, Cushion Tires,	$95.00
" Solid "	85.00
Juno, Cushion Tires and Dress Guard,	85.00
" Solid " " "	75.00

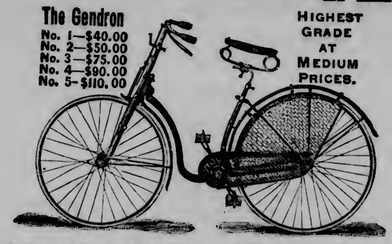
Everybody, we suppose, knows that our Rob Roy is the best 26 inch diamond frame machine for $50.00 in the market.

SEND FOR CATALOGUE.

R. L. COLEMAN & CO., 35 Barclay Street and 40 Park Place, NEW YORK CITY.

GENDRON.

The Gendron
No. 1—$40.00
No. 2—$50.00
No. 3—$75.00
No. 4—$90.00
No. 5—$110.00

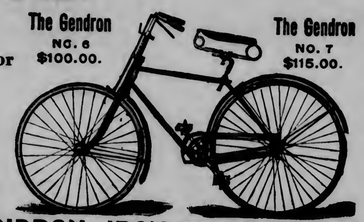


HIGHEST GRADE AT MEDIUM PRICES.

We are Headquarters for Cycle Supplies.

SEND FOR CATALOGUE.

The Gendron NO. 6 $100.00.



The Gendron NO. 7 $115.00.

Eastern Office and Wareroom: 107 Chambers St., New York.

GENDRON IRON WHEEL COMPANY,
Factory and Home Office: Toledo, Ohio.

Jersey Fitting

LADIES' EQUESTRIAN TROUSERS

originated with some sensible ladies for Horse-back riding, to do away with folds and plaits in skirts and drawers, which made a very uncomfortable cushion. Then followed the lady bicycle riders, who made the same complaint. Afterwards came a call for tennis, croquet, boating, yachting and all out-door sports, climbing mountains, and long tramps in the woods.

Then began light to dawn on the minds of some of the more sensible ladies, who said "How foolish we all are to burden ourselves with so many skirts, when one garment weighing only six or eight ounces, is warmer and so much more comfortable every way, giving better protection and perfect freedom to the whole body."

These garments are jersey-fitting, and made to fit, so there will be no more pressure on one part of the body than on the other. Ladies who have worn the Equestrian Trousers are very enthusiastic in their praise. These garments are fast coming into universal use; let every lady try them.

Wear the Equestrian Trousers for "Comfort and Health," and what you like over them to make you fashionable.

Before purchasing, see Holmes & Co's Patent, represented in the accompanying cut, then you will buy no others.

Ladies going abroad are buying them to wear on ship board; and a very wise thing to do.

Only one complaint has reached us and that has been the break away at the fork of the legs.

After a careful study for the best way to avoid this, we have KNIT, (NOT SEWED) in a piece of cloth, just the right shape to give it a proper fullness at the fork, making it heavier just where the strain and wear comes, which prevents it from breaking away.

We have taken out "Letters Patent" on this improvement, under date April 28, 1891, and consider it one of the most indispensable features of the "Equestrian Trousers."

We have them now perfection in every part, and every lady before buying should see and know for themselves how much this new patent adds to the value of the Equestrian Trousers.



Front View. To show our new Patent Apr. 28, 1891. Back View.

When this Garment is not found with your best dealers, send stamp for Catalogue and Price List to us. We do a large business through the mail, and warrant satisfaction.

ATHLETIC & GYMNASIUM GARMENTS Manufactured by HOLMES & CO., 109 Kingston St., Boston, Mass.

A MODERN PRINTING OFFICE AND BINDERY.

The Collins Press

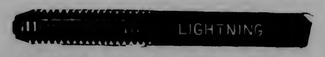
Gives Satisfaction Every Time.

WE PRINT

The "Technology Architectural Review,"
"Bicycling World and L. A. W. Bulletin,"
"Wade's Fibre and Fabric,"
"The Musical Herald."

PRINTERS TO THE BOSTON UNIVERSITY.

FINE TAPS AND DIES. For Bicycl Work.



LIGHTNING AND GREEN RIVER SCREW PLATES.
Bolt Cutters, Hand and Power Drilling Machines Punching Presses and Other Labor Saving Tools.
Send for Price List.
WILEY & RUSSELL MFG. CO., Greenfield, Mass.

NEW

Speedwell Safeties.

$75.00.

King of Road, 27in., } At
Dandy, 24in., } Bargains.

D. SNITJER, St. Louis, Mo.



FOR TANGENT AND DIRECT SPOKES.

Nickeled, Price 75c., Postpaid.

Dealers send for Sample and Electrotype.

AVERY & JENNESS,
5756 Madison Ave., Chicago.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.

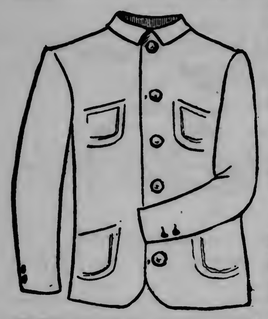


Drop forged o bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.
For sale by all Cycle manufacturers and dealers.



Indispensable to Bicyclists, Athletes and the Gymnasium

Call's No. 5 Supporters (jock strap) with elastic back, lace front and adjustable back straps. A sure fit. No. 5 (same as cut), 75c. No. 6, with pockets on each side of lacing, $1.00. No. 7, with hose supporter attached to sides, $1.00. Number 8, pockets and hose supporter, $1.25. Order by number and give tight measure top of hips. Postpaid on receipt of price. S. B. CALL, 358 Main Street, Springfield, Mass



Plymouth Rock Pants Company.

HEADQUARTERS: 11 TO 25 ELIOT STREET, BOSTON, MASS.

Official State Tailors OF THE L. A. W.

Washington, D.C., Maryland, Pennsylvania, Connecticut, New Hampshire, Virginia and Missouri.

Authorized makers from the LEAGUE CLOTH.

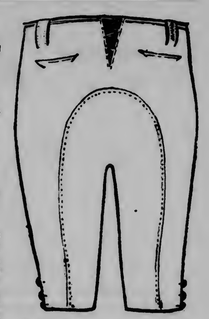
Coat, - - - $7.50
Breeches, - 4.75 } Ordered Together, $12.25.

As per *specifications required by the Uniform Committee.*

We have Branch Stores in the following Cities where your orders will be taken.

BRANCHES: 279 Broadway, New York; 943 Penn. Ave., Washington, D. C.; 72 Adams St., Chicago, Ill.; 914 Main St., Richmond, Va.; 217 19th St., Birmingham, Ala.; 291 Main St., Worcester, Mass.; 275 Meridian St., East Boston; 508 Mulberry St., Macon, Ga.; Room 44 Y.M.C.A. Bldg., Burlington, Vt.; 282 Second St., Memphis, Tenn.; 430 Church St., Nashville, Tenn.; 820 Main St., Dallas, Tex.; 629 Broad St., Augusta, Ga.; 108 W. 3d St., Davenport, Ia.; 1109 Broad St., Columbus, Ga.; 307 Tremont St., Galveston, Tex.; 143 So. 12th St., Lincoln, Neb.; 700 Austin St., Waco, Tex.; 110 Canal S., New Orleans, La.; 6 E. Government St., Pensacola, Fla.; 39 Whitehall St., Atlanta, Ga.; 68 So. Main St., Waterbury, Conn.; 970 Elm St., Manchester, N. H.; 106 N. Main St., Concord, N. H.; 104 Montgomery St., Montgomery, Ala.; 796 Chapel St., New Haven, Conn.; Main St., opp. P.O., Springfield, Mass.; 16 W. 9th St., Chattanooga, Tenn.; 134 Thames St., Newport, R. I.; 606 Main St., Kansas City, Mo.; 244 Fourth Ave., Louisville, Ky.; Exchange St., corner entrance, 2 State St., Hartford, Conn.; 910 Congress Ave, Austin, Tex.; 406 Houston St., San Antonio, Tex.; 318 So. 15th St., Omaha, Neb.; 310 E. 5th St., Dayton, Ohio.

Also Agents at most all points in every State. We will call whenever and wherever needed by your notifying Headquarters, BOSTON, MASS.



Makers of ALL STYLES OF UNIFORMS.

Address POSTAL CARD For Samples.

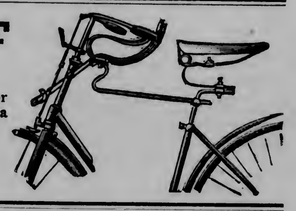
The * Beauty * Bundle * Carrier

AND CHILD'S SEAT.

ADAPTED for all Safety Bicycles and Tricycles, attaching to either horizontal, vertical, solid or hollow posts of any diameter, without marring the same. Will carry a good-sized child, a peck of apples, an armful of books, or anything you can get in it.

Cloth, $6. Mackintosh, $7. **Send for Circulars.**

RICH & SAGER, 210 West Main Street, Rochester, N. Y.



Learn to Ride

BY USING OUR

INSTRUCTION BELT

Price, with instructions for use, $1.25.

ST. LOUIS WHEEL COMPANY,

311 N. 14th St., St. Louis, Mo.

A NEW DEPARTURE.

"THE BICYCLE INN,"

194 and 196 Columbus Avenue, Boston.

Bicycles Boarded, Cleaned and Cared For

BY THE DAY OR WEEK.

Competent Attendance and Moderate Charges

Dressing, Toilet and Coat Rooms in connection with the only "BOARDING STABLE" for Bicycles in Boston, where you can leave or take your wheel at any hour of the day or evening.

E. E. BROWN, Manager.

Ordinary Prices Take a Header.

48 Victor, $30; 50 Victor, $30; 52 Victor, $25; 55 Royal Mail Racer, 20 lbs., $35; 52 Rival, $15; 54 Victor, $25; 54 Harvard, $20; 50 Apollo, $25; 52 Expert, $20, and many other bargains. Send for list and full description.

KNIGHT CYCLE CO.,

907 N. 10th Street, - St. Louis, Mo.

HAVE YOU SEEN THE NEW

BUTCHER CYCLOMETER?

Ask Your Dealer to Show it to You.

For Ordinary Bicycles. Price $10.00. By Mail On Receipt of Price.



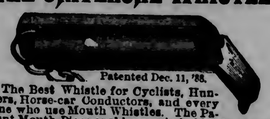
For Safeties. Price $11.00. By Mail On Receipt of Price.

The unprecedented demand for this Cyclometer this season is our apology to our many customers for delays in filling orders. With enlarged facilities, we can now fill all orders promptly.

The Butcher Cyclometer Co.,

338 WASHINGTON ST., BOSTON, MASS.

THE UNIVERSAL WHISTLE.



Patented Dec. 11, '88.

The Best Whistle for Cyclists, Hunters, Horse-car Conductors, and every one who use Mouth Whistles. The Patent Mouth-Piece enables one to hold it in mouth without use of hands. Price, by mail, 25c. or $2.00 a dozen. A chance for any smart boy to make money. WHITTEN, GODDING & CO., Providence, R. I.

ONE PIECE WIRE Key Stone 40 CTS.

CLUB PINS

BADGES, MEDALS &c. C. O. REICHERT, 16 CROWN ST. NEW HAVEN CT.

To Athletes, Cyclists, Baseball & Footballists, Horse-back riders, Boxers and Oarsmen; when you want to ride, run, walk, row, skate or swim a long distance, USE

ANTI-STIFF

To Strengthen the Muscles.



To Strengthen the Muscles.

It is a marvelous preparation for Strengthening the Muscular System. With Anti-Stiff there is no faith required; it goes straight for the muscles, and you can feel it at work. It has a peculiarly warming, comforting and stimulating effect on all weak or stiff muscles and sinews. Quick in action, cleanly and pleasant in use. Rub it into the muscles every night for a fortnight, and you will be pleased at its supporting and strengthening properties. There is not, nor has been, anything like it till now. It differs from all Oils, Embrocations, and Liniments, both in substance and effect.

Prices 20c. and 35c. per box.

Has a Large & Increasing Sale throughout Great Britian.

E. FOUGERRA & CO., AGENTS FOR U. S., 30 N. WILLIAM ST., N.Y.

HUMBERS

WIN EVERYTHING AT DETROIT.

First in 1 mile open, First and Second in 1-4 mile championship, First, Second, Third, Fourth and Fifth in 1 mile championship.

They hold the 1 and 2 mile American records, and the 10 mile road record.

New York State Agents,

Schoverling, Daly & Gales,

302 Broadway, - - - - - - - - - NEW YORK.

WHEELMEN WEAR

THE NEW

CENTURY-BRACE

TRADE MARK

THE BEST SUSPENDER.

Non-elastic and yet perfectly elastic. Does not heat the body as a belt or tight-fitting trousers; nor the shoulders as do the elastic web suspenders.

If your furnisher does not keep them, send 50c., 75c. or $1.00 for sample pair by mail, postpaid.

CHESTER SUSPENDER CO.,

No. 21 Decatur Avenue, Roxbury, Mass.

Mention this paper.

DETECTIVE!

WE WANT a MAN in every locality to act as **Private Detective** under our instructions. Send stamp for particulars. WASHINGTON DETECTIVE AGENCY, Box 787, Washington, Iowa.

MY CYCLING LOG BOOK. By "Papa" Weston. The transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a wel devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised. It fills a want often felt by the cyclist who values records of interest for future reference. Price, post paid, $1.25 For sale by Bicycling World Co., 12 Pearl st., Boston.

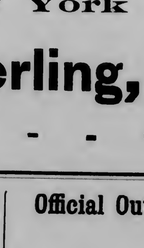
☞ Postage stamps not received in payment.

Official Outfitters to the League of American Wheelmen.

Authorized by the Executive Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.



466, 408, 410 & 412 Broome Street, NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.00, BREECHES, $5.25.

Cloth, $2.10 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25

Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00

Stockings. Our celebrated Linen Sole Stocking, League color.....1.00

Belts. No. X Silk.....40

Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic. 4.00
No. 1, Canvas, leather trimmings. 3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,

241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia, 1033 Chestnut St.

THE NEW COLOR **LEAGUE CLOTH** IS NOW READY.

Samples of same can be obtained on application to

BROWNING, KING & CO., - New York.



THE SPIRAL FLEXIBLE TOE CLIP

Is flexible and easy on the foot. Adjusts to any size of foot or pedal. Stands any amount of blows, kicks or tramping on, and still retains its form. Will not catch on curbs, sidewalks, door sills or obstructions and pull out of shape while wheel is being trundled over them.

The only toe clip extant that permits of the correct adjustment of foot to pedal; not having a toe check it does not tend to pedalling with toes pointing downward, which position induces a strained and set condition of the muscles of the foot, ankle and calf. One of the best, simplest and most easily attached. Try a pair and be convinced. Send for descriptive circular.



AS CARRIED WHILE RIDING

No more foul, greasy and collapsed tool bags.
No soiled hands or clothes
No loss of oil or one's temper.
No dirty tool bags or oily tools.
No weight, no delays to oil up.
No loose tops, no rattle.
No neglected or damaged bearings.
No squeaking or pounding.
Made in sizes suited to different machines.

Pronounced by old wheelmen, the press and the trade as the BEST novelty before the cycling public for '91.

In ordering state make of wheel and give diameter of seat rod or handle bar shaft.

Price mailed, 50c. With C. & D. Oiler $1.

The Spiral Flexible Toe CLIP is flexible, easy, adjustable, effective, indestructable, faultless. One of the best, simplest and most easily attached. Price per pair, mailed, 50c

Agents wanted everywhere. [Mention this paper.

Descriptive circular free.

L. H. BANNISTER & CO., Youngstown, Ohio.

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. **W. E. AUGHINBAUGH,** Baltic Building Washington, D.C.

M. R. WARREN,

Fine Stationery,

336 Washington Street, - Boston.

I call special attention to my engraving department, in which you will find the best of workmanship, correctly and quickly executed at the lowest prices.

SATISFACTION GUARANTEED.

Wedding Invitations,
Wedding Announcements.
Reception Cards,
Visiting Cards,
Party Invitations, etc.

Sketches Furnished. Odd Novelties in Box Papers. New Style Envelopes.

Mention this paper.

ATHLETIC GOODS!

KINGSTON KNITTING CO.,



Manufacturers for the

Trade and Clubs.

The most beautiful line of

Bicycle, Gymnasium, Tennis Costume and Sporting Goods

Made, in worsted, wool and best lisle thread stock. Unsurpassed for style, completeness, elasticity and durability, and at very low prices.

Send for catalogue and club price list, or order with entire confidence that our styles, material and prices will be entirely satisfactory.

No. 27 Kingston Street,

BOSTON, MASS.



BEST OUT.

75c. for this Nickeled Toe Clip.

Every wire braces the others. Best Spring Steel. Foot never slips. No headers. Great for hill climbing. No pinching of corns or catching of foot. Solid comfort. Rubber coated, only 90 cents. The Pat. balance E, always brings Pedal and Clip right side up as per cut, only 75 cents extra.

If your Agent is dead and don't keep it, don't let him bluff you, but send price by P. O. Note. No stamps. Size 1 for boots up to No. 8. Size 2 for boots from 8 to 11. AGENTS WANTED EVERYWHERE

J. A. HUNT & CO., Sole Mfgs., Westboro, Mass.

SPECIAL.

All Advertisements in this Department 20 cents a line.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*



L. A. W. BADGES

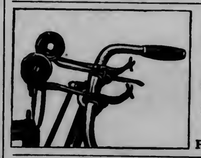
The official design in **SOLID GOLD.**

Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the inferior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better for $1.50, $2.00, and $2.50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.



LAMSON'S

Luggage Carrier NO. 1.

Convenient, durable, noiseless, cheap. $1. Sold everywhere.

Made by

C. H. LAMSON,

Portland, . Maine.



JOHN HARRIOTT.

PRIZE MEDALS CUPS,

BADGES AND PINS.

3 WINTER ST. BOSTON.

BAR PAT. APRIL 15, '90.



L. A. W. Pins

FROM $1.00 UP.

Discount to Bicycle Dealers and Agents.

Send for Full List, including Race Medals.

Duryea Jewelry Co.

194 BROADWAY, NEW YORK CITY.

1891 PNEUMATIC—B. & A. Humber racing safety, 26 1-2 pounds, Dunlop's latest (sewn canvas) pneumatic tires; machine and tyres absolutely new; enamel slightly marred; $150; owner going to England. H. O. STICKNEY & CO., 440 Harvard st., Cambridge.





FULL SIZE.

The Beverly Guard.

Smallest and Best Guard in use. By Mail, 10c. per pair.

W. H. HUFF, - Beverly. N. J.



I. A. WESTON & CO.,

JAMESVILLE, N. Y.,

MANUFACTURERS OF

SAFETY BICYCLE WHEELS,

MADE WITH

Parallel Coned or BALL BEARINGS, Solid or Cushion Tire.

THE BEST MATERIAL and THE FINEST FINISH.

Cushion Tires, Rims and Best Tire Cement supplied to the trade

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the Order.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*

FOR SALE CHEAP—52-inch Eagle Roadster, used one season. F. W. PIOTROW, Hamilton, N. Y.

PNEUMATICS—One Featherstone Drop Frame Pneumatic, 28-inch wheels, with detachable bar; very little used; $100; one Quadrant Pneumatic, Diamond Frame, almost new, $110. Other wheels in proportion. WHITE CYCLE CO., Trenton, N. J.

BICYCLE FOR SALE—"Psycho" safety, 43 pounds, in perfect running order; cost $140; price $75. Box 119, Concord, Mass.

$75—L. R. Broncho, nearly new. A. W. BARR, Hopedale, Mass.

HE'S ALL RIGHT,

Because he keeps his bicycle looking like new. Bicycles cleaned with Wilson's Wonderful Nickel and Enamel Preserver will not rust. Price 50c. Ask your Cycle Agent for it. WILSON MFG. CO., 15 Tremont Row, Boston, Mass.

WANTED—58-inch ordinary for $25. State what make, finish and year of pattern. GEO. SCHRADER, 32 Rose st., New York.

STOLEN—An 1888 New Rapid Safety, No. 1749; deep cut on top handle bar. Liberal reward if returned. PARK CYCLE AND REPAIR CO., Baltimore, Md.

FOR SALE—Or exchange for bicycles, patent on bicycle bearing. Address O. L. SPAULDING, Jr., St. Johns, Mich.

COL. LT. ROADSTER, 51-inch, 1890 model, wanted. Will pay cash. Write at once. A. F. JENKINS, W. Boxford, Mass.

FOR SALE—52 Columbia Expert, ball bearing throughout; worn very little; price $75. L. Box 87, Waynesburg, Pa.

$69—A SACRIFICE—Victor Spring Fork Safety, in good condition, excepting tires. First party enclosing $5 will receive the machine C. O. D., with privilege of examination. A. J. BAECHLE, 30 Genesee st., Utica, N. Y.

FOR SALE—1 Ladies' Columbia, 1 Gents' Columbia, 1 Singer, 1 Union, 1 *new* Hartford; all in excellent condition and will be sold cheap; also 1 Springfield Tandem Tricycle, in good order, cost $260; will sell for $75. GEO. O. ALLEN, Fitchburg, Mass.

$80 BUYS *perfectly new* $135 Broncho safety, 1891 pattern, ball bearings all over, correspondence solicited. C. P. ADAMS, Westboro, Mass.

$105 BUYS American Light Rambler Safety, 1891 pattern; good as new; used about a month. Address Box 292 Waverly, Ill.

$90 BUYS 1891 American Rambler; has not been ridden 50 miles. C. O. D. on receipt of $5. GEORGE S. LITTLEE, Towanda, Pa.

FOR SALE—54-inch American Challenge; all balls; A1 condition; $30; 56-inch Victor; balls wheels, cone pedals; $40. W. E. PALMER, Albany, N. Y.

$33. 33 WILL BUY WHAT? Why, a 54-inch full nickeled Expert Columbia, balls all over, in good condition. Sent on approval if $5.00 accompanies order. Address C. W. NORTHROP, Westfield, Mass.

FOR SALE—Ladies' Wheel (Victoria) in complete good order; '90 pattern for $55. Address N. R. GILBERT, Chicopee Falls, Mass.

$85 BUYS NEW Lovell Diamond Safety, cushion tire, 1891 pattern; $90 buys Ladies' New Mail Safety, new 1891 pattern, cushion tire. Sent C. O. D. on receipt of $10. PACKER & NEWBURY, L. Box 5, Mystic, Ct.

$100.—Psycho Ripley Roadster Safety; cost $140; actual weight, 46lbs.; practically good as new; luggage carrier and bell goes with it. L. F. CHAPIN, N. Adams, Mass.

FOR SALE—Two "Victor" Safeties, 1890; both good as new; will be sacrificed for cash. For full particulars address M. PRINEVEAU, Ramapo, Rockland Co., New York.

$50 BUYS a 51-inch Columbia Light Roadster, 1890 pattern; in A1 condition. W. S. JENISON, West Newton, Mass.

'91 COLUMBIA SAFETY, No. 12 Union, and other safeties at cash bargains; or to trade for cheaper wheels. F. B. GATLIN, Winsted, Ct.

FOR SALE—Victor "C" wheel, 1891; good as new; price $110; write quick if you want it. GEO. B. PULVER, Paterson, N. J.

$80 BUYS *1891 Ladies' Crendenda* Safety; used but little; good as new; Victor Cushion Tires; tangent spokes; cost $90 a month ago. *Bargain.* Dr. H. E. FORRESTER, Lyons, N. Y.

$65—Giant Safety, in perfect order. Bought new last spring. 50-inch Butcher cyclometer, in fine condition, $5 00. F. B. GLOVER, Sag Harbor, N. Y.

YOU BELONG TO THE L. A. W.? Then order us to print you some gold emblem L. A. W. Address Cards. Samples and prices will be sent on application. BRISTOL PRINTING CO., North Easton, Mass.

PNEUMATIC RACING SAFETY—B. & A., Humber pattern, very light and strong and nearly new. H. O. STICKNEY & CO., 440 Harvard street, Cambridge, Mass.

25 CENTS BUYS Road Book and Map of Boston and Vicinity. CHAS. A. UNDERWOOD, Jamaica Plain, Mass.

FOR SALE.

A RUDGE

Royal "Crescent" Tandem Tricycle.

In good condition and will be sold at a bargain. Address S. W. NICHOLS, Beaumont st., Ashmont, Dorchester.

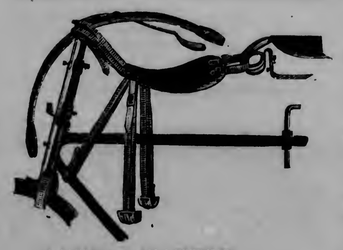
WERE YOU "IN IT"

AT THE FINISH?

If not, try **LESTER'S LOTUS FOOD** the next time and GET THERE. Strengthens the muscles and makes the slow speedy. Send 50 cents for sample box to

WOLVERINE CHEMICAL CO.,

Box 147. DETROIT, MICH.



AGENTS WANTED.

JONES'

Suspension Bicycle Saddle

For carrying Children on Ordinary Safety Bicycles.

Simplest, Cheapest, Neatest and Best.

Price, $2.50.

For Sale by all Dealers.

—MANUFACTURED BY—

A. H. GOETTING, - Springfield, Mass.

Howard A. Smith & Co.

518 Broad St., Newark, N. J.

SOLE NEW JERSEY AGENTS FOR

FEATHERSTONE PNEUMATICS

Wanted Wanted Wanted **AGENTS** in every town in New Jersey.

Also Agents in Northern New Jersey for

Victors, Ramblers, New Mails, Gendrons, Gazelles, Eclipse, Crescents, etc., etc.

BICYCLE SUNDRIES

Of all kinds, Wholesale and Retail, among which are the

"Z. & S." HOSE SUPPORTERS for the Shoulder, Belt or Hip. Prices, 50c and 35c.

"Z. & S." BUNDLE CARRIERS for Handle Bar or Mud Guard. Price, $1.25.

RUBBER CEMENT for cuts in tires, etc.

ADHESIVE TIRE TAPE, best in the market.

THE NEWARK HORN, a perfect road clearer.

TIRE CEMENT in sticks.

SPOKE GRIPS, LAMPS. GRAPHITE, CAPS, etc., etc.

Send postal for *Illustrated "Encyclopædia of Cyclers Wants."*

REPAIR SHOP Run and lighted by electricity. We have the facilities, the skilled workmen, and can repair your wheel satisfactory at moderate cost.

Riding School with cinder track for learners.

HOWARD A. SMITH & CO

518 Broad Street, - Newark, N. J.

Open Evenings.

CLIPPER SAFETIES.



CLIPPER.

$90 Solid Tires. $100 Cushion Tires.

Graceful, Easy Steering and Running.

Equally Adapted for Ladies and Gentlemen.

Our Harris' Pat. Saddle the Ladies delight. Our Cushion Tire adapted to any 7-8 inch rim (patent applied for) is a perfect success.

Thos. Kane & Co., - - Chicago,
WESTERN AGENTS.

The Sweeting Cycle Co., - Philadelphia,
EASTERN AGENTS.

GRAND RAPIDS CYCLE CO.,

MANUFACTURERS,

GRAND RAPIDS, - MICH.

Write for Catalogue.

"PERFECT" POCKET OILER.



ONE-HALF SIZE.

For Bicycles, Guns, Fishing Tackle, etc. Throws only small quantity of oil at a stroke. No leakage. Handsomely nickel-plated. Best and neatest oil can in existence. For sale everywhere. Price 50c each. CUSHMAN & DENISON, 172 Ninth Avenue, New York.

Erie Knitting Mills,

Erie, Pa.

Are still making the very best goods for cyclers. We know this, and others are finding it out.

This is a copy of a letter just received from the champion road rider of the United States:

ERIE KNITTING MILLS—

I cheerfully recommend your knit goods for the use of bicyclers, especially hard road-riders, as from my experience with them I have found them well-fitting, elastic and durable as iron.

Yours very truly,
WM. VAN WAGONER.

FRANK FAIRBAIRN, 513 WEST 11TH ST., ERIE, PA.

THE

NEW LEVER SAFETY.



THE PERFECTION OF SIMPLICITY and ECONOMY OF POWER.

NO CHAINS. NO GEARS.

VARIABLE STROKE, only two sets of Revolving Bearings.

BEST HILL CLIMBING and all around Safety made.

CATALOGUE FREE.

H. B. SMITH MACHINE CO.,
SMITHVILLE, N. J.

FITCHBURG RAILROAD

Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

HOOSAC TUNNEL ROUTE

THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

BICYCLES CARRIED FREE
FAST EXPRESS TRAINS

With elegant PALACE PARLOR and SLEEPING CARS to and from

BOSTON and CHICAGO and BOSTON and ST. LOUIS, via NIAGARA FALLS,

without change.

THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.
THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.
THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.

ELEGANT PALACE SLEEPING CARS to and from

BOSTON and MONTREAL,

without change.

For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at

250 Washington Street, or
Fitchburg Railroad Passenger Station, Boston.

J. R. WATSON, General Pass. Agent.

Price List of Specialties

—MANUFACTURED BY—

ELASTIC TIP CO.

Mailed Postpaid on Receipt of Price.

Dropped Forged Steel Spade Handles, all nickeled and threaded to fit any machine, $2.50 per pair.
Soft Rubber Handles, pear shaped, $1.50 per pair.
Vulcanized Handles, pear shaped, $1.50 per pair.
Boys' Soft Rubber Handles, pear shaped, $1.00 per pair.
Double Grip Pedal Rubbers, No. A, 1 inch x 3 3-4 inches, $2.00 per set of four.
Double Grip Pedal Rubbers, No. B, 1 inch x 4 inches, $1.50 per set of four.
Double Grip Pedal rubbers, No. C, 1 1-4 inch x 4 inches, $3.00 per set of four.
Pedal Rubber, round or square; made from white rubber, $1.00 per set of four. When ordering state size required.
Spade Grips, vulcanite, 50 cts. per pair.
Safety Handles, vulcanite, to fit any machine, $1.00 per pair.
Safety Handles, for Boys' Wheel, 50 cts. per pair.
Soft Rubber Grips for Safety, $1.00 per pair.
Soft Rubber Grips for Boys' Safety, 50 cts. per pair.
Soft Rubber Sleeves, to fit over vulcanite grip, 75 cts. per pair.
Steel Balls, 3-16 inch, $2.00 per C.; 1-4 inch, $2.40 C.; 5-16 inch, $3.00 per C.
Imported Tire Cement, 25 cts. per box.
Tire tape for holding on tire, 25 cts. per roll
Rubber Cement, for repairing cuts in tires, 25 cts. per can.
Bicycle Spokes. Price according to quantity.
BICYCLE TIRES, SOLID or CUSHION, either red or grey; price according to size. Send for Catalogue.

ELASTIC TIP CO.,
Cor. Cornhill and Washington Street,
BOSTON, MASS., U. S. A.

SEND FOR CATALOGUE.

PRICES TALK!

You are going to buy your Bicycle where you can get a good one for little money.
Examine our prices.—We can save money for you.



Meacham Diamond—A Gents' or Ladies' Safety, DIAMOND FRAME of seamless tubing, ball bearing all over, including socket, ball bearing head, lightly built, high grade in all respects (see cut)..List, $115.00; Net, **$64.60**

Express, Gents'—30-inch wheels, ball bearings all around, frame of steel tubing..List, $90.00; Net, **$61.33**

Express, Ladies'—30-inch wheels, ball bearings all around, frame of steel tubing..List, $90.00; Net, **$61.33**

28-Inch Safety—Combination wheel for GENTS or LADIES ball bearings all over...List, $75.00; Net, **$53.33**

Large Boys' and Girls'—Combination Safety, 26-inch wheels, adjustable cone bearings all over.....List, $40.00; Net, **$24.00**

Boys'—25-inch wheels, adjustable saddle and brake, rubber tires, mud guards, adjustable cone bearings.....List, $35.00; Net, **$20.00**

Boys' and Girls'—24-inch wheels, DIAMOND FRAME of steel tubing, adjustable CONE bearings.....List, $35.00; Net, **$22.66**

Boys' and Girls'—24-inch wheels, DIAMOND FRAME of steel tubing, adjustable BALL bearings.....List, $40.00; Net, **$24.66**

Send for Catalogue. **E. C. MEACHAM ARMS CO., ST. LOUIS, MO.**

REAL BICYCLE UNIFORMS.



Be sure to send for free samples and measure blanks. Club Uniforms a specialty. L. A. W. Coats, $8. Knee Breeches, $4. Punnett's celebrated Jersey Cloth Knee Breeches, only $4 a pair. Bicycle Caps, Hose, Pins, Tights, gold or silver Letters, Punnett's Invisible Pants Holders, 25c. a pair. Be sure to write now.

R. A. PUNNETT, Tailor and Athletic Outfitter,
98 & 100 West Ave., ROCHESTER, N. Y.

All strictly first-class work at moderate prices.

$85.00 LOVELL DIAMOND CYCLES. $85.00

High Grade Only.

All Ball Bearing,
Steel Tubing
—AND—
DROP FORGINGS.

NO BETTER MACHINE AT ANY PRICE.



Lovell Diamond, $85.
With Cushion Tires, 95.
For Ladies, 85.
Convertible, 85

AGENTS WANTED.

BICYCLE CATALOGUE FREE.

MANUFACTURED BY

John P. Lovell Arms Co., Boston, Mass.



FRIEND BEN,

I have been riding, both ordinaries and Safeties during the past ten years, and have concluded that the best road wheel made for the money is the Eclipse. I would advise you to buy an Eclipse with Cushion tires. It is astonishing the amount of hard work, and wear those wheels will stand. They are surely first class Cycles, High Grade, and every thing about them Calculated to give the rider great satisfaction. The Eclipse is made by the Steel Pulley Co. of Indianapolis.



ADVERTISE NOW

in the "Bicycling World"

SECOND-HAND SAFETIES

I am selling out a number of them; good wheels at way down figures, to make room for a big lot of the famous REFEREES, which we will have this month.

W. J. NEWMAN, 46 Columbus ave., Boston.
And HARVARD SQUARE, CAMBRIDGE.
Open evenings.



Try Our Cushions.

Riders are saying that Cushion Tires are *the* thing, and are calling for them more and more.

Cushion tires may be the best; the best cushion tires for all-round machines are the cushion tires that prove the best in all kinds of riding.

A cushion tire may be good for a sandy road, but lose its advantage on a paved street; another may work well on a muddy surface, but fail on a rocky stretch.

Breadth of bearing surface, resiliency, *elasticity*, durability—all these, and other qualities, enter into the perfection of a cushion tire.

We ask a trial of the *Columbia Cushion Tires* by every intending purchaser, believing that actual tests on *all kinds* of roads and pavements will demonstrate their working qualities to be superior to all others. This is already the testimony of many of the leading wheelmen of the country.

Furnished on either Gentlemen's or Ladies' Safeties. Send for Catalogue.

POPE MFG. CO.,

77 Franklin Street, Boston.

12 Warren Street, New York. **291 Wabash Ave., Chicago.** **Factory, Hartford, Conn.**

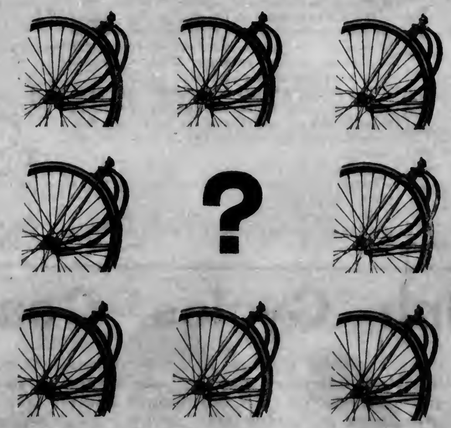


FOUNDED THE 1878

BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXIII. Number 15. BOSTON, 7 AUGUST, 1891 $1.00 a Year. 5 cents a copy.



Every bicycle maker has a motive in discarding old theories. You knew it—of course you did.

What motive induced a score of makers to discard the rigid fork or frame theory and copy the principle of the Victor Spring Fork?

Motives are worth studying.

The market is glutted with bicycles constructed of bed springs, wire coils and other rubbish said to absorb vibration. The superiority of the Victor Spring Fork is seen in 9 feet of the finest sword blade stock, and fitted with ball bearings to every joint. This fork has no rival.

OVERMAN WHEEL CO.,

CHICOPEE FALLS, MASS.

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.



Try Our Cushions.

Riders are saying that Cushion Tires are *the* thing, and are calling for them more and more.

Cushion tires may be the best; the best cushion tires for all-round machines are the cushion tires that prove the best in all kinds of riding.

A cushion tire may be good for a sandy road, but lose its advantage on a paved street; another may work well on a muddy surface, but fail on a rocky stretch.

Breadth of bearing surface, resiliency, *elasticity*, durability—all these, and other qualities, enter into the perfection of a cushion tire.

We ask a trial of the *Columbia Cushion Tires* by every intending purchaser, believing that actual tests on *all kinds* of roads and pavements will demonstrate their working qualities to be superior to all others. This is already the testimony of many of the leading wheelmen of the country.

Furnished on either Gentlemen's or Ladies' Safeties. Send for Catalogue.

POPE MFG. CO.,

77 Franklin Street, Boston.

12 Warren Street, New York. **291 Wabash Ave., Chicago.** **Factory, Hartford, Conn.**

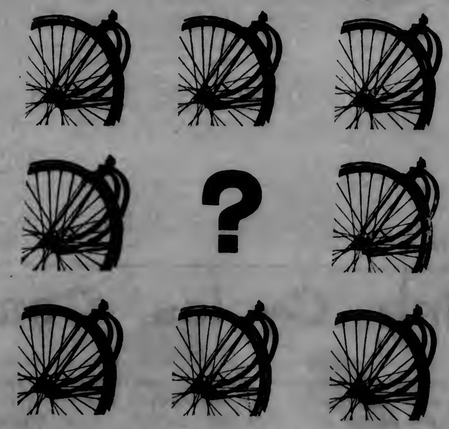


FOUNDED THE 1878

BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXIII. Number 15. BOSTON, 7 AUGUST, 1891 $1.00 a Year. 5 cents a copy.



Every bicycle maker has a motive in discarding old theories. You knew it—of course you did.

What motive induced a score of makers to discard the rigid fork or frame theory and copy the principle of the Victor Spring Fork?

Motives are worth studying.

The market is glutted with bicycles constructed of bed springs, wire coils and other rubbish said to absorb vibration. The superiority of the Victor Spring Fork is seen in 9 feet of the finest sword blade stock, and fitted with ball bearings to every joint. This fork has no rival.

OVERMAN WHEEL CO.,

CHICOPEE FALLS, MASS.

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

PLEASE DON'T LICK 'EM.

We mean the stamps you send for those pins. We have been rather dry since that Detroit trouble, but yet our paroted submaxillary glands furnish enough saliva to put on all the stamps we use.

Correspondents (especially those from Maine and Iowa) respect our aversion to a partially licked stamp and send them in a dry state.

Others seem to believe too much in irrigation.

We have tried to influence the Post Office department to flavor the "gumstickum" that is used, so that we could go to the stamp window and call for "two twos with vanilla," or "five chocolate ones," etc.

When we get stamps direct from the Post Office, there is a certain child-like faith that we are bound to assume. When they are "enclosed" and attached by adhesion to one corner of a dainty letter sheet and sent (not scented), by some sweet young lady, we accept the situation resignedly, but when "the tyrant man" sends us a stamp which we have a right to imagine has been moistened with tobacco juice and stale beer, then our stomach revolts and we are compelled to exclaim, *don't do it.*

However, we thank you for the extended attention you have given the Hickory Badge Pin, and are pleased to find that we shall be able to furnish them yet a little longer.

The Hickory Club is a large one. It is getting larger every day, and "ere many moons are wasted" the number of Hickory riders will surprise you.

Why? Because in the Hickory frame and wheels you get elasticity without joints or springs; you get over the vibration trouble without objectionable tires.

Then again in a Hickory wheel you get durability that is not otherwise obtainable. These points are worth your consideration.

They *are* being considered and *acted upon* by some of the best bicycle heads in this country, and if you have not already done so, hadn't you better send for our catalogue?

There is nothing in it to offend the most sensitive; it doesn't take up much room and it wouldn't take you long to read it, though it might take longer to disprove our claims.

We always mean to be modest, and if we do sometimes slop over it is not because we love wire wheels less, but that we love Hickory wheels more, as Marc Anthony *would* have said had he been a rider.

The Hickory Safety is endorsed by many prominent physicians, though we have often wondered why, as it certainly tends to prolong life and thus does what the Doctors are paid for.

Dentists, however, don't take kindly to the Hickory, as it has no tendency to loosen the teeth.

Since we got our new teeth we have not lost them out once, though we ride the Hickory every day.

Is there a Hickory in your town? And if not, don't you want to be the man (or woman) who will be pointed out in the future as the one whose dome was first gilded by the rising sun of rationalism in Bicycles?

ELLIOTT HICKORY CYCLE CO.,
Newton, Mass.

P. S.—That Torch Light Parade at Cottage City is to be the greatest thing of the kind ever attempted.

There will be no wheels in it, but all shall go on foot so as to permit of better display and less trouble with lights going out.

We will make the route rather shorter than usual and the pace slow.

The prizes are good ones, and well worth the trouble of costuming, not to mention the fun (and of course we won't mention it)

STERLING ELLIOTT,
Chairman Torch Light Com.

Hickory
TRADE MARK

This trade mark will be found on all genuine Hickory Wheels.

Sylph Cycles Coast.

Of course you have coasted and in contest. Perhaps only an informal affair, in which you distanced the other fellow and then crowed for a week how easy running your wheel is, when perhaps the only reason of your getting down first was because your machine was ten pounds heavier than his. You never stop to think, if such is the case, your wheel is equally harder up hill and proportionately harder on a level. There are many reasons why a cycle coasts well and some are equally advantageous elsewhere, others not. Sylph cycles coast well, because they have a spring frame that yields vertically—a stiff frame horizontally—long steady steering centers, the best of bearings, a chain that is almost faultless, the weight of the frame low, and a rider with good judg-ment. Further, the above qualifications are not detrimental on a level or up hill work, and you can safely brag about them. We will give you a pointer soon on easy running, and the proof thereof.

ROUSE-DURYEA CYCLE CO., - 9 G Street, Peoria, Ill.

WARWICK Perfection Cycles | Made on Honor | No Cast Metal | Hose Pipe Cushion Tires Best in the World | Try for Yourself | Liberal Discounts to Dealers | Catalogues Free | A. O. VERY CYCLE CO., 173 Tremont St., Boston.

LACTART
ACID OF MILK.

A REFRESHING DRINK WITH WATER and SUGAR.
Call for Orange or Raspberry Lactart at the Soda Fountains.

Benson, of Corey Hill fame, says:

AVERY LACTART CO., Boston.

Gentlemen—"For several seasons I have used your Lactart and found it very satisfactory, as a quencher of thirst." Respectfully,
A. P. BENSON, Newton Club.

CONTINUED FROM PAGE 486.

427—Missouri Division—500.

To members:

Only four applications last week again places us behind what we had set our minds on accomplishing, viz: ten applications per week. At this rate we will not be able to reach the 500 mark by October, as we by all means should try to do. Now is the ideal time for recruiting, and you shou'd recollect that for every application obtained the Division's treasury is enriched by $1.50. Many Local Consuls who were active during the spring campaign are now dormant. Recruiting unlike Hood's Sarsaparilla, must be given to the great army of the "unwashed" during the entire year, and especially during that ideal cycling month, August. Many a young man's fancy will turn to the wheel this month, and you must get him to fancy the League and Missouri's 500."

Fraternally yours,
ROBT. HOLM, C. C.

Missouri Appointments.

Local Consul, Republic, L. B. Grove.
Local Consul, Lexington, Edw. B. Ludwigs.
Local Consul, Carterville, W. E. Poundstone.
Additional Local Consul, Kansas City, E. P. Moriarity. Fraternally yours,
ROBT. HOLM, C. C.

Missouri Division Fall Meet.

The fall meeting of this Division will be held at Lonisiana, Mo., on August 29 in connection with the tournament and century run over Pike County roads. Fraternally yours,
ROBT. HOLM, C. C.

July 31, 1891.

Missouri Division.

To St. Louis members:

After arduous labor we have at last succeeded in having the municipal sprinkling regulated on the asphaltum streets, and henceforth no more "slopping" will be permitted. For the convenience of members riding down town St Charles street from Jefferson avenue to Fourth street will be kept dry until 9.30 A. M., and will not be sprinkled after 4.30 P. M. St. Louis members are requested to note the above arrangement and to report any violation of same by the sprinkling carts to Jas. R. Bettis, 205 N. 4th street, who will see that the matter is adjusted. This is another case of "what has the League done for me," an I should be used as an argument in obtaining recruits. Fraternally yours,
ROBT. HOLM.

Missouri Division.

The two-mile safety and five-mile safety Division championships have been awarded to the Pike County Wheelmen to be run at their race meeting on Saturday, Aug. 29, 1891.

Fraternally Yours,
GEO. W. WILDER,
Chairman Mo. Div. Racing Board.

Notice to N J. Wheelmen.

Having changed my plans for the summer, my address after August 1st will be as usual 414 South Broad Stret, Elizabeth, N. J., instead of Belmar, N. J., as published in BULLETIN of July 3d.

GEO. C. PENNELL.
Sec.-Treas. N. J. Div.

New York State Division.

In conformity with that portion of the By-Laws which vests the power of naming the regular nominees for the offices of Chief Consul, Vice-Consul and Secretary Treasurer for this division in the undersigned committee, we take pleasure in nominating as candidates for your suffrage the following ticket:

Chief-Consul—Charles H. Luscomb, of Brooklyn.

Vice-Consul—Charles W. Wood, of Syracuse.

Sec.-Treas.—W. H. De Graaf, of New York City.

Fraternally,
G. S. MONTGOMERY,
T. A. RAISBECK,
H. E. RAYMOND.

Wisconsin.

The Spring City Hotel, Waukesha, Wis., declines to fulfill its contract the appointment is consequently hereby recalled and the National Hotel appointed the League hotel at that point.

Sharp's resort at Elkhart Lake will accommodate wheelmen at $1.50 per day, I take pleasure in recommending and appointing this headquarters for wheelmen at this delightful summer resort.

Milwaukee, July 31, 1891. W. L. SIMONDS, C. C.

Kentucky Local Consuls.

It has become necessary to revise the list of Local Consuls in Kentucky Division. The following is the list as corrected:

Ashland—L. B. Ferguson.
Bordstown—J. M. Evans.
Bloomfield—Arch Thomas.
Bank Lick—B. F. Metcalf.
Covington—Ed. H. Cromlinger.
Cynthiana—H. Redman.
Danville—Frank Christman.
Frankfort—Howard T. Gaines.
Franklin—Dr. A. E. McGlothin.
Greenup—Elwood Kinner.
Ghent—Vernon Driskell.
Glasgow—Terry Page.
Harrodsburg—John J. Robertson.
Hawesville—H. S. Hennen.
Junction City—J. A. Bower.
Louisville—G. E. Johnson.
Lexington—C. O. Updike.
Ludlow—R. C. Good.
Little Hickman—John W. Overstreet.
Maysville—H. C. McDougle.
Middlesboro—Geo G. Clarke.
Millersburg—Jos. W. Mock.
Morganfield—L. I Manning.
Nicholasville—Fred L. Sears.
Newport—B. W. Garrison.
Owensboro—J. W. Whitehead.
Paducah—Frank B. Cyr.
Poindexter—John Wiglesworth.
Perryville—Frank K. Green.
Paris—A. J. Winters.
Richmond—R. E. Turley.
Somerset—Ellis L. Ogden.
Shelbyville—W. P. Hastings.
Tonieville—J. W. Goodin.
Union—B. L. Norman.
Walton—H. G. Blanton.
Williamstown—R. H. Elliston.

We now have a Local Consul in every town where there are League members. These consuls have all been supplied in the past two weeks with application blanks and recruiting circulars, and they are requested to get to work. We must have 300 members by October 1, and we must have 400 by July 1, 1892. If every Local Consul does his duty there will be no trouble in getting this number and more. Now get out and hustle for the good of the cause. G. E. JOHNSON, Sec.-Treas.

California.

The "Pacific Field Sports" has been appointed the Division Organ and will publish all official notices relating to the affairs of this Division.

THOS. L. HILL, C. C.

California.

For the purpose of facilitating the distributing of road improvement literature the State has been divided into five districts one for each member of the committee. District No. 1 will be composed of the following counties: San Diego, San Bernardino, Los Angeles, Ventura, Santa Barbara, San Luis Obisbo, Kern, Tulare, Inyo.

District No. 2: Monterey, San Benito, Santa Cruz, Santa Clara, Fresno, Mono, Mariposa, Merced Stanislaus, Tuolumne, Alpine.

District No. 3: Marin, San Francisco, San Mateo.

District No. 4: Sonoma, Napa, Solano, Contrna Costa, Alameda, Yolo.

District No. 5: San Joaquin, Calaveras, Amador, Sacramento, El Dorado, Placer, Nevada, Colusa, Butte, Mendocino, Tehema, Sutter, Sierra, Plumas, Humbolt, Trinity, Del Norte, Siskiyou, Modoc, Shasta.

The districts have been assigned as follows:

To No. 1, Mr. E. W. Stuart, P. O. Los Angeles.

No. 2, Mr. J. A. Chase, 100 Montgomery st., San Jose.

No. 3, Mr. L. Devany, Stanyan st., San Francisco.

No. 4, Mr. P. H. Bernays, 210 Larkin st., San Francisco.

No. 5, Judge J. G. Swinnerton, Stockton.

The committee will please send to Secretary-Treasurer for addresses of L A. W. members in their respective districts. THOS. L. HILL, C. C.

New League Clubs.

The following clubs have qualified as League clubs and filed the certificate required in the office of the Secretary:

354—Kansas City Cyclists, Mo.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, Aug. 3, '91.

Total—256—20,498.

CALIFORNIA DIVISION—1—478.

28623 Hall, J. P.

CONNECTICUT DIVISION—20—1894.

28732 *Zweygart, Miss Minnie C.*
28731 *Zweygartt, Miss Mary E.*
28734 Shanley, G. T. M.
28728 Benedict, E. R.
28737 Sturdy, Geo. A.
28736 Pittman, Constant H. C.
28735 Pendleton, Harris Jr.
28555 Fones, Dr. Civilion
28556 Halstat, John W.
28557 Woodbridge, James D.
28491 Williams, L. O.
28726 Downs, Chas. G.
28727 *Atwood, Miss Nellie*
28729 Beck, Robt. M.
28730 Fitch, Louis S.
28733 Vile, William A.
28625 Miller, Chas. B.
28624 Bradley, A. L.
28626 Arnold, Frank
28738 Norton, Ernest F.

DISTRICT OF COLUMBIA DIVISION—1—171.

28627 Otterback, Philip

ILLINOIS DIVISION—33—1811.

28628 Beckley, W. S.
28629 Brightly, Fred C.
28630 Church, H. S.
28631 Dietrick, H. W.
28632 Erringen, Chas.
28633 Erringen, Jas. W.
28634 Fortune, W. J.
28635 Golt, Frank
28636 Gunderson, C. J.
28637 Hammond, F. H.
28638 Holman, Geo.
28639 Hosking, B. T.
28640 Jones, E. L.
28641 *Jones, Emma M.*
28642 King, Mc Brain
28643 Lewis, Fred B.
28644 Magoon, Henry A.
28645 Pashley, S C.
28646 Sherwood, M. R.
28647 Short, F. T.
28648 Smith, E. L.
28649 Varnell, C. H.
28650 Webster, W. H. Dix
28651 Wray, F. J.
28652 Hecox, W. C.
28653 Barnum, Geo. P.
28744 Holden, Chas Q.
28745 McKee, L. O.
28530 Guion, LeRoy P.
28575 Happ, Wm.
28576 Means, Arch L.
28531 Pennell, O. E.
28532 Levy, Louis

INDIANA DIVISION—1—300.

28577 Shaw, Chas. E.

IOWA DIVISION—3—225.

28558 Rowland, Snowden H.
28499 Riley, Fred
28654 Pratt, W. I.

KANSAS DIVISION—2—138.

28655 Merriweather, Fred
28602 Shafer, A. H.

KENTUCKY DIVISION—13—279.

28462 Copeland, W. V.
2849 Saunders, C. F.
28559 Hanson, C. F.
28494 Cooper, A. R.
28495 Eaches, Ewing
28496 Gaffney, James J.
28497 Slaughter, T. Grant
28498 William, L. T.
28733 Cook, Wm.
28656 Farra, G. A.
28657 Lewis, John G.
28658 Reuter, Oscar P.
28659 Thum, Dr. Mandeville

MARYLAND DIVISION—3—551.

28603 Leach, C. W.
28500 Van Ness, Eugene
28660 Burchall, R. H.

MASSACHUSETTS DIVISION.—39—2971.

28664 Speirs, Henry H.
28580 Seaver, Chas. F.
28502 Flockton, Geo. H. Jr.
28583 Hambly, Clarence E.
28582 Pike, Addison R.
28563 Kezar, Geo. E.
28512 Wilson, Edward S.
28503 King, Chas. D.
28507 Hawyard, Harrison W.
28508 Little, Sumner S.
28509 Illingworth, Chas. E.
28510 Carter, Henry H.
28562 Bergmann, Chas. F.

28511	Strong, John F.	28506	*Winward, C. Melissa*
28564	Wilson, E. M.		
28661	Chadwick, Chas. M.	28504	Davis, N. Frank
		28505	Richmond, Jas T.
28741	Learnard, Harry H	28514	Crowley, Henry
28501	Josselyn, Benj. W	28514	Evans, Natt. G.
28533	Chapman, Fred L.	28513	Fales, Martilla I.
28560	Ellis, Austin P.	28565	Rich, Frank G.
28561	Shepard, Harvey N.	28566	Jewett, M. M.
		28742	Marquand, M. R.
28578	Dodd, Geo. L.	28662	Goodwin, Will C.
28579	*Newell, Marion*	28740	Barter, Morrill J.
28746	Blake, E. Wilson	28743	Mitchell, Wm. L.
28604	Magrath, W. H.	28663	Bullard, C. F.
28581	White, E. A.		

MICHIGAN DIVISION—16—687.

28668	Hines, Edw.	28675	Ingersoll, Will J.
28671	Nall, Edw. B.	28674	Whitmore, A. J.
28673	Wetmore, Ernest C	28672	Thayer, Wm. H.
28535	Henderson, Chas. B.	28670	Karney, F. L.
		28669	Johnson, P. F.
28679	Pullson, Robt. M.	28665	Baldwin, H. E.
28678	Hawkins, O. E.	28666	Braun, Geo. H.
28677	Reynolds, Thos. J	28667	Cuson, C. A.
28676	James, Alfred		

MINNESOTA DIVISION—4—162.

28584	Mann, Frank M.	28515	Dodge, Joseph
28680	Yelnerick, M. F.	28516	Parsons, Arthur L

MISSOURI DIVISION—3—431.

28681	Hatch, H. E.	28567	Hall, Edwin S.
28605	Trotter, Pete L.		

NEBRASKA DIVISION—2—188.

28536	Waldron, Geo. F.	28682	George, Joel W.

NEW JERSEY DIVISION—21—1254.

28538	Taylor, A. A.	28683	Amend, Alexander,
28537	Appleby, T. Frank		
28570	Kihl, Harvey	28687	Smith, Howard O.
28569	Longfield, Melvin R.	28519	Lefferts, Chas. M.
		28517	Pentz, Wm. E.
28585	Day, Wilbur F. Jr.	28518	*Pentz, Mrs. Wm. E*
28521	Stevens, Albert C.	28568	Stevens, Elmer L.
28539	Gluck, John	28520	Muirheid, Walter G
28540	Pearsall, Clifford E	28606	Harrar, Robt. B.
28541	Stitt, Wm. E.	28685	Tutihill, Edw. W.
28542	Wilcox, Cyrus P.	28684	Baldwin, Marcus W.
28686	Williams, A. F.		

NEW YORK DIVISION—47—2730.

28688	Callahan, Wm. B.	28589	Churchill, Henry C
28689	Chesebra, Herbert	28522	Chadwick, G. W.
28690	Ferris, Arthur F.	28524	Eppler, Amil J.
28691	Horning, J. Edw.	28525	Menick, J. Henry
28692	Hughes, Chas. J.	28572	*Snow, Clara A.*
28693	Lawrence, S. Burt	28614	Hurlbut, W. D.
28694	McGovern, Thos. F	28615	Kelchner, John
28695	Slauson, Frank J.	28616	Lambertson, Curtis E.
28676	Wells, Hiram H.		
28703	Reed, M. G.	28617	Vorhis, Geo. L.
28608	Hall, Burt W.	28594	Williamson, Robert S.
28588	Lansing, Edw.		
28586	Dormitzer, W. E.	28593	Hilyer, Wm. W.
28609	Cornell, Wallace	28592	Hansen, Chas. H.
28610	Wemple, Horace R	28618	Dennis, A. P.
28573	Banks, E. B.	28619	Pearsall, Clarence A.
28607	Emert, E. J.		
28543	Ehrlich, Chas.	28544	Tanner, Harry F.
28587	Waterbury, Fred P	28702	Deltzel, W. H.
28528	Reinschmidt, John	28701	Budlong, Andrew S.
28571	Rieck, E. W.		

28613	Le Roy, Louis C., D.D.S.	28700	Hoyt, G. P. B.
		28699	Sweet, Geo. C.
28612	Louis, Chas. H.	28698	Allison, Guy W.
28611	Burton, Thos. J.	28697	Wyncoop, Bernard M.
28591	Dairymple, A. L.		
28590	Warner, H. W.		

OHIO DIVISION—14—1531

28595	Brown, Walter T.	28598	*Johnson, Miss Aimee F.*
28546	Haines, Frank G.		
28545	Royer, Arthur E.	28704	Goodwin, L. C.
28547	Candy, Albert	28705	Elnig, M. B.
28596	Burkholter, F. C.	28706	Yingling, John C.
28597	Taylor, H. E.	28707	Hershey, Harry H.
28598	Comin, John	28708	Hunt, Perlee
28599	Gibson, Chas. W.		

PENNSYLVANIA DIVISION—18—2238.

28620	Atkins, Wm. T.	28550	Morrow, Percy C.
28621	Frantz, J. Arndt	28719	Tucker, Perry H.
28712	Marks, Henry	28717	Parkin, Chas. W.
28711	Lefevre, W. M.	28709	Millen, Dr. J. C.
28718	Porter, Lou M.	28710	Smith, W. E.
28552	Packer, W. T.	28713	Morrow, Alex
28551	Eby, Jonas F.	28714	Burford, J. Guy
28600	Chadwick, Thos.	28715	Mitchell, C. H.
28549	Harris, Chas. R.	28716	Orr, F. C.

RHODE ISLAND DIVISION 7—621.

28574	Taylor, Frederick G.	28622	Ballou, Latimer W
		28722	Slade, E. N.
28553	Jones, Wm. A.	28720	Fraser, Horatio
28554	Watson, W. H.	28721	Linke, Robt. O. C.

TENNESSEE DIVISION—1—124.

28723	Raht, J. D.		

VIRGINIA DIVISION—3—100

28528	Payne, W. T.	28527	Adams, H. A.
28526	Adams, C. W.		

WISCONSIN DIVISION 1—291

28724	Britten, Louis H.		

MONTANA—1—34.

28529	Sterling, F. J.		

GEORGIA—1—24.

28601	Haupt, H. Sanford		

CANADA—1—10.

28725	Ferguson, Geo. A.		

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasuecr, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S Atwater, 1424 Pennsylvania avenue, Washington Secretary-Treasurer, W. H. Stearns, 1421 G street, N W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No Penn sn street, Indianapolis. Secretary-Treasurer, Arthur Newby, 507 No. Alabama street, Indianapolis.

IOWA—Chief Consul, H. L. Chase, Cedar Falls. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer. W. S Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 142, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

MAINE—Chief Consul, Howard M. Breen, 199 Franklin street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, A. W. Robinson, 21 Milk street, Boston. Secretary-Treasurer, Chas S. Howard, Globe office Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 380, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI—Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

NEBRASKA—Chief Consul, A. H. Perrigo, 1315 Dodge street, Omaha. Sec.-Treas, C. B. Nicodemus, Fremont.

NEW HAMPSHIRE—Chief Consul, Frank A. Mc Master, 101 Ash street, Nashua. Secretary-Treasurer, R. H. Scott, People's Ins. Co., Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 116 Broad street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK—Chief Consul, W. S. Bull, 75 Main street, Buffalo, N. Y. Secretary-Treasurer George M. Nisbett, 50 Wall st reet, New York City.

OHIO—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kenton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyd, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Chas. J. Sherer, 311 Main st., Memphis. Secretary Treasurer, Thomas J. Dupree, 338 Front street, Memphis.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box 26, Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro. Secretary-Treasurer, E. D. Whitney, Brattleboro

VIRGINIA—Chief Consul, Law: L. Waring, Norfolk. Secretary Treas., J. Hugh Henry, 140 Bute st., Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Bellevill. 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz, 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

ABBOT BASSETT Secretary, Box 5267, Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1892. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2.00 with this blank on any date between date of paper and October 30. Write plainly—Printing preferred.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards, send 25 cents extra. If you want your name in gold, stamped on the holder, send 50 cents xtra. *Leave the margin in using this blank.*

Union Cycles
WIN THE RACES.

We have not as yet received any official notification of UNION CUSHION TIRES being penalized more than any other make of cushion. We hope the boys will take the hint and not give the snap away so badly as they have been doing of late. We were afraid after the Great Ohio Scoop that they would have been put back, but the axe has not yet fallen.

UNION CYCLE MFG. CO.

HIGHLANDVILLE, MASS.

Mr. Stokes of Chicago looks after our Western Business.

FEATHERSTONE'S PNEUMATICS.

It has taken the best mechanics of Great Britain three years to bring the Dunlop Pneumatic Tire to its present state of perfection. In view of this, it is not reasonable to suppose that any one can bring out a satisfactory Pneumatic Tire that will stand up in much less time than this, unless they copy substantially the Dunlop patent construction, in which case we shall certainly look to the courts for a redress against the manufacturers, sellers and users.

We advised the trade some time ago that the price on our improved Dunlop Pneumatic Tire will be much less for 1892 than 1891, and we shall stand ready to supply the trade at these figures.

Our Dunlop Tire for 1892 will be as near perfect as it is possible to make a Pneumatic Tire. A great many valuable and new features enter into its construction. We have adopted a new patent valve which will permit the letting out of the air when desired. The method of inflating our tire next year will be a much simpler matter on account of its improved construction, and any child will be able to inflate it.

The Pneumatic Tire Co. and ourselves have tested at least 100 different kinds of patent and other valves, none of which have proven satisfactory, with the exception of the one we have adopted.

We are advised that another house is now on the point of making Pneumatic Tires, the greater part of which is copied identically from the Dunlop construction, which is patented, and we advise all persons interested in the making, selling and using of Pneumatic Tires to buy nothing that is substantially like the Dunlop construction, as we shall proceed to protect our rights in every way.

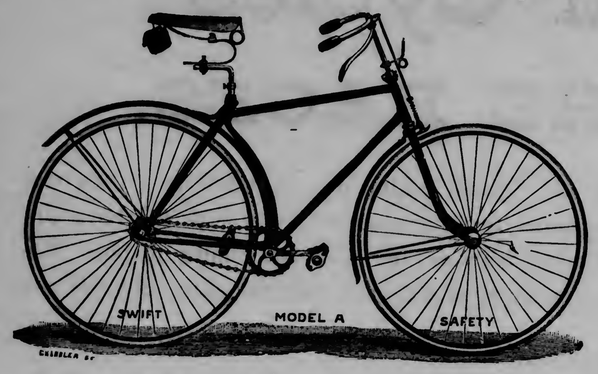
It probably will not be necessary to do this, however, as the Pneumatic Tire Co. and ourselves have rejected one after another of the experimental tires that are continually being patented and brought out, as being unsatisfactory and worthless for the purpose. We call your attention to these facts, as these infringing tires may fall into the hands of those who are not acquainted with the Pneumatic Tire and condemn the Dunlop without seeing it.

Be sure the Dunlop Pneumatic trade mark is on every tire you use, and you will not be compelled to pay for experiments which you will find either unsatisfactory or an infringement of our patents.

A. FEATHERSTONE,

Clark and 16th Sts., and Armour Ave., - - - Chicago.

"To Compete with Mediocrity is to Confess Inferiority."



THE NEW MODEL E

SWIFT

Is a little high in price but of unrivalled simplicity and strength. Weight all on with inch Cushion Tires, 36 lbs.

"NO BLUFF!"

Guaranteed to carry 200 pounds.

The Model E is built on the same lines as the Model A, with specially curved handle bars and cork handles.

COVENTRY MACHINISTS' CO., Ltd.,

239 Columbus Avenue, Boston, Mass.

11 and 13 Madison Street, Chicago, Ill.

BARGAINS! BARGAINS!



No Ordinary Bicycle ever gained higher reputation than the

NEW MAIL.

Murphy rode one over 12,000 miles and won many races. No other had the great improvement of the Perfection Tapered Tubing, being thicker metal at top end of backbone under the rider and tapering to small end; also tapered forks; also only wheel with Trigwell's Ball Head. To reduce stock we offer a few of these Superb Ordinaries of certain sizes, at

$50 each.

Many of best riders still prefer Ordinaries. Also some second-hand New Mails at $30 and $35.

BARGAINS FOR RACING MEN.

WM. READ & SONS, 107 Washington St., Boston, Mass

BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

—BY—

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN Co.

☞ *Postage stamps will not be accepted hereafter in payment for Advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.* ☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

Editorial Contributor, F. A. EGAN.

BOSTON, 7 AUGUST, 1891.

THE proposed amendments to the Constitution appear in full in our Official Columns. As experience has shown that very many of the articles and sections of articles have been somewhat obscure in the language, an attempt has been made to make clear the ambiguities and establish beyond a doubt the meaning of the articles and sections thereof. For instance in the amateur definition it has been a bone of contention as to the meaning of "other person pecuniarily interested in the sport." One proposed amendment makes it perfectly clear that the clause does not apply to Athletic or Bicycle Clubs. Another proposed change of this article is practically the same as the amendment alluded to above, only that it requires the permission of the Racing Board be obtained in cases where cycling or athletic clubs desire to pay the expenses of their racing men.

Another good point covered by one of the proposed amendments is to define the powers of certain of the National Committee as to interpreting and defining any provision of the Constitution or By-laws. This question has been also the cause of many heartburnings; and while the intent of the article as it is now is clear to us, still the proposed amendment puts the question of dispute beyond the chance of possibility. Another of the principal and excellent changes proposed is to increase the number of members necessary for election of Representatives to 200, and the number necessary for election of Delegate to 400.

The proposed amendment allowing League Clubs the right to elect Represensatives immediately after their joining League is a good one, as is also the amendment which gives the Chief Consuls power to appoint Representatives on the accession of new members.

The proposed amendment, which was killed at Niagara last year, and which allows a representation of 3-4 of the membership of any club to qualify as a League club, will be brought up again, and on this amendment we expect to see one of the hottest fights of the Convention. An amendment is also offered, which strikes out section 2 in article VI. This section as it now stands provides for the election of President to office for two years and the Vice Presidents for one year. One gentleman proposes to change article III., section 1 to read, "any white amateur cyclist," etc. Here we have a chance for those who do, and do not believe in the color line. An amendment will also be presented providing for yearly bids on publishing the official organ. In this connection we would remark the company now having the contract for publishing the official organ, have a contract for over three years longer.

Certain members of Southern and Northern California have fretted under the necessity which has bound them together as one Division. Our friends of division of the California Division will find solace and possible relief in section 2, article IV., of proposed amendment.

PRESIDENT DUNN also calls a meeting of the National Assembly at Hartford, September 8, and he states that Rule G in all its bearings will be considered. The power of President and the different committees and officers of the League will be discussed, and if possible more clearly defined. The Alliance with the A. A. U. will come in for a share of attention, and the affairs of the phantom "Seaboard Association" together with its relations with the L. A. W. will be discussed.

THE racing Board in passing a rule that in future no form of tire should be handicapped because of its superiority over another, performed an action that redounds greatly to their credit. To have matters remain as they were was simply to place a premium upon antiquity, to legislate against the inventor and manufacturer who sought by improvement in construction and equipment of their wares to make them speedier than those of their competitors. To punish, for it was virtually that, a man for being progressive and liberal enough to purchase from the makers the fruits of their skill and invention, was certainly not justice. What would be thought of an official who decided that all of the competitors in a boat race, for instance, must be handicapped, simply because some of the entries in it claimed that their boats were not equipped with sliding seats and outriggers like those of their more intelligent opponents. Such a decision would not stand a single moment, and yet the case is similar in every respect to the tire question. A racing man owes it to himself, and to those who pay him the compliment to witness his performances, that he appear upon the track equipped in every way possible to do his best. Not only should the best man win, but the best machine also. The manufacturer and inventor, no less than the rider, is entitled to a share of the honor attending the winning of a race, as it is to his work no less than to the riders' that victory is attained. For those who cannot afford to purchase improved wheels and their appurtenances, racing must ever be a forbidden pleasure, except when confined to local contests, but, to allow these unfortunate riders to take from their luckier brethren any advantages the makers may be able to give them, either in wheel or tire, was indeed unjust.

THERE has lately returned to this country a victorious team of athletes, who in their tour abroad have had a mission to perform and have performed it to the satisfaction of every one. The team referred to is that of the Manhattan Athletic Club, and the mission it had for an object was to teach the English critics that American athletes and American timers were both first class. The ease with which the best men in all England were defeated by the Manhattan Athletic Club team, and the time that they accomplished, has almost succeeded in convincing those they visited of the truth of the records they have claimed to have made here. We say almost, for few Englishmen will accept as possible any record, performance, or time that is better than his own, unless same is made in England. For many years it was a fundamental article of belief that no man could run one hundred yards in ten seconds. And for several years after American amateurs had accomplished the feat it remained a tenet in England. The Britishers refused to accept our record, and declared our timing or our starting to be inaccurate, simply because no Englishman had ever succeeded in running the hundred in even time. Four Americans in succession made the record, and one even ran one hundred and one yards in ten seconds, but not until an Englishman made "even time," under English watches, was the fact admitted in England. All of this has been repeated in regard to any record ever made by wheelmen in America. No matter what it was, or how carefully it was timed and measured, certain English authorities refused to accept same as authentic, since to them the fact that an Englishman had never performed the same feat made it impossible for any one else to do so. So, it is a pleasure to see something like the recent visit of the Manhattan Athletic Club team take place, as it affords us an opportunity of seeing those who doubt both our honesty and ability in athletics treated to a nice savory dish of crow, which, unpleasant as it is, has to be eaten by the most pronounced of critics sometimes. It is unfortunate of course that we have not yet been able to send a wheelman abroad to perform the same educational process for Mr. Hillier, but until circumstances shape themselves so as to allow us to do this, we wish to

assure those who doubt our racing men's performances, that our racing men are fully up to the sample of American athletes that they have just seen, and they were pretty fair, even on English tracks and against English watches.

ALAS! the Chicago managers have "reconsidered" their promise made at Detroit to the Springfield representatives in regard to changing the dates of the meet from September 11, 12 to September 25 and 26. At a meeting held by the managers in Chicago it was decided to retain the original dates selected for the following reasons: "Last year the races were held late in September and were hardly a success; Chicago and the West have so many good racing men now that the success of a meet of ordinary dimensions does not depend upon the participation of the flyers of the East" so says "Pologizer Jones" in *Bearings*.

Well, we are sorry that the Chicagoans have found it necessary to select a date already chosen, and after giving a semi-official promise that the dates would be changed, back up and repudiate the understanding. We do not know to what extent the Chicago representatives had authority to make promises to the Springfield men, perhaps they had not any. In that event they were wrong to pledge the Chicago tournament managers absolutely or provisionally. All tournaments have an added interest when the representative racing men of different sections meet, and it is too bad that some arrangement cannot be made hereafter so that dates of the prominent meetings do not clash.

OUR good friends "Hawkshaw" and "Tertius" seem to have joined forces in attempting to knock over the present amateur rule. It is true that from small acorns big oaks do grow, therefore who knows what may come out of the small acorn planted by our vivacious correspondents. The present outlook is not encouraging for a very large growth of oak, in fact the tendency seems rather to tighten the reins on the amateur than to loosen them. Our colums are open to those who think differently from "Hawkshaw" and "Tertius."

THE concensus of opinion seems to be that Detroit did not do as well as it ought to have done in the way of management during the late meet. The Reception Committee was certainly conspicuous by its absence, and there were features which were promised that did not materialize. Still there is a tendency to rub the shortcomings in a little too much, as we notice a groundless charge that the press men were not provided for at the races. The newspaper men had accomodations provided for them, and we do not think their free admission was "grudgingly" accorded.

The same writer goes on to tell of the hospitable treatment he received at the hands of Local Consul Buchler of Hagerstown, Md., a short time after his return from Detroit. With the generous hospitality of the Marylander, the writer of the article referred to was not allowed to pay out one cent; all his expenses were paid while in the hands of his host, Mr. Buchler. He then goes on to draw invidious comparisons between the treatment he received at Detroit and Hagerstown. This is scarcely a fair comparison; surely he did not expect the Detroit men to foot his bills? There was enough to criticise in the lack of management at Detroit, but the comparison as above stated is rather rubbing it in.

A GOOD deal of discussion has been going on as to the probability of the Englishmen coming over here to ride in the fall events. If they intended to come and compete they should have been here now. A month is all too short a time to get over the effects of a sea voyage and become partially accustomed to the climate. We would have liked very much to have seen Osmond and Ede over here to take part in the fall races, but we doubt very much if we shall see them. If they do come we think that with the short time they will now have for preparation they cannot possibly tune up to their best racing form, and hence the races with the riders of this country would prove nothing conclusively as to their respective merits.

"BEARINGS" is responsible for the statement that Maj. Burdett promised that Mr. Patee of Peoria should receive the appointment to fill the position on the Racing Board, made necessary by the resignation of Mr. Bassett. We have not heard from Maj. Burdett, but we miss our guess and we have mistaken Maj. Burdett if such a pledge was ever given.

OSMOND, that wonderful English rider, has got the hour record down pretty close to 24 miles. His actual time in making the 24 miles was 1 hour 40 seconds.

WE wish every farmer in the land could cut the following item out and paste it in his hat. The item is taken from the Lincoln, Ill., *Times*, and is one of the most conclusive arguments in favor of good roads we have ever seen:

"The Mendota *Bulletin* mentions a farmer who brought corn to that place and sold it at 58 cents a bushel, who might have received 75 cents had the roads been passable for loaded wagons. His loss on 5000 bushels was $1350, which the *Bulletin* pertinently says would go a long way towards constructing a road that is passable at all seasons. Farmers are losing every year large sums of money on account of bad roads, but somehow the lesson is thrown away."



J. W. RIKER of Schenectady, N. Y., is about to tour from his home to San Francisco and then "do" South America. He takes steamer from S. F. to Rio Janeiro, and thence he cycles.

W. S. Russell has carried the proud title of being the "champion all round bicycle thief." In his confession he says he "couldn't resist the temptation to 'nip' wheels."

M. DUBOIS, the French professional champion, was killed by a road mender at Luz, France, July 28. An altercation took place between the two, caused by the latter obstructing the road. Dubois was struck on the head with a crowbar and his skull was smashed. The road mender claims he acted in self defence.

SAYS "Setagee:" "Pitman, the veteran wheelman, was in Detroit last week. At that time the lantern and bell carrying dispute was going on in the columns of the *Free Press*. A reporter of that paper called on him at the Cadillac, and quoted him as being in favor of obliging all wheelmen to carry lanterns and bells. Most wheelmen here think bells and squawkers a nuisance and the human voice *par excellence* as a signal or warning. I think so too, for in all my riding the only success I ever got out of a bell or whistle was in pleasing small boys. I was glad to see President Bates come out with some sound articles on this question. He seemed to be the only wheelman in Detroit who had the courage to publicly express his opinion."

THE New Haven Bicycle Club, will be the guests of the Brooklyn Club Aug. 9. The New Haven men will take the night boat for New York and will spend Sunday in making a run to Massapique.

MR. DAVID BONNER "gasps" at the marvellous performance of a mile in 2.16. A year ago he placed the possible limit at 2.25, but now he thinks the limit has not yet been reached.

THE coroners' jury in the case of the running over and killing of the boy cyclist, Benny H. Heymann, in Philadelphia last week, have decided that the killing was accidental and unavoidable so far as the truck driver is concerned. The evidence showed that the boy was riding down Diamond street, when he ran into a loaded truck, driven by William Douse.

AT the coming election of the Detroit Wheelmen there will be a great surprise in store for most of the members, and some even expect to see the club reorganize or split into two clubs. It cannot be denied that there is some dissatisfaction over some late occurrences, and the better riders of the club want a racing team that can be sent to the fall meets and have the advantages of proper training. To express it plain they think they have been back in the woods long enough, and they know that there is as good racing talent here as anywhere, and they want it developed.

THE Hagerstown (Md.) Bicycle Club may purchase land to be used for a sporting park.

MR. F. A. ELWELL has returned to Portland. He left the party of tourists under the care of Mr. H. Higgins.

A PARTY of Penn City Wheelmen of Philadelphia, under the guidance of President Owen E. Lally, are touring through the interior of Pennsylvania.

A PARTY of visiting wheelmen from Trenton, N. J. have been visiting Boston, and were looked after by Mr. A. D. Peck, Jr., Captain of the Massachusetts Bicycle Club.

THE Detroit Wheelmen have been incorporated and will hold their election on August 24. On the 12th there will be a caucus, and the club will talk club house. Detroit Wheelmen lost about a thousand dollars on the meet, but the members still have courage and will probably put up a $10,000 club house in the heart of the city. A site has been found, and all modern conveniences in the way of Turkish baths, wheel rooms, gymnasium, etc., will be embodied in the club house. Mr. Leon Coquard, a well known architect and an enthusiastic member of the club, will design the club house; and as he is now superintending the building of a fine club house, and has made a thorough study of all kinds of club houses, the wheelmen will have about as handy, convenient, and practical a club house as any wheel or athletic club in the whole country.

THERE is a dog in the vicinity of Orange that has a "record." He is a yellow dog, but he has a penchant for getting run over by cyclists and causing their downfall. He was the cause of a serious fall to H. Wheeler during the late Orange Business Men's team race, and a week before that, one of the Newark team while training ran over the enterprising beast and was badly smashed up. The yellow purp comes up smiling every time, and the satisfaction of causing the downfall of a cyclist seems to more than compensate him for the pain he endures in being run over.

SOME 50 members of the Philadelphia Bicycle Club two weeks ago were the guests of Mr. and Mrs. McKinstry of Sharon hill. A bountiful meal was served, and in the evening fireworks added to the pleasure of the occasion. At 9 30 the wheelmen started for home.

THERE are now four bicycle clubs in Detroit, the Detroit Wheelmen, Wolverine Wheelmen, Newboys' Bicycle Club and the Business Men's Wheel Club. The Wolverine Wheelmen is a boys' club, and has been going two years. It has a small membership, and its headquarters is on Cass avenue.

NEXT week the Yonkers Bicycle Club will start on its annual tour. An elaborate plan has been outlined by the officers. The start will be made from Philadelphia, and thence on to New York, Gettysburg, Hagerstown, Winchester, Newmarket, Staunton, Natural Bridge, Richmond to Old Point Comfort. The schedule calls for an average of forty miles per day. A large party has been made up to go.

TIME works wonders, and it is not a very long time since Belva Lockwood was jeered and scoffed at for riding a bicycle on the streets of Washington. Lady riders should hold Mrs. Lockwood in grateful memory for her pluck as a pioneeress.

"WE are catching roasts from all directions," says "Setagee" of Detroit, "and Griffith, Watson, Peck, Brown, and some of the other committeemen feel pretty sore, but most of the roasting comes from the Chicago cycling papers."

GENERAL DRAPER is one of those interested in the Belanger wheel. He says: "I do not take the enthusiastic view of it which Mr. Belanger holds, but if the wheel can be made to run 25 or 30 miles an hour, that is considerably ahead of anything which the ordinary bicycle can accomplish."

ENTRIES for the Lincoln Cycling Club's annual road race at Chicago will number nearly fifty, and the prizes nearly as many. The course is an even ten miles officially measured over block pavements and boulevards. Three medals for place and one for time are the leading prizes, and they are beauties too.

The wheelmen of Orange County, N. J., at a meeting at Goshen, have organized a County Wheelmen's Association. The towns represented were Goshen, Middletown, Port Jervis, Montgomery, Campbell Hall, Chester, Warwick, and Washingtonville.

TERRY ANDRÆ, of Milwaukee, is credited with a mile in 2.40 on the road.

Now this is scorching: "Mr. ——, while returning home from Powhattan township on his bicycle Friday, made fifteen miles in two hours without much effort."—*Exchange.*

MISS IDA FREESE of Detroit and several young lady friends were practicing riding a bicycle on Congress street about 8 o'clock one evening last week. Miss Freese was riding near the car track when a street car came along. As the car was about to pass her she lost control of the machine and tipped upon the track. Before any one could realize what had occurred the car passed over her, the wheels running over her lower limbs. She was picked up unconscious and carried into her home near by and died 20 minutes later. The car driver was not to blame.

THE Lynn cyclers are feeling the effect of the racing revival at Springfield and the old spirit is animating some of the Lynn riders to investigate and see if it is possible to hold a tournament on the Glenmere track some time this fall. The members of the Rovers Club say they can pledge from $700 to $800 for prizes.

SAYS the "Lounger:" "A. J. Street's acceptance of a position on the Racing Board has created no little comment in the wild and wooly West. Many think he should have at least waited until something had been done in regard to the now existing Rule G trouble." [Why?—ED.].

THE Springfield Club at their tournament will endeavor to have Gov. Russell attend one day. The other distinguished guest on the occasion of the Springfield tournament will be none other than Henry Ducker himself. Springfield! Ducker! ! Hendee! ! ! Great Scott, how our memory is forced back to the good old days.

THE twenty-four hour record for Philadelphia, held by B. Frank McDaniel is now held by James Artman of the Quaker City Wheelmen. He rode 220 1-4 miles, 8 more than made by McDaniel.

THE Newsboys' Aid Association has been running several years, but it is less than two months since it organized a bicycle club among its members.

MR. J. R. LINCOLN EDWARDS, of Philadelphia, is about to take unto himself a wife. He will be married at Lansdowne, August 12th. Mr. Edwards is an active cycler, being Secretary of the Associated Cycling Clubs and also a member of the South End Wheelmen. He has the best wishes of his many friends.

VOLUME II. of BICYCLING WORLD wanted. Address Wheelman Co., 12 Pearl street, Boston.

BY Goodrich steamer last Saturday evening, 36 of the Lincoln Cycling Club of Chicago went to Milwaukee. Sunday morning they rode to Waukesha, where a bath at the open air natatorium in Waukesha water was much enjoyed. Dinner at the Spring City and a slow ride back to Milwaukee through the Soldiers' Home park and out to White Fish bay closed a very successful and enjoyable day's outing. The trip back by boat brought them into the city Monday morning.

FRANK G. LENZ and C. H. Petticord of Pittsburg, Pa., start August 9 for a wheel tour from Pittsburg to New Orleans, La. Their route passes through Cumberland and Hagerstown, Md., Staunton and Lexington, Va., Knoxville and Chattanooga, Tenn., Birmingham and Tuscaloosa, Ala., and Meridian to Sligo, Miss., to New Orleans, La.

ON Sunday evening, Aug. 2, a Victor Model B safety was stolen from in front of the Bay State Bicycle Club rooms of Worcester, Mass., on Pearl street. The number of the machine is 13,070; it has no mud guards or brake. The Bay State Bicycle Club offer a reward of $30 for return of wheel and information that will lead to capture of thief. B. A. LEMONT, Secretary B. L. B. C.

CHICAGO riders have the highest opinion of the Green Bay Wheelmens' entertaining ability. The train reached Green Bay at six in the morning, yet the reception committee was in waiting with carriages, in which the visitors were taken to the homes of the leading residents and entertained in the very best manner. Never such treatment, not even at Peoria, was accorded cyclists as at this annual meet of the Wisconsin Division. Boat rides, sails on the lakes, and fishing trips were features. The best of well wishes and a hearty invitation to come again was accorded the visitors on their departure. Nor did the visitors go away empty-handed, for just one-half of all the prizes were taken by them. Chicago will be more fully represented next season.

DETROIT will get some of the State Division officers this fall, perhaps. The State Division is taking a vacation, off yachting or in swimming I reckon.

W. C. THORNE now holds the Chicago wheeling records, doing the 26 miles over rough country roads in one hour and fifty minutes.

"ROCHESTER, like Buffalo," says "Jasper," "now has a Ramblers' Bicycle Club, and not to be outdone, is also bound to 'have a tag on;' so when the wheelmen appear upon the streets they are resplendent with a bright new tag giving the number of the wheel in characters large enough to be easily read 75 and 100 feet away. This tag shows that the wheel is licensed or permitted to be used upon a limited portion of the sidewalks, for which the modest tax of 35 cents is charged. We presume that this tax will be used in the fund set aside for the care of individuals who have been injured in collisions with bicycles. This sidewalk riding awheel always did seem rather countrified to us whenever we visited Rochester, but it was very grateful, nevertheless; then it is presumed it will be maintained until there are more smooth pavements in Rochester. The police of Buffalo will arrest a wheelman for sidewalk riding as soon as they see him, but will allow all sorts of glaring inconsistencies such as, grocers monopolizing nearly all of the walk with a public exhibition of their wares; builders filling three-fourths of the highway with lumber and other building material; teamsters scattering dirt, cut flints and gravel all along the streets, and sometimes building stones, and they do not seem to be in any fear of the law, judging from their carelessness."

CYCLISTS in Milwaukee are willing to wager large amounts of money that Andræ will beat Van Sicklen's time in the Waukesha-Milwaukee road race, August 15th.

THE Parkside track at Chicago is not completed, and many local races have necessarily been postponed, among these the Lincoln's annual championships.

MRS. H. F. AKIN of Maywood, Ill., accompanied by her husband rode a century to Joliet, going through Riverside and returning by way of Aurora and Hinsdale. She finished the run in splendid style and ready for a scorch. Mrs. Akin has the honor of being the first lady in this section of the country to perform this feat. She will join the Century Road Club.

"THE Lancaster Safety Cycling Club" of Lancaster, Ohio, was organized on Friday evening, July 31st. The club starts off with a roll call of twenty members, who will all apply to the L. A. W. for membership. The officers were elected for the ensuing year.

FOUR-FIFTHS of the entire membership of the Wanderers Cycle Club of Cincinnati attended the State meet of the L. A. W. at Columbus.

THE recent annual election and jollification of the Columbia Cycle Club of Worcester, was a most enjoyable affair. After the election of officers, the club adjourned to the Lincoln House and disposed of a banquet, and then the balance of the evening was spent in listening to witty speeches and good music.

THERE are prophets in Buffalo who predict that there is a great tandem team in the combination of Banker and Dorntge of the B. A. C. We hope to see this effected at the State Division meet at Rochester, but hardly think it likely that such a combination will be brought about. But why not?

MEMBERS of the Lincoln Cycling Club of Chicago, together with a number of lady riders, have formed the Comet Cycling Club for the purpose of conducting evening and Sunday runs, in which both sexes may participate. Their badge is a gold star on purple ground.

OVER the familiar signature of the "Forty-niner," Frederick Jenkins, we were invited to attend a second club smoker, Aug. 1st, of the West Chester County Wheelmen, of New Rochelle, N. Y.

A CLUB has been formed with twenty charter members, at Middletown, N. Y., known as the Middletown Wheelmen.

THE veteran Dr. G. E. Blackham, of Dunkirk, N. Y., still remains active in cycling matters; he was recently elected to the position of president of a new club at that place. When we hear of a "vet" who is still in it, we feel like echoing the words of "Little Puck"—"there are very few of us left."

FOUR Waterbury, (Ct.) cyclists successfully attempted a century ride to New York the other day. The quartet was composed of F. J. Finch, E. Wilson, L. A. White and L. Coer. They started at 3 15 A. M., and arrived in New York, 01 1-2 miles, at 3 80. Total time, including stops, 12h. 5m.

C. E. RANDALL of the Chicago Cycling Club deserves great credit for the excellent manner in which he has converted the C. C. C. boys and brought them under the League banner. An amendment on the bulletin board to make this club a League club will hardly go through because of the large social element.

AN exchange says: "Trying to control a safety bicycle by a beginner is worse than riding a green mule bareback with only a halter to guide it."

MR. C. H. LUSCOMB will be undoubtedly the next Chief Consul of the Empire State. Mr. Luscomb's attitude in League affairs since his defeat for re-election for President has been so manly as to command the respect of every League member. Mr. Luscomb's words uttered at that memorable meeting in New York over two years ago, when personal feeling was running high, have come true; said he: "The time will come when you will all say Luscomb isn't such a bad fellow after all." Mr. Luscomb is a good fellow, a loyal League member, and a better selection for Chief Consul of New York could not be made. Mr. Woods' name is associated with that of Mr. Luscomb's for re-election to Vice-Consul. A better ticket could not be put.

"MY heyes, 'ow the records h'are goin'" John Bull is everlastingly getting in his work. Osmond, one-mile in 2.16! Twenty-four miles in one hour, 40 seconds! ! First it was Ede with his 22 miles, 1,395 yards, and now it is Osmond with his 28 miles, 1,260 yards within the hour. Will Father Time please put a quietus on these lively lads until we get our breath.

SAYS "Jasper," our Buffalo correspondent: The motto, "There is honor among thieves," is often used. But where is the honor when one wheelman while attending a meet in another town deliberately opens the tool pouch of his fellow wheelmen and takes therefrom the contents, and upon his arrival at home brags that he is now even, as he has had a great many of his wrenches stolen; so while away he stole (appropriated) eight for his own use and to get even with the world. I had always thought that wheelmen, in this respect, were the very souls of honor and uprightness. Can there be, by any process of reasoning, an excuse for this sort of thing? One feels ashamed to write this, the facts in the case, but it is done in the hopes that it will meet the eyes of the person and let him see that his sin is known."

C. STEWART and H. C. Knisely, among the oldest members of the Illinois Cycling Club, invited their club mates to conduct a run to their home in Hinsdale last Sunday. Eighty-five responded to the invitation and enjoyed an excellent dinner, some ice cream and cigars.

YOU must not say "penalize" tires any more, it isn't proper. You must say "handicap." We have been corrected by high authority on the misuse of the word penalize; this word therefore is relegated to the shelf of obsoleteness alongside of "pants," "gents," and "boys."

A COLORED postman, of Wilmington, Del., was lately run into and knocked down by a lady cyclist. After the wreck had been cleared away and the lady was offering apologies to Uncle Sam's minion, he interrupted her by saying: "Doan' soliloqu'ze to me missis; doan' soliloquize to me. Jes' git right along as ef bit nebber tuk place."

SCHWEINFURTH'S "heaven" near Rockford was the scene of several excellent photos on Fourth of July. These may be seen at 17 Madison street, Chicago.

THE West Birmingham *News* (England) has a very full and interesting account of the wedding of Mr. Henry G. Priest and Miss Gertrude Maud Curzon. The affair was the most brilliant and fashionable that has taken place at Harborne in many a day. The presents were numerous and costly, and the church was elaborately decorated for the happy occasion. After the ceremony a reception was given at Harborne Park, the residence of Counsellor H. A. Wiggin. Mr. and Mrs. Priest went to Scotland for their wedding tour.

"STOP THIEF." Two machines were stolen from Amherst, N. H., last Friday (July 28) night. One was a Singer safety, '91 model, No. 69,285, and the other was a New Mail ordinary, No. 5805. Any information to L. H. Hall, Milford, N. H., leading to the finding of these machines, and the capture of the thief will be thankfully received by the above named gentleman.

A LAWN PARTY and entertainment will be given by the Ravenswood (Ill.) Cycling Club Saturday evening, August 15, at the home of Harry B. Rennolds.

HAVE you got the bicyclist's gout yet? Symptoms: The calf swells to abnormal size, and your foot becomes deformed.

THE Denver *Times* bids Bishop Coxe "go to," as it points to the lovely and graceful members of the Victoria Bicycle Club of that city. It says also truthfully: "Why, forsooth, because a woman sees fit to benefit herself and generations yet unborn by taking regular, healthful exercise, should some super-sensitive critic set up a how-dye-do about it."

HAWKSHAW'S COLUMN.

IMAGINE the wheelman of to-day going to a League meet conducted on the plan of the days now gone, when those who entertained them were real hosts and went down deep into their pockets to pay for their guest's amusement and pleasure; when the question was not how much can we make out of our guests, but how much can we afford to spend upon them? The present form of conducting League meets is more in keeping, perhaps, with the commercial age in which we live, and in which cycling plays so important a part; but, aside from the profit that results, it does not begin to compare with the real hospitality and fraternal greeting that one formerly experienced at these gatherings. Cycling has improved in many ways, but among the improvements it has made the conducting of its annual meet is not numbered.

If the French physician who claims to have discovered "a new form of gout" produced by riding the bicycle will kindly extend his discoveries until he has discovered a wheelman who has been afflicted with this "patent" disease of his, he will cause more people to believe in it than do so at present. I am afraid that the doctor will find that discovering such a patient is much more difficult than discovering the disease. I hope so at any rate.

Cycling in its far-reaching sweep has grown to be a great moral as well as a physical benefit to humanity. It gives to those who enroll themselves under the banner of the wheel, sound bodies, and they induce sound morals, that one of these is a natural result of the other, is a question that years ago passed beyond the realm of discussion. Those who dispute the fact are subjects for instruction, not argument.

The demands of commerce, transportation and war, before the invention of the railroad, made the roads of Europe far superior to those in this country, where the railroad came before the common roads got into a good condition, or the people into the habit of keeping them so. If wheelmen succeed in doing nothing else but improving the present inadequate system of public roads in America, they will be filling a sphere—or ought one to say cycle?—of usefulness with which the public does not now credit them.

The local effects of cycling consist in an increase in bulk and a hardening of the substance of all the muscles which directly or indirectly are brought into play by the varied movements the propulsion of the wheel demands. These effects are more easily noticed in all other athletes than it is in wheelmen, because, as a rule, other forms of exercise involve the constant use of one set of muscles, and even the inexperienced eye can often read the man's favorite sport or exercise by means of his muscular development. Aside from cycling, most other forms of exercise are really muscular specialisms, and they leave their marks upon the body as clearly as intellectual specialism, when not corrected by general culture, does upon the mind. It is the frequent contraction of every muscle caused by cycling, more than the force employed that produces the remarkable effects that have never failed to follow the judicious and persistent use of the wheel as a means for gaining or retaining strength.

Amateur—a word derivative from the Latin *amator*,—a lover. Now, not the least of the woes of the upholders of the term 'amateur" as applied to athletics is the fact that they are engaged in an effort to make the word as regards cycling to mean the very reverse from what it does in connection with all else in life. They seek to make of it a term of praise, while as applied to any of the other professions or arts it is far from being so. Burke defines an amateur as "a person attached to a particular pursuit, study or science, as to music or painting; one who has a taste for arts; more particularly, one who cultivates any study or art from taste or attachment." Now under this definition see how absurd it is to attempt to dub the modern racing man an "amateur." Dealing with them as a class, does any one for a moment think they ride from any "taste or attachment" they may have for racing as a pastime? Does not the value and variety of the prize list, and the emoluments resulting from being speedier than their fellow riders enter more into their devotion to racing? Of course it does. Again, what would be thought of any one who, seeking to praise Patti for her singing, or Millet for his paintings, was to declare them to be purely "amateur?" To tell Salvini he acted like an amateur, or in any other profession or walk in life to compare any one to an amateur would be to cast a reflection upon their talents or abilities. Why then should it be so strangely reversed when applied to athletics? If we must retain the existing form of amateur law, would it not be wiser for us to seek a name that can be applied to it with more correctness than the present one? Perhaps if we did this the job of bolstering up the rule we are endeavoring to enforce might be made a trifle easier.

"HAWKSHAW."

THE ELWELL TOURISTS IN FRANCE.

AFTER we left Dole, where we spent the last half of the glorious Fourth, the day was one filled with considerable interest, not only in regard to excellent roads and delightful scenery on every hand, but as concerned a few individual members of the party. "Huggy" had ridden ahead to Joigny, and stopping at what he supposed was the right hotel, asked the landlady in his own peculiar system of French if she had received orders to furnish dejeuner for a certain number of hungry wheelmen. He did not understand the reply, but the landlady departed and Huggy sat down to wait for the remainder of the party. In due time the slower riders came up and stopped at the right hotel; they called the other man over, and preparations were made for the mid-day meal. In a short time the aforesaid landlady came around and demanded payment for dinner for the party which she said the young man had ordered. He denied her assertions, and her demands were ignored. Then she waxed wroth and filled the room with emphatic remarks, the only word of which we could understand as she suddenly departed was "police." When dejeuner was about half over "Huggy" seemed to lose his appetite and telling us that he guessed he might as well go on to the next stopping place picked up his hat and left the dining room. As he went out one door, an officer whose only official air seemed that which was closely connected with a garlic and cheese diet, came in at the other and made search for the flown bird, but he was out of sight. The officer wanted to take us all, but after sizing up the desperate look upon our faces (for we were hungry and did not not want to be disturbed) he uttered a few remarks, which were more than wasted, and hied himself away. When we reached the next town "Huggy" was there to meet us, and he lost no time in getting there either. On nearing Champagnole, where we stopped for the night, Linn ran over a chicken and disfigured its vital organs to such an extent that it will scratch no more on the highway of life and Champagnole. That evening "Cut" wrote up a neat letter in French, demanding twenty-three francs for the slaughter of the pet hen (or expect to be arrested), and signed the supposed owner's name to it. The letter was delivered and translated to the perpetrator of the awful crime at the dinner table, and the smile which he wore since he crushed the wind out of the poor hen was changed to a sort of I-wish-I-was-home-look, and he lost all interest in the dinner. All that evening those two boys were in a state of uneasiness; one feared the irate landlady might pursue him, and the other kept a continual lookout for the owner of the defunct hen. Whenever a stranger or an officer came near they almost held their breath until he had departed, nor did they feel safe for two days or more later.

After leaving Champagnole we began the ascent of the Jura Mountains. The grade was long, but the road was well constructed and some of the tourists rode the entire distance, though others preferred to walk and take their time in viewing the points of interest along the way. We stopped one evening at Moretz, a quaint little town situated in a narrow valley between mountain peaks a thousand feet high, and where the entire population are engaged in the manufacture of clocks and spectacles. Homes are turned into workshops, and each member of the family has his or her (as the case may be of course) special part to complete and send to the place of final arrangement. The next morning we began a climb of nine kilometers, which took us up into the region where the clouds enfolded us in their moist and chilly arms. It became decidedly cool, as the sun was obscured, and we made all the speed possible to keep warm. Nevertheless after the steepest grade had been ridden the rugged and picturesque scenery began to assert itself, and we enjoyed the ride hugely. Away down in the valley lay the green farm land with little squares of golden grain bordered by the brown of newly plowed ground. Here and there with a picturesque irregularity stood the gray, plastered dwellings, and a silvery stream wound its way from farm to farm until it was lost to view behind a distant hill. We were way up where the stately pines raised their heads and the mountain stream dashed angrily across our way and went roaring down the mountain side. We began to wonder



CUSHION TIRE EAGLES

ARE THE THING FOR

RACING,

TOURING,

COASTING,

HILL CLIMBING.

They run faster, ride easier, coast further and climb better than any other wheel on the market.

Have You Tried Them?

They are equal to the pneumatic in ease, comfort and absence from vibration.

The Cushion Tire, added to its other advantages, makes the Eagle without an equal.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

CLINCHER PNEUMATIC UNIVERSAL

ROVERS

IN STOCK. Price, $120,00.

The Most Practical PNEUMATIC TIRE Yet Produced,

AND A MACHINE UNEQUALLED BY ANY, AT THE PRICE.

Nearly all styles of Rovers can now be supplied on receipt of orders. Reports of victories won on Rovers continue to come from all directions.

The JOHN WILKINSON COMPANY, 269-271 STATE STREET, CHICAGO.

Sixteenth Year in America.

1876 1891

The First Cycles in the United States





The Largest Cycle Manufactory in the World

SINGER & CO., BOSTON, MASS.

6 AND 8 BERKELEY STREET 2 WARREN AVENUE.

NEW YORK: F. W. AYMAR, 2 Astor House, Broadway.

PHILADELPHIA: WALL & BOYER, 1714 N. Broad St.

CHICAGO: THORSEN & CASSADY, 60 and 62 Wabash Ave.

when the long up-grade would cease, when a turn in the road revealed a picture of untold beauty to our gaze. It was a complete and surprising transformation. From the gloomy woods and dark clouds behind to a brightness in front of us. The clouds had broken and the great mountains seemed to fall away at our very feet and extend down and beyond to the edge of the beautiful lake, whose bright blue waters lay still and slumbering in the distance. Beyond rose the distant mountains and extended on either hand until their outline blended with and finally disappeared in the misty atmosphere. The picture held us spellbound for a time, and we regarded it with silent admiration. Then we began the rapid descent. With brakes well under control we fairly flew down the winding road, six miles to Gex and from there ten miles on the level to Geneva. Here we spent three days sight seeing, boating on the beautiful lake, reading and answering letters from distant friends and sweethearts. Of course we all have sweethearts; where is the bicyclist who hasn't.

On the morning of July 11 we began our journey again. Passing out of Geneva the sidewalk tempted three of the tourists to leave the stony street and they hastened to take advantage of it. They had just begun to enjoy the change when a gendarme stepped from his box and stopped them. He got their names, age, color, height, weight and former condition of servitude, and prison bars, long suffering on a stone pile and the chain gang rose before their vision as they timidly asked the penalty. They heaved a sigh of relief when the officer demanded the enormous amount of sixty cents; they paid it and we hurried on and never looked at the sidewalks after that. "Tut" thought it was a little tough after winning on the number seven horse the night before to give it up to an officer with the same number on his cap; but he had to submit. We reached the beautiful valley of Chamounix that evening, and as usual beat the diligence which left Geneva in the forenoon by two hours. Long before we reached the town the snow capped peaks of the Alps loomed up in the distance and glistened in the sunlight. It was a novel sight as we rode along in the valley, coats off and sweat pouring from us to gaze up and see fields of drifted snow and rugged glaciers that poured down their chilled waters in narrow, foaming streams. From the hotel roof the Stars and Stripes floated on the breeze in all its glory, and we hailed with delight its appearance in this faraway land. Sunday morning we were called at six o'clock, and although it was like pulling teeth we arose and devoured an early cafe au lait. Then we started on a tramp up the rocky zig zag path of the mountain to the mer de Glace, which we reached after two hours' steady climbing. Here we gazed upon the glacier in its awful grandeur; we snowballed each other, we put great mittens on our feet ("Hig's" feet were too big for the mittens so he went without), we sat on the ice for our pictures. It was a good thing the pictures were instantaneous, or we might have contracted a long spell of bad cold. A cannon was fired, which awakened the great solitude with an awful roar, and echoed and re-echoed among the distant peaks until it died away. We made our way along the Mauvias Pas, where a misstep would have sent us headlong a hundred feet or more to the rocks below; we pried huge boulders loose and sent them bounding from rock to rock gathering speed and energy on their way until they broke into hundreds of pieces in the rocky way beneath us. It was a sportive forenoon and we returned to the hotel glad and hungry. We owe much of our enjoyment at Chamonix to our genial host of the Imperial Hotel, Mr. Churchman, who took us in charge and cared for us as wheelmen like to be cared for, and when we were ready to start again on our trip we found that our wheels had all been nicely cleaned. He bade us a hearty good-bye as we wheeled away along the beautiful valley.

Chamonix, July 14, 1891. Goodrich.

TERTIUS.

I have stirred up a hornets' nest.

Every "promoter" of a cross roads "meet," who gets credit for a hundred dollar prize whenever he offers a ten dollar clock, is emptying his vials of wrath upon my devoted head.

Why?

Well, I'll tell you. In the "golden age of cycling," to which "Hawkshaw" refers, "meets" were held for sport and glory. Nowadays, with some exceptions, the "promoters" are all on the make. They advertise a "grand fifty dollar water pitcher," knowing that it cost only twenty dollars, seven off for cash. They offer bicycles, lamps, "gold" medals, umbrellas, "Havana" cigars and the Lord knows what all, every blessed article of which has been purchased "low down."

The public, which is *not* an ass, smiles knowingly at these "gold" and "silver" fakes, reckoning them at their true worth.

But when Uncle Sam's "yellow boys" are put up there is no levity. Money talks, and that tells the whole story.

Now, mind you, I don't kick against clocks and crocks *per se*. If riders want to race for medals and truck I am willing. But I insist, with thundering emphasis, that riders should have the right to "go in" for cash as well as the "promoters," and that no lah-de-dah rules should stand in the way.

The trouble, as every old timer knows, began years ago when cycling was an expensive "pastime."

The dudes did it.

Don't you remember, dear "Hawkshaw," what a devil of a tme we used to have with the sweet things that were wont to bedeck themselves like Soloman in all his glory whenever they appeared?

Don't you remember how we fired our shafts of sarcasm at the rapid fools who rode in purple and fine linen?

Bah! It turns my stomach even now to think of them.

Well.

Now in those days it was the aim of those brainless snipes to make cycling an "exclusive" sport. The "common vulgar crowd" must be kept out at all hazards "don't you know.

The League was formed.

Blindly and foolishly the absurd and preposterous rules were promulgated which now are causing so much trouble.

I am not a racing man. I never rode for a prize in my life, and, like "Hawkshaw," I am too old to begin. But it is a self-evident fact that racing is beneficial to cycling. It interests the public, and when you get a man interested in anything he is sure to follow it up. We need better roads, and the League, if established on a broad, liberal basis, would be a mighty power in the way of highway improvements. Every man who rides a wheel takes an active interest in the public highways: *ergo*, the more riders, the better roads.

Racing, then, by awaking public interest, will increase the number of riders; and if every rider would join the League that body would become a power in the land.

The rules must be changed.

Commit "Hawkshaw's" words to memory: "I believe that the day has come to lay aside the 'amateur' mask, to cease the farce, and to boldly face the world as we are."

That's the way to talk.

The reform must come.

The "la la" rules must be changed to meet the changed order of things.

Dudes to the rear!

"Hawkshaw," old fellow, here's my hand.

Shake!

"Tertius."

ALADDIN'S LAMP.

When I was young and free from guile
And believ'd whate'er I heard
I read the story of Aladdin's Lamp
And doubted ne'er a word.

And now when my brow is deeply seam'd
And people call me old,
I still believe the story true
No matter what I'm told.

You smile, I see, but then I've heard
Far stranger tales than that.
I've heard of wheelmen climbing hills
As steep as Ararat.

Of taking runs so very long
In time so very brief,
That Father Time, left far behind,
Had almost died of grief.

I've heard of feats so marvellous,
By novices achiev'd,
That I'm convinced, say what you may,
Aladdin must have liv'd.

William D. Kempton.

POLITICS IN KENTUCKY.

The race between Messrs. Johnson and Castle for the Chief Consulship of Kentucky Division, L. A. W. waxes warm as the time for the election draws nigh. The Leaguers have forgotten the old question, "Will Cleveland or Hill be Democracy's nominee?" for that of, "How will the race between Johnson and Castle end?"

The question is not hard to answer when one stops to consider. The two candidates appear at the scratch and at once it is seen that their training has been very different. That of Johnson has been his appearance at three of the meets of this division, his excellent service for two terms as Secretary-Treasurer, his thorough knowledge of the League and its affairs, his love for the sport generally, and last but by no means least, his connection with the newspaper world, as news editor of the *Courier-Journal*, which is a power in itself. The training of Castle shows his candidacy, his having spoken disparagingly of the League, his non-attendance at the meets and that he is an excellent gentleman.

The members are considering these matters in laying their money, and it now appears that the "Waxing Warmth" comes not so much from the question of "How will the race between Johnson and Castle end?" as from that of, "Will Johnson pass the string a hundred lengths (votes) ahead of his competitor?"

That is a large majority, but reports from all over the State now indicate it, and without intending to speak disparagingly of Mr. Castle, it would seem that Johnson's splendid record and services as shown in his recent report as Secretary-Treasurer would demand recognition from the Division at about that figure. "Kentuck."

L. A. W. STATE MEET AT ROCHESTER.

Attractions galore.

Twenty-five hundred dollars in prizes. The most valuable and elegant list of prizes ever offered at a bicycle meet, including four high grade safety wheels, viz: Columbia, Victor, Featherstone pneumatic, and Peerless.

Two parade prizes worth $125 each. An elegant hall suite of new and unique design in antique oak elaborately carved, with large silver faced clock and long bevelled mirror. Also a very handsome parlor suite of six pieces upholstered in finest figured silk plush. One of these will be awarded to the League Club having the largest number of uniformed men in line of parade Aug. 19. The other will go to the non-League club fulfilling same conditions.

The two most famous trick riders of the world, W. H. Barber and Dan Canary, will give exhibitions of fancy riding. They will also take part in a unicycle race.

Most elaborate preparations have been made for the consolidated bicycle minstrels at the Lyceum theatre, Rochester's famous ground-floor pleasure resort The very best talent will take part in this presentation.

Ball and banquet the second evening at Rochester's noted lakeside resort, Ontario beach, five miles from the city, reached by various lines of railway or by a spin over the elegant cinder path built especially for wheelmen.

The list of entries comprises the most noted racing men of the country. An $88 diamond pin is offered for the first record broken.

Reduced rates of fare may be had by all attending this race meet under the "certificate" plan. Buy a full fare ticket one way to Rochester, and at time of purchase obtain from your local ticket agent a certificate stating that you purpose attending the State bicycle meet at Rochester. This will secure for you a return ticket at one-third rate.

The Rochester Wheelmen's League, having 600 members, are prepared to carry through this great enterprise to a successful result. We mean that every wheelman who comes to Rochester Aug. 19 and 20 shall have a royal good time. It will be a memorable occasion in the history of cycling events. Don't miss it. Make your plans now to come.

"Flower City."

QUINCY BICYCLE CLUB'S CENTURY ON THE CLARKSVILLE BELT.

The Quincy Bicycle Club of Quincy, Ill., are making arrangements for a century run on Aug. 16, which promises to be a pleasant affair.

All of the wheelmen of the neighboring towns have been asked to participate. If any one has been overlooked don't feel slighted, but just oil up your wheel and come, as the Quincy Club wish all the wheelmen in the vicinity to join with them in celebrating their first century.

Headquarters will be at the Palmer House, Louisiana, Mo., where lunch will be taken at three A. M. At four A. M. the start will be made, and the course will be to Dover and around the belt to Clarksville, 23 miles, where breakfast will be taken. Two trips around the belt will then be made (43 miles) before we dinner at Clarksville; then once around the belt and continue up to Louisiana (37 miles) for supper, making a total of 103 miles.

As these roads will probably be in fine condition, no doubt a large number will make the run.

Frank W. Osborn, Capt.

MISSOURI DIVISION FALL MEET.

Local Consul Gregory of Lousiana spent last Sunday in St. Louis confering with the League officials, and the following events were decided upon: one mile safey, novice; one mile ordinary, 3.20 class; one half mile safety, dash; one mile ordinary, handicap; two mile safety, Missouri Division championship; trick riding by Mr. Harry Gordon; one mile safety, handicap; two mile ordinary, handicap; five mile safety, Missouri Division championship; one mile ordinary, consolation; one mile safety, consolation. At least two valuable prizes will be offered for each event, and they will consist of gold and silver medals, cups, jewelry and cycling sundries. Local Consul Gregory states that the track has banked corners, is level all around, sixty feet wide and the home stretch is 300 yards in length. The course as laid out for the century run Aug. 30 at present embraces much new riding territory, that has not been covered during previous tours, and is as follows: Start 6 A. M. sharp from Palmer House; thence north to Frankford and return to Louisiana, distance 35 miles; after partaking refreshments and short rest the ride will be resumed over the 9 1-2 mile stretch to Dover, and thence by the famous Belt road to Clarksville, where dinner will be served at 12 30 P. M. Arrangements for taking a sponge bath have been made at this point, and at 1.30 P. M. the ride back to Louisiana will be resumed. On arrival at this place light liquid refreshments will be provided, and the century will be completed by riding to Bowling Green. All the centurians are expected back at Louisiana by 7.30 P. M., and their arrival will be marked by a grand reception, which is being arranged by the Citizens' Committee. A suitable souvenir will be presented to each survivor. Railroad rates on the one fare for round trip basis will be arranged, via the C. and A. and K. and St. L. Railways.

Linnets.

THE HARTFORD TOURNAMENT.

OF INTEREST TO RACING MEN.

The management of the Hartford Tournament desires to call the particular attention of the racing public to the list of races and prizes for the 1891 tournament. As to the running it will be seen that short races are the rule, two miles being the limit and out of twenty events there are twelve one mile, three quarter-mile and five two-mile races. In regard to style and order of programme great pains have been taken to accommodate all classes as far as possible, giving the fast, medium and slow men each an equal chance to enter in a sufficient number of events each day. Taking the experience of previous meets this year as a guide it is evident that a large majority of racing men have discarded the ordinary for the safety wheel, and in consequence of this state of affairs the Hartford Wheel Club deems it best to give but two races each day for ordinary wheels.

The management will guarantee this, and the Hartford Wheel Club will in every particular sustain its past enviable reputation in conducting a cycle tournament, viz: The celebrated Charter Oak Park will be in as perfect condition as money and labor can make it, and the officials will be of long experience and the best obtainable. No long tedious races, good accommodations for racing men, and by far the best array of prizes ever offered by the club.

We have to acknowledge the generosity of the trade in donating the five leading cycles manufactured in the country, and also extend our thanks to the Hartford business houses that have also aided us by presenting valuable articles. These gifts alone constitute a value approximate to that of many tournament prize lists. However, the club has not taken this fact into consideration at all, but has paid more *cash* for prizes this season than ever before, a *sum* that exceeds the amount that will be expended by any other club in the country for that purpose this year. Especial care has been taken to sensibly grade the value of prizes in each event. For example, we do not advertise *a la* Barnum a $2,000 (?) piano for first prize and gracefully but quietly hand the second man a cyclometer. In our list of firsts are five highest grade American wheels, two valueable gold medals, diamond scarf pin, solitaire diamond ring, Colt's shot gun, silver tea-set, French clock, oak roller top desk and other equally valuable prizes. In every event the winners of second and third place will receive a prize worthy of their best efforts, as for instance, solid gold and silver watches, diamond scarf pins, silver water set, banquet lamp and diamond sleeve buttons. Three prizes will be given in each event and in the one mile safety handicap five prizes will be given aggregating in value $300. The following is the official list of races and prizes.

FIRST DAY, MONDAY, SEPTEMBER 7.

One mile novice safety—(pneumatics barred.) First prize, gold medal; second prize silver medal.

Half mile safety National L. A. W. championship—First prize gold medal; second prize silver medal.

One mile open, ordinary—First prize, diamond scarf pin; second prize, silver water set, four pieces; third prize silver mounted umbrella.

Two-mile, 5.40 class, safety—First prize, silver tilting pitcher; second, Colt's rifle; third, pair of gold sleeve buttons.

Quarter-mile safety (heats)—First prize, Columbia safety bicycle, presented by the Pope Mfg. Co.; second, diamond scarf pin; third, alligator toilet case.

Two-mile, 6.10 class, safety (pneumatics barred)—First prize, French marble clock; second, triplicate mirror; third, dressing case.

One-mile handicap, safety—open to the members of the Hartford Wheel Club, the Columbia Cycle Club, and the Colt Bicycle Club. First prize, silver stop watch; second prize, pair of Lemaire fiel l glasses; third, silver flask.

One-mile tandem safety, open—First prize, two solid gold lockets; second, two silver mounted umbrellas.

One-mile safety handicap (heats)—First prize, Victor safety bicycle, presented by Storrs & Candee; second, solid gold stop watch, 14k; third, diamond and opal scarf pin; fourth; etching; fifth, gold seal ring.

One-mile ordinary, handicap—First prize, Colt's double barrel shot gun; second, umbrella stand, Jones' ware; third, silver smoking set.

SECOND DAY, TUESDAY, SEPTEMBER 8.

One-mile safety, 3.00 class (pneumatics barred)—First prize, alligator traveling bag, furnished; second, diamond scarf pin; third, combination clock and ink stand.

One-mile safety, 2.40 class—First prize, Hartford safety bicycle, presented by the Hartford Cycle Co.; second, silver stop watch; third, silver mounted umbrella.

Two-mile safety, open—First prize, solitaire diamond ring; second, mackintosh; third, etching.

Quarter-mile ordinary, open—First prize, soleleather trunk; second, pair gold sleeve buttons; third, silver headed cane.

One-mile tandem safety, handicap—First prize, two Smith & Wesson revolvers; second, two alligator toilet cases.

Two-mile safety, handicap—First prize, Rambler safety bicycle, presented by Gormully & Jeffery Mfg. Co.; second, toilet set in case, oxidized silver; third, pair Lemaire pearl opera glasses.

Two-mile ordinary, handicap—First prize, silver tea set of five pieces and waiter; second, Kodak camera; third, table.

One-mile safety, open—First prize, full nickel Warwick ladies' safety, presented by Warwick Cycle Mfg. Co.; second, banquet lamp, silver finish; third, pair of diamond sleeve buttons.

One-mile safety, Connecticut Club's team race (pneumatics barred)—First prize, oak roller top desk; second, standing cabinet.

One-mile safety, consolation—First prize, gold seal ring; second, fishing set; third, solid silver match box.

A handsome diamond medal will be given to the contestant breaking the one-mile record in competition.

Entries close September 1, 1891. Entry blanks mailed on application to J. J. Grace, Secretary, P. O. Box No. 365, Hartford, Conn.

J. Goodman, Chairman.

THAT ST. PAUL CENTURY RUN.

Bright and early Sunday morning of July 26, sleepy wheelmen could be seen wending their way toward the club rooms of the St. Paul Cycle Club, where it had been announced that the club would start on a century run at 5 A. M. sharp. It was learned afterwards that our President, Mr. C. C. Townsend, had stolen a march on us and was miles out on the road to Northfield ere slumber had released its hold upon the many to follow. At 4 A.M. K. F. Lott and W. Nelson were disturbing the quiet slumber of the country curs. At 5 the members began to gather, and by 5.30 there were fifteen on the road flying over the hills at a splitting gait. But those who had been through other century trips were thinking what a different expression there would be on the majority of those faces ere they had reached their journey's end. The trip was to Northfield, back to St. Paul and then to Minneapolis. All went merry until they had reached Rosemont and then the captain and D. W. Van Vleck took it in their heads they were going too slow. The next eight miles were made in 30 minutes, which left the majority of the riders far in the rear, except Howard Hatch who was "only" about a mile behind. At Farmington a halt was made for refreshments and to allow Mr. Hatch to come up, but after a stay of ten minutes it was learned that he had taken a back street and was far out on the road flying for Northfield. Upon that moment time was an object, and the next 14 miles was made in short order; Mr. Hatch being overhauled and left in the lurch; the scratch time for the forty miles to Northfield being 3 hours, 25 minutes. While the rest were getting into town, Captain F. L. Bird took a spin to Faribeault and return; but the return was full of sorrow and weariness, and tired cyclists could be found every few miles reposing in the shade. The 100 was made by W. Nelson, H. Hatch, M. Smith, and T. L. Bird, the rest being glad to quit at 80.

THE PRESS CYCLE CLUB DEFEAT THE RAMBLERS.

THE AMERICAN RECORD.

The fifty miles road race between the Press Cycle Club and Ramblers, both of Buffalo, N. Y., resulted in a victory for the newspaper men. The Press Club team consisted of Penseyres, Conn, Kittinger, Smith, Strong, and Neumann, while the Ramblers showed up Weinig, Klipfel, Crooks, Christ, Kane, and Fuhrman.

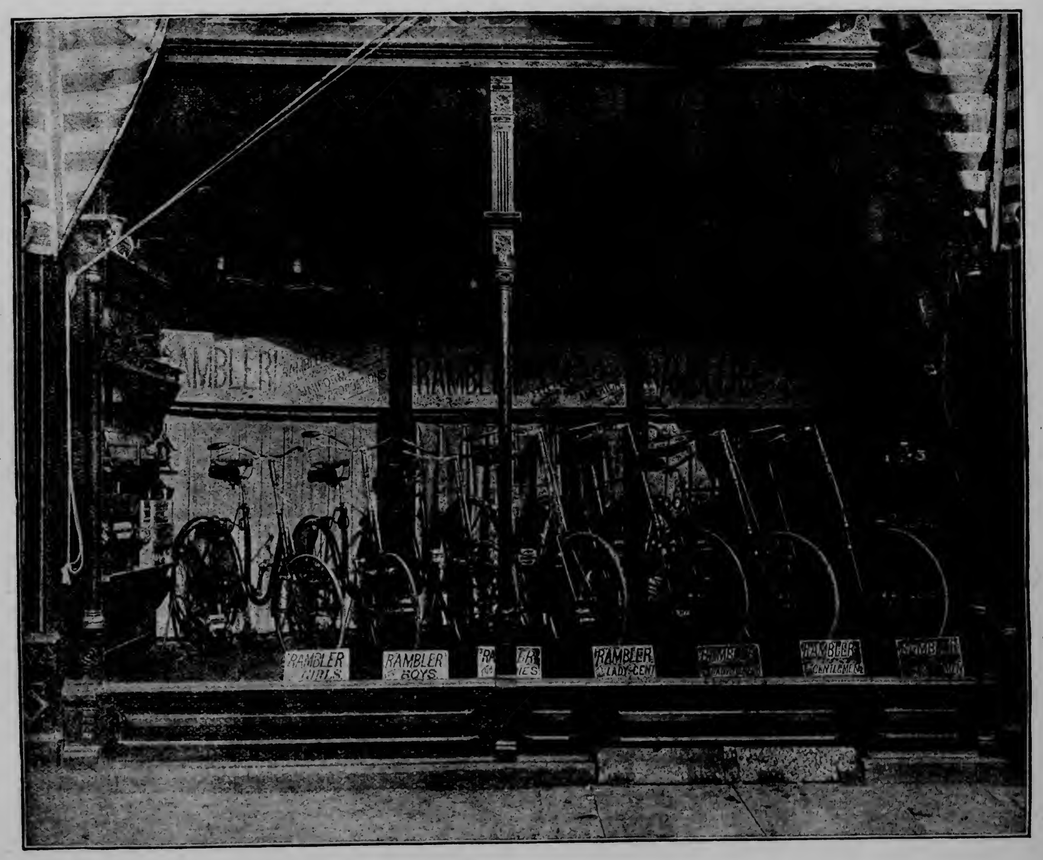
The start was made from Brockton and was straight away over fairly good roads for 50 miles, and Penseyres in finishing the distance in 2h. 41m. 30s., establishes the American safety record for that distance on any machine.

At Silver Creek, 23 miles from the starting point, the pace was hot between the first four men. Penseyres passed at 4.04 o'clock, and climbed Silver Creek hill. Weinig was about 25 yards behind, and Crooks and Conn were within easy hailing distance, scarcely five yards apart. Then came Kittinger, Smith, and Klipfel together, Kane, Christ, Fuhrman, Strong, Neumann.

At Irving the men scorched through in this order: Penseyres at 4.18 o'clock; Conn, 4.20; Crooks, 4.22; Weinig, 4.22.15; Kittinger, 4.22.30; Smith, 4.26; Klipfel 4.26.30; Kane, 4.27; Christ, 4.29.30; Strong, 4.32; Fuhrman, 4.32.15; Neumann, 4.36.

At Evans Centre the men passed in the following order: Penseyres, Conn, Weinig, Kittinger, Smith, Klipfel. Christ, Kane, Strong, Neumann, Crooks, Fuhrman. The first men were riding easy, while those in the rear were hustling to close up the gap in front of them.

In front of the Lake Avenue house at Blaisdell an excited crowd of wheelmen were gathered, and as the first man flashed into sight and was recognized by the Pressites as Penseyres, the newsgatherers just yelled themselves hoarse. The appearance of Conn next was the signal for another shouting bee on behalf of the Press men and their friends. Two



A PITTSBURGH AGENCY.

minutes later the first Rambler in the person of Weinig put in an appearance. Then quickly followed Smith and Kittinger, and the Pressites just made the welkin ring now that victory was absolutely assured. The summary is as follows:

Penseyres, P. C. C. Actual time 2.41.30. Conn, P. C. C., 2.47.50; Weinig, R. B. C., 2.49.48; Kittinger, P. C. C., 2.50.51; Smith, P. C. C. 3.08.36; Klipfel, R. B. C., g 12.10; Crooks, R. B. C., 3.22.53; Christ, R. B. C., 3.25.32; Strong, P. C. C., 3.26.38; Neumann, P. C. C., 3.30.38; Kane, R. B. C., 3.30.40; Fuhrman, R. B. C., 3 45.58.

It is said that the victorious paper men will probably challenge the Rochester team.

RACE MEET OF THE PHILADELPHIA DEALERS,

held at Athletic Park on Saturday afternoon, was quite a success. Although the sky was full of heavy clouds, threatening a downpour at any minute, there was an attendence of at least one thousand people, over half being ladies. The finish of the ten mile road race was on the track, W. C. Seeds of Wilmington Wheel Club was first man in, who started from scratch; he was followed by J. G. High ten seconds later, who had a handicap of four minutes. J. B. Marriott, third, handicap 30 seconds; A. A. Gracy, one minute; Herbert Swank, 4 minutes; Edward Roe, 2 minutes. Seeds' time was 33 min. 30 seconds. The races were run off as follows; first heat of the one mile novice safety was between A. F. Rebiman, W. W.; H. F. Wunder, T. A. A.; Charles Slefer, P. W.; L. Hirschler, A. W.; F. C. Stanert, P. A. W.; Charles E. Persch, P. A. W.; H. F. Wunder, first; Charles Slefer, second. Time 2.58.

Second heat was between H. C. Douglas, P. A. W.; Charles Asam, P. A. W.; George W. Freeman, P. A. W.; Thomas F. Sheer, C. C.; Wm. Purling, W. Mushette, Frank Bash, and D. C. Howard, W. W.; George W. Freeman, first; H. C. Douglas, second. Time 3.05 1-5.

Third heat run by E. W. Kilsey, Y. M. C. A.; M. W. Hunter, Y. M. C. A.; H. G. Sickel, R. H. Jenkins, Y. M. C. A.; S. Gilman, O. W. and J. S. Groupe, S. E. W. E. W. Kelsey, first; J. S. Groupe, second. Time 2.58 1-5

One mile ordinary handicap. The following men started: L. D. Castor, P. A. W., 225 yards; Charles W. Oakford, P. A. W., 200 yards; Harry Gill, P. A. W., 140 yards; W. W. Owens, C. C., 100 yards; V. J. Kelley, A. C. S. N., 100 yards; A. B. Tomlinson, T. W., 165 yards; Charles Stokes, 160 yards; S. W. Merrihew, A. C. S. N., 80 yards, and E. W. Bair, P. A. W., 180 yards. Harry Gill first; E. W. Bair second. Time 2.37.

The final of the one mile novice was won by H. F. Wunder, first; George W. Freeman, second. Time 2.55 1-5.

A special handicap race between Charles Hoffman, C. E. Perch, J. D. Lingle, H. H. Cooper, W. Purling, W. Locke and C. Foster. J. D. Lingle, one hundred yards handicap, first; Charles Hoffman, second.

One mile safety open. The following started: V. J. Kelly, A. C. S. N.; W. W. Taxis, A. C. S. N.; J. R. Hazleton, A. C. S. N.; J. Donnelly, O. W.; H. Bilyeu, P. A. W.; J. R. Hazleton, first; W. W. Taxis, second. Time 2.35 3-5.

This was the event of the day. Taxis was in the lead until the last lap, when Hazleton made a tremendous spurt shooting so far ahead of Taxis that he was unable to catch him; the consequence was Hazleton came in first amidst loud applause.

Quarter mile safety, open—Starters were S. H. Crawford, Y. M. C. A.; John A Mead, S. C. W.; J. R. Hazleton, A. C. S. N. and J. C. Donnelly, O. W.; J. R. Hazleton, first; John A. Mead, second. Time 39 2-5 seconds.

One mile safety, three minute class—Starters, S. H. Crawford, Harry Gill, P. A. W.; John A. Mead, S. C. W.; W. W. Owens, C. C.; J. C. High, C. C.; O. H. McCurdy, S. E. W.; F. D. Houston, A. Beggs, W. A. C.; A. S. Meixwell and W. L. Welch, W. W. Harry Gill, first; W. W. Owens, second. Time 2.51.

One mile tandem handicap—Starters were W. W. Taxis and J. R. Hazleton, A. C. S. N.; J. H. Draper and V. J. Kelly, S. H. Crawford and J. C. Donnelly, 330 yards handicap. S. H. Crawford and J. C. Donnelly, first; J. H. Draper and V. J. Kelly, second. The limit men were entirely forgotten by the other teams; they were busy watching each other. The limit men won by 100 yards in 5.43 1-2.

One mile safety 3.20 class—Starters were M. H. Hunter, Y. M. C. A.; E. W. Kelsey, Y. M. C. A.; H. M. Stamford, P. A. W.; W. Mushette, W. Purling, J. A. Wells, C. W.; G. W. Freeman, P. A. W.; C. E. Persch, P. A. W.; O. H. McCurdy, S. E. W. J. D. Zagen, first; E. W. Kelsey, second. Time 3.08 1-5.

One mile ordinary lap—Starters Taxis and Merrihew. Taxis won easily, scoring all the points in 3 minutes.

Following were the men that started in the one mile safety handicap open—John A. Mead, Q. C. W., 165 yards; H. F. Redman, W. W., 180 yards; W. L. Welch, W. W., 180 yards; Charles W. Oakford, P. A. W., 200 yards; A. H. Gracy, C. C., 100 yards; H. M. Stamford, P. A. W., 200 yards; W. W. Owens, C. C., 100 yards; J. G. High, C. C., 190 yards; T. F. Sheer, C. C., 180 yards; R. H. Smith, P. A. W., 200 yards; H. D. Douglas, P. A. W., 180 yards; H. Bilyeu, P. A. W., 90 yards; F. B. Marriot, P. A. W., 90 yards; O. H. McCurdy, S. E. W., 165 yards; H. G. Sickel, 160 yards; S. W. Merrihew, A. C. S. N., 70 yards; F. D. Houston, 170 yards; A. Beggs, 165 yards; E. W. Kelsey, 165 yards. H. Bilyeu, first; John A. Mead, second. Time 2.32 2-5.

Quarter mile ordinary, open—W. W. Taxis, first; J. H. Draper, second. Time 47 1-4 seconds.

One mile special handicap race. J. L. Bretz, first, 150 yards; S. W. Merrihew, second, scratch. Time 2.58 4-5.

"ARIEL."

LANTERN PARADE.

Friday evening previous to the race meet was the lantern parade gotten up entirely by the cycle dealers of Philadelphia. The local clubs were invited to participate. Broad and Diamond streets as far as could be seen were lined on both sides of the street with hundreds of pedestrians and so many vehicles that the riders of bicycles in the parade were obliged to dismount and walk, trundling their machines. There were between five and six hundred machines in line, all of them gayly trimmed with bunting, Chinese lanterns and parasols, presenting a lovely and unique appearance as they came along. There was quite a good bit of competition between the clubs, owing to a number of prizes being offered for the prettiest club turnout, also for the individual having the best looking wheel. Captain French of the Mt. Vernon Wheelmen was given the prize offered for the prettiest individual wheel. For the best club turnout the prize will be given to the Time Wheelmen, won by W. H. Wyeth, Wm. Lindenfelder and C. F. Fisher; they had three single machines joined together drawing a tricycle, made to resemble a chariot, driven by a fancifully dressed young miss, her reins being of ribbons of all shades. The men drawing it on their machines were dressed as jockeys.

"ARIEL."

Philadelphia, August 3d.

RACING AND MEET NEWS AND GOSSIP.

AT CORTLAND, N. Y.—The races of the Cortland (N. Y.) Wheelmen were quite a success notwithstanding the threatening weather. The parade before the races brought out about three hundred wheels and the streets were lined with interested spectators.

The sixteen-mile road race, which was the first event, was from Cortland seven miles out and return, with two miles on the race track. There were eight entries, but only four started. The race was won by G. W. Houk, Cortland Wheel Club; F. W. Plotrow, Oneida Wheel Club, second; F. H. Crosby, Utica Cycling Club, third. Time 58.48.

Track events: One-mile novice safety race was won by E. H. Martin, Utica Cycling Club; A. W. Scoville, second. Time 3.02.

In this race Fred W. Plotrow of Oneida got in a pocket, and in trying to get out collided with C. W. Smith of Cortland. Both were thrown heavily from their wheels just at the finish. Smith was badly cut and bruised, while Plotrow had his collar bone broken in two places.

One-mile ordinary race was won by A. J. Fuller, Rome Club; W. A. Doubleday, Cortland Wheel Club, second. Time 3.35 3-4.

One mile safety open race, eight started out of twenty entries. W. D. Banker of the Buffalo Athletic Club won, with C. W. Dorntge of the same club second, and G. L. Prescott of the Rome Club third. Time 2.46 1-2.

3.20 class, one-mile safety race, only seven out of the twenty entries came to the scratch. The race was won by Edward H. Martin, Utica Cycling Club; E. C. Cashin, Wappingers Falls, second; G. W. Houk, Cortland Wheel Club, third. Time 3.04 1-2.

One-mile team race, Buffalo, Wappingers Falls, and Cortland were represented. Banker and Dorntge of Buffalo were easy winners, coming to the wire almost even, with the others away in the rear. Time 2.50 1-2.

Half-mile ride and run won by Dorntge of Buffalo; W. H. Wells, New Jersey Athletic Club, second, and E. H. Martin, Utica Cycling Club, third. Time 1.24.

Two-mile safety handicap race was won by W. D. Banker, Buffalo, scratch; W. A. Doubleday, Cortland, 150 yards start, second; W. H. Dillon, Binghamton, 90 yards' start, third. Time 5.43 1-2. A very good race.

3.10 class, one-mile ordinary was captured by W. A. Doubleday, Cortland; A. I. Fuller, Rome, second; W. J. Fountain, Brooklyn Wheel Club, third. Time 3.19.

The half-mile safety race, eight started. C. W. Dorntge, Buffalo, was first; W. D. Banker, same club, second; John Wilkinson, Syracuse Cycling Club, third. Time 1.17 3-4.

One-mile lap race there were only two starters, J. H. Rowbottom, Wappingers Falls, beat A. I. Fuller, Rome.

Two-mile time handicap race, open only to members of the Cortland Wheel Club, five started. The winners were W. A. Doubleday, scratch, first; Frank Bell, twenty seconds, second; G. W. Houk, scratch, third. Time 6.20 1-2.

The concluding event was between C. W. Dorntge, Buffalo, and R. R. Van Bergen's trotting mare Centiola. Dortgne won in 2.37. The horse was distanced. He would not pass the machine, and broke every time he came near it.

AT WATERTOWN, N. J., July 28—The Watertown Cycling Club held a race meet. The first event was the ten mile road race, and it was won by E. S. Petrie of Watertown in 46m. 12s.; Geo. Spier, Carthage, second; and C. G. Miller, Syracuse, third. An immense crowd of people were present at the track events, and the racing was good.

Half-mile novice safety—C. N. Sherman, first. Time 1.23.

One mile ordinary—W. A. Parker, first; A. I. Fuller, second; E. S. Petrie, third. Time 3.38 1-2.

One mile safety—G. L. Prescott. Time 3.36 1-2.

One mile ordinary—A. I. Fuller, first. Time 3 55.

One mile Jeff. Co. championship—C. N. Sherman, first. Time 3.03.

Two mile safety—E. S. Yarwood, first; W. A. Parker, second; C. W. Taylor, third. Time 7.45.

Half-mile safety—E. S. Yarwood, first. Time 1.42.

One mile ordinary handicap—A. I. Fuller, 200 yards, first; W. A. Parker, scratch, second. Time 3.19 1-2.

One mile safety—C. N. Sherman, first. Time 3.00.

Half-mile safety, boys—B. Ryan, first. Time 1.30 1-2.

Half-mile safety—E. S. Yarwood, first; G. L. Prescott, second. Time 1.54 3-4.

One mile club championship—Geo. F. Lick, first. Time 3.09.

One mile safety handicap—Geo. Penn, 60 yards, first; E. S. Yarwood, scratch, second. Time 2.54 1-4.

One mile tandem between Watertown and Rome teams—Watertown, first; Rome, second. Time 3.40.

Prior to the races the wheelmen to the number of 100 paraded the streets. The visiting wheelmen were royally entertained by the local men.

THE Riverside Wheelmen of New York propose to hold a race meeting on Manhattan Field, October 3d. They also will hold a series of road races during August.

THE Norristown (Pa.) Wheelmen will hold a race meeting August 29 at Oakview. Valuable prizes will be offered. Entrance fee of 25 cents. Following is a programme of the races: One mile, novice; half-mile, open; one mile, club championship; half-mile, open; quarter-mile, club; one mile, open; one mile, championship of Norristown; one mile, 3.20 class; one mile, championship of Montgomery and Chester Counties; half-mile, club; half-mile, boys under 15; two miles, club handicap; one mile, consolation.

THE Riverside Wheelmen, of New York, at their last meeting decided to hold a race meet on Saturday, October 3d, on the Manhattan Field, 155th St. and 8th Ave. This is a big undertaking, inasmuch as no bicycle club in New York City has ever attempted to run a meet since 1885, but we have no doubt that with hard work and earnest efforts the Riverside Wheelmen will be able to make the event a howling success. Captain Edward A. Powers is Chairman of the Committee of Arrangements and William F. Smith, Jr., is Secretary. The committee consists of experienced riders and gentlemen who have had charge of race meets before. William F. Murphy has promised to try to lower the world's mile safety record on this occasion, and as the track is considered by experts to be the fastest quarter-mile track in this country, there is every prospect of some records

TO THE BRETHREN:

Solomon says: "He that bloweth not his own horn, the same shall not be blowed." So we propose to elevate our voice. Now hear us warble. In recent issues of the cycling papers we are told that the Detroit Road Race was won on a Bicycle fitted with "the only Cushion Tire worth mentioning." We have also been frequently informed that this tire is "*penalized 20 yards* in a mile over Solid Tires." So far, so good. Presumably owing to an oversight on the part of the L. A. W. Officials, and for which Rule G may be responsible, the winner of the Detroit Road Race was *not penalized* 20 yards in a mile, but was actually sent off with a start of *6 minutes* over, and "made the pace" for, MR. JESSE KITTINGER, of the Press Cycling Club of Buffalo, who rode a (here's where we warble) BUFFALO LIGHT ROADSTER fitted with Solid Tires. The Cushion won the race by just *23 seconds*. We rise to ask, where would the Cushion have been if it had been handicapped 500 yards?

And we beg to call the attention of the Ex-Chairman of the Racing Board to this evident non-attention to duty (?) on the part of League Officials high in authority.

Perhaps you have studied this tire question as closely as we have. Well, take the results of this *25 Mile Road Race* at the League Meet in Detroit, July 16th. What do we find? That of the 18 starters, 10 rode Pneumatic, 5 rode Cushion, and 3 rode Solid Tires. The time of 13 was taken at the finish; of these 7 rode Pneumatics, 4 Cushions and 2 Solids! Study the *actual riding time* of the above and you will see that the 2 riders making the fastest rode Pneumatics, and were closely followed by Mr. Kittinger mounted, as we may have said before, on a BUFFALO LIGHT ROADSTER with Solid Tires, his time, 1—34—46 3-5, being only 14 1-5 seconds slower than the second, and *faster than 5 Pneumatics, the whole four Cushions*, and the other solid. This was done on a regular road machine which Mr. Kittinger has used all this season. Now is this due to the tires, the bearings, the light weight, or the correctly proportioned frame? Let us say all four, with brawn and brains above them.



Jesse Kittinger, Press Cycling Club, Buffalo, N. Y, who won 2d Prize in the Detroit Road Race on a Buffalo Light Roadster.

This is only one of many victories in racing, hill climbing and scorching on Buffalo Light Roadsters, and must prove to you that our Solid Tires "are in it." We can, however, make a winner with Pneumatic Tires. You have observed that Banker and Brinker made the *1-2 Mile World's Record* on a *Buffalo Tandem* with *Pneumatic Tires*. *1.08* is pretty fast time for a half mile. Now our object in blowing in many of the Plunkers of our Daddies for this space is not now to sell machines, as we are oversold. We wish merely to inform our many inquiring friends that our machine, with 30 inch wheels and large solid tires, weighs, all on, less than 40 lbs., that it stands the racket, and that we are making arrangements to be on deck next season with the best of them.

You must have a lighter and a better bicycle next year, or you won't be in the swim. Keep an eye out this season for the records of the BUFFALO LIGHT ROADSTER (it's sometimes called the "ISHAM," after our energetic agent in Buffalo,) and compare with *all others*. Do this, and next year you will buy a machine made by the

BUFFALO CYCLE WORKS,

15 and 23 West Chippewa Street, - - - Buffalo, N. Y.

P. S.—If you *must* scorch, you *must* have a *light machine* that will stand *the racket*. If you have the price and urge us, we might be persuaded to make a few wheels to order fitted with Solid or Pneumatic Tires, or even with the despised "Hose Pipe."

BUFFALO CYCLE WORKS.

being broken. The prizes to be offered in each event will bring out a good field and give the spectators a good afternoon's sport. Messrs. Campbell, A. B. Rich, Zimmerman, and other crack riders are assisting the Riverside Wheelmen in every possible way to make it the biggest affair ever held in this section of the country. There will be fourteen races open to all amateurs under the L. A. W. rules, and entry blanks may be obtained from Edward A. Powers, 232 West 104th St., N. Y.

WM. F. SMITH, JR.,
232 West 104th St.

SAYS "Lounger," our Chicago correspondent: "No change is to be made in the date of the Chicago tournament, as one was impossible. Some of the committee expressed themselves as not at all desirous of the Eastern men's appearance here. The prizes will be good, but of no such value as to attract the pot hunters. Local wheelmen, the committee hope, will become interested, and a successful list of entries be the result. When Chicago has a fast record track then she will give a National tournament."

FULL particulars of the coming meet at Cottage City appear in the official columns of this issue. Our New England readers' attention is called to same. The New Bedford men seem to want to secure the Massachusetts Division Meet, but they are too late for this year.

THE Waukesha-Milwaukee road race, August 15, promises to be a hot affair. Such men as Van Sickien, Barrett, Andræ and Kaston will be in it. But who will be "in it," at the finish?

THE annual ten mile road race of the Illinois Cycling Club occurs Saturday afternoon, August 15th, over a ten mile course, starting at 40th street and Washington boulevard West five miles and return.

WORKMEN have been busy with scrapers and rollers on the half-mile track on Hampden Park, Springfield, and it is expected to be ready for practice by Monday.

WINDLE'S friends have faith that he can do better than 2.16 before the season is over. Windle has abandoned the high wheel, and will devote all his energies to getting speed out of the pneumatic safety.

A RACE meet is to be given by the Cook County Wheelmen of Chicago for the exclusive benefit of their own members. Ten races, one of which is a handicap, will be run. Ten elegant medals will be given beside the other prizes. Captain Whilson takes this way of arousing a racing spirit among the members.

THE Apollo Bicycle Club of Taunton, Mass., will hold a race meeting August 12. H. M. Copeland, No. 3 Second avenue, Taunton, Mass.

MESSRS. BERGER of the *Bearings*, Miles of the *Referee* and Spooner have been selected by a large real estate concern in Chicago to manage a tournament given by them at Englewood on the Hills, September 5th. A one-quarter mile track will be constructed scientifically for the occasion and thousands of dollars' worth of prizes be put up. Free trains will run to the grounds, and no admission to the grounds. The prize list is headed by a gold plated bicycle.

THE Union Co. Roadsters of Linden, N. J., will hold their grand fall race meet on the grounds of the New Jersey Jockey Club at Elizabeth, N. J., Labor Day, September 7th. Mile track, very fast, no corners, and handsome prizes, gold and silver watches, gold and silver medals. One, two and five-mile ordinary, handicap; one, two and five-mile safety, handicap. G. J. AMES, 408 Jefferson avenue, Elizabeth, N. J.

A CHALLENGE issued by the Wanderers Bicycle Club has been accepted by the Toronto Bicycle Club for a fifty-mile road race between teams of ten men each from the two clubs. The challenge calls for a date not later than September 12th, and conditions similar to those of the races ridden in 1887 and 1890.

THE LIVINGSTON CYCLE CO.

A MEETING of the creditors of the M. V. Livingston Cycle Manufacturing Company of Westboro was held at Young's Hotel, Boston, Thursday, July 30. The call was issued by two of the largest outside creditors of the firm, the Columbia rubber works and John S. Leng & Sons, both of New York. The Treasurer of the company has declined to allow the books of the company to be brought into the meeting. A trial balance offered by the trustees showing $29,280.50 expended since they took hold of the concern on April 10, was received instead. A discussion then arose as to the methods employed by the trustees, and their action was severely criticised in that they had not expended the money for the best interests of the concern. The trustees on the other hand claimed that they had been hampered by lack of credit, as trustees, from carrying on the work as they wished, and that definite orders had dwindled until there were none at all.

This last claim Dr. Drake on behalf of the company emphatically denied. Finally it was agreed to appoint a committee, three members in behalf of the creditors and two in behalf of the company, to investigate affairs thoroughly, the committee to make a report at 11 A. M. Tuesday, August 11.

John Herbert for J. S. Leng & Sons, New York; Y. B. L'Hommedieu of the Columbia rubber works, and Dr. E. B. Harvey of Westboro were selected to represent the creditors. The company selected Manager Frank E. Peck of East Wareham and Treasurer W. A. Reed of Westboro.

George O. Brigham and Dr. E. B. Harvey to the pleasure of the creditors, stated that so long as there was any hope of again running the Westboro factory, they could give assurance that the mortgages held by Westboro people altogether would not be foreclosed.

A final effort will be made to save the concern from utter smash, and it is claimed by those who know that the machine can by making certain changes be pu on the market as a chain wheel.

MORE ENGLISH RECORDS.

No sooner does R. L. Ede put the one hour record up in an apparently safe corner than F. J. Osmond starts to do 24 miles within the 60 minutes, and though he does not quite do that he comes within 40 4-5 seconds of it covering the distance of 23 miles, 1260 yards within the hour! The first mile in this attempt was made in 2.25 1-5, and the second mile was covered in 2.25 2-5. The average speed was 2.31 for the mile. Does not the limit *seem* to have been reached?

212 MILES IN 16h. 13m. 18s.

This is the record of Smith, who on a Marlboro club tricycle, pulled the record on this course down 1h. 39m. 5s. This "best previous" was held by Mr. Smith, and was done on an ordinary.



WE present this week a cut of Messrs. Banker and Brinker and the tandem they rode in their great performance at Detroit in covering the half-mile in 1.08. This wheel shows beautiful lines, and not only do they please the eye from an æsthetic standpoint, but the machine looks wonderfully strong and well put up. In this connection we desire to call attention to the cut on page 483. It shows the Buffalo Light Roadster, a machine though of comparatively late date, has achieved a name for speed and strength. The Buffalo Cycle Works are as yet a new concern, but if their initial success is any indication of the future we do not doubt but that this company will have an enviable prominence before this time next year. The present capacity of the company is limited, but what they do they do well. Mr. B. D. Harris is the mechanical genius of the concern, and a better cycle mechanic it would be hard to find. He designs the machines and superintends the making. The company have a suitable factory in their mind, and by the end of this season they expect to be equipped on a scale so as to furnish wheels *ad lib.*

In the race between the Press and Rambler Club last Saturday the Buffalo Light Roadsters all came through without loosening a nut or starting a rattle; and Pensey tires on a pneumatic tire Buffalo Light Roadster established a new 50 miles American road record in this race, covering the distance in 2h. 41m. 30s. The position of these wheels was first, second, fourth.

On July 4 R. W. Cann on one of these machines broke the Silver Creek hill record by riding it five times without a dismount, and after a rest of ten minutes he went at it again and rode the hill three times without a dismount. Cann had no brake or foot rests and so had to work both ways.

On July 11 E. F. Weinning, who never rode a century before, took his *solid tire* Buffalo Light Roadster and made a double century from Buffalo to Erie and return in 21h. and 20m.

Then at Detroit, besides the tandem record Mr. Jesse Kittinger on a *solid tire* Buffalo Light Roadster made a splendid race and took second prize. This feat showed qualities of rider and machine that must be gratifying to both parties concerned. We shall expect to hear from the Buffalo Cycle Works often, and with a rising inflection later on.

WE are pleased to note, in passing, the rapid realization of the promise of the Pope Mfg. Co., to erect a handsome building for the bicycle business. Their new structure on Columbus Avenue is now showing up handsomely, and will be a surprise to those who have not watched its erection. It even looks better than the promise on paper, and will not only be something new in the history of the bicycle business, but will be a handsome addition to the architectural beauty, and the real estate of the city.

CONTINUED ON PAGE 488.



A Shot with the Kodak.

Take a Kodak with you.

Send to The Eastman Company, Rochester, N. Y., for a copy of "Do I want a Camera," (illustrated) free by mail.





LEAGUE HEADQUARTERS:
12 Pearl Street, - - - - Room 20
ABBOT BASSETT, Secretary,

OFFICERS FOR 1890–91.

PRESIDENT,
JAMES R. DUNN,
40 Wall st., Room 65, New York

FIRST VICE PRESIDENT,
MAJOR CHAS. L. BURDETT,
Hartford, Conn.

SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN,
116 Broad Street, Elizabeth, N. J.

TREASURER,
W. M. BREWSTER,
117 No. 4th Street, Quincy, Ill.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committees.

Membership Committee.

Sanford Lawton.....Springfield, Mass.
George C. Pennell.....Elizabeth, N. J.
Howard L. Perkins.....Box 103, Providence, R. I.

Committee on Improvement of Highways.

Isaac B. Potter.....Potter Bldg., New York
W. M. P. Bowen.....Box 1513, Providence, R. I.
Charles W. Wood, 334 S. Salina St., Syracuse, N.Y

Committee on Rights and Privileges.

Geo. A. Perkins.....5 Pemberton Sq., Boston
J. S. Dean.....28 State St., Boston
Chas. F. Cossum.....Poughkeepsie, N. Y.

Committee on Rules and Regulations.

T. J. Kirkpatrick.....Springfield, O.
A. B. Richmond.....Grand Rapids, Mich.

Transportation Committee.

Albert Mott.....203 Lenox St., Baltimore, Md.
Joseph T. Chism.....9 Mosher St., Baltimore, Md.
Burley B. Ayres, Rand, McNally Bldg. Chicago, Ill.
Thomas Savage Clay.....Savannah, Ga.
Amal T. Dodd.....70 Park Place, Newark, N. J.
John B. Seward.....35 Milk Street, Boston
Chas. A. Sheehan.....5 Vanderbilt Ave., New York

Racing Board.

George S. Atwater.....
.....1424 Penn. Ave., Washington, D C.
George Collister.....147 Ontario St., Cleveland, O.
Lewis A. Miller.....Meriden, Conn.
W. H. DeGraaf.....47 West 14th, New York City
A. J. Street.....599 West Madison, Chicago, Ill.

Notice.

Pursuant to the request of a sufficient number of members of the National Assembly, notice is hereby given that a special business meeting of the National Assembly of the League of American Wheelmen will be held on September 8, 1891, at Hartford, Conn. As required by Article V., Section 2, of the Constitution, I state below the business to be transacted at this meeting:

1. To consider in all its bearings Rule G adopted at the Chicago meeting of the Racing Board and the various questions which have arisen in connection therewith, and, if necessary, to adopt or recommend to the proper committee the adoption of a suitable rule.

2. To define the powers of the President, Executive Committee, Rights and Privilege Committee, Secretary and Officers and Committeemen of the League, and to make such recommendations as may be deemed advisable.

3. To consider the legality and desirability of the alliance with the Amateur Athletic Union, and decide upon a course of procedure in connection therewith.

4. To ascertain and consider the League's relations with the Seaboard Road Association and make recommendations thereon

5. To thoroughly revise the By-laws and to amend them in such manner as may be deemed expedient

The Committee on Rules and Regulations will report upon the above questions, which are all of those upon which action has been demanded by the persons signing the requests for this special meeting.

JAMES R. DUNN, Pres. L. A. W.
Cleveland, Ohio, Aug. 3, 1891.

Constitutional Amendment.

I hereby give notice that at the Constitutional Convention to be held in Hartford, September 8, 1891, I shall move the following amendment:

Substitute for paragraph "D" of Section 9 of Article III of the Constitution, the following:

(d) Accepting directly or indirectly any remuneration, compensation or payment of expenses whatsoever for cycling from a cycle manufacturer, agent, or other person or organization interested in the trade or sport, but in the case of cycling or athletic clubs, this rule may be suspended, so far as it relates to expenses, by permission of the Racing Board. Yours truly,

JAMES R. DUNN.

Constitutional Amendments.

I hereby give notice that, at the Constitutional Convention to be held in Hartford, Sept 8, next ensuing, I shall move the following amendments to the Constitution.

ABBOT BASSETT.

Art. II. Reconstruct the entire article making it to read as follows:

Section 1. The League shall be a confederation composed,

First: Of States having one hundred or more resident League members, to be called Divisions.

Second: Of States having not less than fifty resident League members, to be called Subdivisions.

Third: Of States having not less than twenty-five resident League members, to be called Consulates.

Section 2. Divisions shall organize on the basis of this Constitution and by the election of a Chief Consul, a Vice Consul and Secretary-Treasurer and Representatives as hereinafter provided.

Section 3. When there shall be fifty League members in any State they may organize a Subdivision by the adoption of Rules and Regulations made and provided by the Executive Committee, and elect a Chief Consul and Secretary-Treasurer.

Sect. 4. Twenty-five League members in any State shall be constituted a Consulate, to be governed under rules made and provided by the Executive Committee, and the President shall appoint a Chief Consul.

The above amendments make no large in the present scheme of League organization, but they render the statement of it less obscure and define the two forms of sub-divisions, which have always existed under one name and led to some misunderstandings.

Art. III. Sect. 1, second line. Exchange "eighteen" and insert "seventeen."

There has been a loud cry for the reduction of the age of qualification to sixteen years. I think we can safely take off one year and let in the strapping youths of seventeen.

Art. III. Sect. 4, third line. After the word "fixed" insert "by this Constitution or."

Same Article and Section, sixth line. New clause after period, "If the applicant be resident elsewhere than in a Division, or if his Division fails to fix its dues, he shall pay annually the sum of $1.

Art. III. Sect. 5, fifth line. Insert at end, "or by this Constitution."

Art. III. Add new paragraph to Sect. 5.

Any person making application for membership during the month of April and paying the full yearly dues may be entered upon the rolls for that month and the full year succeeding.

Art. III. Expunge Section 7.

Art. III. Sect. 8, last line. After "shall" insert "fully set forth the reasons why the candidate should be denied admission, and."

Art. III. Sect. 9. Erase all after the first paragraph of the section and substitute:

"An amateur is one who has not engaged in, nor assisted in, nor taught cycling or any other recognized athletic exercise for money or other remuneration, nor knowingly competed with or against a professional for a prize of any description; or one who after having forfeited the amateur status has had the same restored by a competent authority having jurisdiction over the sport.

A cyclist ceases to be an amateur by:

(a) Engaging in cycling or other recognized athletic exercise, or personally teaching, training or coaching any person therein, either as a means of obtaining a livelihood, or for a wager, money prize or gate money.

(b) Competing with a professional, or making pace for or having the pace made by such in public or for a prize.

(c) Selling, bartering, pawning, or otherwise turning into cash or realizing upon any prize won by him.

(d) Accepting directly or indirectly for cycling any remuneration, compensation, or expense whatever from a cycle manufacturer, agent, or other person interested in the trade; or from any other person having a pecuniary interest in the sport, except from a cycle or other athletic club.

(e) A cyclist does not forfeit his amateur status by teaching the elements of cycling solely for the purpose of effecting the sale of a cycle.

(f) The League recognizes as athletic exercises, in addition to cycling, all sports over which the Amateur Athletic Union, the National Association of Amateur Oarsman and other Amateur Athletic organizations have jurisdiction.

Art. IV. Reconstruct Sect. 1, as follows: "The management of the League shall be vested in a National Assembly consisting of all Chief Consuls and Secretary-Treasurers and the Vice-Consuls and Delegates from the several Divisions. It shall have power to make By-Laws for the guidance of the League, to establish regulations for

the government of Divisions in their relations to the League and to each other, and to generally direct and decide in all matters not provided for in this Constitution.

Sect. 2. It shall have the power to fix the limits of as many Divisions, Subdivisions and Consulates within the borders of any State as it may deem expedient to establish.

Sect. 3. The general management of affairs of the League while the National Assembly is not in session shall vest in the Executive and Finance Committee with full powers except the power of legislation. Said Committee at such times shall have the power and it shall be its duty to explain, define, and interpret any provision of this constitution or any By-law, or any rule of any Committee of this League upon request of a member of the League, and its decisions on such points shall conform to the opinion rendered by a majority of the members of the Committee on Rights and Privileges.

Section 2 to be Section 4.

Art. IV. Cut out all of this Article, following Sect. 2, and make Sects. 1 and 2 of Article V to be Sects. 5 and 6 of this article.

Art. V. Make new Article of the Sections taken from Article IV as above and reconstruct them as follows:

Sec. I. (a) Each Division shall elect annually a Chief Consul, Vice Consul, Secretary-Treasurer and one Representative for each 200 League members on its roll October 1st.

(b) Each League club located under the jurisdiction of a Division shall be entitled upon joining the League, and annually thereafter, to elect one Representative for the first twenty members on its roll, and an additional Representative for each fifty members thereafter.

(c) The Chief Consul of a Division may appoint and League clubs may elect Representatives from time to time, as the increase in membership of the Division or the club may warrant.

Sec. II. Each Subivision shall elect annually a Chief Consul and Secretary-Treasurer.

Sec. III. These officers shall constitute the Division and Subdivision Boards of Officers, and shall be elected between the 15th day of October, and the 15th day of November at such time and place, and in such manner as is provided by the Constitution and By-laws of the Division and the Rules and Regulations of the Subdivision.

Sec. IV. The President shall appoint annually between the 15th day of October and the 15th day of November, a Chief Consul for each Consulate.

Sect. 5. Vacancies in the office of Chief Consul of a Division shall be filled by the succession of the Vice Consul. Vacancies in the office of Chief Consul of a Subdivision shall be filled by the President All other vacancies in Divisions or Subdivisions shall be filled by the Chief Consul.

Sect. 6. Each Division shall adopt for its guidance, a Constitution and By-Laws not inconsistent with the National Constitution and By-laws.

Sect. 7. The term of office of all Division, Subdivision, and Consulate officers shall commence on the 1st day of December, in each year.

Sect. 8. (a) Each Division Board of Officers shall hold its annual meeting in the month of December, and shall then elect from the Division one Delegate for each four hundred members upon its roll on December 1st.

Art. VI. Sect. 3. Add to list of National Committees "VIII. Hotel."

Art. VIII., third paragraph. After "Representatives" insert "to the Division Board of Officers." Make "Secretary" to read "Secretary-Treasurer of the Division." After "represent" insert "and the Secretary-Treasurer shall announce the election in the official organ.

Among the above amendments those which increase the number of members necessary for the election of a Representative to 200, and the number necessary for the election of a Delegate to 400, and also the amendments which give Chief Consuls the power to appoint Representatives on the accession of new members and League Clubs the right to elect Representatives on joining the League are offered by Dr. G. Carleton Brown and Geo. C. Pennell of New Jersey, but are incorporated with the others in order to avoid confusion

Constitutional Amendment.

I hereby give notice of the following proposed amendment to the Constitution of the L. A. W.

Insert after the period at the end of the word "charge," in Article 7, Section 1, the following:

"The Executive Committee shall annually cause to be published in one cycling journal each, if any there be, in the cities of New York, Boston, Philadelphia, and Chicago, an advertisement calling for sealed proposals for the privilege of publishing the L. A. W. Bulletin for the period of one year. These proposals shall be publicly opened at a designated time in the presence of all who choose to attend, and the contract shall be awarded to the highest responsible bidder.

Article 3, Section 1, amend to read "any white amateur cyclist of good, etc."

Baltimore, Md., Aug. 3, 1891. Guion P. Wilson.

Constitutional Amendments.

Notice is hereby given that at the Constitutional Convention of the League of American Wheelmen, to be held at Hartford, Sept. 8, 1891, the following amendment to the Constitution will be presented.

Amend Article VIII, Section 1, as follows: strike out words, "that shall have in its By-laws a provision requiring every active member to be a member." And insert in place thereof, "three fourths of whose members shall be members."

Charles. H. Luscomb.

August 1st, 1891.

Constitutional Amendments.

Notice is hereby given that at the Constitutional Convention L. A. W. at Hartford, September 8, 1891, the following amendments will be proposed:

I. Amend Article VI. Section 1 by striking out words, "except as hereinafter provided."

II. Strike out Section 2.

III. Renumber Sections 3, 4 and 5 of the Constitution L. A. W.

Charles H. Luscomb.

August 4, 1891.

Massachusetts Division Meet.

AT COTTAGE CITY, AUGUST 13TH, 14TH AND 15TH, 1891.

Programme.

Thursday, August 13th:—

10 A. M., meeting of consuls at Town Hall. New ideas and suggestions invited.

3 P. M., base ball game. Committee, Mr. J. W. Bean.

8 P. M., band concert on common. Annie Rooney will not be played.

Friday, August 14th:—

10 A. M., tour around island in charge of Capt. F. S. McCausland, Jr.

3 P. M., coasting match on Hebron ave.; entrance fee fifty cents. Entries should be made with Abbot Bassett on or before 6 P. M. on Thursday, August 13th. No post entries.

4 P. M., road race, five miles, entrance fee fifty cents. No post entries. Entries should be made with C. E. Whitten, 8 Andrews st., Lynn, before 6 P. M., August 13th. Committee, Abbott Bassett, W. W. Stall, and C. E. Whitten.

8 P. M., grand ball at Casino. Committee, Carle Cubberly, and Geo. W. Smith. Tickets must be procured of Chairman before 6 P. M. No one will be admitted without a ticket.

Saturday, August 15th:—

10 A. M., parade, followed by a photograph. Chief Marshal, C. C. A. W. Robinson. Captains of clubs will report with men at Sea View Hotel at 9 A. M. Prizes for club having largest number of League members in line and club making best appearance. Every one who goes into the parade will be given a free ticket to the races.

3 P. M., races on common. Committee, Geo. A. Perkins, W. S. Atwell, Frank L. Wing. Entrance fee, fifty cents. Entries should be made with Geo. A. Perkins before 12 o'clock on Friday, August 14th; no post entries.

One-mile safety, novice, pneumatic tires excluded.

One-mile safety, open, pneumatic tires excluded.

One-mile ordinary, novice.

One-mile ordinary, open.

One-mile safety, pneumatic tires permitted.

8 P. M., grand torchlight parade; wheelmen will appear in fancy costumes with lanterns, or with torches. flambeaus, or bonfires.

Application for position in line should be made at once to the Committee, Sterling Elliott, W. W. Griffin and A. C. Copeland. Prizes will be awarded to the League Club having the largest division, and to the club, League or non-League, making the best display.

Transportation Committee, John B. Seward.

Trains for Cottage City leave Kneeland St., Old Colony Railroad, Boston, at 5.45 and 9 A. M; 1 and 4.10 P. M., via Woods Holl. Sundays, 8.15 A. M.

Return trains leave Cottage City at 6.15 and 9.30 A. M., 1 and 3.15 P. M.; Sundays, 4.45 P. M.

Members from western and central parts of the State can connect with the O. C. R. R. at Fitchburg and South Framingham.

The general party will leave Boston at 4.10 P. M., on Wednesday, August 12th. Those intending to take wheels on this train should notify A. W. Robinson, 21 Milk St., in order that arrangements can be made for transporting them. Wheels must be at station at 3 P. M.

Special rates for fare as follows will be allowed only to L. A. W. members showing their League tickets:

Boston to Cottage City and return,	$2.50
Lowell to Cottage City and return,	$2.50
Fitchburg to Cottage City and return,	$2.50
Walpole to Cottage City and return,	$2.30
Attleboro to Cottage City and return,	$2.00

Bicycles will be transported free during meet.

Hotels Committee, Geo. W. Smith. Special rates at hotels: Oakwood, $2.00 per day; Naumkeag, $2.00 per day; Pawnee, $2.00 to $2.50 per day; Island Home, $2.00 per day; Wesley, $2.00 per day; Searl, $2.00 per day; Sea View, $2.00 per day. Accommodations should be engaged at once in advance, as August is a very busy month.

Important.

Be sure and take your League ticket and wheel. Register immediately on arrival and receive a badge. Division headquarters at Sea View Hotel.

Hoodlumism and rowdyism will not be allowed. All those who regard a check put upon these as an invasion of their rights will please stay at home. The ball is to be a dancing party of ladies and gentlemen. Those who do not intend to dance will not be allowed on the floor, and gentlemen will not be allowed to dance together.

Wheelmen are requested to assemble at the scratch on the occasion of the races and help the officers keep the crowd back.

Per order of

Committee { Arthur W. Robinson, Geo. A. Perkins, Abbot Bassett.

Cottage City.

TORCH LIGHT PAEADE.

Don't put it off till the last minute, but begin *now* and be ready on time. Don't you remember last summer and the other summer how you wished at the last moment that you had come prepared to be in the parade? No trouble this year with lights going out. No wheels, everybody on foot, costumes, lanterns, torches, everything goes. Good prizes, a large turnout and lots of fun. We have made special arrangements for good weather.

Those desiring torches all loaded for the illuminated parade will be able to secure same at cost from the committee in charge.

W. W. Griffin,
A. C. Copeland,
Sterling Elliott,
Committee.

Maryland.

At the request of fifteen members at Frederick, Md., Mr. Harry W. Doll is appointed Local Consul at that place. Albert Mott, C. C.

Baltimore, Md., 203 Lenox street, Aug. 3, 1891.

Transportation.

Mr. Abbot Bassett, Sec. L. A. W.:

Kindly publish the following copy of an order of the Richmond & Danville Railroad Co., gotten through the courtesy of Mr. George Bennett. Also the copy of letter from the Norfolk & Western, which road controls the Shenandoah Valley Railroad. Wheelmen should avoid the Norfolk & Western and Shenandoah when on business trips. Respectfully, etc.,

Albert Mott.

Richmond & Danville Railroad Company,
Passenger Department.
Washington, D. C.,
May 15th, 1891.

Circular No. 783.

To Agents, Conductors, and Baggage Masters:

Bicycles, when plainly tagged, showing address and destination, and accompanied by owners presenting proper tickets, may be transported free in baggage cars at owner's risk. Proper record must be made on Forms B. D. 1 and B. D. 5.

When the above conditions are not complied with, parties must be referred to the express company or freight department; or when bicycles are received from a connecting line unaccompanied by owner, they must be delivered to the express company or freight department for shipment, charges collect, and a receipt obtained therefor upon Form B. D. 5. J. W. L. Taylor,
General Pass. Ag't.

Norfolk & Western Railroad Company.
Roanoke, Va., July 24th, 1891.

Albert Mott, Esq., Dear Sir:—

Yours of July 23d. I regret that our rules governing free transportion will not permit the carriage of bicycles in baggage cars.

Very resp'y,
W. B. Bevill, G. P. A.

Rhode Island Division Championships.

The one-mile safety and the three-mile safety State championship races will be run by the Rhode Island Wheelmen at their tournament at Narragansett Pier, Sept. 5th, 1891.

E. Merle Bixby,
Chairman R. I. Div. Racing Board.

Expelled.

The Membership Committee expels from League membership C. L. Stacy, Minneapolis, for non-payment of League club dues.

Sanford Lawton, Chairman.

August 3, 1891.

CONTINUED IN SUPPLEMENT.

WARWICK PERFECTION CYCLES

SEND FOR CATALOG.

WARWICK CYCLE MAN'F'G. CO., - - Springfield, Mass.

"O WHY SHOULD THE SOUL OF MORTAL BE PROUD."



Well in our case, because we have the Best Bicycle on American soil and we can prove what we say. Cast an eye on this cut of the PHŒNIX.

STOVER BICYCLE MFG. CO.,
FREEPORT, ILL.

"Finest Quality Produced in the World."

TRADE "CREDENDA." MARK.

THE * CREDENDA * SEAMLESS

STEEL * TUBE * Co., * Ltd.,
BIRMINGHAM,
ENGLAND.

W. C. STIFF, Managing Director.

TELEGRAMS:—"CREDENDA" BIRMINGHAM.

the government of Divisions in their relations to the League and to each other, and to generally direct and decide in all matters not provided for in this Constitution.

Sect. 2. It shall have the power to fix the limits of as many Divisions, Subdivisions and Consulates within the borders of any State as it may deem expedient to establish.

Sect. 3. The general management of affairs of the League while the National Assembly is not in session shall vest in the Executive and Finance Committee with full powers except the power of legislation. Said Committee at such times shall have the power and it shall be its duty to explain, define, and interpret any provision of this constitution or any By-law, or any rule of any Committee of this League upon request of a member of the League, and its decisions on such points shall conform to the opinion rendered by a majority of the members of the Committee on Rights and Privileges.

Section 2 to be Section 4.

Art. IV. Cut out all of this Article, following Sect. 2, and make Sects. 1 and 2 of Article V to be Sects. 5 and 6 of this article.

Art. V. Make new Article of the Sections taken from Article IV as above and reconstruct them as follows:

Sec. I. (a) Each Division shall elect annually a Chief Consul, Vice Consul, Secretary-Treasurer and one Representative for each 200 League members on its roll October 1st.

(b) Each League club located under the jurisdiction of a Division shall be entitled upon joining the League, and annually thereafter, to elect one Representative for the first twenty members on its roll, and an additional Representative for each fifty members thereafter.

(c) The Chief Consul of a Division may appoint and League clubs may elect Representatives from time to time, as the increase in membership of the Division or the club may warrant.

Sec. II. Each Subdivision shall elect annually a Chief Consul and Secretary-Treasurer.

Sec. III. These officers shall constitute the Division and Subdivision Boards of Officers, and shall be elected between the 15th day of October, and the 15th day of November at such time and place, and in such manner as is provided by the Constitution and By-laws of the Division and the Rules and Regulations of the Subdivision.

Sec. IV. The President shall appoint annually between the 15th day of October and the 15th day of November, a Chief Consul for each Consulate.

Sect. 5. Vacancies in the office of Chief Consul of a Division shall be filled by the succession of the Vice Consul. Vacancies in the office of Chief Consul of a Subdivision shall be filled by the President All other vacancies in Divisions or Subdivisions shall be filled by the Chief Consul.

Sect. 6. Each Division shall adopt for its guidance, a Constitution and By-Laws not inconsistent with the National Consitution and By-laws.

Sect. 7. The term of office of all Division, Subdivision, and Consulate officers shall commence on the 1st day of December, in each year.

Sect. 8. (a) Each Division Board of Officers shall hold its annual meeting in the month of December, and shall then elect from the Division one Delegate for each four hundred members upon its roll on December 1st.

Art. VI. Sect. 3. Add to list of National Committees "VIII. Hotel."

Art. VIII., third paragraph. After "Representatives" insert "to the Division Board of Officers." Make "Secretary" to read "Secretary-Treasurer of the Division." After "represent" insert "and the Secretary-Treasurer shall announce the election in the official organ.

Among the above amendments those which increase the number of members necessary for the election of a Representative to 200, and the number necessary for the election of a Delegate to 400, and also the amendments which give Chief Consuls the power to appoint Representatives on the accession of new members and League Clubs the right to elect Representatives on joining the League are offered by Dr. G. Carleton Brown and Geo. C. Pennell of New Jersey, but are incorporated with the others in order to avoid confusion

Constitutional Amendment.

I hereby give notice of the following proposed amendment to the Constitution of the L. A. W.

Insert after the period at the end of the word "charge," in Article 7, Section 1, the following:

"The Executive Committee shall annually cause to be published in one cycling journal each, if any there be, in the cities of New York, Boston, Philadelphia, and Chicago, an advertisement calling for sealed proposals for the privilege of publishing the L. A. W. Bulletin for the period of one year. These proposals shall be publicly opened at a designated time in the presence of all who choose to attend, and the contract shall be awarded to the highest responsible bidder.

Article 3, Section 1, amend to read "any white amateur cyclist of good, etc."

Baltimore, Md., Aug. 3, 1891. Guion P. Wilson.

Constitutional Amendments.

Notice is hereby given that at the Constitutional Convention of the League of American Wheelmen, to be held at Hartford, Sept. 8, 1891, the following amendment to the Constitution will be presented.

Amend Article VIII, Section 1, as follows: strike out words, "that shall have in its By-laws a provision requiring every active member to be a member." And insert in place thereof, "three fourths of whose members shall be members."

Charles. H. Luscomb.

August 1st, 1891.

Constitutional Amendments.

Notice is hereby given that at the Constitutional Convention L. A. W. at Hartford, September 8, 1891, the following amendments will be proposed:

I. Amend Article VI. Section 1 by striking out words, "except as hereinafter provided."

II. Strike out Section 2.

III. Renumber Sections 3, 4 and 5 of the Constitution L. A. W. Charles H. Luscomb.

August 4, 1891.

Massachusetts Division Meet.

AT COTTAGE CITY, AUGUST 13TH, 14TH AND 15TH, 1891.

Programme.

Thursday, August 13th:—

10 A. M., meeting of consuls at Town Hall. New ideas and suggestions invited.

3 P. M., base ball game. Committee, Mr. J. W. Bean.

8 P. M., band concert on common. Annie Rooney will not be played.

Friday, August 14th:—

10 A. M., tour around island in charge of Capt. F. S. McCausland, Jr.

3 P. M., coasting match on Hebron ave.; entrance fee fifty cents. Entries should be made with Abbot Bassett on or before 6 P. M. on Thursday, August 13th. No post entries.

4 P. M., road race, five miles, entrance fee fifty cents. No post entries. Entries should be made with C. E. Whitten, 8 Andrews st., Lynn, before 6 P. M., August 13th. Committee, Abbott Bassett, W. W. Stall, and C. E. Whitten.

8 P. M., grand ball at Casino. Committee, Carle Cubberly, and Geo. W. Smith. Tickets must be procured of Chairman before 6 P. M. No one will be admitted without a ticket.

Saturday, August 15th:—

10 A. M., parade, followed by a photograph. Chief Marshal, C. C. A. W. Robinson. Captains of clubs will report with men at Sea View Hotel at 9 A. M. Prizes for club having largest number of League members in line and club making best appearance. Every one who goes into the parade will be given a free ticket to the races.

3 P. M., races on common. Committee, Geo. A. Perkins, W. S. Atwell, Frank L. Wing. Entrance fee, fifty cents. Entries should be made with Geo. A. Perkins before 12 o'clock on Friday, August 14th; no post entries.

One-mile safety, novice, pneumatic tires excluded.

One-mile safety, open, pneumatic tires excluded.

One-mile ordinary, novice.

One-mile ordinary, open.

One-mile safety, pneumatic tires permitted.

8 P. M., grand torchlight parade; wheelmen will appear in fancy costumes with lanterns, or with torches. flambeaus, or bonfires.

Application for position in line should be made at once to the Committee, Sterling Elliott, W. W. Griffin and A. C. Copeland. Prizes will be awarded to the League Club having the largest division, and to the club, League or non-League, making the best display.

Transportation Committee, John B. Seward.

Trains for Cottage City leave Kneeland St., Old Colony Railroad, Boston, at 5.45 and 9 A. M; 1 and 4.10 P. M., via Woods Holl. Sundays, 8.15 A. M.

Return trains leave Cottage City at 6.15 and 9.30 A. M., 1 and 3.15 P. M.; Sundays, 4.45 P. M.

Members from western and central parts of the State can connect with the O. C. R. R. at Fitchburg and South Framingham.

The general party will leave Boston at 4.10 P. M., on Wednesday, August 12th. Those intending to take wheels on this train should notify A. W. Robinson, 21 Milk St., in order that arrangements can be made for transporting them. Wheels must be at station at 3 P. M.

Special rates for fare as follows will be allowed only to L. A. W. members showing their League tickets:

Boston to Cottage City and return,	$2.50
Lowell to Cottage City and return,	$2.50
Fitchburg to Cottage City and return,	$2.50
Walpole to Cottage City and return,	$2.30
Attleboro to Cottage City and return,	$2.00

Bicycles will be transported free during meet.

Hotels Committee, Geo. W. Smith. Special rates at hotels: Oakwood, $2.00 per day; Naumkeag, $2.00 per day; Pawnee, $2.00 to $2.50 per day; Island Home, $2.00 per day; Wesley, $2.00 per day; Searl, $2.00 per day; Sea View, $2.00 per day. Accommodations should be engaged at once in advance, as August is a very busy month.

Important.

Be sure and take your League ticket and wheel. Register immediately on arrival and receive a badge. Division headquarters at Sea View Hotel.

Hoodlumism and rowdyism will not be allowed. All those who regard a check put upon these as an invasion of their rights will please stay at home. The ball is to be a dancing party of ladies and gentlemen. Those who do not intend to dance will not be allowed on the floor, and gentlemen will not be allowed to dance together.

Wheelmen are requested to assemble at the scratch on the occasion of the races and help the officers keep the crowd back.

Per order of
Committee { Arthur W. Robinson, Geo. A. Perkins, Abbot Bassett.

Cottage City.

TORCH LIGHT PAEADE.

Don't put it off till the last minute, but begin *now* and be ready on time. Don't you remember last summer and the other summer how you wished at the last moment that you had come prepared to be in the parade? No trouble this year with lights going out. No wheels, everybody on foot, costumes, lanterns, torches, everything goes. Good prizes, a large turnout and lots of fun. We have made special arrangements for good weather.

Those desiring torches all loaded for the illuminated parade will be able to secure same at cost from the committee in charge.

W. W. Griffin,
A. C. Copeland,
Sterling Elliott,
Committee.

Maryland.

At the request of fifteen members at Frederick, Md., Mr. Harry W. Doll is appointed Local Consul at that place. Albert Mott, C. C.

Baltimore, Md., 203 Lenox street, Aug. 3, 1891.

Transportation.

Mr. Abbot Bassett, Sec. L. A. W.:

Kindly publish the following copy of an order of the Richmond & Danville Railroad Co., gotten through the courtesy of Mr. George Bennett. Also the copy of letter from the Norfolk & Western, which road controls the Shenandoah Valley Railroad. Wheelmen should avoid the Norfolk & Western and Shenandoah when on business trips. Respectfully, etc.,

Albert Mott.

Richmond & Danville Railroad Company,
Passenger Department.
Washington, D. C,
May 15th, 1891.

Circular No. 782.

To Agents, Conductors, and Baggage Masters:

Bicycles, when plainly tagged, showing address and destination, and accompanied by owners presenting proper tickets, may be transported free in baggage cars at owner's risk. Proper record must be made on Forms B. D. 1 and B. D. 5.

When the above conditions are not complied with, parties must be referred to the express company or freight department; or when bicycles are received from a connecting line unaccompanied by owner, they must be delivered to the express company or freight department for shipment, charges collect, and a receipt obtained therefor upon Form B. D. 5. J. W. L. Taylor, General Pass. Ag't.

Norfolk & Western Railroad Company.
Roanoke, Va., July 24th, 1891.

Albert Mott, Esq., Dear Sir:—

Yours of July 23d. I regret that our rules governing free transportion will not permit the carriage of bicycles in baggage cars.

Very resp'y,
W. B. Bevill, G. P. A.

Rhode Island Division Championships.

The one-mile safety and the three-mile safety State championship races will be run by the Rhode Island Wheelmen at their tournament at Narragansett Pier, Sept. 5th, 1891.

E. Merle Bixby,
Chairman R. I. Div. Racing Board.

Expelled.

The Membership Committee expels from League membership C. L. Stacy, Minneapolis, for non-payment of League club dues.

Sanford Lawton, Chairman

August 3, 1891.

CONTINUED IN SUPPLEMENT.

WARWICK PERFECTION CYCLES

SEND FOR CATALOG.

WARWICK CYCLE MAN'F'G. CO., - - Springfield, Mass.

"O WHY SHOULD THE SOUL OF MORTAL BE PROUD."



Well in our case, because we have the Best Bicycle on American soil and we can prove what we say. Cast an eye on this cut of the PHŒNIX.

STOVER BICYCLE MFG. CO.,
FREEPORT, ILL.

"Finest Quality Produced in the World."

TRADE "CREDENDA." MARK.

THE * CREDENDA * SEAMLESS

STEEL * TUBE * Co., * Ltd.,
BIRMINGHAM,
ENGLAND.

W. C. STIFF, Managing Director.

TELEGRAMS:—"CREDENDA" BIRMINGHAM.

CONTINUED FROM PAGE 484.

MESSRS. DAVIDSON & CO. advertise excellent time keepers and chronographs for sale at reasonable prices. These watches are guaranteed, and we take extreme pleasure in saying that we have every reason to believe that the goods are splendid value, and the best thing of the kind for the money ever offered. See page 490.

THE Pope Mfg. Co., at the beginning of the year, were not satisfied with the cushion tires they could get, nor of the advisability of using them, and of their durability. As a result of careful experimenting and close watching of the rubber makers, they are now putting a tire on their machines that they fully guarantee in every respect. They are possessed of all the qualities that go to make up the best cushion tire for use on all kinds of roads. Not the least thing in a good cushion tire is the quality of elasticity, and in this point particularly the Columbia people desire to call attention. They are constantly receiving strong testimonials in favor of their cushions from leading wheelmen all over the country.

THE Premier Cycle Co. are offering some tremendous bargains in Premier safeties in advertising columns this week. Their cushions have proved so successful that they have practically supplanted the solid tire, and the company have decided to close out the remainder of their solid tire stock at less than cost to import. Those of our readers who are looking for an economical mount in a high grade solid tire safety, cannot do better than to purchase one of these splendid machines. See page 497.

CYCLISTS, ATTENTION.

WE are just in receipt of a communication from W. J. Morgan, better known as the "Senator," the well known cyclist who has settled in Portland, Oregon, which he says is the coming State of the Union, and having raced and travelled in every State in the Union he is well qualified to judge.

Having entered into partnership with Arthur G. Burns, well and favorably known in Portland real estate and financial circles, he is doing a splendid business in real estate and general advertising. He handles all kinds of properties in Oregon: farms, fruit, lands, city and suburban properties. They say that the opportunities for a man to grow rich in a few years by the judicious investment of a few dollars have never been equalled in the history of real estate. Among the many bargains is good land in Southern Oregon from $2.00 to $5.00 per acre.

A few choice building lots in Stewart's addition to Baker City, within three blocks of the depot, lots 25x100 feet, 20 foot alleys, in each block, each $50.00, can be bought on instalments. Baker City has 8000 inhabitants, and is the centre of the gold mining district of the West.

Lots in Astoria, the seaport of the North-west coast, size of lots 36x108 feet, $125 to $150 per lot, also on easy instalments.

We are also offering the best property in Portland, known as "Hawthorne 1st addition," at $650 to $850 per lot, size 50x100 feet. This is very choice property, and can be bought on easy terms. This is a rare speculation. Lots in this tract will be worth $2000 in two years.

People who invested $500 in Portland property four years ago can now sell for $3000. For instance, the deceased actress Emma Abbott's property she bought three years ago for $30,000, she was offered $60,000 for same just before her death.

All who have had the opportunity of seeing Portland invest readily. Portland is now a city of 80,000 people. Any one thinking of making Portland or any part of Oregon their future home, will find it to their interest to write to us, as we are in a position to give any information regarding this part of the country. Respectfully submitted,

65 Washington street, Portland, Oregon. MORGAN & BURNS.

FIXTURES.

AUGUST.

10.—Toronto (Ont.) Bicycle Club race meet. J. Wood, Secretary, 346 Jarvis street, Toronto, Ont.
12—Apollo Club of Tannton, Mass., race meet. H. M. Copeland, No. 3 Second avenue, Taunton, Mass.
13, 14, 15—Massachusetts Division Meet at Cottage City, Mass.
15.—Interstate tournament at Alton, Ill.
15.—Alton, Ill., race meet.
16.—Belleville, Ill., race meet.
19 and 20—N. Y. State Division meet at Rochester, N. Y. Entries should be sent to M. B. Fox, 176 N. Water street, Rochester, N. Y.
29—Morristown (Pa.) Wheelmen's tournament. W. Derr, Main and Stanbridge streets.
29—First annual race meet of the Quaker City Wheelmen, Philadelphia Ball Park. E. B. Chapman, 1400 Oxford st.
29—Montreal (Canada) Bicycle Club annual race meeting.
29, 30.—Missouri Division fall meet.

SEPTEMBER.

5—At Providence, Rhode Island Wheelmen's tournament at Narragansett Park.
5—Y. M. C. A. field day, Birmingham, Ct., A. D. Wait, Secretary.
7—Union County Roadsters of Linden, N. J., race meet at Elizabeth, N. J. G. F. Ames, 408 Jefferson avenue, Elizabeth, N. J.
7 and 8—Hartford Wheel Club Tournament, and Meet of the Connecticut Division, L. A. W. Address J. J. Grace, Secretary, Box 365.
10 and 11—Springfield Bicycle Club's tournament at Hampden Park. P. O. Box 107, Springfield, Mass.
11 and 12—National Cycle Tocrnament, Chicago, Ill.
11, 12—Tournament, Chicago Cricket Club grounds.
12—Second Road Race of the Wheelman's Racing League, Brooklyn, N. Y.
17—Race meet of the Lowville (N.Y.) Cycle Club. C. E. Pelton, Lowville, N. Y.
18 and 19—Third annual tournament of the Peoria Bicycle Club.
22—Rockland County (N. Y.) Wheelmen's race meet, Spring Valley, N. Y. N. Gardenier, Spring Valley, N. Y.
26.—Elizabeth, N. J., Wheelmen's race meet.
26.—Wilmington (Del.) Wheel Club's third annual handicap road race.

OCTOBER.

3—Riverside Wheelmen (New York) tournament.

PRICE, - - - - - $100.00.

THE HARTFORD SAFETY.



—MANUFACTURED BY—

THE HARTFORD CYCLE CO.,

HARTFORD, - CONN.

Ball Bearings, Interchangeable, Strong, Durable and Well Finished.

THE HARTFORD LADIES' SAFETY.



Send for 1891 Catalogue.

THE HYGRADE STOCKING.
(PATENT APPLIED FOR.)

TRADE HYGRADE MARK

This stocking is made of the finest quality worsted, hand-knit with full-fashioned seam. The top is knit very elastic to keep the stocking from slipping down. The body of the stocking is a peculiar stitch, knit very heavy so as to stand the wear, which comes principally in this part. The heel is double and the rest of the foot single, so as to avoid bunching and to give a perfect glove fit. The toe being reinforced with silk.

Price, per pair, $1.75.

Write to us for Dealers' Prices.

JOHN F. MORRILL & CO., Sole Agents,
12 BROMFIELD ST., BOSTON, MASS.



Send us your duplicate orders on Bicycle Shoes, Foot Ball, Sprint Running and Gymnasium. Samples out. Stamp for Catalogue.

PIERCE, SMALL & CO., RANDOLPH, MASS.

WANTED.
A FEW DISTRICT AGENTS,
—OR A—
Sole American Agent,
FOR A HIGH-CLASS CYCLE.
Apply Immediately to
THE COVENTRY CYCLE MFG. CO., GROVE WORKS,
Coventry, England.

$2.75.

I will cut a single line, steel street die, monogram or cipher, with 5 quires fine writing paper and envelopes, paper stamped in colors for $2.75; all duplicate orders filled at $1.00 less, the die to remain in my possession; will mail samples on application.

M. R. WARREN
Stationer and Engraver,
336 WASHINGTON ST., BOSTON
Mention this paper.



Bicycles.—Over 1200 Bicycles in Stock. Special Bargains.

30 Inch, Full Ball Bearing Safeties, Good as New, $42.00
30 Inch Safeties, Balls both Wheels, Good as New, 37.00

Order quick and mention these prices, as they are not in our Catalogue.



A. W. GUMP & CO., - - Dayton, Ohio.

PARAGON. ✣ TOURIST

SIDWELL & SABEN,

NEW ENGLAND AGENTS.

243 Columbus Avenue, - - Boston, Mass.



"THE BELMONT."

The Best Value ever offered to the American Public. Highest Grade throughout. Credenda Steel Tube, Dropped Steel Forgings, Garford Saddle, and Best Cushion Tires. True Referee Frame. Price, direct spokes, $100. Tangent spokes, $110.

Agents Wanted.

Manufacturers,

THE SWEETING CYCLE CO., 639 Arch Street, Philadelphia.



THE "HAINES" WRENCH.
(Patented Sept. 17, 1889.)

The Most Complete Wrench for Bicycle riders in the market; made of Cast Steel, finished in black; combines Screw Driver with Wrench; length 4 1-2 in. Warranted first-class, strong and durable. Manufactured only by

AMERICAN SAW CO.,
TRENTON, N. J.

Are You Under It?

F. J. WERNETH'S
PATENT BICYCLE UMBRELLA HOLDER,

Fits any make machine. Price, $3.00. With special and Fine Umbrella, $5.00. Sent postpaid on receipt of price. Live Agents wanted everywhere.

F. J. WERNETH, 806 Druid Hill Avenue, Baltimore, Md.

Agency for Eclipse and Common Sense Safeties, Sundries, etc.

DETECTIVE! WE WANT a MAN in every locality to act as Private Detective under our instructions. Send stamp for particulars. WASHINGTON DETECTIVE AGENCY, Box 787, Washington, Iowa.

"Imperial Wheels" FOR ALL AROUND RIDING ARE POSITIVELY THE BEST



MANUFACTURED ONLY BY
AMES & FROST COMPANY
302-304 WABASH AVE, CHICAGO
CATALOGUE UPON APPLICATION



Dealers and Riders,

Have you examined the fine points in our 40-pound, Cushion-Tyred

"METEOR" SAFETY.

BANKER & CAMPBELL CO.,

(LIMITED.)

12 Murray St., N. Y. 1786 Broadway, N. Y. 1311 Bedford Ave., Brooklyn.

SEND FOR CATALOGUE.



OUR PNEUMATIC GIANTS

Are now ready for delivery, are thoroughly high grade and fitted with the Dunlop Tires. We also have the same machines fitted with **Cushion Tires.** Send for special circular describing them. We have in stock also a few Reform Safeties, fitted with the **Clincher Pneumatic Tires,** at a very reasonable price. The Clincher is hard to puncture and can be repaired by the novice on the road without loss of time. The demand for our regular line of Giant Safeties is as brisk as ever. Are now mailing a new edition of our catalogue.

H. A. LOZIER & CO., - - Cleveland, Ohio.

CHOICE OF THE EXPERTS.

"U. S." Gallery Ammunition.

Manufactured by the

United States Cartridge Co., - Lowell, Mass.

The Lowville Cycle Club's

THIRD ANNUAL RACE MEET

Will be held at

Forest Park, LOWVILLE, N. Y.,

SEPTEMBER 17th,

In connection with the Lewis County Fair.

Entries close Sept. 10th. L. A. W. rules to govern. Prizes of Unusual Value and Beauty.

Address Charles E. Pelton, Lowville, N. Y.

WHAT IS A "POPULAR?"

IT IS A

Ball Socket Steering, Ball Bearing Safety of Best Material.

It looks like THIS—



Price **$85**

We have a few of these, New but slightly scratched. **Price is only $75.** First come, first served.

PERCIVAL TATTERSFIELD,

12th and Oxford Streets, Philadelphia, Pa.



VENTILATED INTER-AIR-SPACE CLOTHING.

Adapted to all climates and all variations of temperature. Sold by leading merchants in all principal cities. Illustrated catalogue mailed free on application to

HARDERFOLD FABRIC CO., Troy, N.Y.

Mention this Paper.



(No. 61.)

CHRONOGRAPHS!!

START, STOP AND FLY BACK

WARRANTED

AMERICAN LEVER WATCH.

ACCURATE TIME-KEEPER WITH INDEPENDENT FIFTH-SECOND CHRONOGRAPH ATTACHMENT.

No. 60	SILVERINE "CHRONOGRAPH"	Price	$18.00
No. 61	GOLD FILLED "	"	25.00
No. 62	COIN SILVER "	"	22.00

Every watch is fully guaranteed and a certificate of our guarantee is packed with each one.

No. 60 is cased in Solid Silverine Case, hinged front and back, and thoroughly dust proof; the backs are beautifully engraved. Movements are made in both gilt satin finish and in nickel, handsomely damaskeened, and have finely lined porcelain dials marked to the fifth of a second.

No. 61 is cased in open face gold filled case, handsomely engraved; movements are same as in No. 60. They are very finely finished, Stem Wind and Set, Quick Train, Straight Line American Lever, and reliable time-keepers. No. 62 is cased in open face, 2 oz. coin silver case.

These are the best value ever offered in the Watch line. ☞ Remember the Chronographs are guaranteed by the makers. ☞ Remittances in Bank Drafts or P. O. Orders to

L. R. DAVIDSON & CO., Rooms 44 and 45, NO. 12 PEARL ST., BOSTON, MASS.

(References: Wheelman Co., Publishers of Bicycling World and L. A. W. Bulletin.)

Thomas Pneumatic Tires for 1891 Wheels.

We are now prepared to apply Thomas Pneumatic Tires to 1891 pattern Warwick and Psycho Safeties. For details of construction of tires see descriptive circular, which may be obtained on application. This tire, with all improvements, will be fitted to bicycles of above pattern at a cost of $45.00.

Bicycles should be crated and shipped to our New York address, at the same time notifying us by mail. We will retain the wheel about one week.

George R. Bidwell Cycle Co.,

NEW YORK: 308 and 310 West 59th Street. **CHICAGO:** 270 and 272 Wabash Avenue.

NEW YORK BELTING & PACKING CO. Limited.

JOHN H. CHEEVER, J. D. CHEEVER, F. CAZENOVE JONES, } Managers.

PATENT APPLIED FOR.

Wm. T. Baird, Secretary.

15 PARK ROW, NEW YORK.

Oldest and Largest Manufacturers in the U. S. of

VULCANIZED-RUBBER FABRICS

FOR MECHANICAL PURPOSES.

We are prepared to execute orders for the ONLY PERFECTED

CUSHION TIRES For SAFETY WHEELS.

AND ANY ARTICLES OF SOFT RUBBER FOR BICYCLES.

☞ Correspondence Solicited.

PATENT APPLIED FOR.



S. P. Cushion Reinforced.



This shape can be fitted to a solid tire wheel.

READ, MARK, LEARN AND INWARDLY DIGEST THE ORMONDE Model B

HOLDS ALL WORLD'S RECORD FROM 6 TO 63 MILES.

BELOW ARE THE TIMES:

22 Miles 1400 Yards in One Hour.
44 " 450 " in Two Hours.
50 " in 2 Hours 17 Minutes.
63 " 49 Yards in 3 Hours.

Our Model B is built with our IMPROVED DOUBLE BOTTOM bracket. Send for our new Price Lists and list of second hand safeties. Old machines taken in part payment for new one.

ORMONDE CYCLE CO., 25 Murray St., New York, N. Y.

The Beeston Humber.

THE BARGAIN OF THE YEAR.



$100.00 $100.00

We have a few of these celebrated wheels which we will close out at

$100.00

Perfectly New and Guaranteed

WEIGHT, 37 lbs.
WHEELS 30-inch, geared to 57
BALLS ALL OVER, including socket head, all dust-proof.
Latest pattern Humber frame, spoon plunger brake.

Garford or Fish Saddle.

WRIGHT & DITSON,

578 and 580 Washington Street, Boston.

WESTERN * WHEEL * WORKS.

We are pleased to announce that our well and favorably known

Crescent and Juno

SAFETY BICYCLES ARE NOW FITTED WITH BOTH CUSHION AND SOLID TIRES.

FOLLOWING ARE THE PRICES:

Crescent, Cushion Tires,	$95.00
" Solid "	85.00
Juno, Cushion Tires and Dress Guard,	85.00
" Solid " " "	75.00

Everybody, we suppose, knows that our Rob Roy is the best 26 inch diamond frame machine for $50.00 in the market.

SEND FOR CATALOGUE.

R. L. COLEMAN & CO., 35 Barclay Street and 40 Park Place, NEW YORK CITY.

GENDRON.



The Gendron
No. 1—$40.00
No. 2—$50.00
No. 3—$75.00
No. 4—$90.00
No. 5—$110.00

HIGHEST GRADE AT MEDIUM PRICES.

We are Headquarters for Cycle Supplies.

SEND FOR CATALOGUE.

The Gendron NO. 6 $100.00.



The Gendron NO. 7 $115.00.

Eastern Office and Wareroom: 107 Chambers St., New York.

GENDRON IRON WHEEL COMPANY,
Factory and Home Office: Toledo, Ohio.

Jersey Fitting
LADIES' EQUESTRIAN TROUSERS

originated with some sensible ladies for Horse-back riding, to do away with folds and plaits in skirts and drawers, which made a very uncomfortable cushion. Then followed the lady bicycle riders, who made the same complaint. Afterwards came a call for tennis, croquet, boating, yachting and all out-door sports, climbing mountains, and long tramps in the woods.

Then began light to dawn on the minds of some of the more sensible ladies, who said "How foolish we all are to burden ourselves with so many skirts, when one garment weighing only six or eight ounces, is warmer and so much more comfortable every way, giving better protection and perfect freedom to the whole body."

These garments are jersey-fitting, and made to fit, so there will be no more pressure on one part of the body than on the other. Ladies who have worn the Equestrian Trousers are very enthusiastic in their praise. These garments are fast coming into universal use; let every lady try them.

Wear the Equestrian Trousers for "Comfort and Health," and what you like over them to make you fashionable.

Before purchasing, see Holmes & Co's Patent, represented in the accompanying cut, then you will buy no others.

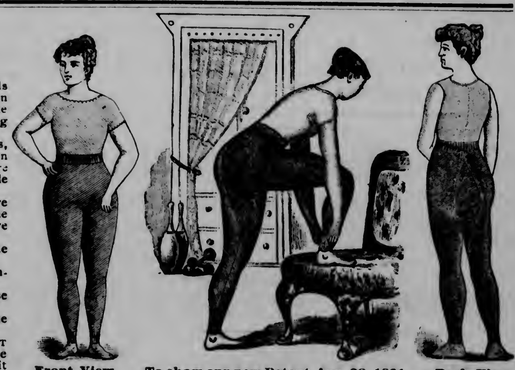
Ladies going abroad are buying them to wear on ship board; and a very wise thing to do.

Only one complaint has reached us and that has been the break away at the fork of the legs.

After a careful study for the best way to avoid this, we have KNIT, (NOT SEWED) in a piece of cloth, just the right shape to give it a proper fullness at the fork, making it heavier just where the strain and wear comes, which prevents it from breaking away.

We have taken out "Letters Patent" on this improvement, under date April 28, 1891, and consider it one of the most indispensable features of the "Equestrian Trousers."

We have them now perfection in every part, and every lady before buying should see and know for themselves how much this new patent adds to the value of the Equestrian Trousers.



Front View. To show our new Patent Apr. 28, 1891. Back View.

When this Garment is not found with your best dealers, send stamp for Catalogue and Price List to us. We do a large business through the mail, and warrant satisfaction.

ATHLETIC & GYMNASIUM GARMENTS Manufactured by HOLMES & CO., 109 Kingston St., Boston, Mass.

A MODERN PRINTING OFFICE AND BINDERY.

The Collins Press

Gives Satisfaction Every Time.

WE PRINT

The "Technology Architectural Review,"
"Bicycling World and L. A. W. Bulletin,"
"Wade's Fibre and Fabric,"
"The Musical Herald."

PRINTERS TO THE BOSTON UNIVERSITY.



FINE TAPS AND DIES

For Bicycle Work.

Send for Price List.

WILEY & RUSSELL MFG. CO.,

Greenfield, - - Mass.

NEW

Speedwell Safeties.

$75.00.

King of Road, 27in., Dandy, 24in., } At Bargains.

D. SNITJER, St. Louis, Mo.



FOR TANGENT AND DIRECT SPOKES.

Nickeled, Price 75c., Postpaid.

Dealers send for Sample and Electrotype.

AVERY & JENNESS,
5756 Madison Ave., Chicago.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged o bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.

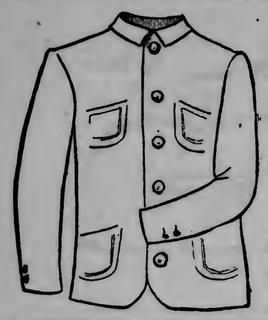
For sale by all Cycle manufacturers and dealers.



FRONT VIEW

Indispensable to Bicyclists, Athletes and the Gymnasium

Call's No. 5 Supporters (jock strap) with elastic back, lace front and adjustable back straps. A sure fit. No. 5 (same as cut), 75c. No. 6, with pockets on each side of lacing, $1.00. No. 7, with hose supporter attached to sides, $1.00. Number 8, pockets and hose supporter, $1.25. Order by number and give tight measure top of hips. Postpaid on reciept of price. S. B. CALL, 358 Main Street, Springfield, Mass.



Plymouth Rock Pants Company.

HEADQUARTERS: 11 TO 25 ELIOT STREET, BOSTON, MASS.

Official State Tailors OF THE L. A. W.

Washington, D.C., Maryland, Pennsylvania, Connecticut, New Hampshire, Virginia and Missouri.

Authorized makers from the LEAGUE CLOTH.

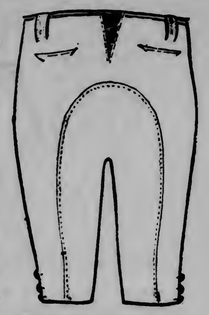
Coat, - - - $7.50
Breeches, - 4.75 } Ordered Together, $12.25.

As per *specifications required by the Uniform Committee.*

We have Branch Stores in the following Cities where your orders will be taken.

BRANCHES: 279 Broadway, New York; 943 Penn. Ave., Washington, D. C.; 72 Adams St., Chicago, Ill.; 914 Main St., Richmond, Va.; 217 19th St., Birmingham, Ala.; 291 Main St., Worcester, Mass.; 275 Meridian St., East Boston; 508 Mulberry St., Macon, Ga.; Room 4 Y.M.C.A. Bldg., Burlington, Vt.; 282 Second St., Memphis, Tenn.; 430 Church St., Nashville, Tenn.; 820 Main St., Dallas, Tex.; 629 Broad St., Augusta, Ga.; 108 W. 3d St., Davenport, Ia.; 1109 Broad St., Columbus, Ga.; 307 Tremont St., Galveston, Tex.; 143 So. 12th St., Lincoln, Neb.; 700 Austin St., Waco, Tex.; 110 Canal S., New Orleans, La.; 6 E. Government St., Pensacola, Fla.; 39 Whitehall St., Atlanta, Ga., 68 So. Main St., Waterbury, Conn.; 976 Elm St., Manchester, N. H.; 106 N. Main St., Concord, N. H.; 104 Montgomery St., Montgomery, Ala.; 796 Chapel St., New Haven, Conn.; Main St., opp. P.O., Springfield, Mass.; 16 W. 9th St., Chattanooga, Tenn.; 134 Thames St., Newport, R. I.; 606 Main St., Kansas City, Mo.; 244 Fourth Ave., Louisville, Ky.; Exchange St., corner entrance, 2 State St., Hartford, Conn.; 910 Congress Ave, Austin, Tex.; 406 Houston St., San Antonio, Tex.; 318 So. 15th St., Omaha, Neb.; 310 E. 5th St., Dayton, Ohio.

Also Agents at most all points in every State. We will call whenever and wherever needed by your notifying Headquarters, BOSTON, MASS.



Makers of ALL STYLES OF UNIFORMS.

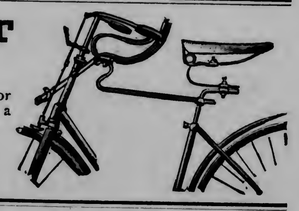
Address POSTAL CARD For Samples.

The * Beauty * Bundle * Carrier AND CHILD'S SEAT.

ADAPTED for all Safety Bicycles and Tricycles, attaching to either horizontal, vertical, solid or hollow posts of any diameter, without marring the same. Will carry a good-sized child, a peck of apples, an armful of books, or anything you can get in it.

Cloth, $6. Mackintosh, $7. Send for Circulars.

RICH & SAGER, 210 West Main Street, Rochester, N. Y.



Learn to Ride

BY USING OUR

INSTRUCTION BELT

Price, with instructions for use, $1.25.

ST. LOUIS WHEEL COMPANY,

311 N. 14th St., St. Louis, Mo.

A NEW DEPARTURE.

"THE BICYCLE INN,"

194 and 196 Columbus Avenue, Boston.

Bicycles Boarded, Cleaned and Cared For

BY THE DAY OR WEEK.

Competent Attendance and Moderate Charges

Dressing, Toilet and Coat Rooms in connection with the only "BOARDING STABLE" for Bicycles in Boston, where you can leave or take your wheel at any hour of the day or evening.

E. E. BROWN, Manager.

Ordinary Prices Take a Header.

48 Victor, $30; 50 Victor, $30; 52 Victor, $25; 55 Royal Mail Racer, 20 lbs., $35; 52 Rival, $15; 54 Victor, $25; 54 Harvard, $20; 50 Apollo, $25; 52 Expert, $20, and many other bargains. Send for list and full description.

KNIGHT CYCLE CO.,

207 N. 10th Street, St. Louis, Mo.

HAVE YOU SEEN THE NEW

BUTCHER CYCLOMETER?

Ask Your Dealer to Show it to You.

For Ordinary Bicycles. Price $10.00. By Mail On Receipt of Price.



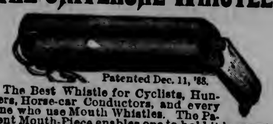
For Safeties. Price $11.00. By Mail On Receipt of Price.

The unprecedented demand for this Cyclometer this season is our apology to our many customers for delays in filling orders. With enlarged facilities, we can now fill all orders promptly.

The Butcher Cyclometer Co.,

338 WASHINGTON ST., BOSTON, MASS.

THE UNIVERSAL WHISTLE.



Patented Dec. 11, '88.

The Best Whistle for Cyclists, Hunters, Horse-car Conductors, and every one who use Mouth Whistles. The Patent Mouth-Piece enables one to hold it in mouth without use of hands. Price, by mail, 25c. or $2.50 a dozen. A chance for any smart boy to make money. WHITTEN, GODDING & CO., Providence, R. I.

ONE PIECE WIRE. New Haven 40 CTS. CLUB PINS BADGES, MEDALS &c. C. O. REICHERT, 16 CROWN ST. NEW HAVEN CT.

To Athletes, Cyclists, Baseball & Footballists, Horse-back riders, Boxers and Oarsmen; when you want to ride, run, walk, row, skate or swim a long distance, USE

ANTI-STIFF

To Strengthen the Muscles.



To Strengthen the Muscles.

It is a marvelous preparation for Strengthening the Muscular System. With Anti-Stiff there is no faith required; it goes straight for the muscles, and you can feel it at work. It has a peculiarly warming, comforting and stimulating effect on all weak or stiff muscles and sinews. Quick in action, cleanly and pleasant in use. Rub it into the muscles every night for a fortnight, and you will be pleased at its supporting and strengthening properties. There is not, nor has been, anything like it till now. It differs from all Oils, Embrocations, and Liniments, both in substance and effect.

Prices 20c. and 35c. per box.

Has a Large & Increasing Sale throughout Great Britian.

E. FOUGERRA & CO., AGENTS FOR U. S., 30 N. WILLIAM ST., N.Y.

HUMBERS

WIN EVERYTHING AT DETROIT.

First in 1 mile open, First and Second in 1-4 mile championship, First, Second, Third, Fourth and Fifth in 1 mile championship.

They hold the 1 and 2 mile American records, and the 10 mile road record.

New York State Agents,

Schoverling, Daly & Gales,

302 Broadway, - - - - - - - - NEW YORK.

New Edition Revised

—— OF ——

Mr. Porter's Excellent and Remarkably Successful Handbook of the Wheel and Everything Connected with its Use.

Brought down to date with Special Reference to Tires and Vibration.

CYCLING

— FOR —

Health and Pleasure

A Complete Guide to the Use of the Wheel.

Wheelmen as a rule are not slow to say a good word for the wheel, but they are not always equally prepared to give a convincing reason for "the faith that is in them" Constantly there comes up the question, "What will cycling do for me?" It is frequently answered correctly enough, but the truth is so much greater than the inquirer expects that he cannot believe it and when he presses for answer "how can the wheel do so much," or "why is it that it does so much," a satisfactory reply is not forthcoming. The power of the wheel to promote health is an entirely unknown and unimagined quantity to the great lay multitude, who naturally expect cyclists to be able to answer all inquiries. In this book one chapter is devoted to this particular point; the effect of exercise on the system is examined, and medical men quoted. Every wheelman ought to have at his tongue's end the points here made.

230 Pages, Illustrated.

PRICE, 50 CENTS, POSTPAID.

WHEELMAN COMPANY,

PUBLISHERS.

12 Pearl St., - Boston.

Stamps not Received.

Official Outfitters to the League of American Wheelmen.

Authorized by the Executive Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.

406, 408, 410 & 412 Broome Street, NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.00, BREECHES, $5.25.

Cloth, $2.10 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25

Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00

Stockings. Our celebrated Linen Sole Stocking, League color.....1.00

Belts. No. X Silk.....40

Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic. 4.00
No. 1, Canvas, leather trimmings. 3.50

Sent post paid on receipt of price,
Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,

241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia. 1033 Chestnut St.

THE NEW COLOR LEAGUE CLOTH IS NOW READY.

Samples of same can be obtained on application to

BROWNING, KING & CO., - New York.



THE SPIRAL FLEXIBLE TOE CLIP

Is flexible and easy on the foot. Adjusts to any size of foot or pedal. Stands any amount of blows, kicks or tramping on, and still retains its form. Will not catch on curbs, sidewalks, door sills or obstructions and pull out of shape while wheel is being trundled over them.

The only toe clip extant that permits of the correct adjustment of foot to pedal; not having a toe check it does not tend to pedalling with toes pointing downward, which position induces a strained and set condition of the muscles of the foot, ankle and calf. One of the best, simplest and most easily attached. Try a pair and be convinced. Send for descriptive circular.



AS CARRIED WHILE RIDING

No more foul, greasy and collapsed tool bags.
No soiled hands or clothes
No loss of oil or one's temper.
No dirty tool bags or oily tools.
No weight, no delays to oil up.
No loose tops, no rattle.
No neglected or damaged bearings.
No squeaking or pounding.

Made in sizes suited to different machines.

Pronounced by old wheelmen, the press and the trade as the BEST novelty before the cycling public for '91.

In ordering state make of wheel and give diameter of seat rod or handle bar shaft.

Price mailed, 50c. With C. & D. Oiler $1.

The Spiral Flexible Toe CLIP is flexible, easy, adjustable, effective, indestructable, faultless. One of the best, simplest and most easily attached. Price per pair, mailed, 50c Agents wanted everywhere. [Mention this paper.

Descriptive circular free.

L. H. BANNISTER & CO., Youngstown, Ohio.

PATENTS

Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. **W. E. AUGHINBAUGH,** Baltic Building Washington, D. C.

M. R. WARREN,

Fine Stationery,

336 Washington Street, - Boston.

I call special attention to my engraving department, in which you will find the best of workmanship, correctly and quickly executed at the lowest prices.

SATISFACTION GUARANTEED.

Wedding Invitations,
Wedding Announcements.
Reception Cards,
Visiting Cards,
Party Invitations, etc.

Sketches Furnished. Odd Novelties in Box Papers. New Style Envelopes.

Mention this paper.

ATHLETIC GOODS!

KINGSTON KNITTING CO.,

Manufacturers for the

Trade and Clubs.

The most beautiful line of

Bicycle, Gymnasium, Tennis Costume and Sporting Goods



Made, in worsted, wool and best lisle thread stock. Unsurpassed for style, completeness, elasticity and durability, and at very low prices.

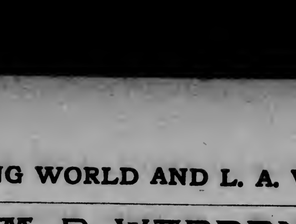
Send for catalogue and club price list, or order with entire confidence that our styles, material and prices will be entirely satisfactory.

No. 27 Kingston Street,

BOSTON, MASS.

BEST OUT.

75c. for this Nickeled Toe Clip.



Every wire braces the others. Best Spring Steel. Foot never slips. No headers. Great for hill climbing. No pinching of corns or catching of foot. Solid comfort. Rubber coated, only 90 cents. The Pat. balance E, always brings Pedal and Clip right side up as per cut, only 75 cents extra.

If your Agent is dead and don't keep it, don't let him bluff you, but send price by P. O. Note. No stamps. Size 1 for boots up to No. 8. Size 2 for boots from 8 to 11. ☞AGENTS WANTED EVERYWHERE

J. A. HUNT & CO., Sole Mfgs., Westboro, Mass.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜



L. A. W. BADGES

The official design in **SOLID GOLD.**

Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the inferior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better to. $1.50, $2.00, and $2 50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.



LAMSON'S

Luggage Carrier NO. 1.

Convenient, durable, noiseless, cheap. $1. Sold everywhere.

Made by

C. H. LAMSON,

Portland, - Maine.



JOHN HARRIOTT.

PRIZE MEDALS CUPS, BADGES AND PINS.

3 WINTER ST. BOSTON.

BAR PAT. APRIL 15, '90.



L. A. W. Pins

FROM $1.00 UP.

Discount to Bicycle Dealers and Agents.

Send for Full List, including Race Medals.

Duryea Jewelry Co,

194 BROADWAY, NEW YORK CITY.

1891 PNEUMATIC—B. & A. Humber racing safety, 26 1-2 pounds, Dunlop's latest (sewn canvas) pneumatic tires; machine and tyres absolutely new; enamel slightly marred; $150; owner going to England. H. O. STICKNEY & CO., 440 Harvard st., Cambridge. ☜



Solid Gold Regulation

L. A. W. PINS,

Price, $2.

Discount to jewelers only.

Martin Metzger & Co., 7 Maiden Lane, N. Y



I. A. WESTON & CO.,

JAMESVILLE, N. Y.,

MANUFACTURERS OF

SAFETY BICYCLE WHEELS,

MADE WITH

Parallel Coned or BALL BEARINGS, Solid or Cushion Tire.

THE BEST MATERIAL and THE FINEST FINISH.

Cushion Tires, Rims and Best Tire Cement supplied to the trade

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ *Cash must accompany the Order.*☜

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜

BEST CASH OFFER takes 55-inch high-grade ordinary in fine condition. Be quick. "Byker," 45 Burr Building, Lincoln, Nebraska.

FOR SALE—Ladies' Columbia Bicycle, good as new; a bargain. MISS LYNDALL, 716 W. Broadway, Louisville, Ky.

FOR EXCHANGE—Universal Rover Pneumatic, used 10 miles, for high grade ladies' (or gent's) safety; perfect condition. LEINBACH BROS., Lebanon, Pa.

I TUMBLE.

Your Bicycle looks like new and don't rust because you clean it with Wilson's Wonderful Nickel and Enamel Preserver. Price 50c. Ask your Cycle Agent for it. WILSON MF'G. CO., 15 Tremont Row, Boston, Mass.

FOR SALE—Safeties—One Paragon, like new. One Giant, No. 4, like new. One Ladies' Special Rival, good. One $2 Victor L. R., good. All decided bargains. J. A. BREINIG, Chillicothe, Ohio.

I HAVE a new Star Rover (39-30); hollow frames; balls to steering rod, levers and front wheel; cushion tire to driving wheel. List price, $140. Will sell for $110. This wheel has never been ridden.
JACOB W. GRUBB, Wheeling, W. Va.

WANTED—A position with some firm by a man who thoroughly understands all branches of the Bicycle business, either as Repairer, Salesman or new work in factory. Will give all my attention for the interest of my employers. Address "MACHINIST," Bicycling World office.

FOR SALE—Ladies' Safety. A brand new Ladies' (Swift) Safety; never used; just as it came from the crate; this year's wheel; cost $140; warranted for one year; price only $118. Apply to STARETT & PEOPLE, 1071 Bedford ave., Brooklyn, N. Y.

FOR SALE—A Victor Safety Bicycle, 1891 pattern; cushion tires rear wheel. Will sell cheap as I need the money. Address W. C. RAE, 953 Liberty st., Pittsburgh, Pa.

PNEUMATICS—One Featherstone Drop Frame Pneumatic, 28-inch wheels, with detachable bar; very little used; $100; one Quadrant Pneumatic, Diamond Frame, almost new, $110. Other wheels in proportion. WHITE CYCLE CO., Trenton, N. J.

$33. 33 WILL BUY WHAT? Why, a 54-inch full nickeled Expert Columbia, balls all over, in good condition. Sent on approval if $5.00 accompanies order. Address C. W. NORTHROP, Westfield, Mass.

$50 WILL BUY a 56 inch Columbia Expert, D finish; balls all over; ridden but little; condition A1; sent C. O. D. on receipt of $5.00. C. W. WELCH, Greene, N. Y.

BARGAINS!!!

A few brand new uncrated Wa wick Perfection Ordinary Bicycles; sizes from 48 to 54. Price $50 Each. Address X. Y. Z., this office.

$65—Giant Safety, in perfect order. Bought new last spring. 50-inch Butcher cyclometer, in fine condition, $55 co. F. B. GLOVER, Sag Harbor, N. Y.

PNEUMATIC RACING SAFETY—B. & A., Humber pattern, very light and strong and nearly new. H. O. STICKNEY & CO., 440 Harvard street, Cambridge, Mass.

25 CENTS BUYS Road Book and Map of Boston and Vicinity. CHAS. A. UNDERWOOD, Jamaica Plain, Mass.

BARGAINS—One Singer Tandem Tricycle, in good condition; cost $260; will sell for $75. One Union Safety; one Ladies' Columbia; one new Hartford, cushion tires, $90. GEORGE O. ALLEN, Fitchburg, Mass.

FOR SALE CHEAP—New Lever Star Safety; only used two months; in good condition. Address Box 231, East Palestine, Ohio.

$125 BUYS a Columbia Tandem Bicycle, in good condition; used but little. 54-inch half nickel Eagle, $90. Address W. W. JONES, Box 62, Parkersburg, W. Va.

$60 BUYS 1890 Broncho Safety, ridden 25 miles; in good condition. J. W. LYMAN, Saratoga, N. Y.

FOR SALE CHEAP—Columbia Tandem Safety, in fine condition. Or will exchange for other safeties. GEO. W. BLACKMORE, Painesville, O.

YOU BELONG TO THE L. A. W. Then order us to print you some of our *new* gold emblem L. A. W. Address Cards. Samples and prices cheerfully sent on application. BRISTOL PRINTING CO., North Easton, Mass.

FOR SALE—Cushion Tired Columbia Safety; ridden 50 miles; $115. Rambler Safety, good as new; $85. 50-inch Rudge Ordinary; full nickeled; in good condition; $55. Will send C. O. D. for examination on receipt of $10. N. L. BIRVER, 82 Hill street, Shelton, Conn.

MY CYCLING LOG BOOK. By "Papa" Weston. The transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised. It fills a want often felt by the cyclist who values records of interest for future reference. Price, post paid, $1.25 For sale by Bicycling World Co., 12 Pearl st., Boston.
☞ Postage stamps not received in payment.

THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as THE CYCLIST does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmey. $2.50 per year, including postage. Office: Coventry, England.

Howard A. Smith & Co.

518 Broad St., Newark, N. J.

SOLE NEW JERSEY AGENTS FOR

FEATHERSTONE PNEUMATICS

Wanted Wanted Wanted **AGENTS** in every town in New Jersey.

Also Agents in Northern New Jersey for

Victors, Ramblers, New Mails, Gendrons, Gazelles, Eclipse, Crescents, etc., etc.

BICYCLE SUNDRIES

Of all kinds, Wholesale and Retail, among which are the

"Z. & S." HOSE SUPPORTERS for the Shoulder, Belt or Hip. Prices, 50c and 35c.
"Z. & S." BUNDLE CARRIERS for Handle Bar or Mud Guard. Price, $1.25.
RUBBER CEMENT for cuts in tires, etc.
ADHESIVE TIRE TAPE, best in the market.
THE NEWARK HORN, a perfect road clearer.
TIRE CEMENT in sticks.
SPOKE GRIPS, LAMPS. GRAPHITE, CAPS, etc., etc.

Send postal for *Illustrated "Encyclopædia of Cyclers Wants."*

REPAIR SHOP

Run and lighted by electricity. We have the facilities, the skilled workmen, and can repair your wheel satisfactory at moderate cost.

Riding School with cinder track for learners.

HOWARD A. SMITH & CO

518 Broad Street, - Newark, N. J

☞ Open Evenings. ☜

JONES' Suspension Bicycle Saddle



For carrying Children on Ordinary Safety Bicycles.

Simplest, Cheapest, Neatest and Best.

Price, $2.50.

For Sale by all Dealers.

—MANUFACTURED BY—

A. H. GOETTING, - Springfield, Mass.

AGENTS WANTED.

CLIPPER SAFETIES.



CLIPPER.

$90 Solid Tires. $100 Cushion Tires.

Graceful, Easy Steering and Running.

Equally Adapted for Ladies and Gentlemen.

Our Harris' Pat. Saddle the Ladies delight. Our Cushion Tire adapted to any 7-8 inch rim (patent applied for) is a perfect success.

Thos. Kane & Co., - - Chicago,
WESTERN AGENTS.

The Sweeting Cycle Co., - Philadelphia,
EASTERN AGENTS.

GRAND RAPIDS CYCLE CO.,

MANUFACTURERS,

GRAND RAPIDS, - MICH.

Write for Catalogue.

"PERFECT" POCKET OILER.



ONE-HALF SIZE.

For Bicycles, Guns, Fishing Tackle, etc. Throws only small quantity of oil at a stroke. No leakage. Handsomely nickel-plated. Best and neatest oil can in existence. For sale everywhere. Price 50c each. CUSHMAN & DENISON, 172 Ninth Avenue, New York.

Erie Knitting Mills,

Erie, Pa.

Are still making the very best goods for cyclers. We know this, and others are finding it out.

This is a copy of a letter just received from the champion road rider of the United States:

ERIE KNITTING MILLS—
I cheerfully recommend your knit goods for the use of bicyclers, especially hard road-riders, as from my experience with them I have found them well-fitting, elastic and durable as iron.
Yours very truly,
WM. VAN WAGONER.

FRANK FAIRBAIRN, 513 WEST 11TH ST., ERIE, PA.

THE NEW LEVER SAFETY.



THE PERFECTION OF SIMPLICITY and ECONOMY OF POWER.

NO CHAINS. NO GEARS.

VARIABLE STROKE, only two sets of Revolving Bearings.

BEST HILL CLIMBING and all around Safety made.

CATALOGUE FREE.

H. B. SMITH MACHINE CO.,
SMITHVILLE, N. J.

FITCHBURG RAILROAD

Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

HOOSAC TUNNEL ROUTE

THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

BICYCLES CARRIED FREE
FAST EXPRESS TRAINS

With elegant PALACE PARLOR and SLEEPING CARS to and from

BOSTON and CHICAGO and BOSTON and ST. LOUIS, via NIAGARA FALLS,
without change.

THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.
THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.
THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.

ELEGANT PALACE SLEEPING CARS to and from

BOSTON and MONTREAL,
without change.

For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at

250 Washington Street, or
Fitchburg Railroad Passenger Station, Boston.
J. R. WATSON, General Pass. Agent.

Price List of Specialties

—MANUFACTURED BY—

ELASTIC TIP CO.

Mailed Postpaid on Receipt of Price.

Dropped Forged Steel Spade Handles, all nickeled and threaded to fit any machine, $2.50 per pair.
Soft Rubber Handles, pear shaped, $1.50 per pair.
Vulcanized Handles, pear shaped, $1.50 per pair.
Boys' Soft Rubber Handles, pear shaped, $1.00 per pair.
Double Grip Pedal Rubbers, No. A, 1 inch x 3 3-4 inches, $2.00 per set of four.
Double Grip Pedal Rubbers, No. B, 1 inch x 4 inches, $1.50 per set of four.
Double Grip Pedal rubbers, No. C, 1 1-4 inch x 4 inches, $2.00 per set of four.
Pedal Rubber, round or square; made from white rubber, $1.00 per set of four. When ordering state size required.
Spade Grips, vulcanite, 50 cts. per pair.
Safety Handles, vulcanite, to fit any machine, $1.00 per pair.
Safety Handles, for Boys' Wheel, 50 cts. per pair.
Soft Rubber Grips for Safety, $1.00 per pair.
Soft Rubber Grips for Boys' Safety, 50 cts. per pair.
Soft Rubber Sleeves, to fit over vulcanite grip, 75 cts. per pair.
Steel Balls, 3-16 inch, $2.00 per C.; 1-4 inch, $2.40 C.; 5-16 inch, $3.00 per C.
Imported Tire Cement, 25 cts. per box.
Tire tape for holding on tire, 25 cts. per roll
Rubber Cement, for repairing cuts in tires, 25 cts. per can.
Bicycle Spokes. Price according to quantity.
BICYCLE TIRES, SOLID or CUSHION, either red or grey; price according to size. Send for Catalogue.

ELASTIC TIP CO.,
Cor. Cornhill and Washington Street,
BOSTON, MASS., U. S. A.

SEND FOR CATALOGUE.



PRICES TALK!

You are going to buy your Bicycle where you can get a good one for little money.
Examine our prices.—We can save money for you.

Meacham Diamond—A Gents' or Ladies' Safety, DIAMOND FRAME of seamless tubing, ball bearing all over, including socket, ball bearing head, lightly built, high grade in all respects (see cut)..List, $115.00; Net, **$64.60**

Express, Gents'—30-inch wheels, ball bearings all around, frame of steel tubing..List, $90.00; Net, **$61.33**

Express, Ladies'—30-inch wheels, ball bearings all around, frame of steel tubing..List, $90.00; Net, **$61.33**

28-Inch Safety—Combination wheel for GENTS or LADIES ball bearings all over...List, $75.00; Net, **$53.33**

Large Boys' and Girls'—Combination Safety, 26-inch wheels, adjustable cone bearings all over.....List, $40.00; Net, **$24.00**

Boys'—25-inch wheels, adjustable saddle and brake, rubber tires, mud guards, adjustable cone bearings.....List, $35.00; Net, **$20.00**

Boys' and Girls'—24-inch wheels, DIAMOND FRAME of steel tubing, adjustable CONE bearings.....List, $35.00; Net, **$22.66**

Boys' and Girls'—24-inch wheels, DIAMOND FRAME of steel tubing, adjustable BALL bearings.....List, $40.00; Net, **$24.66**

Send for catalogue. **E. C. MEACHAM ARMS CO., ST. LOUIS, MO.**

REAL BICYCLE UNIFORMS.



Be sure to send for free samples and measure blanks. Club Uniforms a specialty. L. A. W. Coats, $8. Knee Breeches, $4. Punnett's celebrated Jersey Cloth Knee Breeches, only $4 a pair. Bicycle Caps, Hose, Pins, Tights, gold or silver Letters, Punnett's Invisible Pants Holders, 25c. a pair. Be sure to write now.
R. A. PUNNETT, Tailor and Athletic Outfitter,
98 & 100 West Ave., ROCHESTER, N. Y.
All strictly first-class work at moderate prices.

$85.00 LOVELL DIAMOND CYCLES. $85.00

High Grade Only.

All Ball Bearing,
Steel Tubing
—AND—
DROP FORGINGS.

NO BETTER MACHINE AT ANY PRICE.



Lovell Diamond,	$85.
With Cushion Tires,	95.
For Ladies,	85.
Convertible,	85

AGENTS WANTED.

BICYCLE CATALOGUE FREE.

MANUFACTURED BY

John P. Lovell Arms Co., Boston, Mass.



More than 1400 springs in use on the ECLIPSE, and not ONE has EVER broken, or bent out of shape. No such record on any other cycle. Cushion Tires make the ECLIPSE the best road wheel on the market for the money. Not ONE ounce of malleable iron ever used on our wheels. EVERY thing strictly high grade. Ball bearing all over. Spring fork. Elegantly nickel plated. Try an ECLIPSE and B happy. Steel Pulley 7 inch WKS Indianapolis Ind



ADVERTISE NOW

in the "Bicycling World"

SECOND-HAND SAFETIES

I am selling out a number of them; good wheels at way down figures, to make room for a big lot of the famous REFEREES, which we will have this month.

W. J. NEWMAN, 46 Columbus ave., Boston,
And HARVARD SQUARE, CAMBRIDGE.
Open evenings.



"Fur," said the Deacon, "'tis mighty plain,
That the weakes' place must stan' the strain;
An' the way to fix it, uz *I* maintain,
Is only jest
To make that place uz strong uz the rest."

—*From the "One Hoss Shay."*

And the "Deacon" was right, and uttered a principle that the makers of *Columbia Bicycles* have firmly adhered to since they commenced.

Every part must be as strong, proportionately, as every other part. The front wheel must be as strong for its purpose as the rear wheel; the steering fork as strong as the rest of the frame; the chain must do its work as well as the pedals; and there must be no "weakes' place" in the whole.

Careful tests and the hardest of usage are applied to any design before it is sent out, and constant attention is paid to every detail during the whole process of manufacture, "to make each place uz strong uz the rest."

How well we succeed we are willing to let the public judge.

ILLUSTRATED CATALOGUE FREE.

POPE MFG. CO.,

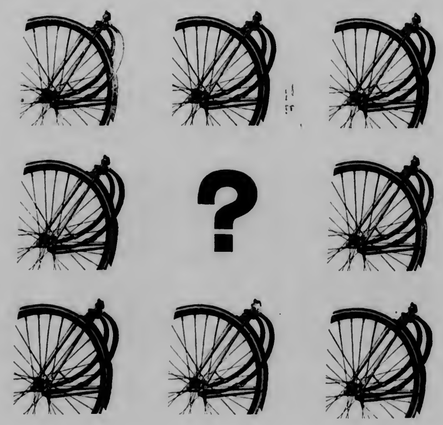
77 Franklin Street, Boston.

12 Warren Street, New York. 291 Wabash Ave., Chicago. Factory, Hartford, Conn.



THE BICYCLING WORLD & BULLETIN.
FOUNDED 1878
DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXIII. Number 16. BOSTON, 14 AUGUST, 1891 $1.00 a Year. 5 cents a copy.



Every bicycle maker has a motive in discarding old theories. You knew it—of course you did.

What motive induced a score of makers to discard the rigid fork or frame theory and copy the principle of the Victor Spring Fork?

Motives are worth studying.

The market is glutted with bicycles constructed of bed springs, wire coils and other rubbish said to absorb vibration. The superiority of the Victor Spring Fork is seen in 9 feet of the finest sword blade stock, and fitted with ball bearings to every joint. This fork has no rival.

OVERMAN WHEEL CO.,

CHICOPEE FALLS, MASS.

Boston. Washington. Denver. San Francisco.

SOME PROVERBS.

1. "On every lofty path where man treads securely now, naked feet have bled as they trampled the flint into dust."—*Theodore Parker.*

2. "Heresy is orthodoxy in the bud, and orthodoxy is heresy gone to seed."—*Dr. Parkhurst.*

3. "Nearly every discovery in medicine has been due to the carelessness of patients."—*R. G. Ingersoll.*

4. "Wisdom is the principal thing, therefore get wisdom; and with all thy getting, get understanding."—*Solomon.*

5. "Gravity is no more evidence of wisdom than a paper collar is evidence of a shirt."—*Josh Billings.*

6. "Hickory has less gravity (specific) than metal has, therefore with all thy getting, get Hickory."—*Elliott.*

RESUMÉ.

1. When we first talked to you of Hickory Wheels you laughed, a cold, heartless, sarcastic laugh; it entered our soul like a knife. You hurt us but you didn't know it, for you seemed to think we were joking. We kept on walking. Our naked, bleeding feet and empty stomach were with us every minute. You never knew the pangs we suffered. However, we think we are on the "lofty path"; we have trampled some of the flint into dust, and we are still trampling.

2. Speaking of heresy, did you see any safeties on the street in '86? and if you did, please try and think what you said about them, and if you *rode* one didn't you seek the shelter of night and the back streets so that the boys wouldn't laugh at you? Hey? What do you ride now? What's that! *A Safety?* Well! Well!! Well!!! Strange, isn't it?

3. Improvements in bicycles are due to the carelessness of riders. 'Twas ever thus. Moral: Eternal vigilance is the price of a pneumatic.

4. When you *think* you know which is the best machine for you, buy it. But when you get understanding then you *will* know. Meanwhile it is safe enough for you to follow the crowd.

5. With all the sorrow and sadness that is injected into human life by reason of Adam's fall, the question "is life worth living" depends so much on the liver that we hail with exceeding great joy anything that has a smile in it. From numerous observations which we have taken from different points of view we conclude that Mr. Billings was right.

6. Of course, the purchase of a Hickory Bicycle *now* is optional with you, though we are trying to get a law enacted next year which will make it compulsory.—*Hic jacet.*

PREJUDICE

Is that condition of the human mind in which its pores are closed against the absorption of educational microbes.

One of the most amusing, had it not been pernicious instances of prejudice that has cropped out lately, was that of a gentleman named Boothroyd, who read that a large solid tire was a better thing than a cushion of the same weight, and hastens to contradict any such heretical teaching. He begins this way: "I admit at once that not having tried a solid tire of equal weight and quality, I cannot speak from experience, but I certainly should not expect to find, etc., etc."

One of the American cycling editors after copying Mr. Boothroyd's article, says: "Unfortunately few cycle manufacturers have given the tire question such careful consideration as Mr. Boothroyd has."

"Angels and ministers of grace defend us," is that really the condition of the "tire question?"

Every day somebody says: "I have never seen a Hickory Bicycle, but of course it *can't* be as good as a steel one."

We never argue with such a man, no more than we would talk social ethics with a Fiji Islander. We just hand him a tract and pass sadly along our straight and narrow way. Possibly we may be in a mood to talk with him on our way back

ELLIOTT HICKORY CYCLE CO.,
Newton, Mass.

P. S.—No pun was intended on the "way-back" part of it.

IMPORTERS, MANUFACTURERS JOBBERS, RETAILERS.

CYCLES AND SUNDRIES.

WE carry the largest general line of bicycles at lowest prices of any house in the United States, and make a specialty of medium priced wheels, of which we can supply dealers and agents promptly. We also manufacture a large line of bicycle sundries, and buy others in such quantities that we can guarantee prices as low as the lowest. Cycles sold on easy payments, with no extra charge. Send for catalogue, job lot, and second-hand list free.

Full line of Western Wheel Works' goods. Liberal discounts to the trade.

ROUSE, HAZARD & CO., - - - 9 G Street, Peoria, Ill.

WARWICK Perfection Cycles | Made on Honor | No Cast Metal | Hose Pipe Cushion Tires Best in the World | Try for Yourself | Liberal Discounts to Dealers | Catalogues Free | A. O. VERY CYCLE CO., 173 Tremont St., Boston.

LACTART
ACID OF MILK.

A REFRESHING DRINK WITH WATER and SUGAR.
Call for Orange or Raspberry Lactart at the Soda Fountains.

Benson, of Corey Hill fame, says:

AVERY LACTART CO., Boston.

Gentlemen—"For several seasons I have used your Lactart and found it very satisfactory, as a quencher of thirst." Respectfully,
A. P. BENSON, Newton Club.

CONTINUED FROM PAGE 518.

New League Clubs.

The following clubs have qualified as League clubs and filed the certificate required in the office of the Secretary:

855—Alpha Wheel Club, Norwalk, Conn.

Nebraska.

G. A. Briggs is hereby appointed as Local Consul at Alma, Neb. Fraternally,

C. B. NICODEMUS,
Fremont, Neb., Aug. 7, '91. Sec.-Treas.

Kentucky Division.

League hotels have been appointed as follows:
Bank Lick—Dickson House, 75 cents a day.
Cynthiana—Smith Hotel, $1.50 a day.
Franklin—Boisseau House, $1.50 a day.
Glasgow—Murrell House, $1.50 a day.
Morgansfield—Capitol Hotel, $1.90 per day.
Owensboro—Planter's House, $2 a day.
Walton—Phoenix Hotel, $2 a day.

The proprietors of these houses have signed contracts to give League members these reduced rates only on presentation of League tickets. Local Consuls to who blank certificates and instructions were mailed who have not secured hotels, are urged to act at once. We want a hotel in every town where League members or tourists are likely to go.

The Secretary-Treasurer is receiving a great many letters making inquiries about the election for Division officers. The election, according to the Constitution, must occur between the 15th of October and the 15th of November. It will be by mail vote, every member casting his own ballot. Every League member whose name is on the Secretary's books October 1, will be entitled to vote. G. E. JOHNSON, Sec.-Treas.

Reports of American Consuls on Foreign Highways.

To the Officers and Committees of the various State Divisions:

The National Committee on Improvement of Highways is in receipt of a communication from the Department of State, at Washington, stating that a compilation of the reports of the United States Consuls and Ministers on the streets and highways in foreign countries is now passing through the hands of the printer, and will be soon ready for distribution. The Secretary states that this will be one of the most interesting public documents ever issued by the Government, and that the Department is anxious that it reach the proper parties. We are requested to send to the Bureau of Statistics of that Department the names of such persons connected with our work as will be likely to make the best use of these reports

As the obtaining and printing of these reports was first suggested by this committee in a letter to the Secretary of State written last year, we are naturally anxious that they should be widely distributed in quarters where they are likely to do the most good. We therefore request that you will send the chairman of this committee at an early day the names of such prominent citizens (wheelmen and others) resident within your State, who are interested in the work for improved roads or whose activity in behalf of reform in public affairs would be likely to induce an interest in the subject matter of these reports.

It is perhaps unnecessary to add that too much care cannot be given to the work of placing these reports, and that the powerful influence which they accomplish will depend in a large measure upon the persons into whose hands they are placed. Fraternally yours,

ISAAC B POTTER, Chairman.

To the Members of the New York State Division.

In pursuance of Article 5, Section 4, of the By-Laws of the New York State Division, District Nominating Committees have been appointed as follows:

First District—
Chairman, E. J. Shriver, New York Metal Exchange, New York city; F. M. Cossett, 204 West 119th Street, New York city; J. H. Ford, 273 West 132d street, New York city.

Second District—
Chairman, Howard E. Raymond, 245 Flatbush avenue, Brooklyn; Dr. Wm. J. Gilfillan, corner York and Main streets, Brooklyn; Jno. Bensinger, 26 Broadway, New York city.

Third District—
Chairman, Joshua Reynolds, Columbiaville, N. Y.; Wm. B. Phipps, 51 Howard street, Albany, N. Y.; W. McArdle, 150 Grand street, Albany, N. Y.

Fourth District—
Chairman, A. B. Gardner, 11 Broad street, Utica, N. Y.; R. P. Judd, Syracuse, N. Y.; G. L. Prescott, 110 W. Court street, Rome, N. Y.

Fifth District—
Chairman, Fred'k Bowne, 218 Main street, Poughkeepsie; C. P. Stevens, 213 W. Water street, Elmira; F. W. Collins, Cortland, N. Y.

Sixth District—
Dr. Wm. J. Packwood, 1280 Michigan street, Buffalo; Francis L. Hughes, 67-69 Exchange street, Rochester; C. E. Folger, Lockport, N. Y.

The duties of the committees and the boundaries of the districts are defined in Article 5, Sections 1, 2 and 4, as follows:

ARTICLE 5.

Sect. 1. For the purpose of electing general Representatives, the Division shall be divided into districts as follows:

First District—New York, Richmond and Westchester Counties.

Second District—Kings, Queens and Suffolk Counties.

Third District—Columbia, Greene, Rensselaer, Albany, Saratoga, Washington, Warren, Hamilton, Essex, Franklin, Clinton, Schenectady, Montgomery, Schoharie and Fulton Counties.

Fourth District—Wayne, Oswego, Cayuga, Jefferson, St. Lawrence, Lewis, Herkimer, Oneida, Madison, Onondaga, Seneca, Yates, Ontario, Steuben and Schuyler Counties.

Fifth District—Chemung, Broome, Chenango, Otsego, Delaware, Sullivan, Ulster, Dutchess, Orange, Putnam, Rockland, Cortland, Tompkins and Tioga Counties.

Sixth District—Niagara, Orleans, Genesee, Wyoming, Erie, Livingston, Cattaraugus, Chatauqua, Monroe and Allegany Counties.

Sect. 2. Each district shall be entitled to one representative for each 100 members of the Division residing therein, on the first day of October in each year.

Sect. 4. On or before the first day of August in each year, the Chief Consul shall appoint a committee of three in each election district, whose duty shall be to recommend suitable nominations for general Representative from their respective districts; such nominations to be sent to the Secretary-Treasurer of the Division on or befor the first day of September. W. S. BULL,
Buffalo, N. Y., July 31st, 1891, Chief Consul.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, Aug. 14, '91.

Total—310—20,808.

CALIFORNIA DIVISION—3—481.

28854	Kustor, Hugo,	28906	Peacock, Geo. W. Jr.
28855	Putzker, Otto A.,		

CONNECTICUT DIVISION—62—1956.

28907	Ridshaw, Joseph H.	28936	Cox, H. B.
28908	Gardner, Robt. S.	28937	Fisk, Louis H.
28909	Griswold, Robert S.	28938	Fowler, Harry P.
		28939	Griffin, Henry P.
		28940	Pease, Wm. H.
28910	Flynn, D. N.	28941	Perry, Wilbert L.
28911	Clark, D. N.	28942	Pitkin, Howard S.
28912	Hadley, Wm.	28943	Robbins, Edw. H.
28913	Hadlow, John J.	28944	Seymour, F. W.
28914	Miller, Watson J.	28945	Sweet, Lester H.
28915	Reynolds, Oren D.	28946	Whittelsey, Mahlon H.
28916	Slauter, F. S.		
28917	Thomson, T. W.	28947	Cheney, A. C.
28918	Allis, F. S.	28948	Gannon, John
28919	Daggett, Albert S.	28949	William Walter B.
28920	Sawyer, Robt. B.		
28921	Teren, J. Frank,	28950	Spanutius, Geo. C.
28922	Corey, Everett R.	28951	Watrous, Geo. H.
28923	Starkweather, John,	28952	Benedict, Eugene R.
28924	Baldwin, Chas. T.	28953	*Bigelow, Miss Ella J.*
28925	Booth, Isaac J.		
28926	Clark, Chas. E.	28792	*Dickey, Nettie I.*
28927	De Forest, G. S.	28954	*Newcomb, Miss Anna M.*
28928	Haskell, F. S.		
28929	Littleton, Chas. H.	28955	*Webber, Miss Mamie*
28930	Wood, H. Holton		
28931	Atkinson, Irving W.	28957	*Houghton, Miss Milly*
29747	Boles, Clayton S.	28958	Cannon, John M.
29887	Nickerson, H. C.	28559	Hiven, Walter F.
29888	Street, F. R.	28960	Hicks, B. L.
28956	Robertson, Edwin H.	29043	Doane, S. E.
		29044	*Doane, Mrs. S. E.*
28932	Arnold, Walter T.	29945	*Galvin, Miss Mary A.*
28933	Barber, Wm. P.		
28934	Beach, Harry L.	29046	*Galvin, Miss Lizzie F.*
28935	Cowles, E. S.		

DISTRICT OF COLUMBIA DIVISION—1—172.

28889	Dyer, Frank L.		

ILLINOIS DIVISION—41—1852.

28964	Heald, H. B.	28976	Sherman, L. A.
28965	Plattenbury, F. W.	28977	Solden, Fred J.
28966	Plattenbury, W. D., Jr.	28978	Watson, Chas. P.
		28979	Weeks, L. W.
28796	Otis, W. I.	28861	Golden, J. H.
28793	Dickerson, Fred S.	28962	Paterson, F. E.
28794	Dickerson, J. W.	28963	Wann, C. G.
28797	Ulrich, A. L.	29047	Nicolet, J. G.
28798	Mack, C. R.	29048	Driggs, Herbert
28825	*Pritchette, Miss Jessie*	28857	Clarey, E. C.
		28858	Conefry, John H.
28890	Peter, August	28826	Nesbitt, Robt. E.
28967	Anderson, Robt. W.	28-80	Booker, G. M.
		28981	Hayes, A. Howard
28968	Bourland, P. D.	28983	Newton, W. A.
28969	Felton, W. G.	28982	Hunt, Nelson
28970	Flenner, John	28984	Prater, Cilius A.
28971	Hatch, Fred W.	28985	Russell, Ben.
28972	Hunter, Jay T.	28795	Fox, Fred L.
28973	Jacquin, W. C.	28824	Crocker, F. S.
28974	Pink, A. N.	28856	Pope, J. Wm.
28975	Powers, Geo.	28799	Wood, Wm. A.

IOWA DIVISION—2—227.

28827	Knight, I. Emma	28986	Stevens, L. E.

KANSAS DIVISION—6—144.

28983	Hill, Fred T.	28991	*Smith, Floy E.*
28989	Howie, J. W.	28828	Playter, Geo. H.
28990	Kingsley, Fred C.	28987	Thompson, John J.

KENTUCKY DIVISION—8—288.

28750	Williams, Wm. S.	28051	Woodbury, John L.
29992	Newton, J. B.		
28993	Vogg, John	28749	Davis, O. L.
29049	Jett, Howard, L.	28748	Adair, A. C.
29050	Parker, W. S.		

MARYLAND DIVISION—6—557.

28800	Thomas, Wm. H.	28994	Busick, John S.
28801	Corbin, Chas. C.	28995	Jeffers, J. G.
28802	Trumbull, Henry B.	29052	Ferguson, Robt.

MASSACHUSETTS DIVISION.—56—3027.

28830	Curtis, Fred C.	28768	Miller, Chas. E.
28770	Davis, A. P.	28862	Wild, Herbert J.
28771	Wood, Samuel	28860	Priest, Chas. W.
28712	Allen, Edw B.	28774	Houghton, Herbert A.
28751	Anderson, Wm.		
28752	Dyar, F.	28831	Pickering, Thos. J.
28753	Finley, C. H.	28773	Wilcox, Wallace L.
28754	Lovering, J. F.	28804	Stillman, Allyn F.
28755	Noeling, C.	28775	Goodell, F. A.
28756	Norris, H. A.	28861	Felch, Lewis P.
28757	Ostrom, H.	28776	Carr, Chas. H.
28758	Phillips, B. E., Jr.	28805	Darrow, Franklin M.
28759	Reynolds, G. L.		
28760	Roundy, G.	28891	Arnold, James D.
28761	Sawyer, W. D.	28777	Crocker, Carlton H.
28762	Stevens, F. B.		
28763	Walker, R. W.	28863	Carpenter, Horace
28764	Youngren, B. E.		
28765	Riley, E.	28778	Catlin, Glenville L
28781	Fogg, John A.	28779	*Catlin, Miss Grace L.*
28806	Bauldry, Lyman,		
28807	Haworth, Dennis,	28780	Crocker, Daniel
28808	Moriarty, Jos. H.	28864	Clapp, Geo.
28892	Trimmer, John	28782	Stebbins, Solomon

28769 Woods, Frank F.
28803 Whitman, Edmund P.
28859 *Cooper, Miss Annie*
28829 Cook, Daniel A.
28766 Bates, Chas. H.
28767 Bates, Waldron
28865 Dadmun, Wm. S.
28866 Wheeler, John T.
28997 Wordell, Abiel H.
28996 Kelnzman, Otto J.
29053 *Hough, Elizabeth E.*
29056 Barlow, Chas. L.
29055 Farnham, Frank A

MICHIGAN DIVISION—3—690.

28893 Renaud, Edw.
28998 Van Gorder, F.
28999 Bellfuss, Richard

MINNESOTA DIVISION—1—163.

29000 Tasker, W. L.

MISSOURI DIVISION—2—431.

28832 Pemmer, Oscar F.
29001 Nicholas, H. E.

NEW HAMPSHIRE DIVISION—3—347.

29002 Dearborn, Frank J.
29003 Eaton, Almon W.
29004 Horn, Harry R.

NEW JERSEY DIVISION—9—1263.

29867 McKirgan, V. M.
28809 Hammel, George
28810 Hutchins, H. C.
28885 Dennis, Robt. F.
28783 Colville, C. M.
28853 Fitch, Francis E.
28784 Garthwaite, Oscar B.
28834 Perkins, Rev. Chas. M.
28005 Corning, Edw.

NEW YORK DIVISION—37—2767.

28817 Shaver, J. Harry
28814 Swan, A. H.
28868 Ausbuettel, H. R. G.
28869 Deitsch, J. N.
28870 Foehrenbach, F. Jr.
28871 Kimmerle, Albert
28872 Rothschild, Henry
28873 Burrows, W. A.
28894 Evans, Louis M.
28787 Brooks, F. H.
28788 Markwick, W. A.
28895 Horton, Dan. J.
28875 Dimon, E. E.
28008 Norris, Thos. K.
28874 Osborn, Philip
28840 Taylor, J. Ostrum
28839 Gilmons, Harvey J.
28836 *Hill, Miss Edith E.*
28837 *Purdy, Miss Carrie B.*
28838 *Risley, Miss Sarah A.*
28786 Abendroth, John W.
28811 Coakley, C. G., M. D.
28812 Heins, John W.
28785 Smith, Harry W.
28841 Wheeler, Augustus H.
28813 Miller, Dr. Lewis H.
28842 Du Bois, W. M.
28843 Hughson, F. W.
28816 Lyke, Fred S.
28820 Wixson, Geo. B.
28818 Bailey, P. S.
28815 Johnson, Clint. M.
28819 Gage, Bert P.
29006 Popper, C. F.
29007 Matteson, A. D.
29009 Shaw, Maxwell D.
29010 Bauder, Chas. C. W.

OHIO DIVISION—23—1554.

28897 Shipley, R. R.
28896 Morton, J. T.
29013 Blackburn, Sam.
29014 Fonda, G. B.
29015 Hills, Irving H.
29016 Jackson, F. Parker
29017 Moore, John C.
29018 Ward, C. C.
29019 Wettengel, Herman H.
29011 Hardy, C. S.
29012 Hasslinger, Wm.
28899 Wilds, Will J.
28898 Ross, John,
28844 MacMahon, Rev. John
28896 Feppen, F. E.
28845 Neff, John A., Jr.
28846 Jameson, C.
28847 Harsch, Theo. M.
28848 Jones, W. H.
29020 Arens, Otto C.
29021 Jewett, Max,
29022 Davidson, Dr. E. M
29023 Pierce, Albert H.

PENNSYLVANIA DIVISION—26—2264.

28877 Fischer, Louis E.
28878 Lehr, Chas. H.
28879 Schneider, Henry
28880 Schuehler, Henry G.
28883 Bennett, Wm.
28885 Alderson, Wm. C.
29035 Becker, Christ,
29026 Gallewhur, W. G.
29027 Kratzke, W. E.
29028 Van Tassel, L. D.
29029 Woodsey, Dr. C. G.
29031 Riggs, Alvin,
28882 Shaw, Samuel
28881 Harding, Wm. Stuart
28849 Stauffer, Chas. A.
28790 Sharp, Edw. W.
28822 James, Paxson V.
28900 Elliott, C. B.
28821 Fay, R. H.
28789 Anderson, W. S. R.
28851 Howland, Frank
28884 Stark, Geo. W.
28823 Bushong, Jacob L.
28850 Murray, S. P.
29024 Moyer, Eugene
29030 Blocker, W. E.

RHODE ISLAND DIVISION 3—624.

29033 Langill, Elmer,
28852 Lawton, S. P., Jr.
29032 Taylor, C. E.

TENNESSEE DIVISION—6—130.

29054 Lennegan, Geo. F.
29034 Smith, Palmer
29035 Sparks, J. W., Jr.
29036 Blumenthal, J. S.
29037 Hirsch, Mose.
29038 Williams, J. P., Jr.

TEXAS DIVISION—2—108.

29039 Hamon, G. A.
29040 Wilkinson, Jas.

VIRGINIA DIVISION—4—104.

28901 Clater, M. H.
28902 Fife, R. H., Jr.
28903 Miller, Jackson
29041 Dickson, Wm. C.

WEST VIRGINIA DIVISION—1—80.

28904 Yates, C. R.

WISCONSIN DIVISION—1—292.

28905 *Burgess, Mrs. H. A.,*

GEORGIA—1—24.

29042 Grantham, I. W.

NORTH CAROLINA—1—16.

28886 Lindsey, Junius J.

WYOMING—1—5.

28791 Van Buskirk, J. Sam'l.

BERMUDA—1—2.

28853 Bell, John D.

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasurer, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1424 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 1008 Washington Boul., Chicago. Secretary-Treasurer, Thomas Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 1[illegible] Penn street, Indianapolis. Secretary-Treasurer, A. [illegible] Newby, 507 No. Alabama street, Indianapolis.

IOWA—Chief Consul, H. L. Chase, Cedar [illegible]. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction [illegible]. Secretary-Treasurer, W. S. Lydecker, Junction

KENTUCKY—Chief Consul, Andrew J. Lamb, 142, Louisville. Secretary-Treasurer, G. E. Joh[illegible], 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Bor[illegible], Louisiana avenue, New Orleans. Secretary-Treas[illegible] C. P. Chapman, 847 Carondelet street, New Orlea[illegible].

MAINE—Chief Consul, Howard M. Breen, 199 [illegible]lin street, Portland. Secretary-Treasurer, Bate[illegible]rey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 [illegible] street, Baltimore. Secretary-Treasurer, Wm. J[illegible] verzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, A. W. Rob[illegible]n Milk street, Boston. Secretary-Treasurer, S. Howard, Globe office Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 3[illegible] Lafayette street, Grand Rapids. Secretary-Tre[illegible] C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Bl[illegible] Minneapolis. Secretary-Treasurer, E. S. Gr[illegible]ory, Winona.

MISSOURI—Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

NEBRASKA—Chief Consul, A. H. Perrigo, 1315 Dodge street, Omaha. Sec.-Treas, C. B. Nicodemus, Fremont.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, R. H. Scott, People's Ins. Co., Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 116 Broad street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK—Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer George M. Nisbett, 50 Wall st reet, New York City.

OHIO—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, 1101, Providence. Secretary-Treasurer, Nelson Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Chas. J. Sherer, 311 st., Memphis. Secretary Treasurer, Thomas J. [illegible]pree, 338 Front street, Memphis.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro. Secretary-Treasurer, E. D. Whitney, Brattleboro.

VIRGINIA—Chief Consul, Law: L. Waring, Norfolk. Secretary-Treas., J. Hugh Henry, 140 Bute st., Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Bellew, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 Water street, Milwaukee. Secretary, F. J. Moraw, 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. Morgan & Co., 22 Old Broad street, London, E. England.

Application for Membership in the L. A. W.

ABBOT BASSETT Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in League of American Wheelmen to April 30, 1892. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, N[illegible] to April 30. Enclose $2.00 with this blank on any date between date of paper and October 30. Write plainly—Printing preferred.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for [illegible]onal cards, send 25 cents extra. If you want your name in gold, stamped on the holder, send 50 cents extra. *Leave the margin in using this blank.*

EASY LESSONS FOR THE "BOYS."

(Words of Two Syllables.)



This is a pic-ture of a num-ber nine. It is a Jim Dan-dy for any and all kinds of rid-ing. The bear-ings are per-fect. It can be rid-den hands off with ease. It trav-els at such a pace that the fleet-est fly can-not se-cure a foot-hold up-on it.

Cush-ion Tires and Tan-gent Spokes are now fit-ted in this ma-chine.

These Tires beat bal-loons.

If you are go-ing for a trip you should buy a num-ber nine. Catalogue free.

UNION CYCLE MFG. CO., - - - Highlandville, Mass.

Mr. Stokes of Chicago looks after our Western Business.

FEATHERSTONE'S PNEUMATICS.

It has taken the best mechanics of Great Britain three years to bring the Dunlop Pneumatic Tire to its present state of perfection. In view of this, it is not reasonable to suppose that any one can bring out a satisfactory Pneumatic Tire that will stand up in much less time than this, unless they copy substantially the Dunlop patent construction, in which case we shall certainly look to the courts for a redress against the manufacturers, sellers and users.

We advised the trade some time ago that the price on our improved Dunlop Pneumatic Tire will be much less for 1892 than 1891, and we shall stand ready to supply the trade at these figures.

Our Dunlop Tire for 1892 will be as near perfect as it is possible to make a Pneumatic Tire. A great many valuable and new features enter into its construction.

The Pneumatic Tire Co. and ourselves have tested at least 100 different kinds of patent and other valves, none of which have proven satisfactory, with the exception of the one we have adopted.

We are advised that another house is now on the point of making Pneumatic Tires, the greater part of which is copied identically from the Dunlop construction, which is patented, and we advise all persons interested in the making, selling and using of Pneumatic Tires to buy nothing that is substantially like the Dunlop construction, as we shall proceed to protect our rights in every way.

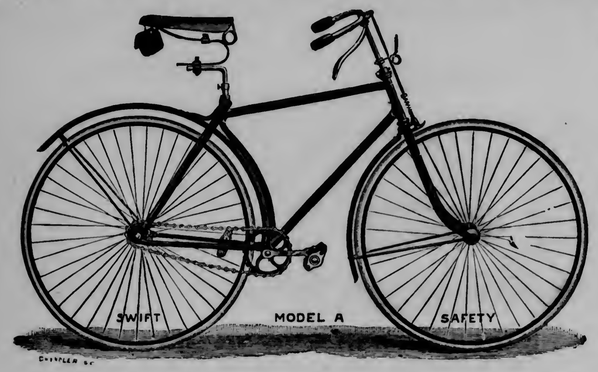
It probably will not be necessary to do this, however, as the Pneumatic Tire Co. and ourselves have rejected one after another of the experimental tires that are continually being patented and brought out, as being unsatisfactory and worthless for the purpose. We call your attention to these facts, as these infringing tires may fall into the hands of those who are not acquainted with the Pneumatic Tire and condemn the Dunlop without seeing it.

Be sure the Dunlop Pneumatic trade mark is on every tire you use, and you will not be compelled to pay for experiments which you will find either unsatisfactory or an infringement of our patents.

A. FEATHERSTONE,

Clark and 16th Sts., and Armour Ave., - - - Chicago.

"To Compete with Mediocrity is to Confess Inferiority."



THE NEW MODEL E

SWIFT

Is a little high in price but of unrivalled simplicity and strength. Weight all on with inch Cushion Tires, 36 lbs.

"NO BLUFF!"

Guaranteed to carry 200 pounds.

The Model E is built on the same lines as the Model A, with specially curved handle bars and cork handles.

COVENTRY MACHINISTS' CO., Ltd.,

239 Columbus Avenue, Boston, Mass.

11 and 13 Madison Street, Chicago, Ill.

BARCAINS! BARCAINS!



No Ordinary Bicycle ever gained higher reputation than the

NEW MAIL.

Murphy rode one over 12,000 miles and won many races. No other had the great improvement of the Perfection Tapered Tubing, being thicker metal at top end of backbone under the rider and tapering to small end; also tapered forks; also only wheel with Trigwell's Ball Head. To reduce stock we offer a few of these Superb Ordinaries of certain sizes, at

$50 each.

Many of best riders still prefer Ordinaries. Also some second-hand New Mails at $30 and $35.

BARGAINS FOR RACING MEN.

WM. READ & SONS, 107 Washington St., Boston, Mass

BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN Co.

☞ *Postage stamps will not be accepted hereafter in payment for Advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.* ☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

Editorial Contributor, F. A. EGAN.

BOSTON, 14 AUGUST, 1891.

WE are pleased to notice that Chief Consul Robinson of Massachusetts has officially called a halt on those who persist in making Chestnut Hill Reservoir a racing track on Sundays. Mr. Robinson suggests that 'a word to the wise" will be sufficient. We hope it will, as we should very much dislike to see the powers of the Park Commissioners invoked to forcibly suppress the nuisance, and we might as well say right here that power *will* be invoked in case the gentle warning of the Chief Consul is unheeded.

The vast majority of wheelmen will not stand quietly by and see their privileges in the parks of Boston jeopardized by the wanton thoughtlessness of a score or so of riders who ought to know better.

For example we will describe one incident which was witnessed by a rider out at the Reservoir a week or so ago on Sunday. The time was about two P. M., a crowd of hoodlums came tearing down the "quarter stretch" yelling like Comanches for the drivers of vehicles to "get out of the way!!" and in one or two instances these drivers were actually forced into the ditch at the outer side of the driveway, and to add insult to injury some of these hoodlums were heard to laugh and chuckle over the fact that these drivers had been forced into the ditch! This is only one of many such cases, and it is about time to call the attention of these individuals that unless they desist from their outrageous practices something will drop, and they will hear the sound and feel the impact thereof most distinctly.

PERHAPS the most unsatisfactory laws upon our statute books are those relative to the employment of convicts and those in regard to the working of public roads. Against the present system of bringing convicts into direct competition with free and honest labor many protests have been made, while as to the cause and effect of existing road laws upon the public highways, every user of them has had cause enough to complain even if he has not done so. Recently we have seen a rich and prosperous State forced to send its militia to protect the convicts, who as laborers in the mines, were taking the bread from the mouths of miners who were not felons. The expense, the disgrace and defeat, practically, this State has been put to, might all have been obviated by the amendment of its laws so as to make one evil cure the other: Abolish the State penitentiary or prison, except as a place of strict confinement at hard labor for such convicts as receive long terms; establish a prison centrally located in each county for the accommodation of its own convicts of every grade. In fact in most cases such prisons are already in existence. Make the citizens of each county responsible for the expense incident to the conviction, care, custody and guarding of its prisoners, and let the county roads of each county be worked by its own prisoners under guard; abolish all requirements of labor upon roads from indigent citizens, let each county levy a small tax to defray expenses of working its convicts upon the roads within its borders in lieu of a road tax. This is but the crude plan, which if thoroughly digested, rounded and systematized, seems to us the most likely one to settle two very knotty questions, which from time to time have confronted legislative bodies.

MR. WILLIAM E. CURTIS, known as the father of American athletics, has always been rather inclined to scoff at cycling, probably because Mr. Curtis himself is a great believer in the beauties of pedestrianism as a means of cheap and healthful locomotion, and hence looks upon the improvements cycling offers as a direct dig at his own hobby. As far back as the beginning of 1880 Mr. Curtis set out to down the bicycle; being himself a skater he looked to that sport to lower the records that, even at that early date, wheelmen were beginning to establish, and as an incentive to this end, he offered in the *Spirit of the Times*, a prize of $250 to the first skater who would, over a track of the same number of laps to the mile, beat the bicycle record for any distance from one to one thousand miles. To the best of our knowledge Mr. Curtis has never had to award that $250, and though skaters have improved in speed since that time so have wheelmen, slightly, and Mr. Curtis would be perfectly safe in renewing this generous offer of ten years ago.

A FAIR correspondent from Minneapolis, Minn., writes us words of commendation on the advice "Hawkshaw" gives on ladies' form of cycling and dress. She makes one point on the proper color of dress that is worthy of notice:

"There is one thing," she says, "which worries me, and that is the appearance of so many lady riders with tan colored dresses, or other light colored material. Ladies do not seem to see the philosophy of the objection—that every movement made by the rider attired in light colored material, casts a shadow in her dress (not seen in a dress of dark material), which necessarily attracts attention to the movement of the limbs. * * *."

She then has something to say about the form, as a rule, in which gentlemen ride.

"There is another thing I noticed, and that is, that so few gentlemen look really well riding a bicycle. I remember having seen two gentlemen whose graceful riding attracted my attention. One of these was a soldier, and the other a gentleman who had practiced military drill considerably. I wonder if this had anything to do with their fine appearance on the wheel?"

Our lady correspondent has evidently noticed the horrible stooping position affected by so many riders. We have before remonstrated on the foolish practice of many cyclists in copying the racing form of the track men. The requirements necessary to get the greatest speed out of a bicycle probably demand that appearances should be sacrificed, and in fact low handle bars and seat well back are two conditions really necessary for fast sprinting, and on the track are not out of place, but as remarked in a former issue, when we see a man on the road jogging along at an eight to ten mile an hour gait, all doubled up as though he had been too free with a diet of green apples and was suffering with a "misery" in his stomach, we have to smile a sort of sickly smile. Mr. Elliott's suggestion that the ladies ask their brothers, and some other girl's brother also to "sit up" is a good one. It looks ridiculous to sit all curled up, and it is a practice which superinduces round shoulders, narrow chests and possible lung trouble. There is no possible sense in cyclists assuming this preposterous attitude while riding on the road. There is a happy medium between very low handle bars and handle bars which touch the chin, and we are happy to say that a large proportion of our riders have struck the happy medium; our criticisms and those of our lady correspondent apply only to the comparatively few "would be," but can't be racing men.

CERTAIN members in the California Division think that "In Union there is Weakness," a paraphrase of the well known patriotic sentiment. California is a pretty big State, and we should not wonder if a division of the Division would result in securing more League members from the Pacific Coast.

WE present this week portraits of F. J. Osmond and R. L. Ede, England's acknowledged fastest riders, and we acknowledgo credit to *Bicycling News* for Osmond's portrait and also for Ede's. Early in the season it was hoped that these two men could be prevailed upon to come to this country and take part in the principal fall tournaments; but it is now settled beyond a question that they will not be with us. As we remarked in last issue a certain length of time in this country would be necessary for the Englishmen to become acclimated. A month's time is all too short. We are sorry that we shall not see them this season; but we had rather see them not at all than have them go on the track in poor form.

THINGS do seem to happen in streaks; and why we make this remark is because we record three separate and distinct cases where wheelmen have been molested by highwaymen. One case we record in Connecticut, another in New Jersey, and a third in Pennsylvania. This is a new phase of the "dangers of cycling;" but we hope the reception given these followers of Dick Turpin will be so warm that they will return to the more harmless and less dangerous pastime of robbing farmer Hobbs's orchard. If the highway robbery phase becomes epidemic, we shall have to go out prepared to meet these fellows with a few drams of power and a few ounces of lead.

IF all the acts of the reorganized Racing Board prove to be as popular as the resolutions removing the handicap from pneumatic and cushion tires, the Board's bed will be made entirely of thornless roses.

NEW YORK State wheelmen may not generally know the provisions of the laws which define their rights.

"One section gives them the same rights upon the public highways as carriages or other public vehicles. Section Two forbids the local authorities to pass any law that shall in any way conflict with the State law, or exclude wheelmen from the use of the highways. Section Three authorizes the local authority to pass ordinances to limit and determine the proper rate of speed at which bicycles may be propelled, etc., and to prohibit the use of such vehicles upon that part of the street, highway, or parkway, commonly known as the footpath or sidewalk."

THE *Journal* of Biddeford, Me., is wrong when it states that "cushion tires will be handicapped at the Portland races next month." The racing rules of the L. A. W. do not allow the handicapping of either cushion or pneumatic tires.

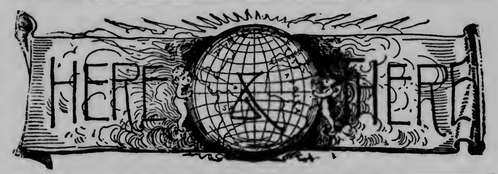
IF our common boast that we are a progressive, wide-awake and ingenius nation is well founded, what can be urged to excuse us for adhering to the antiquated and inefficient methods of making and keeping our common roads when we have before us the great economy and splendid results produced by the adoption of more intelligent methods in other countries. In many respects we have greater need of hard-surfaced roads than has either France or England. Our rainfall is considerably heavier than theirs, and our dirt roads for weeks at a time are half as deep as they are wide. Can it be possible that these facts are not as patent to the world as they are to wheelmen?

METROPOLITAN MUSINGS.

IT was certainly wheelmen's day in Brooklyn on Sunday last. The invitation extended to the New Haven Bicycle Club by the Brooklyn Bicycle Club and which read "you name the day and we'll do the rest," was carried out to the letter. The New Havens selected the day and came down on the Saturday night boat thirty-nine strong. They were met at the landing at six o'clock A. M. and escorted across the bridge to Wilson's cafe, opened specially for the occasion, where breakfast was served to sixty men, twenty Brooklyns having joined the party. After breakfast the party rode to the Brooklyn's club house, where twenty-five more were picked up, and then the whole eighty odd rode down on Long Island to the Massapequa Hotel, where a swim was indulged in and after which the whole party sat down to one of the dinners for which this place is famed. On the way home a stop was made at Captain Rhodes' for liquid refreshments. The Captain had his flag out in honor of the occasion. On reaching Brooklyn again, a wash and general taking of stock occurred at the club, and then all hands adjourned to the cafe again for supper and general good time until the time for departure arrived. The New Havens left behind them as a memento of the trip a bunch of ribbons for each Brooklynite, combining both of the clubs' colors, with the word New Haven wrought in gold wire attached. The two clubs have by their visits to each other cemented a firm bond of fraternity which nothing can sever. Intercourse such as this is the most desirable side of wheel life, more of it would not go amiss.

One may be prepared to learn much at Hartford about the amateur question. Unqualifiedly I say let us have a lenient rule. By that is not meant one that like a weak fish net allows all the small fry to go through and only holds the larger ones. It must be one that places all racing men on an equal basis. It seems eminently fair to every man on the track that expenses should be allowed him. Then it should be so stated in plain language in the constitution of the League. Such an amendment has been offered; it should prevail. If such is openly recognized no complaint can be made by men that they are being unfairly treated in the matter by the League. It has proved how impossible in the past it has been for the League to wink at the practice and retain an atom of dignity. With the adoption of this amendment, leaving no doubt of its meaning, it depends entirely on the man himself whether he can earn his expenses. Athletic clubs do not care whether Jim Jones or Paul Smith represents them so long as he can win the required number of races.

The plain wording of the clause regarding the ultimate dispositions a racing man may make of his prizes, is a very binding affair, and it will be hard to beat "SPEC."



THE Boston reservoir nuisance of Sunday racing must be stopped, with a large S.

THE English team of racing men will not materialize here this fall.

THE West will be well represented by proxies at Hartford next month, on the occasion of the Constitutional Convention.

THINGS are getting warm in the tournament line. It will be September before we know it, and then the fun will commence.

WE pass one week without having to paralyze our readers by recording new records.

Two Durham, N. C., wheelmen, Messrs. Wynne and Spence, are touring through the North on cycles. Their route will be from Durham to Ridgeway, Petersburg, Richmoud, Washington, Philadelphia and New York.

WE wonder what Van Sicklen's idea of Pontiac justice is?

Two tramps held up a bicycle rider on the road from Hainesport to Masonville, Pa., last Wednesday, and compelled him to hand over what cash he had, about $8, after which they gave him just ten minutes to get out of sight. Search was made subsequently, but the footpads could not be found.

THE authorities of Bridgeport. Ct., have been petitioned to lay a concrete path on each side of the drives in Seaside Park for the exclusive use of cyclers.

"ON Sunday morning last about one o'clock, a party of three wheelmen, Walter T. Cornell of Hartford, and Burton Buckley and Oliver D. Cornell of Waterbury, en route to New Haven, while passing near Cheshire, were roughly hailed up by five men, who sprang suddenly from the side of the road and demanded a halt, the act having an appearance of bad intent. The prompt appearance of a 32 calibre Smith & Wesson placed under the nose of the leader of the gang, in the hands of one of the cyclers changed the tide of affairs, and the wheelmen were given permission to pass on.—*Exchange.*"

"ONLY a few days more, and then the Belanger cycle will be ready for trial," so says an exchange. We want that cycle tried and thus settle the question of its merits to the satisfaction of the believers therein.

NANTUCKET, Mass., now wants to be considered a cycling centre, since the pneumatic tire makes possible the riding of a wheel over sand.

SNEAK THIEVES entered the Missouri's (St. Lou's) club house in broad day light last week, and secured a gold watch from one of the lockers. They also stole an Iroquois safety bicycle, No. 1129, with cushion tires, rubber grips and Garford saddle, belonging to D. W. Robert. Wheelmen are requested to look out for it, and if seen to notify Mr. Robert at No. 714 N. Second street, St. Louis at once.

AFTER the Alton (Ill.) and Belleville (Ill.) races the Cycling Club of St. Louis will give a smoker and reception to the victors at their club house. The prizes won will be presented with due ceremony, and a general good time will prevail.

ERRATUM: First paragraph, page 475 of issue of August 7th should read, "some fifty members of the Pennsylvania Bicycle Club," instead of "Philadelphia Bicycle Club." Credit to whom credit is due.

THE managers of the Minnesota State Fair have employed a cycle corps of ten men to post the State with bills. These riders contemplate covering about 50 miles per day each, and expect to bill the entire State in this novel way.

"ONE of the most amusing sights to be seen during the 'hottest Sunday on record'," says the Philadelphia *Record*, "was a bicyclist as black as the ace of spades, and his equally black girl, both riding machines of the latest pattern. The pair were dressed in the gaudiest of costumes, and succeeded in eliciting considerable applause en route. The girl wore a bifurcated skirt of crimson, with a canary colored plush waist. Her hat looked like a handful snatched from a rainbow, while the shoes which only peeped from beneath the skirt were as white as snow. Her escort had sky-blue knickerbockers, a fiery red blouse and a pea-green hat. The male could ride cleverly, but the woman had evidently recently learned, for just as the pair turned on the asphalt surrounding the Public Buildings the watchful escort yelled out: 'Watch yo'sef, watch yo'sef; disremember dat yo bike haz no wings, an' doant go fer to climb de City Hall.'"

THE name "Peerless" as applied to a ladies' cycle club seems most appropriate. A club of 12 young Germantown, Pa., ladies has been formed under that name, with Mrs. George Reddles as Captain.

THE wheelman's handbook of Essex County, Mass., is a unique little pamphlet published by George Chinn of New York, containing brief sketches of the cities and towns of the county, with mention of their objects of interest, hotels, cycling clubs, League consuls, road routes, etc. Judging from the sketch of Haverhill, the work is of genuine interest to every wheelman, and should be close at hand for reference.

THE town of Ilion, N. Y., has always been famous for the manufacture of fire arms, ammunition and type writers. It is now more than likely that the bicycle industry will be added to the list of Ilion's enterprises.

"A. H. OVERMAN," says the Springfield *Union*, "has a novelty in the way of a light colored village cart, equipped with bicycle wheels, having rubber tires."

THE "Dick Turpins" of New Jersey are reaping rich harvests by stopping solitary and unarmed wheelmen after dark and going through them in true highwayman style. The vicinity of Elizabeth seems to be a favorite stamping ground for these foot pads.

AT the last meeting of the Missouri Bicycle and Athletic Club of St. Louis the proposed amendments to the Constitution were adopted and the club will henceforth be governed by a board of thirteen directors. The organization has grown entirely too large to be governed in any other way. Twenty-one applicants were admitted to membership, and the club now boasts 270 members.

MR. GEO. KEMP narrowly escaped death in a collision with a horse at St. John's Park, Stamford, Ct., last Friday. His safety was woefully twisted but nothing broken. Cause—the lookout was off duty.

SOME hoodlums on wheels from Bridgeport, Ct., lately made such Sunday sidewalk nuisances of themselves in Darien, that the authorities passed an ordinance against sidewalk riding, and several travelling cyclers have been fined and put to a lot of trouble because they knew not of the suddenly made law. All this for the senseless circus work of a lot of young and probably wilfully mischievous riders who, of course, escaped the punishment they deserved, but which is inflicted upon innocent wheelmen. L. A. W. members are hereby warned to look out for Darien and Stamford sidewalks, as at the former it is $5, and the latter "not more than $15," for we read it in the town records.

THE ex-Secretary and Agent Parsons, of Stamford, Ct., lately had a half century to Tarrytown and return, over a variety of country roads. If variety is the spice of roads, the said twain claim to be very spicy.

"THE problem of rational street sprinkling," says "Linneus," "as far as St. Louis asphaltum streets are concerned, seems now to be satisfactorily settled. The new arrangement consists of a small strip of brass which regulates the amount of water to be placed on the streets. Street Commissioner Murphy has given strict orders to have the rule enforced to the letter. He has also issued orders to leave St. Charles unsprinkled from Jefferson avenue to Fourth street until 9.30 A. M. This will give all local cyclists a chance to ride down to business before the flood."

CAPTAIN FRANK H. WELCH, of the Wissahickon Wheelman, of Philadelphia, has ridden nearly eight thousand miles this season. For last month his mileage runs up to over 2,000 miles with thirteen century runs for that month. Can this be beaten?

THE Philadelphia Outing Club will hold a race on August 22d. Mr. G. Theodore Heilig is Chairman of the Committee.

W. T. WEST now holds the record between Philadelphia and Newark, N. J., by about fifty-five minutes. It was previously held by O. S. Bunnell, President of the Park Avenue Wheelman. West's time is 8.35.

THE Columbia Cyclers of Philadelphia tendered a reception to the Penn City Wheelmen at their club house, 1511 Montgomery avenue. An address of welcome was delivered by the President, Mr. Lawser of the Columbia Cyclers, President Lally, of the Penn City Wheelman, responding. This was followed up by speeches from the various members of the two clubs. Mr. Fitzgerald was pianist for the evening, while Authur Littler, F. B. High and J. L. Bretz sang a number of pretty selections. A bountiful supper was provided up-stairs. The club house was gayly and beautifully decorated and illuminated with ribbons, Japanese lanterns and gas jets. The committee having charge of the affair was F. Dunkelberger, R. Hause, F. B. High, J. N. Enochs, R. Johnston, Jr., W. H. Watts, A. Littler.

MR. O. S. BUNNELL, President of the Park Avenue Wheelman of Philadelphia, will have a special car to transfer the officials and racing men from Springfield to Philadelphia after the races during the Springfield meet.

MISSES MACK AND MILLER of Stamford, Ct., recently wheeled out to Brookhouse, Sound Beach, their first cycle outing in country lanes and charms.

"RACES! races! is about the only thing spoken of here at present in cycling circles," wails "Linneus" of St. Louis, "and club runs are being shamefully neglected. While admitting the influence that racing has in making new converts to cycling, it must never be made the chief and only object of club life or the club will suffer."

THE first anniversary of the organization of the Indianapolis. Ind., Zig Zag Cycling Club was celebrated on Saturday evening, Aug. 8, by a banquet at the New Denison House, the League Hotel there. The financial success of the Division Meet, which the club managed so well, has put it on a surer footing than ever, and the hopes of the ten charter members have been more than realized.

MR. S. GLENN WALMSLEY, Long Island Wheelmen of Brooklyn, and Sidney J. Pearson of Woodbridge (N. J.) Cycling Club, succeeded, on Aug. 7, in ascending Utsayanthia Mountain, (height 3365 feet) Stamford, N. Y., on safety bicycles. Only two-thirds of the ascent was passable for bicycles, owing to mud and stone; the balance of the distance to the summit it was necessary to push the wheels up. The ascent took nearly three hours, while the descent was made in fifteen minutes, with but three dismounts—twice for teams to pass and once to allow brake to cool.

THE Thorne family of Chicago are a notable example of the benefits derived from cycling. Five boys. William C., Charles H., George A., James W. and Robert J. Their best time on the track is 2.32, 2.46, 2.38, 2.48 and 2.48 respectively, or an average of 2.42 to the mile. Two sisters, the father and all of their numerous relatives in Chicago, are also excellent riders. All are hardy road riders.

RAVENSWOOD (Illinois) cyclists are circulating a petition among property owners for the purpose of putting a stop to the wholesale sprinkling of the macadamized streets of their town. These are so heavily sprinkled of an evening as to preclude ladies riding, because of the slough holes filled with water caused entirely by this deluging. They are over wet in the evening to save work the next day, as they dry slowly.

THE Semi-Century Cyclers is the name of a recently formed club of young boys in Chicago. None are over fourteen years of age, yet each has, and all applicants are required to ride fifty miles, a semi-century, over country roads in one day. They have a neat, brick, two-room club house at 42 Ray street, built entirely by themselves.

A FUNNY incident happened at Cortland, N. Y., the other day, on the occasion of the races of the local wheel club. A delegation of women called upon the sheriff and requested him to stop the races on the ground that the riding of bicycles by women is immoral. The sheriff refused to interfere. The truth was there were no races for women riders on the programme.

SOME thirty colored cyclists of Chicago have formed the Chicago Colored Cyclists' Club and are now arranging for a club house. They are a gentlemanly set of colored men, and combine in their midst many really excellent riders.

LITTLE MISS VIOLET HIGHBERGER of Hagerstown, Md., is just three years nine months old, and she rides a cycle weighing 15 pounds. Mr. Highberger's family consists of wife and six children, and they all ride cycles.

A SMALL electric storage battery and motor has been invented, which can be placed under the saddle of a bicycle. The idea is only to use it in cases of extreme fatigue, and when hard hills have to be climbed.

COASTING down Pike's Peak seems to be a favorite pastime nowadays This feat has lately been performed by H. P. Walden of Chicago. The distance is 22 miles, and he covered it in 2h. 20m. actual time. The machine ridden was a 33 pound pneumatic.

THE Chicago Cycling Club, at a meeting held Saturday evening, Aug. 1 with 30 men present, voted unanimously to become a League Club and to pay initiation fee and dues of all who were not already members of the L. A. W. This rather changes the aspect of League politics in the "Sucker" State and hardly leaves the Illinois Cycling Club the entire power. While this action was not strictly in accordance with the views of many of the older members who were not at the meeting when the amendment was announced to be brought up, yet as a rule they favor the change and think it will in the end prove a good thing. To ex-Chairman Randall much of this may be credited, as he has worked hard and brought over a hundred into the League himself.

FOUR members of the Pizen Cycling Club of Chicago, Messrs. Jno. Simon, James Hrach, Fr. Liska and Fr. Balka, successfully completed a century last Sunday despite the rain, over the course to Elgin-Aurora and return.

WILLIAM YOUNG and C. P. Root established the Chicago to Elgin record last Saturday. The distance over dirt roads is nearly forty miles, and their time was three hours and fifteen minutes. Had not Young's tire burst ten miles out of Elgin the record would have been inside of three hours.

FORTY members of the Illinois Cycling Club were on that club's run to Waukesha Sunday, Aug. 2d. Starting from Chicago on the train Saturday afternoon, they attended the ball at the Spring City Hotel in the evening, and spent Sunday touring through Waukesha County, returning Monday morning.

THE resuscitated Press Cycling Club of Boston seems to be one of the two live cycling clubs of that city. The weekly runs of this club are well attended, and among its riders are some of the best known wheelmen of the "Hub."

THE Suffolk Bicycle Club of South Boston, Mass., seem to have taken a new lease of life. There was a time when the Suffolks were one of the liveliest clubs in the State, in the days when Collins ("Pedals") *et al.* were on deck.

THE Century Road Club of Chicago has over seventy names enrolled on its books. Chief Centurion Herrick is a hustler and has gained recruits all over the world. This club has a pin inscribed Century Road Club to which a bar is added every time the owner does a century. Several already have three bars.

THE initial run of the Toledo (Ohio) Ladies' Cycle Club took place Aug. 1st. There were 20 lady riders in line. The club it seems is not yet formally organized.

DR. H. L. BARNUM of the Illinois Cycling Club is hard at work on a thrilling story, "The Stolen Wheel, or Every Man His Own Detective." Doctor lost his wheel by theft, but traced it through a half dozen hands to a woman who had taken it in debt, and later had the thief jugged.

AN exchange remarks that the "bicycle era is hardly inaugurated yet." It is not only inaugurated, but most decidedly established on a solid foundation.

THERE will be no getting away from the Salvation Army now that the "army" is to be reinforced with a corps of 50 skirmishers.

THE Hartford *Times* claims that Victor Belanger is not the originator of the idea of his 85 miles an hour cycle. That paper states that C. E. Ingalls in 1869 was granted patents on a wheel embodying the exact principles of Mr. Belanger's machine.

W. C. THORNE, Chicago's speedy safety rider, is at present on a trip in which a fine sailing canoe and his safety form a part. The latter he carries strapped to the canoe in which he is sailing and paddling through the chain of lakes in Waukesha Co., Wisconsin, incidentally using his wheel in short trips over the beautiful roads of that district.

J. S. BLACK, the cyclist who is travelling from Cleveland to San Francisco, and thence around the world on money which he earns *en route* by means of exhibitions, left Laramie, Cal., with $25 ahead of the game. He

has received $300 and paid out about $275. He will have a hard job to cycle round the world on that basis. From San Francisco he will sail to Australia, stopping at the Sandwich Islands; ifrom there to China, thence to India. After landing in India he will make an overland journey through Asia Minor to Europe, thence to England and then to New York, from which he will continue his journey to Cleveland.]

MAJOR BURDETT of Hartford, Ct., is at the bottom of an arrangement by which the Signal Corps, attached to the First Regiment, C. N. G., will be mounted on bicycles during the coming encampment. The wheels will be used for conveying messages.

LITTLE two-years old Minnie Elgin of Montclair, N. J., was run over the other day and probably fatally injured by a coachman named Joseph Brown, in the employ of Mr. James C. Beach of Bloomfield. After knocking the child down Brown whipped up his horses, but was pursued and captured by a cycler named Clifford E. Pierson. A warrant for Brown's arrest was issued and he will be held.

WM. HERRICK, director of the Lincoln Cycling Club, Chicago, is a bad man for a road hog to tackle on the road. Sunday last he headed an angry crowd of six Lincoln members in the leading of a road hog's horse and buggy into a neighboring ditch, where Mr. r. h. sat and swore while the cyclists with a clear road continued on their way home from Lake Zurich.

WE regret to note that Mr. Eugene Aaron, the first editor of the L. A. W. BULLETIN, is dangerously ill with consumption at a small town in Tennessee.

THE present membership of the Springfield (Mass.) Bicycle Club is 176, and the enthusiasm among members bodes well for the success of the coming tournament.

HAWKSHAW'S COLUMN.

HERE'S a few points in regard to racing and training I learned from a trainer recently, and they seem to me to be worthy of some attention, coming as they do from a man who has sent as many winners over the lines as any trainer in America:

"One should be at least 18 years of age before going into strict training for racing of any kind, or taking up severe and sustained athletic work, because growth and development absorb the energy during the years previous to that period."

"The man who takes a long, full breath when the pistol is fired has an advantage in the race over the man who forgets it."

"Shoes for training, and clothing as well, should be heavier than those worn for racing, that you may feel light when you come to race."

"Keep out of the night air when training because it is usually damp, and it is more difficult for the body to eliminate its waste products in damp air than in dry."

"The reason why athletes develop so frequently nervous trouble, heart disease, lung trouble, and the various maladies which ultimately result in death, is not that they are trained too much, but that they are trained too little in these scientific points, on which the success of the whole depends."

I do not believe that it was from any "inoculation with the Australian virus" that I penned my plea for the removal of racing from sentimental to practical grounds. To leave it in its present shape is to keep the L. A. W. and all other enforcers of this hybrid state of affairs in continual hot water. Either let us lay aside the managing of race matters entirely, or else put them upon a sensible and equitable basis once and for all, so that the valuable energies of the L. A. W. and its officers may be put to some more practicable benefit to its thousands of members, instead of devoted to wrangling with and about a few hundred of them who race. Do not for an instant think that the "Australians are a different breed of human beings than what we have." In their action in regards to racing for coin instead of crocks they may have demonstrated that they are less hide-bound than we are, but that's all of the difference, for they are nearer to being, acting, and thinking like Americans than any other people in the world. As we have found that they knew better how to vote than we did, and hence have adopted their system of ballot for our own uses, I hope that we may not cease to copy them in this matter, which is as much needed a reform in the racing world of cycling as the ballot was in the political one.

A deputation of women employed in the chain trades of London recently sought an interview with the Home Secretary for the purpose of protesting against the proposed restriction of their labor, now before Parliament. One of the women delegates represented that branch of the trade devoted to the manufacture of the chains used on safety bicycles, which are almost entirely made by female labor.

While in Mexico several years ago I was much taken with the exquisite workmanship the natives exhibited in the handling of precious metals, some of the jewelry shown being almost as delicate and intricate in pattern as the finest lace. A common ornament for a ladies pin or a watch charm, was a gold or silver coin from which the jeweller had removed all metal save the milled edge of the coin, and the head or whatever other design had originally decorated it. The result was a unique and beautiful ornament that even in its mutilated state as a coin, still carried with it a certain voucher of its value. Now the recalling of this almost forgotten fact has brought to my mind an idea in regard to prizes that will I am certain meet with the approval of the strict amateur, and the one not so strict. Let some progressive race meet promoters announce that they will present to the winners of each event, and to the scond and third in same as well, a set of medals to be made as follows: For the winner a $20 gold piece altered as above, and swung by a chain from a bar; to the second a similar medal made out of a $10 coin, and to third man one made from a $5 piece. This would make the three medals for each event cost about $35, as the gold removed in altering them into "medals" would about pay for the work required to change them. When a man won one of these medals it would certainly be free from any imputation of being a "floater"—light enough to float upon water, nor could the purity of the metal entering into its construction be questioned, so that its value from a melting-pot point of view could easily be ascertained by anyone possessed of such sordid views as those relating to the pawnable or saleable value of prizes. I think that there is a law which forbids the altering or mutilating of any United Statescoins, which would perhaps prohibit the employment of native ones for use as above, but foreign ones of approximate value could be obtained and altered for the purpose, and the doing so would I am sure cause a vast amount of numismatic study to be indulged by our racing men. Seriously, I think that this plan would prove successful, certainly it would be a novelty, and for once racing men would know the actual value of what they were riding for, which is very far from being the case as things stand now.

"HAWKSHAW."

THE ELWELL TOURISTS.

IT was with regrets that we bid adieu to the beautiful valley of Chamonix, for nowhere had we beheld such a grandeur of mountain scenery, such a ruggedness of Alpine passes and all that tends to fill one with an awe-inspiring feeling. However, we could not serve an injunction on fleeting Time, and had to hurry along. From Chamonix to Vernayaz we were accompanied by Messrs. Mitchel and Stephens of Washington, D. C., who are on a bicycle tour around the world. They have had a successful trip so far, and expect to reach San Francisco next June.

Just after passing the custom house a few miles from Chamonix we began to ascend, by a narrow roadway, a range of the Alps that took us several thousand feet above the valley. It was a steady up-hill climb for several hours, and we had to divide the path frequently with little pack-mules and carts loaded down with stores of provisions, or tourists, who generally take this way of sight seeing in this wonderful country. The way, however steep, was pleasant, as it led through shady retreats and by cool, refreshing mountain streams, and the most magnificent view of the surrounding country could be had. In toiling up the hill we grew hungry. A cyclists' appetite is generally set with a hair trigger and is liable to assert itself on the slightest provocation. Numerous stops were made at the little chalieys to regale ourselves with bread and milk, and such quantities of the lacteal fluid disappeared that there threatened to be a milk famine—till the cows came home. The summit of the mountain was at last reached, and we began to descend the wonderful Zig-Zags to the valley of the Rhone. Back and forth down the steep decline ran the road that resembles closely a corkscrew that had been run over by an ice wagon. The road is a marvel of the engineer's skill and would have puzzled others, than these French road builders, to construct. We now had fine riding to Aigle, where we rested for a day. A side trip was made to the Castle of Chillon, made famous by the historical halo which surrounds it, and immortalized by Byron in his "Prisoner of Chillon."

The next day we started on a ten-mile climb to Cambalay. The itinerary gave the time of ascent as four hours, and although it rained some we made the trip in two and one-half hours, beating all previous records. The ride in the afternoon to Zweisimmen was one of the finest we had yet made. The rain had settled the dust. The tourists were in high spirits—I forget the exact altitude but it was considerable. The road wound around the high bluffs, and the coasts were long and swift, and we were all loud in our exclamations of glee. Ask any of the tourists about the ride from Cambalay to Zweisimmen, but get to a safe distance first.

We reached Interlaken July 16, and received a cargo of welcome letters and papers from home. There was a disappearing to rooms and into corners to read them before anything else was thought of. Places of amusement are numerous at these summer resorts, but the Kursaal seems to be a centre of attraction. We visited the Staubbach Falls, which is the highest in all Europe, being about 980 feet, and being of such volume that the wind sways it to and fro; it presents a pretty picture, and closely resembles a long white bridal veil floating in the breeze. We saw the mighty Trummelbach, which is considered the largest volume of water that goes over any falls in Switzerland. For ages this mountain torrent has been at work and has worn a hole in the cliff through which the water rushes with a roar equal to that of Niagara. Against the opposite cliff nearly 50 feet distant the torrent breaks and falls into a foaming chaldron at the bottom, where it raves and frets until it finds its way out by a crevice in the rock.

We were joined at Interlaken by Hockley, who had remained over at Chamonix to make the ascent of Mt. Blanc. He succeeded in reaching the snow clad summit, and pronounced it as a grand though tiresome trip. Leaving there we made the ascent of the Bronig pass and took dinner on the top, then wheeled to Lucerne to remain over Sunday. There are many interesting features in Lucerne—that haven of tourists—its lion, the glacial gardens, the old towers and bridges, and the beautiful lake. The city was thronged with tourists, and a grand exhibition of fire-works and orchestral music made the evening very pleasant—and the horses, too; I had almost forgotten them. Monday we wheeled to Vitznau, where we took the cog-wheel railway to the top of the Rigi. Here a grand view presented itself; on every hand we could see the broad valleys with the beautiful lakes and the lesser mountain chains stretching away into the distance. It seemed as though we could reach over and touch the other peaks, down into the beautiful blue waters, the distance is so deceiving, owing to the high latitudes and the clear atmosphere. Long did we linger there and gaze upon the beautiful panorama spread out below us. The air was chilly, but we were warmed by an enthusiastic feeling, and will ever remember the grand sight. On the morning of the 21st we took a steamer from Gervan to Flucien and wheeled back along the lake over the great Axenstrasse, where the road is but a shelf on the high cliff, two hundred feet from the water below. In someplaces there are tunnels, through the side openings of which a beautiful view of the lake and opposite mountains is had. We visited the grounds made famous by the heroic deeds of William Tell. The roads still preserve their hard, smooth beauty, and the tourists who tramp or go in coaches through these regions look at us with envying eyes as we ride by them on the long up-grades, or fly away in the unequalled coasts. There is a beauty about a bicycle trip through this country that can scarcely be described, and must be experienced to be appreciated. We reached Zurich last evening, and will rest here until to-morrow.

GOODRICH.

Zurich, July 22, 1891.



CUSHION TIRE EAGLES

ARE THE THING FOR

RACING,
TOURING,
COASTING,
HILL CLIMBING.

They run faster, ride easier, coast further and climb better than any other wheel on the market.

Have You Tried Them?

They are equal to the pneumatic in ease, comfort and absence from vibration.

The Cushion Tire, added to its other advantages, makes the Eagle without an equal.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

CLINCHER PNEUMATIC UNIVERSAL

· · ROVERS · ·

IN STOCK. Price, $120,00.

The Most Practical PNEUMATIC TIRE Yet Produced,

AND A MACHINE UNEQUALLED BY ANY, AT THE PRICE.

Nearly all styles of Rovers can now be supplied on receipt of orders. Reports of victories won on Rovers continue to come from all directions.

The JOHN WILKINSON COMPANY, 269-271 STATE STREET, + + CHICAGO. + +

SINGER CYCLES



A NEW PATTERN.

SINGER SAFETY, 1888 make, damaged in an accident, June, 1891.

The above is taken from a photograph of the machine sent to us by Messrs. Jno. Howes & Sons, our Cambridge Agents, who remark: "Slightly damaged, nothing broken except a spoke or two. Rider unhurt."

An unsolicited Testimonial as to the material used in SINGER CYCLES.

AMERICAN DEPOT, 6 and 8 Berkeley Street, BOSTON, MASS.



F. J. OSMOND.

This phenomenal rider was born at Long Sutton, Lincolnshire, in 1867, hence he is now 24 years of age. His first mount was a Facile, but in 1886 he took to the ordinary. It was on June 19, 1886, that Osmond appeared for the first time on the track, at which time he showed the stuff he was made of by winning two handicaps. A week later he was marked as a scratch man. In 1887 he won the 25 mile tricycle championship, and in 1888 the five miles tricycle championship. Championships fell to his lot thick and fast after this, and in 1890 he secured every one of the ordinary national championships.

This year he discarded the ordinary for the safety, and on that machine he has won the 25 and 50 miles championships, and has beaten all records from 1-4 to 24 miles on the safety, and for all class of machines. His mile is 2.16, and he has covered 23 miles, 1260 yards, in one hour. The 24 miles on this same trial was covered in 1h. 40s.

HAD HE BUT KNOWN.

(For The Bicycling World.)

"My kingdom for a horse!"
This was the monarch's cry,
When on the bloody battlefield
The enemy drew nigh.

Horses and riders lay
Encircling him around.
Oh! that some winged Pegasus
Had risen from the ground—

Whose trusty tireless feet
The swiftest would outrun,
Nor at the fountain pause to drink,
Nor faint beneath the sun.

A steed whose cherished life
Would brave the foeman's steel.
Had he but known! his cry had been,
"My kingdom for a wheel!"

Chas. McCarthy.

A CYCLING DRESS FOR LADIES.

"With the Society of Cyclists at Northampton were the Misses Tunstall, who rode a tandem and wore an entirely novel kind of cycling skirt which yet *looks* exactly like an ordinary one. The invention was brought about by the fact that with the ordinary skirt of civilization they had so many accidents which were attended with danger that they resolved to abandon cycling. One of the sisters, however, designed her present dress, and since then they have had no trouble whatever, while it is utterly impossible for anyone to tell that there is the least peculiarity in the arrangement of the drapery. And yet the simplicity of the whole thing is touching. The bottom of the dress instead of being open is closed, while at each side there is an opening for the feet, with a short gaiter, which is part and parcel of the dress, and this gaiter is covered by a flounce of about nine or ten inches in depth. The result is that the dress cannot fly up, and cannot by any possibility be distinguished from an ordinary fashionable skirt. The young ladies are anxious that others should benefit by their experience, and would be glad to give further details.—*Bicycling News.*"

ROCHESTER, AUGUST 19-20.

Next Wednesday and Thursday the New York State Division will hold its ninth annual meet at Rochester, N. Y., under the auspices of the Rochester Wheelmen. The official programme is at hand, and is a book of eighty pages replete with interesting information. Every member of the State Division has had a copy sent him, and there are thousands, therefore, who can vouch for its artistic merit as well as its interest. Beautiful photogravures and descriptions of the different club houses of the city clubs, six in number, adorn the pages, also wood engravings of other points of interest in the Flower City. There are 13 clubs in all in Rochester, and they are all live organizations. Besides the pictures above mentioned there are two photographic reproductions of prizes to be given the clubs for best representation. These prizes are exquisite pieces of furniture.

The programme is briefly, Wednesday, Aug. 19—6.45 A. M. run before breakfast through the suburbs. 9 A. M., grand parade, forming on Washington square. 11 A. M., P——(——ph!! 12 M., dinner. 1.30 P. M., races. 6 P. M., race for supper. 8 P. M., minstrel show at Lyceum Theatre.

Thursday, Aug. 20—7.15 A. M., run through city and suburbs. 9.30, business meeting of the Division, Pioneers Hotel. 12 M., dinner. 1.30 P. M., races. 6 P. M. Grub, ho! 7 P. M., run to Ontario Beach, and there will be held distribution of prizes, dancing, banquet, smoker, and general jollification. You'll miss it if you do not go to Rochester.



R. L. EDE.

About the only man in England who can be looked on as a dangerous rival of Osmond is R. L. Ede, the "Pocket Hercules." Mr. Ede is 22 years of age, and weighs about 116 pounds. He began cycling in 1884, and took to the racing path a few years ago. He is a marvellous long distance man, and just a couple of days prior to Osmond's wonderful hour performance he put the hour record up to 22 miles 1395 yards, and in justice to Mr. Ede it is but right to remark that in comparing this performance with Osmond it must be remembered that Ede went right along and smashed all records up to 60 miles. He did the 50 miles in 2.17 01 4-5, and the 60 miles in 2.49.09 1-5.

CORRESPONDENCE.

☞ *The Editors of this paper do not hold themselves responsible for the sentiments expressed in this column.*

MISSOURI DIVISION FALL MEETING.

PLACE, Louisiana, Mo. Date, August 29, 30. Put those two facts carefully away in your memory box. There will be a crowd, but all can be accommodated. Rain improves the roads of Pike County, so the more rain we have up to those dates the better. We are a bit behind in the matter of programme, but Chairman Adder of the Racing Board will go up to Louisiana and hustle that matter through. The prizes will be fine, and the track will be in first class shape. The medal to be given to the century survivors will be a dandy, the design is beautiful. There is much enthusiasm all through this section, but we can stand more. There will be a swimming race, Saturday A. M. at the Louisiana Mineral Spring baths. A special gold medal will be given if any records go in this event.

The entertainment on Saturday evening will be novel, and those having L. A. W. tickets can only secure admission.

Entries for races close August 25, A. J. Gregory, Louisiana, Mo. Will Turner, Louisiana, and E. W. Moody of Clarksville will have charge of the century run. Get up your party and get reduced rates. Write A. J. Gregory, Louisiana, for rooms. Palmer House official headquarters, rate $1.75 per day. Don't forget dates, August 29-30. "LINNEUS."

POLITICS IN KENTUCKY.

The Bearings of July 24 contains an article from a prominent (?) Louisville cyclist, who has a few words to say concerning Wm. E. Castle, G. E. Johnson's opponent for Chief Consul of the State of Kentucky, The only truth that he tells in the entire article is when he says he has only a few words to say concerning W. E. Castle, as only a few words can be said in his behalf. The article contains 557 words, of which only 111 have any reference whatever to Mr. Castle.

In the second paragraph of this article he asks the question, "What has Mr. Castle done for the League?" and then gives a full description of Johnson's work for the past year, never again referring to Mr. Castle or what he has done. Conclusions here are self-evident.

In the third paragraph he claims that "Mr. Castle has signed more applications than any thirty men in the State." This we doubt very seriously; but allowing that it is true, the question arises, why did Mr. Castle sign these applications? This was answered by Chief Consul A. J. Lamb at the annual State meet, when he openly charged Mr. Castle with buying members into the League for the sole purpose of securing their votes.

Mr. Castle was present when this declaration was made, and did not pretend to deny the charge, as he well knew that it was true. It would have been better for this prominent Louisville cyclist and also Mr. Castle, had he never written this article, as the 111 words used to puff Mr. Castle are rather insignificant in comparison to the 446 words used in the description of work done by Mr. Johnson.

Who has ever seen Mr. Castle at a State meet?

Who has ever attended a State meet when Johnson was not present?

Who ever heard of Mr. Castle before he aspired to be Chief Consul?

Who has never heard of G. E. Johnson, or received some of the recruiting circulars and L. A. W. matter which he is continually spreading broadcast all over the State in aid of the League? Answer these questions; then let your own judgment dictate for whom you should vote.

ED. H. CRONINGER.

SUNDAY RACING IN ST. LOUIS.

EDITOR BICYCLING WORLD: Your editorial in regard to Sunday games has caused much comment here, and as the matter does not seem to be generally understood I wish to explain that these games are not given as a matter of choice but as a sheer necessity to make the gate pay the expenses. As far as I know no bicycle races will be run on the Lord's day, and the contests are confined to athletes alone. No club will be foolish enough to give games on a week day when they know that certain financial failure will stare them in the face. At all our athletic meetings prizes are given which rank among the costliest, and as everything is paid for and not *begged*, a large audience must necessarily be present Now this year makers have resolved to discourage the giving of prizes, with the result that either the local race meetings will be given up entirely, or Sunday races will have to be run to clear expenses. No one here would for a minute entertain Sunday games but for the reasons given above, and it resolves itself into a question of sink or swim, survive or perish.

"LINNEUS."

THEY PAY FOR THE MUSIC!

EDITOR BICYCLING WORLD: "Here's rivalry! And what a snap for the clubs! Pope's band furnishes music at Hartford and Overman's at Springfield. Who will oblige at Peoria?"

The above appeared in a Western cycling paper, and as far as the inference plainly intended that the music for the Hartford Meet is not to be paid for, the statement is false. Contracts were made over a month ago between the Hartford Wheel Club and Pope's Band, by which the former is to pay $137 to the band for its services during the two days of the meet. Peoria can no doubt get its music in the same manner.

Yours truly,

JOSEPH GOODMAN, Chairman Race Committee.

ALL ARE WELCOME AT PEORIA.

WHEREAS, From an article printed in the *Referee* of July 31st it would appear that certain racing men have concluded that they, as members of athletic clubs, are not wanted at the Peoria tournament; and

Whereas, It is due to the Peoria Bicycle Club in justice to itself, and in order that the athletic, or other race promoting clubs may in future make no mistake in regard to our position, therefore; be it

Resolved, By the Peoria Bicycle Club in open meeting, that we express ourselves as being heartily in favor of a liberal amateur ruling; we are therefore in favor of allowing the reasonable travelling expenses and hotel bills of racing men and their trainers to be paid by the clubs of which they are members.

J. L. MISNER,
CHAS. F. VAIL,
S. K. HATFIELD,
H. S. HOPKINS,
G. C. GOODFELLOW.

STAMFORD (CT.) STREETS AND LADY CYCLISTS.

DEAR BICYCLING WORLD: 'Tis many moons since you have heard from me. I therefore now crave your permission to briefly sing my little song of gladness.

The agreeable facts are that our street surfaces are all gradually being made better; the ladies (bless 'em!) are gracefully gliding about town awheel; the road hogs are getting thinned out, and we are reasonably happy. Undoubtedly the chief factor in our happier state of minds of late years is the very general use of the safety cycle, for many heavy whights and older men now ride with pleasure and profit who never could have been induced to do the high (wheel) grade trapeze act, and who have escaped all the "involuntary dismounts" and little vicissitudes that were ours in the good old days gone by.

The advent of the steam roller and the broken stone gang has been one of the greatest blessings ever granted this pretty old New England town, and life in it really has become worth living of late, especially as the better road surfaces and the perfected cycles have made it possible for the ladies to join us in the best of all pastimes.

The most experienced riders among the fair sex are the Misses May Munson, Dora Mack, Amy Miller, Lillie Lockwood, Susie Bean, Jennie Erricson, Mrs. Nic Hollander and Mrs. Dick Oeser, with a dozen others who have made a good start this season. "STAMSON."

RIDING IN THE RAIN.

After "Rain on the Roof."

WHEN the yellow sun is hidden
By a darkly threatening cloud,
And a yearning for umbrellas
Is apparent in the crowd,
'Tis a joy to push the pedals
And o'er dusty highways strain,
In the hope of finding shelter,
And to dodge the coming rain.

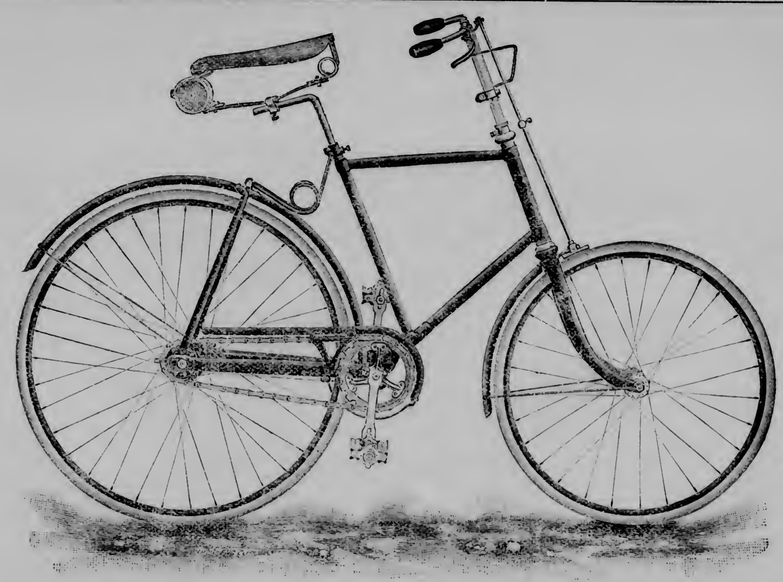
When the "boys" by storms o'ertaken,
Find the riding rough and rude,
Railroads quickly get the shekels
Of the ribbon festooned dude.
But the hardy old time wheelman
Leaves such weaklings on the train,
Fearing neither muddy roadways
Nor the patter of the rain.

There is naught in cycling exploits
Which more "bottom" will reveal
Than the problem: Take the railroad
Or get soaked and ride your wheel?
'Though begrimed and mud bespattered,
What can quicker prove you game
Than the fact in spite of hindrance
You have "got there just the same?"

C. PERCIVAL.

BAD FIRE AT ORANGE, N. J.

AT 12.30 A. M. Friday last the Park Rink Building, containing the offices, stock rooms and repair shop of the Orange Branch of the Premier Cycle Company was discovered to be on fire, and twenty minutes later the entire structure was a seething mass of flames. The Company saved its books and show room samples, and with characteristic enterprise rented a large store in the fire proof brick building of the W. C. T. U. on the opposite side of Main street, and were transacting business at 7.30 o'clock. Estimated loss on stock and fixtures $12,000; insurance $5000.



NOT THE MOST POPULAR WHEEL IN THE WORLD FOR THE SIMPLE REASON THAT IT HASN'T BEEN ON THE MARKET LONG ENOUGH.

IT'S the new one. It has a Diamond Frame and smaller tubing than the other RAMBLERS, but it is all RAMBLER. The Spring Frame and all other characteristic features are there. And now honestly, what do you think of it? Yes, and its beauty is'nt all in its lines, either. Just try one of them fitted with the G. & J. Cushioned Tire, and you'll begin to realize what we mean, that it's simply and far and away the lightest running and most luxurious wheel in this wide, wide world.

"Can't see what anyone wants with an untrustworthy pneumatic when they can get such a wheel," writes one enthusiastic purchaser.

Mayn't it be that the "pneumatic men" have never tried it?

GORMULLY & JEFFERY MFG. CO.,

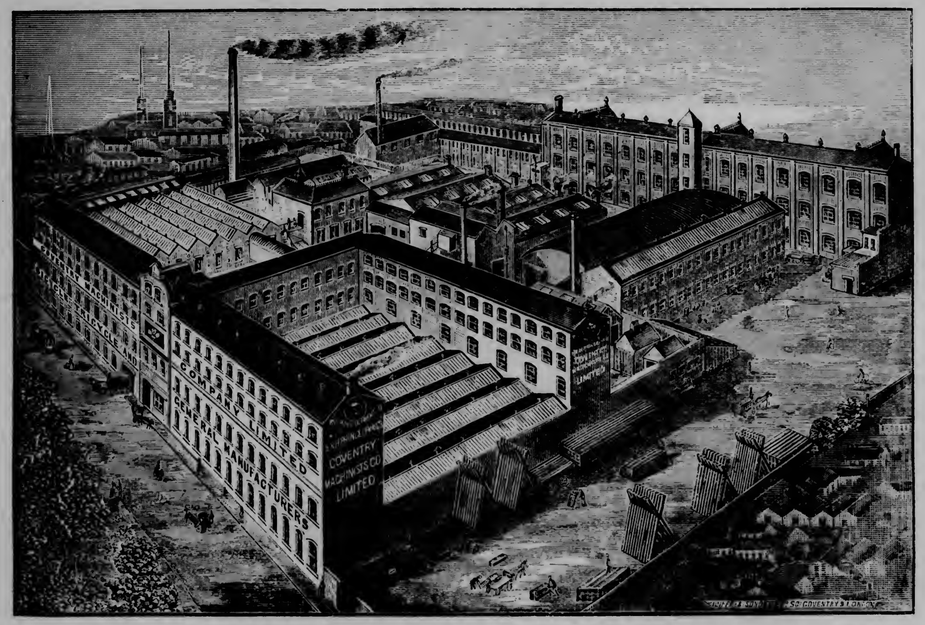
MAKERS OF

"The American Cycles."

Chicago Retail Store, 85 MADISON STREET.

BRANCH HOUSES:
174 and 178 COLUMBUS AVENUE, Boston, Mass.
1325 4th STREET, N. W., Washington, D. C.

FACTORY AND GENERAL OFFICES:
222-228 N. Franklin Street, Chicago, Ill.



WORKS OF THE COVENTRY MACHINISTS' CO., LTD., SHOWING ALL THE LATEST ADDITIONS AND ALTERATIONS.

The Coventry Machinists' Co. are, besides being one of the largest cycle companies extant, the oldest firm in the cycle business. Previous to making bicycles the company manufactured sewing machines. Some 32 years ago the town of Coventry was suffering acutely by reason of the competition in silk ribbons of the French which caused many workpeople to be idle. Hearing of the wooden velocipede invented by the French the directors of the Machinists' Co. sent over Mr. Josiah Turner, their manager, to examine the velocipede, the result being that the Machinists' Company employed a quantity of Coventry's idle workpeople, and made the first metal bicycle, which went under the name of "The Gentleman's Spider." At this time many of the now famous cycle manufacturers were working for the Machinists' Company; for instance, Mr. Hillman of Hillman, Herbert & Cooper; Mr. Singer, of Singer & Co.; and James Starley, the inventor of the famous Starley gearing for tricycles. The Company, therefore, can justly claim being the mother of the industry. The majority of the business done by this company is through their several branch houses throughout the different markets of the world. Ten years ago a branch house was started for the United States at 239 Columbus avenue, which showed that the Coventry Company intended to cater for the American trade in the right spirit. The business of this Company at 239 Columbus avenue has steadily been increasing; so much so that at the commencement of this season a Branch House was started at 11 and 13 Madison street, Chicago, Ill., to supply the Western States. Their Swift safeties are world renowned, there being 110,000 now in use. Experience, they say, has taught them that simplicity gives strength and few visits to the repair shop. Catalogues describing their several different styles of Swift safeties will be cheerfully mailed from either of their United States Branch Houses.

THE HARTFORD TOURNAMENT.

OFFICIALS, TRANSPORTATION, ENTERTAINMENT, ETC.

Crowds of cyclists will go to Hartford on the occasion of the meet September 7 and 8, and elaborate preparations are being made by the Division for their entertainment. The sum of $1100 has already been subscribed for entertainment purposes alone. The purpose of the Division is not to make money out of its guests, but to take care of them and see that every one has a good time. Hartford's three cycling clubs will keep open house from Saturday, September 6th. Sunday an orderly and decorous outing at the beautiful Reservoir Park, seven miles west of the city, will be handled by the Division Committee. The reservoirs, four in number, are beautifully situated in the wooded district on the eastern slope of the Talcott mountain, and every foot of the seven miles of driveways around them is hard and smooth as a floor. The entire trip of fifteen miles out and around the lakes is over the best macadamized surface in New England.

Monday morning the usual big competitive parade will take place. The prizes offered for members, drill, appearance, etc., will be distributed among visiting clubs only. Monday afternoon the racing at Charter Oak will be the attraction. The programme of racing events was published last week. Monday evening the Division, assisted by the ladies club of Hartford, will conduct an entertainment at Armory Hall. There will be a band concert, dancing and refreshments. Tuesday forenoon will begin with a run to the home of Secretary-Treasurer DeBlois at Wethersfield, four miles south of the city. Pope's band will be stationed on the lawn, and Mr. DeBlois has made arrangements for a varied and pleasing entertainment of his visitors. The Constitutional Convention will meet and organize during the forenoon. Credentials will be passed upon, and the meeting will adjourn until evening for actual business, which if need be, will be continued through Wednesday. Tuesday afternoon the races will again be the attraction.

In addition to the regular programme events there will be various runs to adjoining points of interest, and other forms of entertainment. The visitor will but have to tell where he wishes to go or what may be his especial need, and he will be assigned to the proper person to see that his wishes are fulfilled. Reception Committees will be detailed to all arriving trains, and visitors will be met and cared for properly.

Ex-Chief Consul D. Post is chairman of the Entertainment Committee, and his assistants are Henry Goodman, L. C. Grover, E. A. DeBlois and A. H. Schumacher.

The officials of the races are men of long experience and thorough knowledge of everything pertaining to cycle racing. They are as follows:

Referee—C. S. Davol, ex-Chairman of the National Racing Board.

Judges—Chas. L. Burdett, First Vice President of the L. A. W.; Abbot Bassett, Secretary of the L. A. W., and I. B. Potter, President of the Brooklyn Bicycle Club.

Timers—General Alexander Harbison, who timed Maud S. when she made the fastest mile; J. P. Allyn, President of the Gentlemen's Driving Club, and Leander Hall, Treasurer of the Charter Oak Park Association. These gentlemen have had years of experience in timing events of the greatest importance.

The Hartford Wheel Club will soon issue a handsome and elegant souvenir programme, which will be mailed to 6000 wheelmen, and to all others who will apply for one by postal card.

Excursion rates will be made on all railroads leading to Hartford. The Trunk Line Association will sell tickets to Hartford on the certificate plan from all points throughout the country.

Cincinnati.. 0
Washington 0 0 0 7
Batteries—Mains and ...sey and McGuire. Umpire—Mahoney.

At St. Louis:

									R.	H.	E.
St. Louis....	1	0	0	0	2	0	0	0	3	7	4
Boston.....	0	3	1	2	1	0	2	0	7	10	2

Batteries—Stivetts and Munyan; O'Brien and Murphey. Umpire—Ferguson.

SEEDS' GREAT VICTORY.

He Captured a Ten-miles Road Race in Remarkable Time.

Special Dispatch to The Star.

Philadelphia, Aug. 1.—The first annual meet of the Philadelphia Cycle Dealers was held to-day at Keystone Park, Broad and Dauphin streets, and the most notable event was the victory of Washington C. Seeds of the Warren Athletic Club, in the ten miles open handicap road race. There were eighteen competitors, and Seeds was on scratch. The handicaps varied from thirty seconds to four minutes. In addition to Seeds, the scratch men were F. C Graves of Springfield, Mass., the winner of the last Irvington—Milbourn, 25 mile road race; Frank M. Dampman and J. B. Pierson, the latter of Vineland, N. J. J. Lee Hanley and A. Beggs, of the Warren Athletic Club, had one minute and three minutes, handicaps, respectively.

The course was from Willow Dale down the York pike to Broad street, thence to Keystone Park and one mile on the track. Seeds rode a pneumatic Catford Premier, and took the lead after he had gone 8¼ miles. He was not headed thereafter, and won easily, in 33 minutes. J. G. Hughes, of Penn City Cyclers, Philadelphia, 4 minutes, second; F. B. Merriott, of the South End Wheelmen, Philadelphia, 30 seconds, third; F. C. Graves, scratch, fourth, and J. B. Pierson, scratch, fifth; J. L. Lodge, 3 minutes, sixth.

Hanley was fourth on Broad street, when he was run into by a drunken man with a team. The shaft struck him in the right ear, and he was insensible for three or four hours. Nothing serious is anticipated.

Dampman finished seventh and Beggs came in ninth. Seeds' prize is a handsome gold watch and his time is remarkable, considering the roughness of the roads.

A surprise of the meet was the defeat of W. W. Taxis, champion of Pennsylvania, in the one-mile, scratch race for a $200 diamond medal, by J. R. Hazleton, A. C. S. N., in 2 minutes, 34 2-5 seconds. The time is the fastest ever made in Pennsylvania. The track was five laps to the mile.

S. W. Merrihew, A. C. S. N., came in second in the one-mile ordinary lap race which was won by Taxis. Merrihew, scratch, was also second in the dealers' one-mile handicap race, J. B. Bretz, 150 yards finishing first. Beggs failed to secure a place in the track events.

BOSTON A. A. 25-MILES ROAD RACE.

This affair has become a fixed annual road event of New England.

The date set for the race is Oct. 3, and already Mr. A. D. Peck has received the names of 18 parties who desire to enter. The course will be the same as last year, and further information will be presented from time to time in these columns. For entry blanks address A. D. Peck, Jr., care Boston Athletic Association, Boston, Mass.

ROAD RACE AT RICHFIELD SPRINGS AND POSTPONED TRACK RACES.

The track races of the "Waiontha" Club were postponed from the 4th inst. to the 12th on account of heavy rains and a very muddy track. The 50-mile road race, however, came off to-day. The riders started at the "Earlington Hotel" at noon and rode about a half-mile to the race track where the 50 miles was completed on the half-mile trotting track.

There were four starters—cushion tires were handicapped two minutes, and pneumatics were set back six minutes. C. F. Giesy with an allowance of 18 minutes was the first off. After him came E. H. Crosby, 16 minutes, then W. D. Peck, 12 minutes, and last D. McLean, 4 minutes. Giesy and Peck were on cushions, and Crosby and McLean rode the air tires. Giesy dropped out at nine miles with a bad running machine and tired himself. Crosby has been suffering from cold but held on till the 38th mile. Though he did not finish the club generously awarded him the third prize for his plucky riding. Peck and McLean rode steadily together over the very heavy track till the middle of the last lap when the latter came away and won easily by 200 yards. Peck was very tired.

The time of the winner was 4h. 10 3-4m., giving him first prize, a "Credenda" bicycle, and the special time prize a very beautiful silver flagon. Peck gets the second prize, a kodak camera. His time was 4h. 23 3 4m.

C. E. H.

CHICAGO RACING NEWS.

Chicago's many cycling clubs and Chicago's numerous racing men will compete in club contests and others during the next two months. Some of the more important of these are the Pullman Cycling Club meet, open to the city men, at the Island Park, Aug. 8th. On the 15th of August an even half dozen men will compete in the Waukesha-Milwaukee road race. These are N. H. Van Sicklen, C. P. Root, and C. S. Merrill of the Chicago Cycling Club, C. D. Cutting, and O. R. Barnett of the Cook County Wheelmen, and Wm. Young of the Lincoln Cycling Club. At home there are two ten-mile handicap road races. One is that of the Illinois Cycling Club and the other the annual ten-mile handicap of the Lincoln Cycling Club. In both are numerous entries and an elegant line of prizes, the Lincolns having four medals, the like of which have never before been put up by a cycling club in this city. The Farragut Cycling Club also holds its annual race on this date. On the 22d of August the Lincoln Cycling Club will hold the annual championship races at Parkside in conjunction with several races to be run by the Cricket Club. These championships are the one-mile safety, one-mile ordinary, and one-mile "old dubs" race for which each man must certify as to number of children, years married, etc. On the same afternoon the Lake View Cycling Club holds its annual five-mile scratch race for the Jno. McConnell medal over a course starting at Graceland and Evanston avenues. At 2.30 o'clock Aug. 29th, the Cook County Wheelmen hold their meet, at which eleven contests will be tried, with three prizes for each event, at the grounds of the Northwest Athletic Association, 12th and Lincoln streets. These eleven contests are open only to club members. On the same afternoon, a ten-mile handicap road race will be run by the Lake View Cycling Club over the north side course. Sunday morning, Aug. 30th, the Columbia wheelmen will hold a ten-mile handicap, starting at 6 o'clock from Humboldt Park to Douglas Park and return, and Sunday afternoon the Douglas Cycling Club will hold a number of club races at Corrigan's track at Hawthorne. These are the annual twenty-five mile for the Dr. Wachter medal, the annual ten mile for the Steiner medal, and a five-mile handicap, and one-mile ordinary and safety events. In September there are, besides several club contests, the tournament at Englewood on the Hill, promoted by real estate boomers, for Sept. 5th. A 1-4 mile track is to be built for the occasion and free trains run to the grounds. A thousand dollars worth of prizes will be offered. Sept. 11 and 12 we have our Chicago tournament at the Parkside track, now entirely rebuilt and very fast.

"The Lounger."

LANTERN PARADE.

The Wheeling Division of the Passaic City Wheeling and Athletic Association held a meeting Friday evening, August 7th, at which it was decided to hold a lantern parade on Saturday evening, September 12th. All clubs in New York and vicinity are cordially invited. The parade will be supplemented by a literary and musical entertainment, and a smoker in their club house on Prospect street. The Wheeling Division Secretary's address is C. H. Soule, 187 Lexington avenue, Passaic, N. J.

Mr. F. W. Kristeller, L. A. W. 24755, while cycling between the towns of Brandeville and Centerville, N. J., lost his purse containing money, papers, and League ticket. Mr. Kristeller's address is care Miller, Bull & Co., 76 Beaver street, New York. Any information leading to recovery of same will be fully appreciated.

RACING AND MEET NEWS AND GOSSIP.

AT NEW ORLEANS, LA.—The much talked of 5-miles match race between B. W. Cason, Jr., and C. B. Guillette came off August 2d, and it resulted in a victory for Cason. The friends of both contestants were in it for blood, and at one time the odds of ten to seven in favor of Guillette were offered and accepted. It is estimated that nearly $15,000 changed hands. The grand stand at the Fair Grounds was crowded, and enthusiasm ran high. The pace was slow, and Guillette did almost all the "donkey work" with Cason close on his competitor's small wheel. At the half of the fourth mile Cason began to move forward, and was on even terms with Guillette at the three-fourths. Cason had a good lead and was drawing away despite the efforts of Guillette to hold him. Cason finished first with fully 100 yards to the good, "and the band played Annie Laurie" for the benefit of the winner's friends. The times per miles: First mile, 3.52; second mile, 3.55; third mile, 4 00; fourth mile, 4.05; fifth mile, 3.11 4-5. Cason's time five miles, 19.03 4-5; Guillette's time five miles, 19.20 2-5.

AT SAN FRANCISCO, CAL., July 23.—The race between the local wheelmen took place on the Haight street grounds on the above date. The first event was a run of one mile for safeties only, and resulted as follows: A. Alcayaga, 15 yards behind scratch, time 3 08 1-2; A. Dietle, 30 yards handicap, second; L. Vidy, 35 yards, third; J. Brown, 15 yards behind scratch, fourth. The other starters were P. Breon, 40 yards; A. Goodell, 55 yards; C. Beckett, 65 yards; I. Hall, 75 yards.

The second race was a half-mile dash for an ordinary and two safeties. J. Liebert, D. Marshall, and T. C. Dodge entered. Liebert, who rode the ordinary, allowed his opponents 20 yards. They finished in the following order: Marshall, Dodge, Liebert. Time, 1.35 1-2.

AT CHICOPEE, MASS.—The Chicopee Wheel Club had a 15-mile road race Aug. 8, with nine starters. First prize, a silver set valued at $40.00 was won by Carl L. Bodfish. Second prize, a full Jersey suit, was won by Earl Smith. Third prize, a revolver, won by Chas. Wing. Fourth prize, a Victor road lamp, won by Fred Laundry. A $25 time medal won by Carl L. Bodfish, the one that won the first prize. Time 54m. 41 3-4s.

The Birmingham (Ct.) Bicycle Club have decided on Sept. 19, as the date to give a grand field day.

W. C. Seeds of Wilmington, Del., Aug. 3d, covered the route between Wilmington and New Castle in precisely 16 minutes and 27 seconds, thus breaking all previous records by over two minutes. The best previous was done by Albert Beggs, who covered the distance in 19 1-2 minutes.

The races of the Quaker City Wheelman, of Philadelphia, August 29, promise to be unusually successful judging from the list of entries already received. The events are a twenty-five mile road race (handicap), one-mile ordinary, one-mile safety, novice, one-mile safety (scratch), one-mile safety (handicap,) one-mile safety, three-minute class; one-mile safety, 3.20 class; one-mile safety, 3.30 class; two-mile ordinary, handicap, one-mile tandem, handicap, and one-quarter mile ordinary.

The Meriden (Ct.) Wheel Club will give a one day tournament in connection with the Connecticut State Agricultural Society, September 15th. They value the list of prizes at $500, all useful articles and no "tin" medals.

The Oxford Weeelmen of Philadelphia will hold a 5-mile handicap road race for members only, September 5th, 1891, over the new course.

The Springfield Bicycle Club has decided to give Masten & Wells of Boston the contract for the fireworks to be given the first night of the meeting. The members of the New York Athletic Club's team will spend the next two weeks in light practice. Shortly, however, they will have a try at the records. The first attempt will be made by Hoyland Smith to break the record for a mile on a solid-tire safety. Zimmerman will afterward try for the half-mile and mile records for the ordinary bicycle. Later W. T. Murphy and A. B. Rich will try to break various records on the pneumatic safety.

There is to be a 25-miles road race at Murfreesboro, Tenn., October 7.

The second annual road and track races of the Penn Wheelmen will be held at Reading, Pa., Sept. 24.

AT LYNN, Aug. 3.—The West Lynn Rovers held a ten-miles road race. The course was from the Boscobel to the peninsula and return to the finish at the Old Ladies' Home. W. E. Foote won the race in 39m. 1s.; E. Dexter, second, 39m. 36s.; W. Coleman, third, 39m. 40s.

The fall tournamont of the Maine Division will be held under the auspices of the Portland Wheel Club Sept. 7.

The committee of the Columbia Bicycle Club of Attleboro, Mass., has decided on the following programme and list of prizes for the tournament to be held Aug. 22:

One-mile ordinary, novice; first prize, gold and silver medal; second, silver medal; third, silver medal. One-mile safety novice; first prize, gold and silver medal; second, silver medal; third, silver medal. One-half mile safety, open; first and second prizes, silver medals. One-half mile ordinary, open; first and second prizes, silver medals. One-mile club championship; first prize, gold medal; second, club badge. One-half mile boys' safety; first and second prizes, silver medals. One-half mile safety, ride and run, open; first prize, pair bicycle shoes; second, bicycle bell. One-mile safety, open; first prize, gold and silver medal; second, silver medal; third, bicycle stockings. One-mile safety, "Old North Purchase," championship; prize, gold medal.

Entry blanks can be had upon application to C. C. Schubearth, Attleboro, Mass. Entries will close August 18.

The Parkside track on the Chicago Cricket Club grounds at Chicago is destined, so the track committee say, to be the fastest in this country. It will be ready sor use they think by August 15th.

At a race meeting held lately a certain man was accused of backing out of one of the races because he feared one of the entrants. In consequence a telegram was faked up and sent to one of the managers as follows: "Buy Doc a velocipede; secure him a trainer at once; have entered him in baby races, Podunk Forks, 1893. Have forwarded nursing bottle.

Mamma."

It is barely possible that the old quarter-mile cycle track at the Compton Ave., St. Louis, Mo., park, will again be the scene of many a hard-fought contest. The base ball club that controlled the park have forfeited the lease, and an arrangement will doubtless be consummated by which the M. B. and A. C. secure control of the grounds at once. As soon as this is done the track will be placed in first-class condition and it will be used as the club's training ground.

W. Windle will try for the mile record at Springfield to-day (14th) and to-morrow. He will try to lower Osmond's record of 2.16.

Ten ordinary and ten safety events and five of each of these handicap and five scratch rather equalizes things at the Chicago tournament, and is rather different too from Hartford, where it is reported only three ordinary events are on the programme.

Wheeling has a rather mixed paragraph on the late marriage of Mr. "Wm. *Priest, Jr.*" (?), and an involved account of a certain incident on Loch Katrine. We glean from the item the probable fact, however, that "W. Priest, Jr." means Mr H. G. Friest, and that he had a narrow escape from falling into the limpid waters of fair Katrine. We never think of Mr. Priest as being on the water but we recall the sigh of relief and remark he made: "Well! American soil isn't so bad after all!" on the occasion when we landed him safely on the float after a rather stormy sail in the "good canoe Alice" on South Boston Bay.

THE LIVINGSTON CYCLE CO.

At an adjourned meeting of the creditors of the M.V. Livingston Cycle Co. at Young's Hotel, Boston, Aug. 11, the committee reported, and the statement of liabilities and assets they presented was practically the same report as that of the trustees. The committee further recommended that as the Broncho seemed to be a machine hard to sell at the price asked, $135, it be changed into a chain wheel, providing the present unsecured creditors would extend their credit for two or three years as the case might be, and also providing the necessary sum of $40,000 needed to finish the 1500 machines be furnished by a syndicate. The consensus of opinion seemed to be in favor of the scheme, and many unsecured creditors present expressed their willingness to wait. A committee of five was appointed by the chair for the purpose, and with the power to raise the necessary funds to carry out the proposed arrangement. This committee was instructed to report either through the medium of a circular or at a subsequent meeting the results of their efforts to secure the necessary funds or credit to continue the business on the plan laid down.

AMONG GOTHAM'S DEALERS.

NUMBER ONE.

At the request of the editor-in-chief of the Bicycling World, I have been flying about York, finding out directly from the cycle dealers what they think of the trade this year. Among the first people I approached were the Spaldings, at their great place on lower Broadway. It is a well known fact that they do as large if not larger business than any other house in the sporting goods line in the world, and their bicycle department holds its own with any of them. It is presided over by Mr. A. B. Barkman. Who doesn't know him? In conversing with that gentleman he stated that while this season's business has been much greater than last year's, it has not been of as satisfactory a nature as would have been the case had the factories been able to have doubled their output.

Handling, as they do, the Victor for the entire State of New York, they have been compelled to keep their entire force of men concentrated on the one idea of filling orders, as the writer can personally testify. Among the Overman line, they carry the different Victors, Credendas and Nonpareils, all of which include eleven different styles, and embodying in their construction a "cushion tire," which not only stays in the rim, but is capable of being ridden over such surfaces as newly piked road, cobbles, and even broken glass, sustaining no noticeable damage, and yet imparting to its rider a degree of comfort most delightful.

Owing to the unprecedented demand for ladies' safeties, they found it necessary to get out their combination Credenda safety, which combines a cycle adapted to either a lady or gentleman, and embodies in its construction such features as make it the peer of its class; its cushion tire being a modification of the Victor.

Of their Nonpareil, a full ball bearing boys' safety, there can be nothing more said in its behalf than to quote Mr. Barkman, "Should you ask your neighbor's boy what he rides, his answer would almost invariably be 'the Nonpareil.'"

Taking the business on a general basis, none of the manufacturers of high grade machines have been equal to the demands made on them and agents and manufacturers are increasing their facilities as rapidly as circumstances will permit, which, along with the many new makers starting up, bid fair to place before the public of '92 vastly increased lines of goods for consideration.

There are few sporting goods stores in this country with neater bicycle departments than that of Messrs. Merwin, Hulbert & Co., at 26 West 23d street. Their entire second floor is devoted to wheels; it is carpeted throughout, and presents a very handsome appearance. Their leader is the Swift, followed by the other wheels of the Coventry Machinists' Co. George Hendee looks after this department, and keeps the trade well in hand. They have a large stock of all the different styles of bicycles and tires, one of their prettiest machines being a Swift ladies' safety.

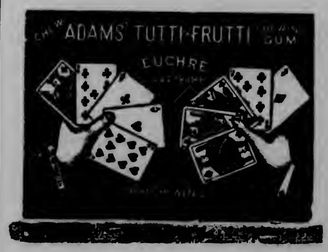
CONTINUED ON PAGE 520.



A Shot with the Kodak.

Take a Kodak with you.

Send to The Eastman Company, Rochester, N. Y., for a copy of "Do I want a Camera," (illustrated) free by mail.



PRICE, - - - - $100.00.

THE HARTFORD SAFETY.



-MANUFACTURED BY—

THE HARTFORD CYCLE CO.,

HARTFORD, - CONN.

Ball Bearings, Interchangeable, Strong, Durable and Well Finished.

THE HARTFORD LADIES' SAFETY.



Send for 1891 Catalogue.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 20

ABBOT BASSETT, Secretary,

OFFICERS FOR 1890—91.

PRESIDENT,
JAMES R. DUNN,
40 Wall st., Room 65, New York

FIRST VICE PRESIDENT,
MAJOR CHAS. L. BURDETT,
Hartford, Conn.

SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN,
116 Broad Street, Elizabeth, N. J.

TREASURER,
W. M. BREWSTER,
117 No. 4th Street, Quincy, Ill.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committees.

Membership Committee.

Sanford Lawton.....Springfield, Mass.
George C. Pennell.....Elizabeth, N. J.
Howard L. Perkins.....Box 103, Providence, R. I.

Committee on Improvement of Highways.

Isaac B. Potter.....Potter Bldg., New York
W. M. P. Bowen.....Box 1513, Providence, R. I.
Charles W. Wood, 334 S. Salina St., Syracuse, N.Y

Committee on Rights and Privileges.

Geo. A. Perkins.....5 Pemberton Sq., Boston
J. S. Dean.....28 State St., Boston
Chas. F. Cossum.....Poughkeepsie, N. Y.

Committee on Rules and Regulations.

T. J. Kirkpatrick.....Springfield, O.
A. B. Richmond.....Grand Rapids, Mich.

Transportation Committee.

Albert Mott.....203 Lenox St., Baltimore, Md.
Joseph T. Chism....120 Mosher St., Baltimore, Md.
Burley B. Ayres, Rand, McNally Bldg. Chicago, Ill.
Thomas Savage Clay.....Savannah, Ga.
Amsi T. Dodd.....70 Park Place, Newark, N. J.
John B. Seward.....35 Milk Street, Boston
Chas. A. Sheehan....5 Vanderbilt Ave., New York

Racing Board.

George S. Atwater.....
.....1424 Penn. Ave., Washington, D. C.
George Collister....147 Ontario St., Cleveland, O.
Lewis A. Miller.....Meriden, Conn.
W. H. DeGraaf.....47 West 14th, New York City
A. J. Street.....599 West Madison, Chicago, Ill.

Uniform Cloth and Buttons.

The regulation League uniform is made of a steel gray cloth manufactured for the League exclusively. This cloth and the regulation League Buttons may be had of any League tailor or of the Secretary at the following prices: Cloth, 54 inches wide, $2.10 per yard. Metal buttons: large, five cents each; small, three cents each. Rubber buttons, either size, three cents each. Uniform has six large and ten small buttons. As the Secretary keeps no book of credit, all orders sent to him must have cash accompanying. No cloth supplied to tailors or to non-League men.

Massachusetts Members, Attention.

Our Division is now the largest in the country, and we should be proud of the fact and take pride in retaining this enviable position.

With a little exertion each old member can secure one new member and thus double our numbers.

You know from experience what a good investment a League ticket is.

Why not tell your cycling friends and allow them to share the privileges you enjoy?

Let us have 4000 members before the close of the season.

Will you help? Fraternally,
ARTHUR W. ROBINSON, Chief Consul.

Sunday Racing at Chestnut Hill Reservoir.

Numerous complaints having been made in regard to Bicycle Racing at the Reservoir on Sundays, I take this means of requesting League members and all who are interested in the best welfare of the sport to desist. The Park Commissioners of Boston have always been very generous and considerate to cyclists, and instead of abusing our privileges, we should by our orderly conduct show our appreciation of them.

A little thought on the part of those directly concerned will convince them that they not only imperil the lives of those who have equal rights to the road but also bring themselves and the sport into disrepute, the result of which will be the restricting or prohibiting the use of wheels in our parks.

A word to the wise is sufficient. Stop before the commissioners take action in the matter.

Fraternally, ARTHUR W. ROBINSON,
Chief Consul Mass. Div.

Maine Division.

The following League hotels are reported:
The Lindsay—Rockland, Me., rate $2.00.
Hotel Sanford—Sanford, Me., rate $2.00.
Springvale House—Springvale, Me., rate $1.00.
Central House—Alfred, rate $1.00.

BATES TORREY, Sec.-Treas.

Tournament Committee.

David J. Post, chairman, Lewis C. Grover, E. A. DeBlois, Henry Goodman, A. H. Schumacher.

The above Division Committee of Arrangements for Hartford Wheel Club Tournament is officially announced. A. A. DEAN, Chief Consul.
August 5, 1891.

Racing Board.

For violation of rule F, section D of the racing rules, Messrs. Walter Gould, L. Bradley, Orrin Reynolds, J. Brewster William Plumb and W. Hubbell all of Birmingham, Conn., are hereby suspended for thirty days, and all amateurs are warned not to compete against them.

GEO. S. ATWATER, Chairman Racing Board.
Washington, D. C., August 7th, '91.

Racing Board.

For violation of Rule F, clause 3, at New Orleans, La., July 1st and 30th, the following gentlemen are hereby suspended for a period of 60 days, and all amateurs are warned not to compete against them. W. Fayssoux, L. J. Goodberry, R. A. Tichenor, G. Alciatore, L. P. Delahoussaye, Jr., E. Frederick, J. W. Adams, Jr., Jeff Frederick, Jr., T. S. Allen, F. Cook.

GEO. S. ATWATER, Chairman Racing Board.
Washington, D. C., August 10th, '91.

428—Missouri Division—500.

To Consuls:

Only one application for L. A. W. membership in BULLETIN of July 1 from Missouri! This is the worst record the Division has yet had during the summer season. It proves that many, in fact nearly all Local Consuls, are not doing their duty at recruiting, and your prompt attention is called to the matter. All other Divisions are keeping up their rapid growth, and Missouri will fall in line just as soon as you cast aside this indifference and take a hand in securing new members. With a corps of 55 Local Consuls the securing of ten applicants per week should be an easy matter, and this number is needed to reach the "500" mark by Oct. 1. A supply of application blanks and circulars has been mailed to under separate cover, and you are requested to make immediate use of them. You are further requested to mail a monthly report to this office, which will state just how matters stand in your city.

We are now working on a Division Hand Book, which will contain the new Constitution and By-Laws, a list of our members, hotels and repair shops. If your city has not had a League hotel and repair shop appointed, send on name and rates to me at once, and I will forward a contract blank for signature of proprietor.

Fraternally yours, ROBT. HOLM,
Chief Consul,

Missouri Appointments.

J. G. Mathews, Local Consul, Kirkwood.
A. N. Hibbard, Local Consul, De Soto.
George Wilder, Local Consul, St. Louis.

Fraternally yours. ROBT. HOLM,
Chief Consul.

California.

A meeting of the Board of Officers of the California Division was held in San Francisco June 13.

There were five members present in person and by proxy. The mail votes from members on the new Constitution were opened, and it was found to be a unanimous vote for its adoption.

The Board then formulated a new set of By-laws, and ordered them printed, together with the Constitution in a small pamphlet form for distribution to the members.

Chief Consul Hill appointed the following committee in accordance with the new Constitution.

Rules and Regulations—A. D. D'Ancona, San Francisco; Dr. H. Bert Ellis, Los Angeles; J. B. Lamkin, San Jose.

Improvement of Highways—Ernest W. Stuart, Los Angeles; J. A. Chase, San Jose; J. G. Swinnerton, Stockton; L. Bernays, San Francisco; L. Devany, San Francisco.

Transportation—Chas. E. Gale, Los Angeles; H. Gage, Oakland; F. W. Ray, San Francisco. There being no further business the Board adjourned.

OSWALD GRANICHER, Sec.-Treas.

SAN JOSE, July 25, 1891.

The Board of Officers California Division held a meeting at the above place and date in the "Cyclers" club rooms. Chief Consul Hill and four members present. The minutes of the previous meeting were read and approved.

Mr. Hill stated that he had ordered 1000 pamphlets containing Constitution and By-laws to be printed at a cost of $42, and that he had secured five pages of advertisements at $5 per page.

The Secretary-Treasurer reported a cash balance of $327.30 on hand.

The following communication was then read:

LOS ANGELES, July 3, 1891.

THOS L. HILL, ESQ., Chief Consul California Div.:

Dear Sir—The members of the Los Angeles Wheelmen respectfully ask that the officers of the California Division L. A. W. appropriate the sum of $50 to the members of the California Division in the southern part of the State, said money to form the nucleus of a race meet to be held in Los Angeles on Thanksgiving Day, 1891, under the auspices of the Los Angeles Wheelmen.

This race meet will not be a purely local one, but on the contrary the Los Angeles Wheelmen will endeavor to have all the wheelmen in the southern part of the State participate in it.

We do not ask this out of charity, but simply as an act of justice, as the following facts will prove:

First—It is practically impossible for members in the southern part of California to participate in League events held in the northern part of the State on account of the distance to be traveled, thereby excluding us from all League meets.

Second—All money received by the California Division has been spent in the northern part of the State, the southern members receiving very little benefit therefrom. The benefits to be derived from this race meet are obvious, as it will surely awaken a lively interest in wheeling in this part of the State. Awaiting a reply, I am,

Fraternally yours, E. W. STUART,
Sec.-Treas. Los Angeles Wheelmen.

On motion it was unanimously decided to grant the above request, and the Secretary-Treasurer was instructed to forward the amount asked for.

It was moved and seconded that $30 be placed to the credit of the Committee on Improvements of Roads, to be used to the best advantage in the furtherance of the Roads Improvement. Question. Carried.

After some discussion on League matters in general the meeting adjourned.

OSWALD GRANICHER, Sec.-Treas.

The supply of hand books for the California Division have now become exhausted, and so new members who have recently joined the League may know that is why they have received none.

Secretary.

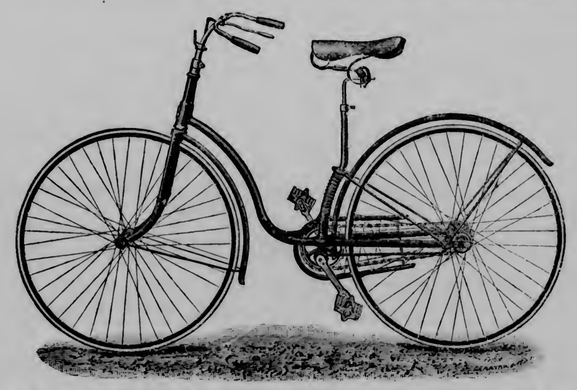
CONTINUED IN SUPPLEMENT.

WARWICK PERFECTION CYCLES

SEND FOR CATALOG.

WARWICK CYCLE MAN'F'G. CO., - - Springfield, Mass.

When you have received tuition from experience, don't forget to graduate.—Heartsfield.



A good bicycle is a desirable thing to have, and if you bought a cheap machine from an agent who told you that it was "just as good" and you did not find it satisfactory, don't be discouraged; sell your crock and buy a PARAGON.

STOVER BICYCLE MANUFACTURING CO., - Freeport, Ill.

"Finest Quality Produced in the World."

TRADE "CREDENDA." MARK.

THE ✱ CREDENDA ✱ SEAMLESS

STEEL ✱ TUBE ✱ Co., ✱ Ltd.,

W. C. STIFF, Managing Director.

BIRMINGHAM,

TELEGRAMS:—"CREDENDA" BIRMINGHAM. ENGLAND.

CONTINUED FROM PAGE 517.

He is now riding a 26-pound Swift pneumatic, geared to 63, on which he will race at Providence, Springfield, and Hartford. He is training at Berkeley Oval, and doing under 2.45. This is equal to 2.35 on the Springfield track. Not bad for a man off the track for a year.

They are also retail agents of the Gormully & Jeffery line, and Eastern representatives of the Indiana Bicycle Co., which agency they have had since the company first started in business. Their territory for the Swift covers the entire State, and they appoint all agents. Hendee claims that he has the most complete line of sundries in the country, and the appearance of their shelves and show cases help to back his opinion. The Swift is one of the most popular wheels on the road about here, and their numbers are rapidly increasing. The Merwin-Hulbert catalogue is one of the handsomest issued, and they say that none in America cost more to get out. It has a cover of the finest transparent rice linen, through which the engravings of the wheels are plainly outlined. "KERLUMBIA."

JOHN WILKINSON CO., are out early with the 1892 pattern of Rover Special and are undoubtedly the first to show '92 patterns. Mr. C. S. Merrill is now on the road on his way East with a sample which he is showing. He was in New York the first of this week, and expects to be in Boston with his sample in a few days. Mr. Merrill will undoubtedly stay East until after the fall tournaments.

WE take pleasure in calling our readers attention to page 513, on which will be found the latest production of the Gormully & Jeffery Mfg. Co., a diamond frame safety. It will be observed that all the points in the spring of the Gormully & Jeffery patterns are preserved. It certainly is a very handsome wheel and should prove very popular.

THE Premier folks have a novel advertisément on page 515. It is a good one for the Catfords. Just look on page 515.

IF you want to get an idea of what the material and workmanship of the Singer cycles have in their make up, just cast your optic on page 510. If convincing proof of the excellence of the aforesaid material and workmanship were needed it is there given. That such a twisting and binding could be given to a machine without starting a crack is knock-down evidence as to the splendid quality of Messrs. Singer's Cycles.

ROUSE, HAZARD & Co., Peoria, Ill., in both cycles and sundries, carry an immense line of all makes and make a point of filling orders promptly, which makes them very popular with the cycling trade.

H. P. WALDEN of Chicago successfully coasted Pikes Peak last Tuesday on a 33 pound Ormonde Model B pneumatic tired safety. He covered the twenty-two miles from the top to Manitou in two hours fifty-three and one-half minutes and stopped over thirty-eight minutes on the way down. This is a notable performence, both for the wheel and the tire.

FIXTURES.

AUGUST.

19 and 20—N. Y. State Division meet at Rochester, N. Y. Entries should be sent to M. B. Fox, 176 N. Water street, Rochester, N. Y.
22—Columbia Bicycle Club race meet at Attleboro, Mass. C. C. Schubeath, Attleboro, Mass.
29—Morristown (Pa.) Wheelmen's tournament. W. Derr, Main and Stanbridge streets.
29—First annual race meet of the Quaker City Wheelmen, Philadelphia Ball Park. E. B. Chapman, 1400 Oxford st.
29—Montreal (Canada) Bicycle Club annual race meeting.
29, 30.—Missouri Division fall meet.

SEPTEMBER.

5—5-mile road race, "Item conrse," Oxford Wheel Club of Philadelphia.
5—At Providence, Rhode Island Wheelmen's tournament at Narragansett Park.
5—Y. M. C. A. field day, Birmingham, Ct., A. D. Wait, Secretary.
7—Union County Roadsters of Linden, N. J., race meet at Elizabeth, N. J. G. F. Ames, 408 Jefferson avenue, Elizabeth, N. J.
7.—Fall race meet at Portland, Maine Division L. A. W. S. B. Phillips, 90 High street, Portland.
7 and 8—Hartford Wheel Club Tournament, and Meet of the Connecticut Diqision, L. A. W. Address J. J. Grace, Secretary, Box 365.
10 and 11—Springfield Bicycle Club's tournament at Hampden Park. P. O. Box 107, Springfield, Mass.
11 and 12—National Cycle Tocrnament, Chicago, Ill.
11, 12—Tournament, Chicago Cricket Club grounds.
12—Second Road Race of the Wheelman's Racing League, Brooklyn, N. Y.
15—Meriden (Ct.) Wheel Club races. W. L. Flagg, Secretary.
17—Race meet of the Lowville (N.Y.) Cycle Club. C. E. Pelton, Lowville, N. Y.
18 and 19—Third annual tournament of the Peoria Bicycle Club.
19—Field day of the Birmingham (Ct.) Cycle Club.
22—Rockland County (N. Y.) Wheelmen's race meet. Spring Valley, N. Y. N. Gardenier, Spring Valley, N. Y.
24—Penn Wheelmen's track road races. H. Y. York, Box 193, Reading, Pa.
26.—Elizabeth, N. J., Wheelmen's race meet.
26.—Wilmington (Del.) Wheel Club's third annual handicap road race.

OCTOBER.

3—25-mile Road Race of the Boston (Mass.) A. A. A. D. Peck, Jr., B. A. A., Boston, Mass.
3—Riverside Wheelmen (New York) tournament.
7—The twenty-five mile road race at Murfreesboro, Tenn.

PARAGON IROQUOIS

SIDWELL & SABEN,

SOLE NEW ENGLAND AGENTS,

243 COLUMBUS AVE., BOSTON, MASS.

PHOENIX TOURIST

Use Carter's Handle Bar Spring

To Absorb Vibration.

Liberal Terms to Dealers.

$2.00



SIDWELL & SABEN, - 243 Columbus Avenue, Boston, Mass.

THE HYGRADE STOCKING.

(PATENT APPLIED FOR.)

TRADE HYGRADE MARK

This stocking is made of the finest quality worsted, hand-knit with full-fashioned seam. The top is knit very elastic to keep the stocking from slipping down. The body of the stocking is a peculiar stitch, knit very heavy so as to stand the wear, which comes principally in this part. The heel is double and the rest of the foot single, so as to avoid bunching and to give a perfect glove fit. The toe being reinforced with silk.

Price, per pair, $1.75.

Write to us for Dealers' Prices.

JOHN F. MORRILL & CO., Sole Agents,
12 BROMFIELD ST. BOSTON, MASS.



Send us your duplicate orders on Bicycle Shoes, Foot Ball, Sprint Running and Gymnasium. Samples out. Stamp for Catalogue.

PIERCE, SMALL & CO., RANDOLPH, MASS.



Solid Gold Regulation
L. A. W. PINS,
Price, $2.
Discount to jewelers only.

Martin Metzger & Co., 7 Maiden Lane, N. Y

$2.75.

I will cut a single line, steel street die, monogram or cipher, with 5 quires fine writing paper and envelopes, paper stamped in colors for $2.75; all duplicate orders filled at $1.00 less, the die to remain in my possession; will mail samples on application.

M. R. WARREN
Stationer and Engraver,
336 WASHINGTON ST., BOSTON
Mention this paper.

BARGAINS!

YOU have certainly heard of Chicago's Million Dollar Fire last week—we were not "in it," but just the same we intend to dispose of our enormous stock of second-hand Safety and Ordinary Bicycles IMMEDIATELY.

Send for list of Bargains—Values Entirely Disregarded.

Brand New Warwick Convertible, 1890 Safeties,				List $135,	Now $100
" " Swift, Model "B"	"			" 135,	" 99
" " " " "C"	"			" 120,	" 84
" " " " "D"	"			" 100,	" 76
" " Springfield Rationals, 50-inch,				" 120,	" 60
All Full Ball Bearing.	Solid Tyres.	High Grade!			

100—Second-Hand and Sample Wheels—100.

This is the Chance you are waiting for.

CHARLES F. STOKES MFG. CO., 293 and 295 Wabash Avenue, Chicago.

"Union Cycles always Booming."

BRANCH HOUSES: 502 West Madison Street, Chicago, Ill. Oakwood and Drexel Boulevards, Chicago, Ill. 337 and 339 Third Street, Milwaukee, Wis.



"THE BELMONT."

The Best Value ever offered to the American Public. Highest Grade throughout. Credenda Steel Tube, Dropped Steel Forgings, Garford Saddle, and Best Cushion Tires. True Referee Frame. Price, direct spokes, $100. Tangent spokes, $110.

Agents Wanted.

Manufacturers,

THE SWEETING CYCLE CO., 639 Arch Street, Philadelphia.



THE "HAINES" WRENCH.

(Patented Sept. 17, 1889.)

The Most Complete Wrench for Bicycle riders in the market; made of Cast Steel, finished in black; combines Screw Driver with Wrench; length 4 1-2 in. Warranted first-class, strong and durable. Manufactured only by

AMERICAN SAW CO.,

TRENTON, N. J.

WHEELMEN WEAR THE NEW CENTURY-BRACE TRADE MARK

THE BEST SUSPENDER.

Non-elastic and yet perfectly elastic. Does not heat the body as a belt or tight-fitting trousers; nor the shoulders as do the elastic web suspenders.

If your furnisher does not keep them, send 50c., 75c. or $1 co for sample pair by mail, postpaid.

CHESTER SUSPENDER CO.,

No. 21 Decatur Avenue, Roxbury, Mass.
Mention this paper.

"Imperial Wheels" FOR ALL AROUND RIDING ARE POSITIVELY THE BEST



MANUFACTURED ONLY BY
AMES & FROST COMPANY
302-304 WABASH AVE, CHICAGO
CATALOGUE UPON APPLICATION



Dealers and Riders,

Have you examined the fine points in our 40-pound, Cushion-Tyred

"METEOR" SAFETY.

BANKER & CAMPBELL CO.,

(LIMITED.)

12 Murray St., N. Y. 1786 Broadway, N. Y. 1311 Bedford Ave., Brooklyn.

SEND FOR CATALOGUE.



OUR PNEUMATIC GIANTS

Are now ready for delivery, are thoroughly high grade and fitted with the Dunlop Tires. We also have the same machines fitted with **Cushion Tires.** Send for special circular describing them. We have in stock also a few Reform Safeties, fitted with the **Clincher Pneumatic Tires,** at a very reasonable price. The Clincher is hard to puncture and can be repaired by the novice on the road without loss of time. The demand for our regular line of Giant Safeties is as brisk as ever. Are now mailing a new edition of our catalogue.

H. A. LOZIER & CO., - - Cleveland, Ohio.

CHOICE OF THE EXPERTS.

"U. S." Gallery Ammunition.

Manufactured by the

United States Cartridge Co., - Lowell, Mass.

The Lowville Cycle Club's

THIRD ANNUAL RACE MEET

Will be held at

Forest Park, LOWVILLE, N. Y.,

SEPTEMBER 17th,

In connection with the Lewis County Fair.

Entries close Sept. 10th. L. A. W. rules to govern.

Prizes of Unusual Value and Beauty.

Address Charles E. Pelton, Lowville, N. Y.

ATHLETIC GOODS!

KINGSTON KNITTING CO.,



Manufacturers for the

Trade and Clubs.

The most beautiful line of

Bicycle, Gymnasium, Tennis Costume and Sporting Goods

Made, in worsted, wool and best lisle thread stock. Unsurpassed for style, completeness, elasticity and durability, and at very low prices.

Send for catalogue and club price list, or order with entire confidence that our styles, material and prices will be entirely satisfactory.

No. 27 Kingston Street,

BOSTON, MASS.

H. H. BROWN,

Wappingers Falls, N. Y.

Patentee and Manufacturer of

Hard Rubber Bicycle Handles and Grips

FOR CYCLE MANUFACTURERS.



(No. 61.)

CHRONOGRAPHS!!

START, STOP AND FLY BACK

WARRANTED

AMERICAN LEVER WATCH.

ACCURATE TIME-KEEPER WITH INDEPENDENT FIFTH-SECOND CHRONOGRAPH ATTACHMENT.

No. 60	SILVERINE "CHRONOGRAPH"	Price	$18.00
No. 61	GOLD FILLED "	"	25.00
No. 62	COIN SILVER "	"	22.00

Every watch is fully guaranteed and a certificate of our guarantee is packed with each one.

No. 60 is cased in Solid Silverine Case, hinged front and back, and thoroughly dust proof; the backs are beautifully engraved. Movements are made in both gilt satin finish and in nickel, handsomely damaskeened, and have finely lined porcelain dials marked to the fifth of a second.

No. 61 is cased in open face gold filled case, handsomely engraved; movements are same as in No. 60. They are very finely finished, STEM WIND and SET, QUICK TRAIN, STRAIGHT LINE AMERICAN LEVER, and reliable time-keepers No. 62 is cased in open face, 2 oz. coin silver case.

These are the best value ever offered in the Watch line. ☞ Remember the Chronographs are guaranteed by the makers. ☞ Remittances in Bank Drafts or P. O. Orders to

L. R. DAVIDSON & CO., Rooms 44 and 45, NO. 12 PEARL ST., BOSTON, MASS.

(References: WHEELMAN CO., Publishers of BICYCLING WORLD AND L. A. W. BULLETIN.)

Thomas Pneumatic Tires for 1891 Wheels.

We are now prepared to apply Thomas Pneumatic Tires to 1891 pattern Warwick and Psycho Safeties. For details of construction of tires see descriptive circular, which may be obtained on application. This tire, with all improvements, will be fitted to bicycles of above pattern at a cost of $45.00.

Bicycles should be crated and shipped to our New York address, at the same time notifying us by mail. We will retain the wheel about one week.

George R. Bidwell Cycle Co.,

NEW YORK: 308 and 310 West 59th Street. CHICAGO: 270 and 272 Wabash Avenue.

OF the stock of PNEUMATIC MACHINES we have been handling this year and which have been listing at $160, we have but a few left. As we have never catalogued these machines, we have decided to close them out at

$100 net cash with Order.

These wheels are of the

Highest Possible Grade, Diamond Frame, Tangent Spokes.

The Tires are the Regulation Dunlop, put on at the original factory at Coventry. Those desiring to take advantage of this decided bargain offer of the season, will do well to correspond with us at once. They will not last.

H. A. LOZIER & CO., - Cleveland, Ohio.

Controlling the entire output of the Lozier & Yost Bicycle Mfg. Co.



$135.00

Featherstone's Pneumatics

$135.00.



$135.00

Speedy. Comfortable. Durable. Fully Guaranteed.

THIS INCLUDES THE TIRES.

WRIGHT & DITSON, Sole N. E. Agents, 578 & 580 Washington St., Boston, Mass., U.S.A.

WESTERN * WHEEL * WORKS.

We are pleased to announce that our well and favorably known

Crescent and Juno

SAFETY BICYCLES ARE NOW FITTED WITH BOTH CUSHION AND SOLID TIRES.

FOLLOWING ARE THE PRICES:

Crescent, Cushion Tires, - - - - -	$95.00
" Solid " - - - - - -	85.00
Juno, Cushion Tires and Dress Guard, - -	85.00
" Solid " " " - -	75.00

Everybody, we suppose, knows that our Rob Roy is the best 26 inch diamond frame machine for $50.00 in the market.

SEND FOR CATALOGUE.

R. L. COLEMAN & CO., 35 Barclay Street and 40 Park Place, NEW YORK CITY.

NEW YORK BELTING & PACKING CO Limited.

JOHN H. CHEEVER, J. D. CHEEVER, F. CAZENOVE JONES, } Managers.

WM. T. BAIRD, Secretary.

15 PARK ROW, NEW YORK.

Oldest and Largest Manufacturers in the U. S. of

PATENT APPLIED FOR.

VULCANIZED-RUBBER FABRICS

FOR MECHANICAL PURPOSES.

We are prepared to execute orders for the ONLY PERFECTED

CUSHION TIRES For SAFETY WHEELS.

AND ANY ARTICLES OF SOFT RUBBER FOR BICYCLES.

Correspondence Solicited.

PATENT APPLIED FOR.



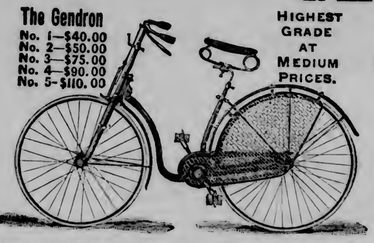
S. P. Cushion Reinforced.



This shape can be fitted to a solid tire wheel.

GENDRON.

The Gendron
No. 1—$40.00
No. 2—$50.00
No. 3—$75.00
No. 4—$90.00
No. 5—$110.00

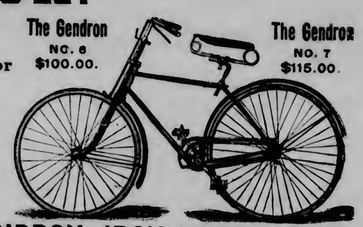


HIGHEST GRADE AT MEDIUM PRICES.

We are Headquarters for Cycle Supplies.

SEND FOR CATALOGUE.

The Gendron NO. 6 $100.00.



The Gendron NO. 7 $115.00.

Eastern Office and Wareroom: 107 Chambers St., New York.

GENDRON IRON WHEEL COMPANY,

Factory and Home Office: Toledo, Ohio.

Jersey Fitting

LADIES' EQUESTRIAN TROUSERS

originated with some sensible ladies for Horse-back riding, to do away with folds and plaits in skirts and drawers, which made a very uncomfortable cushion. Then followed the lady bicycle riders, who made the same complaint. Afterwards came a call for tennis, croquet, boating, yachting and all out-door sports, climbing mountains, and long tramps in the woods.

Then began light to dawn on the minds of some of the more sensible ladies, who said "How foolish we all are to burden ourselves with so many skirts, when one garment weighing only six or eight ounces, is warmer and so much more comfortable every way, giving better protection and perfect freedom to the whole body."

These garments are jersey-fitting, and made to fit, so there will be no more pressure on one part of the body than on the other. Ladies who have worn the Equestrian Trousers are very enthusiastic in their praise. These garments are fast coming into universal use; let every lady try them.

Wear the Equestrian Trousers for "Comfort and Health," and what you like over them to make you fashionable.

Before purchasing, see Holmes & Co's Patent, represented in the accompanying cut, then you will buy no others.

Ladies going abroad are buying them to wear on ship board; and a very wise thing to do.

Only one complaint has reached us and that has been the break away at the fork of the legs.

After a careful study for the best way to avoid this, we have KNIT, (NOT SEWED) in a piece of cloth, just the right shape to give it a proper fullness at the fork, making it heavier just where the strain and wear comes, which prevents it from breaking away.

We have taken out "Letters Patent" on this improvement, under date April 28, 1891, and consider it one of the most indispensable features of the "Equestrian Trousers."

We have them now perfection in every part, and every lady before buying should see and know for themselves how much this new patent adds to the value of the Equestrian Trousers.



Front View. To show our new Patent Apr. 28, 1891. Back View.

When this Garment is not found with your best dealers, send stamp for Catalogue and Price List to us. We do a large business through the mail, and warrant satisfaction.

ATHLETIC & GYMNASIUM GARMENTS Manufactured by HOLMES & CO., 109 Kingston St., Boston, Mass.

A MODERN PRINTING OFFICE AND BINDERY.

The Collins Press

Gives Satisfaction Every Time.

WE PRINT

The "Technology Architectural Review,"
"Bicycling World and L. A. W. Bulletin,"
"Wade's Fibre and Fabric,"
"The Musical Herald."

PRINTERS TO THE BOSTON UNIVERSITY.

FINE TAPS AND DIES. For Bicycle Work.



LIGHTNING AND GREEN RIVER SCREW PLATES, Bolt Cutters, Hand and Power Drilling Machines Punching Presses and Other Labor Saving Tools. Send for Price List.

WILEY & RUSSELL MFG. CO., Greenfield, Mass

NEW

Speedwell Safeties.

$75.00.

King of Road, 27in., Dandy, 24in., } At Bargains.

D. SNITJER, St. Louis, Mo.



FOR TANGENT AND DIRECT SPOKES.

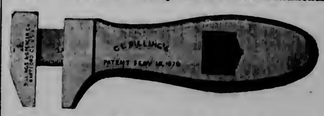
Nickeled, Price 75c., Postpaid.

Dealers send for Sample and Electrotype.

AVERY & JENNESS, 5756 Madison Ave., Chicago.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged o bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.



BACK VIEW

Indispensable to Bicyclists, Athletes and the Gymnasium

Call's No. 5 Supporters (jock strap) with elastic back, lace front and adjustable back straps. A sure fit. No. 5 (same as cut), 75c. No. 6, with pockets on each side of lacing, $1.00. No. 7, with hose supporter attached to sides, $1.00. Number 8, pockets and hose supporter, $1.25. Order by number and give tight measure top of hips. Postpaid on reciept of price. S. B. CALL, 358 Main Street, Springfield, Mass.



Bicycles.—Over 1200 Bicycles in Stock. Special Bargains.

30 Inch, Full Ball Bearing Safeties, Good as New, $42.00
30 Inch Safeties, Balls both Wheels, Good as New, 37.00

Order quick and mention these prices, as they are not in our Catalogue.



A. W. GUMP & CO., - - Dayton, Ohio.



Makers of ALL STYLES OF UNIFORMS.

Plymouth Rock Pants Company.

HEADQUARTERS: 11 TO 25 ELIOT STREET, BOSTON, MASS.

Official State Tailors of the L. A. W.

Washington, D.C., Maryland, Pennsylvania, Connecticut, New Hampshire, Virginia and Missouri.

Authorized makers from the LEAGUE CLOTH.

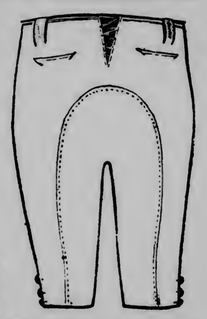
Coat, - - - $7.50
Breeches, - 4.75 } Ordered Together, $12.25.

As per *specifications required by the Uniform Committee.*

We have Branch Stores in the following Cities where your orders will be taken.

BRANCHES: 279 Broadway, New York; 943 Penn. Ave., Washington, D. C.; 72 Adams St., Chicago, Ill.; 914 Main St., Richmond, Va.; 217 19th St., Birmingham, Ala.; 291 Main St., Worcester, Mass.; 275 Meridian St., East Boston; 508 Mulberry St., Macon, Ga.; Room 4, Y.M.C.A. Bldg., Burlington, Vt.; 282 Second St., Memphis, Tenn.; 430 Church St., Nashville, Tenn.; 820 Main St., Dallas, Tex.; 629 Broad St., Augusta, Ga.; 108 W. 3d St., Davenport, Ia.; 1109 Broad St., Columbus, Ga.; 307 Tremont St., Galveston, Tex.; 143 So. 12th St., Lincoln, Neb.; 700 Austin St., Waco, Tex.; 110 Canal S., New Orleans, La.; 6 E. Government St., Pensacola, Fla.; 39 Whitehall St., Atlanta, Ga., 68 So. Main St., Waterbury, Conn.; 970 Elm St., Manchester, N. H.; 106 N. Main St., Concord, N. H.; 104 Montgomery St., Montgomery, Ala.; 706 Chapel St., New Haven, Conn.; Main St., opp. P.O., Springfield, Mass.; 16 W. 9th St., Chattanooga, Tenn.; 134 Thames St., Newport, R. I.; 606 Main St., Kansas City, Mo.; 244 Fourth Ave, Louisville, Ky.; Exchange St., corner entrance, 2 State St., Hartford, Conn.; 910 Congress Ave, Austin, Tex.; 406 Houston St., San Antonio, Tex.; 318 So. 15th St., Omaha, Neb.; 310 E. 5th St., Dayton, Ohio.

Also Agents at most all points in every State. We will call whenever and wherever needed by your notifying Headquarters, BOSTON, MASS.



Address POSTAL CARD For Samples.

Learn to Ride

BY USING OUR

INSTRUCTION BELT

Price, with instructions for use, $1.25.

ST. LOUIS WHEEL COMPANY,

311 N. 14th St., St. Louis, Mo.

A NEW DEPARTURE.

"THE BICYCLE INN,"

194 and 196 Columbus Avenue, Boston.

Bicycles Boarded, Cleaned and Cared For

BY THE DAY OR WEEK.

Competent Attendance and Moderate Charges

Dressing, Toilet and Coat Rooms in connection with the only "BOARDING STABLE" for Bicycles in Boston, where you can leave or take your wheel at any hour of the day or evening.

E. E. BROWN, Manager.

CLOSE OUT PRICES.

Sell you good fair safety, full ball, - - - - $45
Good Ordinaries, - - - 25

All kinds. This is a great chance for a cheap mount. Send for list and catalogue of bargains on hand.

KNIGHT CYCLE CO.,

207 N. 10th Street, St. Louis, Mo.

HAVE YOU SEEN THE NEW

BUTCHER CYCLOMETER?

Ask Your Dealer to Show it to You.

For Ordinary Bicycles. Price $10.00. By Mail On Receipt of Price.



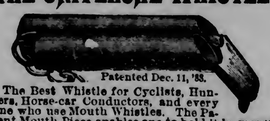
For Safeties. Price $11.00. By Mail On Receipt of Price.

The unprecedented demand for this Cyclometer this season is our apology to our many customers for delays in filling orders. With enlarged facilities, we can now fill all orders promptly.

The Butcher Cyclometer Co.,

338 WASHINGTON ST., BOSTON, MASS.

THE UNIVERSAL WHISTLE.



Patented Dec. 11, '88.

The Best Whistle for Cyclists, Hunters, Horse-car Conductors, and every one who use Mouth Whistles. The Patent Mouth-Piece enables one to hold it in mouth without use of hands. Price, by mail, 25c. or $2.00 a dozen. A chance for any smart boy to make money. WHITTEN, GODDING & CO., Providence, R. I.

ONE PIECE WIRE. New Haven 40 Cts. CLUB PINS. BADGES, MEDALS &c. C. O. REICHERT, 16 CROWN ST. NEW HAVEN CT.

To Athletes, Cyclists, Baseball & Footballists, Horse-back riders, Boxers and Oarsmen; when you want to ride, run, walk, row, skate or swim a long distance, USE

ANTI-STIFF

To Strengthen the Muscles.



To Strengthen the Muscles.

It is a marvelous preparation for Strengthening the Muscular System. With Anti-Stiff there is no faith required; it goes straight for the muscles, and you can feel it at work. It has a peculiarly warming, comforting and stimulating effect on all weak or stiff muscles and sinews. Quick in action, cleanly and pleasant in use. Rub it into the muscles every night for a fortnight, and you will be pleased at its supporting and strengthening properties. There is not, nor has been, anything like it till now. It differs from all Oils, Embrocations, and Liniments, both in substance and effect.

Prices 20c. and 35c. per box.

Has a Large & Increasing Sale throughout Great Britian.
E. FOUGERRA & CO., AGENTS FOR U. S., 30 N. WILLIAM ST., N.Y.

HUMBERS

WIN EVERYTHING AT DETROIT.

First in 1 mile open, First and Second in 1-4 mile championship, First, Second, Third, Fourth and Fifth in 1 mile championship.

They hold the 1 and 2 mile American records, and the 10 mile road record.

New York State Agents,

Schoverling, Daly & Gales,

302 Broadway, - - - - - - - - - NEW YORK.

New Edition Revised

— OF —

Mr. Porter's Excellent and Remarkably Successful Handbook of the Wheel and Everything Connected with its Use.

Brought down to date with Special Reference to Tires and Vibration.

CYCLING

— FOR —

Health and Pleasure

A Complete Guide to the Use of the Wheel.

Wheelmen as a rule are not slow to say a good word for the wheel, but they are not always equally prepared to give a convincing reason for "the faith that is in them." Constantly there comes up the question, "What will cycling do for me?" It is frequently answered correctly enough, but the truth is so much greater than the inquirer expects that he cannot believe it, and when he presses for answer "how can the wheel do so much," or "why is it that it does so much," a satisfactory reply is not forthcoming. The power of the wheel to promote health is an entirely unknown and unimagined quantity to the great lay multitude, who naturally expect cyclists to be able to answer all inquiries. In this book one chapter is devoted to this particular point; the effect of exercise on the system is examined, and medical men quoted. Every wheelman ought to have at his tongue's end the points here made.

230 Pages, Illustrated.

PRICE, 50 CENTS, POSTPAID.

WHEELMAN COMPANY,

PUBLISHERS,

12 Pearl St., - Boston.

Stamps not Received.

Official Outfitters to the League of American Wheelmen.

Authorized by the Executive Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.

466, 468, 470 & 472 Broome Street, NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.00, BREECHES, $5.25.
Cloth, $2.10 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk.....40
Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic.4.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price,
Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,

241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia. 1032 Chestnut St.

THE NEW COLOR **LEAGUE CLOTH** IS NOW READY.

Samples of same can be obtained on application to

BROWNING, KING & CO., - New York.



THE SPIRAL FLEXIBLE TOE CLIP

Is flexible and easy on the foot. Adjusts to any size of foot or pedal. Stands any amount of blows, kicks or tramping on, and still retains its form. Will not catch on curbs, sidewalks, door sills or obstructions and pull out of shape while wheel is being trundled over them.

The only toe clip extant that permits of the correct adjustment of foot to pedal; not having a toe check it does not tend to pedalling with toes pointing downward, which position induces a strained and set condition of the muscles of the foot, ankle and calf. One of the best, simplest and most easily attached. Try a pair and be convinced. Send for descriptive circular.



AS CARRIED WHILE RIDING

No more foul, greasy and collapsed tool bags.
No soiled hands or clothes
No loss of oil or one's temper.
No dirty tool bags or oily tools.
No weight, no delays to oil up.
No loose tops, no rattle.
No neglected or damaged bearings.
No squeaking or pounding.
Made in sizes suited to different machines.
Pronounced by old wheelmen, the press and the trade as the BEST noveity before the cycling public for '91.
In ordering state make of wheel and give diameter of seat rod or handle bar shaft.
Price mailed, 50c. With C. & D. Oiler $1.

The Spiral Flexible Toe CLIP is flexible, easy, adjustable, effective, indestructable, faultless. One of the best, simplest and most easily attached. Price per pair, mailed, 50c
Agents wanted everywhere. [Mention this paper.

Descriptive circular free.

L. H. BANNISTER & CO., Youngstown, Ohio.

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. **W. E. AUGHINBAUGH**, Baltic Building Washington, D. C.



I. A. WESTON & CO.,

JAMESVILLE, N. Y.,

MANUFACTURERS OF

SAFETY BICYCLE WHEELS,

MADE WITH

Parallel Coned or BALL BEARINGS, Solid or Cushion Tire.

THE BEST MATERIAL and THE FINEST FINISH.

Cushion Tires, Rims and Best Tire Cement supplied to the trade

---

Meeting OF THE Champions

Eighth Annual Tournament

..... OF THE .....

HARTFORD WHEEL CLUB

AND MEET OF THE

Conn. Division, L. A. W.,

CHARTER OAK PARK,

Monday and Tuesday, Sept. 7 and 8, 1891.

The Record Track of America.
Handsome, Costly and Useful Prizes
Twenty Short and Exciting Races.
Entertainments Each Day.
The Racing Events of 1891.

Excursion Rates on all Railroads.

Entries close September 1st. Entry blanks Mailed on application to J. J. Grace, Sec'y, P.O. Box 365, Hartford, Conn.



BEST OUT.

75c. for this Nickeled Toe Clip.

Every wire braces the others. Best Spring Steel. Foot never slips. No headers. Great for hill climbing. No pinching of corns or catching of foot. Solid comfort. Rubber coated, only 90 cents. The Pat. balance E, always brings Pedal and Clip right side up as per cut, only 75 cents extra.

If your Agent is dead and don't keep it, don't let him bluff you, but send price by P. O. Note. No stamps. Size 1 for boots up to No. 8. Size 2 for boots from 8 to 11. ☞AGENTS WANTED EVERYWHERE

J. A. HUNT & CO., Sole Mfgs., Westboro, Mass.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜



L. A. W. BADGES

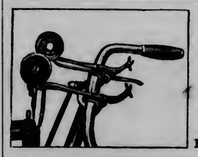
The official design in **SOLID GOLD.**

Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the inferior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better to. $1.50, $2.00, and $2.50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.



LAMSON'S

Luggage Carrier

NO. 1.

Convenient, durable, noiseless, cheap. $1. Sold everywhere.

Made by

C. H. LAMSON,

Portland, - Maine.



JOHN. HARRIOTT.

PRIZE MEDALS CUPS,

BADGES AND PINS.

3 WINTER ST. BOSTON.

BAR PAT. APRIL 15, '90.



L. A. W. Pins

FROM $1.00 UP.

Discount to Bicycle Dealers and Agents.

Send for Full List, including Race Medals.

Duryea Jewelry Co.

194 BROADWAY, NEW YORK CITY.

1891 PNEUMATIC—B. & A. Humber racing safety, 26 1-2 pounds, Dunlop's latest (sewn canvas) pneumatic tires; machine and tyres absolutely new; enamel slightly marred; $150; owner going to England. H. O. STICKNEY & CO., 440 Harvard st., Cambridge.

WANTED.

A FEW DISTRICT AGENTS,

—OR A—

Sole American Agent,

FOR A HIGH-CLASS CYCLE.

Apply Immediately to

THE COVENTRY CYCLE MFG. CO., GROVE WORKS, Coventry, England.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ Cash must accompany the Order.☜

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜

UNION No. 12, '91 pattern; ridden less than 50 miles; fine condition; only $95 if taken at once. F. B. STEVENSON, Carthage, Ill.

FOR SALE—Or exchange for bicycles, patent on bicycle bearing. Address O. L. SPAULDING, Jr., St. Johns, Mich.

$60 00 buys a 53-inch Columbia L. R., with Lakin Cyclometer, A1 condition. A bargain. K. E. SARVER, Wheeling, W. Va.

FOR SALE—1891 pattern Singer Safety Tandem, run about 100 miles; for sale cheap. P. A. K., Moline, Ills.

IS THAT SO?

Yes, it is a fact, my bicycle looks like new, and don't rust, because I clean it with Wilson's Wonderful Nickel and Enamel Preserver. Price 50 cents. Ask your Cycle Agent for it. WILSON MFG. CO., 15 Tremont Row, Boston, Mass.

WANTED—A first-class bicycle repairer, none other need apply. Good wages and steady work through winter months guaranteed. Address "A" Bicycling World, 12 Pearl st., Boston, Mass.

$85 BUYS a Columbia L. R. Safety; used but little and in excellent condition. Address Lock Box 763 Cincinnati.

FOR SALE—Best offer over $100 takes my cushion Special Rover; used less than 50 miles and in perfect condition. Sent C.O.D. on receipt of $5. Be quick. T. J. DUPREE, Jr., 383 Front st., Memphis, Tenn.

FOR SALE—Union No. 11; high cost machine and in good condition; want $35. E. P. STEVENS, 296 Washington st., Boston.

OFFICIAL Design L.A.W. Lapel Buttons 15 cts. (no stamps rec'd). C. L. BARNARD, Milford, Mass.

COLUMBIA Tandem Safety for sale cheap. FRED P. HAMMES, Utica, N. Y.

BUTCHER Cyclometer (for safety), run 300 miles; fine order; price $6; a rare bargain. A. F. JENKINS, W. Boxford, Mass.

BARGAINS!!!

SALE of a bankrupt dealers' stock, 4 W. P. Ordinaries, new, $50 X. Y. Z. this office.

$20 REWARD for recovery of New Rapid Bicycle No. 1740, has deep cut on top handle bar. Supposed to be in vicinity of York, Columbia or Harrisburg, Penn., or New York city. PARK CYCLE & REPAIR CO., Baltimore, Md.

WANTED—Worn out and cheap Bicycles of any make, from $5 to $18. Will pay cash if cheap, or trade other wheels for same. F. B. CATLIN, Winsted, Ct.

FOR SALE—1891 Columbia Safety for $105, perfect condition; a bargain. Box 14, Campbell, N.Y.

$60 BUYS a 54-inch American Champion, in A1 condition. For further particulars address H. O. TODD, Dixon, Ill.

SAY! Featherstone Pneumatic, used one month; in fine order; will be sold low, if soon, as party is going away. Might exchange. Write to ART. MUNSON, Stamford, Ct.

BEST CASH OFFER takes 55-inch high-grade ordinary in fine condition. Be quick. "Byker," 45 Burr Building, Lincoln, Nebraska.

WANTED—A position with some firm by a man who thoroughly understands all branches of the Bicycle business, either as Repairer, Salesman or new work in factory. Will give all my attention for the interest of my employers. Address "MACHINIST," Bicycling World office.

FOR SALE—Ladies' Safety. A brand new Ladies' (Swift) Safety; never used; just as it came from the crate; this year's wheel; cost $140; warranted for one year; price only $118. Apply to STARETT & PEOPLE, 1071 Bedford ave., Brooklyn, N. Y.

PNEUMATICS—One Featherstone Drop Frame Pneumatic, 28-inch wheels, with detachable bar; very little used; $100; one Quadrant Pneumatic, Diamond Frame, almost new, $110. Other wheels in proportion. WHITE CYCLE CO., Trenton, N. J.

PNEUMATIC RACING SAFETY—B. & A., Humber pattern, very light and strong and nearly new. H. O. STICKNEY & CO., 440 Harvard street, Cambridge, Mass.

25 CENTS BUYS Road Book and Map of Boston and Vicinity. CHAS. A. UNDERWOOD, Jamaica Plain, Mass.

FOR SALE CHEAP—New Lever Star Safety; only used two months; in good condition. Address Box 231, East Palestine, Ohio.

$125 BUYS a Columbia Tandem Bicycle, in good condition; used but little. 54-inch half nickel Eagle, $90. Address W. W. JONES, Box 62, Parkersburg, W. Va.

ADDRESS CARDS. Everybody needs them. You belong to the L. A. W., so our L. A. W. address cards are what you need. We will send you samples on application. BRISTOL PRINTING CO., North Easton, Mass.

FOR SALE—Cushion Tired Columbia Safety; ridden 50 miles; $115. Rambler Safety, good as new; $85. 50-inch Rudge Ordinary; full nickeled; in good condition; $55. Will send C. O. D. for examination on receipt of $10. N. L. BIEVER, 82 Hill street, Shelton, Conn.



JONES' Suspension Bicycle Saddle

For carrying Children on Ordinary Safety Bicycles.

Simplest, Cheapest, Neatest and Best.

Price, $2.50.

For Sale by all Dealers.

—MANUFACTURED BY—

A. H. GOETTING, - Springfield, Mass.

AGENTS WANTED.



The "Popular"

All Ball-Bearings.

Price, $85.00.

A few shopworn at $75.

PERCIVAL TATTERSFIELD,

12th and Oxford Streets, Philadelphia, Pa.

Erie Knitting Mills,

Erie, Pa.

Are still making the very best goods for cyclers. We know this, and others are finding it out.

This is a copy of a letter just received from the champion road rider of the United States:

ERIE KNITTING MILLS—

I cheerfully recommend your knit goods for the use of bicyclers, especially hard road-riders, as from my experience with them I have found them well-fitting, elastic and durable as iron.

Yours very truly,

WM. VAN WAGONER.

FRANK FAIRBAIRN, 513 WEST 11TH ST., ERIE, PA.

CLIPPER SAFETIES.



CLIPPER.

$90 Solid Tires. $100 Cushion Tires.

Graceful, Easy Steering and Running.

Equally Adapted for Ladies and Gentlemen.

Our Harris' Pat. Saddle the Ladies delight. Our Cushion Tire adapted to any 7-8 inch rim (patent applied for) is a perfect success.

Thos. Kane & Co., - - Chicago,
WESTERN AGENTS.

The Sweeting Cycle Co., - Philadelphia,
EASTERN AGENTS.

GRAND RAPIDS CYCLE CO.,

MANUFACTURERS,

GRAND RAPIDS, - MICH.

Write for Catalogue.

MY CYCLING LOG BOOK. By "Papa" Weston. The transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised. It fills a want often felt by the cyclist who values records of interest for future reference. Price, post paid, $1.25 For sale by Wheelman Co., 12 Pearl st., Boston.
☞ Postage stamps not received in payment.

THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as THE CYCLIST does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmey. $2.50 per, year, including postage. Office: Coventry, England.
Subscriptions received by the Wheelman Co.

Now for ROCHESTER,

THE WHEELMAN'S PARADISE.

Ninth Annual New York State Division

L. A. W. MEET, at

Rochester, N. Y., Aug. 19-20.

2—PARADE PRIZES—2

For Largest League Club,
Massive Antique Oak Hall Suite, worth $125.00

For Largest Non-League Club,
Silk Plush Parlor Suite, worth $125.00

The above prizes will be awarded to the two clubs having the largest number of bona-fide members, full uniformed, men in line.

$2500 IN PRIZES.

Here are a few of them: 4 High Grade Safeties, No. 4 Kodak Camera, Diamond Ring, Diamond Stud, Gold Watch Silver Ware, Medals, Handsome pieces of Furniture.

Come, and we will spare neither time or expense to give you a grand good time.

Don't fail to take in our Grand Minstrel Show (60 performers), on Wednesday evening, at Lyceum Theatre. TALLING, MCCALL & SHEDD, Managers. These gentlemen will give one of the finest entertainments that has ever been on the boards of Rochester. *Barber, the World Champion trick rider*, will give one of his unparalelled exhibitions during the evening. Don't fail to see him.

Don't miss the open Unicycle race for the championship of the world.

You want to see the flyers from north, east, south and west. They are all coming.

We intend that this meet shall beat all previous records.

You want to take in our Grand Banquet, Ball and Smoker at Ontario Beach on Thursday evening. You want to see Dan Canary, the World Champion Safety trick rider, at the races. *You want to see it all.*

Come and we will take care of you. There are 5000 of us in Rochester, and we will take good care of you.

We have bought up all the red paint in this market, and want you to bring some more with you. Special rates on all leading railroads. Don't forget your League ticket.

COME! COME! COME!

SEND FOR CATALOGUE.



PRICES TALK!

You are going to buy your Bicycle where you can get a good one for little money.
Examine our prices.—We can save money for you.

Meacham Diamond—A Gents' or Ladies' Safety, DIAMOND FRAME of seamless tubing, ball bearing all over, including socket, ball bearing head, lightly built, high grade in all respects (see cut). List, $115.00; Net, **$64.66**

Express, Gents'—30-inch wheels, ball bearings all around, frame of steel tubing. List, $90.00; Net, **$61.33**

Express, Ladies'—30-inch wheels, ball bearings all around, frame of steel tubing. List, $90.00; Net, **$61.33**

28-Inch Safety—Combination wheel for GENTS or LADIES, ball bearings all over. List, $75.00; Net, **$53.33**

Large Boys' and Girls'—Combination Safety, 26-inch wheels, adjustable cone bearings all over. List, $40.00; Net, **$24.00**

Boys'—28-inch wheels, adjustable saddle and brake, rubber tires, mud guards, adjustable cone bearings. List, $35.00; Net, **$20.00**

Boys' and Girls'—34-inch wheels, DIAMOND FRAME of steel tubing, adjustable CONE bearings. List, $35.00; Net, **$22.66**

Boys' and Girls'—34-inch wheels, DIAMOND FRAME of steel tubing, adjustable BALL bearings. List, $40.00; Net, **$24.66**

Send for Catalogue. **E. C. MEACHAM ARMS CO., ST. LOUIS, MO.**

FITCHBURG RAILROAD

Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

HOOSAC TUNNEL ROUTE

THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

BICYCLES CARRIED FREE

FAST EXPRESS TRAINS

With elegant PALACE PARLOR and SLEEPING CARS to and from

BOSTON and CHICAGO and BOSTON and ST. LOUIS, via NIAGARA FALLS,

without change.

THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.

THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.

THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.

ELEGANT PALACE SLEEPING CARS to and from

BOSTON and MONTREAL,

without change.

For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at

250 Washington Street, or Fitchburg Railroad Passenger Station, Boston.

J. R. WATSON, General Pass. Agent.

Price List of Specialties

—MANUFACTURED BY—

ELASTIC TIP CO.

Mailed Postpaid on Receipt of Price.

Dropped Forged Steel Spade Handles, all nickeled and threaded to fit any machine, $2.50 per pair.
Soft Rubber Handles, pear shaped, $1.50 per pair.
Vulcanized Handles, pear shaped, $1.50 per pair.
Boys' Soft Rubber Handles, pear shaped, $1.00 per pair.
Double Grip Pedal Rubbers, No. A, 1 inch x 3 3-4 inches, $2.00 per set of four.
Double Grip Pedal Rubbers, No. B, 1 inch x 4 inches, $1.50 per set of four.
Double Grip Pedal rubbers, No. C, 1 1-4 inch x 4 inches, $2.00 per set of four.
Pedal Rubber, round or square; made from white rubber, $1.00 per set of four. When ordering state size required.
Spade Grips, vulcanite, 50 cts. per pair.
Safety Handles, vulcanite, to fit any machine, $1.00 per pair.
Safety Handles, for Boys' Wheel, 50 cts. per pair.
Soft Rubber Grips for Safety, $1.00 per pair.
Soft Rubber Grips for Boys' Safety, 50 cts. per pair.
Soft Rubber Sleeves, to fit over vulcanite grip, 75 cts. per pair.
Steel Balls, 3-16 inch, $2.00 per C.; 1-4 inch, $2.40 C.; 5-16 inch, $3.00 per C.
Imported Tire Cement, 25 cts. per box.
Tire tape for holding on tire, 25 cts. per roll
Rubber Cement, for repairing cuts in tires, 25 cts. per can.
Bicycle Spokes. Price according to quantity.
BICYCLE TIRES, SOLID or CUSHION, either red or grey; price according to size. Send for Catalogue.

ELASTIC TIP CO.,
Cor. Cornhill and Washington Street,
BOSTON, MASS., U. S. A.

DETECTIVE! WE WANT a MAN in every locality to act as **Private Detective** under our instructions. Send stamp for particulars. WASHINGTON DETECTIVE AGENCY, Box 787, Washington, Iowa.

$85.00 LOVELL DIAMOND CYCLES. $85.00

High Grade Only.

All Ball Bearing,

Steel Tubing

—AND—

DROP FORGINGS.

NO BETTER MACHINE AT ANY PRICE.



Lovell Diamond,	$85.
With Cushion Tires,	95.
For Ladies,	85.
Convertible,	85

AGENTS WANTED.

BICYCLE CATALOGUE FREE.

MANUFACTURED BY

John P. Lovell Arms Co., Boston, Mass.

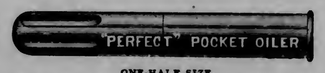


The ARKANSAS TRAVELER

whether he "rode an Ox, or went a foot" never knew the pleasure of a trip on an Eclipse Bicycle. With the Cushion tires, and Spring Fork such as are on the Eclipse you have a wheel unequaled for the money. The bearings, balls, pedals, nickeling, material all first class. Steel pulley with wire spokes

---

"PERFECT" POCKET OILER.



ONE-HALF SIZE.

For Bicycles, Guns, Fishing Tackle, etc. Throws only small quantity of oil at a stroke. No leakage. Handsomely nickel-plated. Best and neatest oil can in existence. For sale everywhere. Price 50c each. CUSHMAN & DENISON, 172 Ninth Avenue, New York.

ADVERTISE NOW

in the "Bicycling World"

SECOND-HAND SAFETIES

I am selling out a number of them; good wheels at way down figures, to make room for a big lot of the famous REFEREES, which we will have this month.

W. J. NEWMAN, 46 Columbus ave., Boston.

And HARVARD SQUARE, CAMBRIDGE.

Open evenings.



CUSHION TIRES.

Cushion Tires, if properly made, are good things. On our part we arrived at this conclusion after a great deal of experimenting and practical use on the road.

But Cushion Tires are not *all* properly made. There is the one which looks pretty on paper; the one that rides easily only over sand; and yet again the one which only "will not cut."

Have you tried the Columbia Cushion? If you have you have noticed

That it rides easily over sand.

That it will (so far as can be judged now) outlast the solid tire.

That it is *elastic.*

That it is neat, well made, and efficient.

That it is a satisfactory part of a satisfactory machine.

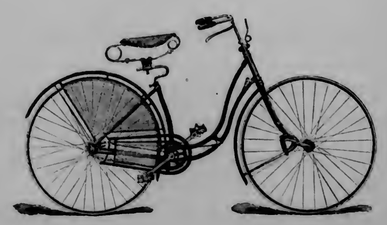
That it is warranted.

Oh, no! All cushion tires are not properly made, but

COLUMBIA CUSHIONS ARE.

POPE MFG. CO.,
77 Franklin Street,
Boston.

NEW YORK.
CHICAGO.
HARTFORD.



The Bicycling World & L. A. W. Bulletin.

Founded 1878

Devoted To The Interests Of Cycling.

Volume XXIII. Number 17. | BOSTON, 21 AUGUST, 1891 | $1.00 a Year. 5 cents a copy.

NOT ENOUGH.

NOTHING LESS THAN $135 will buy a Victor Bicycle, and the demand constantly exceeds the supply, even at that seemingly high figure.



Victors are cheap at $135, in comparison with second grade machines which are sold at from $50 to $130, and sometimes at $135.

Prices are often deceptive. There are many inferior or second grade wheels on the market with a list price of $135, but which, in reality, are sold for a much less sum. Old, experienced riders understand this hollow pretence, and are able to take advantage of such reductions when unable to buy the best, while the inexperienced buyer or beginner has to pay full price.

If you want the best bicycle in the world, fitted with Victor Cushion Tires and Victor Spring Fork, you must pay $135 to get it, but it will be a poem in steel.

OVERMAN WHEEL CO.,

CHICOPEE FALLS, MASS.

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

"THE AMATEUR RULE."

L. A. W. spells law. Law is said to be the *ne plus ultra* of common sense. That which, in the opinion of the majority of the more intelligent, seems to guarantee the most good to the greatest number, becomes (usually in time) a law.

And that law is supposed to be enforced until, through changed conditions it becomes inadequate to meet man's needs, it is repealed and so becomes obsolete.

We are told that in the dim and moth eaten past, men had so little else to do that they moved their ears to and fro at will.

As time went on and weightier things absorbed his time and thought, his ears were neglected (you may have noticed it) and now those muscles, at whose twitching once the festive fly was driven hence, are now no more of use. They lie unworked and by the physiologically learned are called rudimentary muscles. They have been unused for many thousand years and are gradually being absorbed by the tissues of the face.

It is estimated that within a hundred generations no trace of them will be left.

In view of this let us hope that some day we may see the amateur rule wiped out or so modified as to become rudimentary,

What is the object of bicycle racing? Can the people on the grand stand (whose money makes the show possible) be ignored? and if so, for how much longer?

League brethren, must we stand idly by and see it come to pass that only men who are millionaires in their own right shall compete on the track?

Shall we sit patiently on the bleaching boards and watch such competition as can be made between members of a gouty and champagne-soaked aristocracy?

Fellows members, must we use our opera glass in order to see the emaciated legs of the only men who are allowed on the tracks controlled by the greatest and most promising athletic organization which has ever basked in God's sunlight?

Shall we handicap the League by asking its patrons to pay gate money for the privilege of witnessing so-called races between dudes whose diet is plum pudding and whose chief training consists in sucking the big end of a buck horn cane?

Must it come to this? or shall we have *real* races between men whose birth and training have literally made them *men?* Men whose muscles are not rudimentary. Men with blood in their veins. Men with a bone in their back. Men who go into a race to win it, and who realize that to perpetuate bicycle racing means to offer the public something in return for their money.

To be in fit condition to make the best use of himself a man must go through a certain preparatory dieting and exercising under the direction and care of some competent trainer.

This takes time and costs money. *Whose money?* Ah! dear brethren, that is the point. Do you, as a spectator, *care* who pays the bills? No? but you want it *paid* don't you?

Now, if the man is able to pay his own expenses, 'tis well; if a bicycle club pays it, it is all right, but *Horror of Horrors!* if an athletic club pays it, the once kind and good amateur becomes in one short day a terrible, cloven, unsanctified professional.

"What new horror cans't thou to damnation add greater than this?"

Here it is! Suppose a manufacturer (the man without whom you would never have had even a steel wheel, to say nothing of Hickory ones) should be generous enough or enterprising enough to contribute of his hard earned cash to promote the training of athletes for the race track. Let such a thing happen and instantly "the tearful face of mercy becomes livid with eternal hate."

Bah! Why attempt to bolster up this old imaginary difference between "tweedle dee and tweedle dum."

We want races. The people want something to interest them, and from the days of the Roman Gladiator down to the Stentorian Bridle Munger, people admire and will pay to see genuine exhibitions of physical prowess.

Should not the League insure its own life by showing as many excuses as possible for its living? So thinks the

ELLIOTT HICKORY CYCLE CO.,
of Newton, Mass.

P. S.—If you have any ideas on the above subject, go to Hartford Sept. 8th, and *vote.*

P. S. No. 2.—*If you don't vote don't kick.*

There's something in a flying horse,
There's something in a huge balloon.—Wadsworth.



Just so, so there is. But if you could get a combination of the two would there not be more in it? Of course there would, and that is just what the Sylph gives you. It has the only perfect three-part frame. Vibration from either wheel is completely destroyed before it reaches the saddle or pedals. When a Sylph rider gets tired he may rest assured that it is actual weariness and not nervous exhaustion induced by vibration. He knows that it is healthful exercise and not paralytic rough roads. We admit there is no necessity for springs under the saddle, but it is not because our riders stand on the pedals. It is because of the Sylph Spring Frame.

Send for illustrated catalogue free.
Liberal discounts to dealers and agents.

ROUSE-DURYEA CYCLE COMPANY, - - 9 G Street, Peoria, Ill.

WARWICK Perfection Cycles | Made on Honor | No Cast Metal | Hose Pipe Cushion Tires Best in the World | Try for Yourself | Liberal Discounts to Dealers | Catalogues Free | A. O. VERY CYCLE CO., 173 Tremont St., Boston.

LACTART
ACID OF MILK.

A REFRESHING DRINK WITH WATER and SUGAR.
Call for Orange or Raspberry Lactart at the Soda Fountains.

Benson, of Corey Hill fame, says:
AVERY LACTART CO., Boston.
Gentlemen—"For several seasons I have used your Lactart and found it very satisfactory, as a quencher of thirst." Respectfully,
A. P. BENSON, Newton Club.

EASY LESSONS FOR THE "BOYS."

(Words of Two Syllables.)



This is a pic-ture of a num-ber nine. It is a jim Dan-dy for any and all kinds of rid-ing. The bear-ings are per-fect. It can be rid-den hands off with ease. It trav-els at such a pace that the fleet-est fly can-not se-cure a foot-hold up-on it.

Cush-ion Tires and Tan-gent Spokes are now fit-ted in this ma-chine.

These Tires beat bal-loons.

If you are go-ing for a trip you should buy a num-ber nine. Catalogue free.

UNION CYCLE MFG. CO., - - - Highlandville, Mass.

Mr. Stokes of Chicago looks after our Western Business.

FEATHERSTONE'S PNEUMATICS.

It has taken the best mechanics of Great Britain three years to bring the Dunlop Pneumatic Tire to its present state of perfection. In view of this, it is not reasonable to suppose that any one can bring out a satisfactory Pneumatic Tire that will stand up in much less time than this, unless they copy substantially the Dunlop patent construction, in which case we shall certainly look to the courts for a redress against the manufacturers, sellers and users.

We advised the trade some time ago that the price on our improved Dunlop Pneumatic Tire will be much less for 1892 than 1891, and we shall stand ready to supply the trade at these figures.

Our Dunlop Tire for 1892 will be as near perfect as it is possible to make a Pneumatic Tire. A great many valuable and new features enter into its construction.

The Pneumatic Tire Co. and ourselves have tested at least 100 different kinds of patent and other valves, none of which have proven satisfactory, with the exception of the one we have adopted.

We are advised that another house is now on the point of making Pneumatic Tires, the greater part of which is copied identically from the Dunlop construction, which is patented, and we advise all persons interested in the making, selling and using of Pneumatic Tires to buy nothing that is substantially like the Dunlop construction, as we shall proceed to protect our rights in every way.

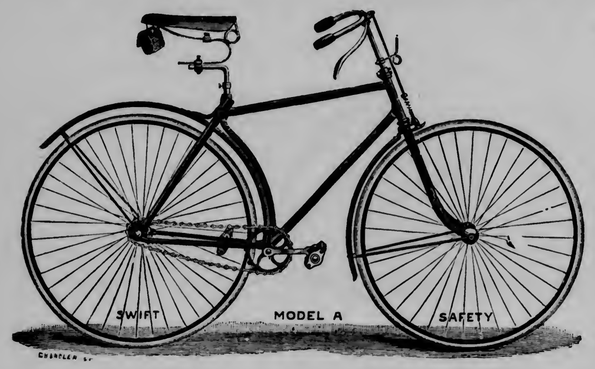
It probably will not be necessary to do this, however, as the Pneumatic Tire Co. and ourselves have rejected one after another of the experimental tires that are continually being patented and brought out, as being unsatisfactory and worthless for the purpose. We call your attention to these facts, as these infringing tires may fall into the hands of those who are not acquainted with the Pneumatic Tire and condemn the Dunlop without seeing it.

Be sure the Dunlop Pneumatic trade mark is on every tire you use, and you will not be compelled to pay for experiments which you will find either unsatisfactory or an infringement of our patents.

A. FEATHERSTONE,

Clark and 16th Sts., and Armour Ave., - - - Chicago.

"To Compete with Mediocrity is to Confess Inferiority."



THE NEW MODEL E

SWIFT

Is a little high in price but of unrivalled simplicity and strength. Weight all on with inch Cushion Tires, 36 lbs.

"NO BLUFF!"

Guaranteed to carry 200 pounds.

The Model E is built on the same lines as the Model A, with specially curved handle bars and cork handles.

COVENTRY MACHINISTS' CO., Ltd.,

239 Columbus Avenue, Boston, Mass. | **11 and 13 Madison Street, Chicago, Ill.**

BARCAINS! BARCAINS!



No Ordinary Bicycle ever gained higher reputation than the

NEW MAIL.

Murphy rode one over 12,000 miles and won many races. No other had the great improvement of the Perfection Tapered Tubing, being thicker metal at top end of backbone under the rider and tapering to small end; also tapered forks; also only wheel with Trigwell's Ball Head. To reduce stock we offer a few of these Superb Ordinaries of certain sizes, at

$50 each.

Many of best riders still prefer Ordinaries. Also some second-hand New Mails at $30 and $35.

BARGAINS FOR RACING MEN.

WM. READ & SONS, 107 Washington St., Boston, Mass

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN Co.

☞*Postage stamps will not be accepted hereafter in payment for Advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.*☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

Editorial Contributor, F. A. EGAN.

BOSTON, 21 AUGUST, 1891.

THE idea of a lantern parade by cyclers on foot seems a novel idea and at first glance rather "queer." The first of the kind was given at Cottage City at the Massachusetts Division meet, and was pronounced a great success, even by many of those who opposed. We never have yet seen a lantern parade on bicycles which we considered an unqualified success. The lights joggled out, the men fell off, the pace was either a standstill or a scorch, and by the time the affair was over, fully three-quarters of the illumination had become extinguished, and instead of being a brilliant thing as the imagination painted it, it becomes a dragged, dismal procession of disgusted wheelmen. The idea of a parade on foot is only odd in so far as we apply it to wheelmen. Yet it was a success, and hereafter will be universally adopted in this section on occasions similar to the late Massachusetts Division meet at Cottage City.

THE safety, and its adoption by women, has removed from cycling the stigma of selfishness that in the day of the so-called good old ordinary was wont to be charged against the sport by the wives, the sisters, and the sweethearts of the riders of half a dozen years since. Then the man went off for a half-day's run, and left not only home and family, but all remembrance of them as well. As soon as he was in the saddle and glided away, silently, swiftly, and almost without exertion, the mere sense of existence enchanted him. All anxiety about the future and regret for the past forsook him in the intoxication of present enjoyment, and, if this cheerfulness was not disturbed by a depressing "header," he came to the temporary conclusion that, after all, physical excitement was the only pleasure deserving of the name. Stimulated by anticipation of bright country scenery, beautiful winding roads, shaded by tall and leafy trees, fresh, exhilarating air, and perhaps a lot of jolly companions, he put more muscle and more avoirdupois upon the pedals than he would ever dream of putting on his week's work. While thus his blood is stirred by fine exercise, and his heart bounding with keen pleasure, let us look at the reverse of the picture and see the situation at his home.

The contrast is depressing.

The restraint of woman's life is deplorable and unhealthy enough without being compared with the brightest side of man's life—his excursions on the wheel. There is but one way that the pleasure can be equalized, and that has been made possible by the woman's wheel, which enables her to share cycling with those of the sterner sex, who, until the safety came, selfishly claimed it for themselves alone. The man who will buy himself a wheel and "cannot afford" to get his wife, or his sister, or his cousin, or his—prospective lady relative one, is too mean to live well, and should be treated to a round of cold dinners by the fair ones of his household until he has learned better.

THE sense of injustice felt by cyclers at the ungracious treatment they frequently receive at the hands of horsemen, has been the means of arousing an unreasonable antagonism on the part of many of them against all people who drive. This spirit some wheelmen show too often upon the road by utter disregard for the safety and comfort of those whose horses have not yet become accustomed to the wheel. Riders should not so loudly complain of the selfishness of those who have attempted to exclude them from the full privileges of the road, unless they are themselves exempt from any unreasoning selfishness in the matter. The courteous practices begun by those pioneers in riding who rode when wheels were few and foes were many, should not be laid aside now that our numbers and organization make us a power in the land that none dare to assail. We hope, therefore, that every rider of the wheel, who has learned to enjoy life thereby, will, out of the abundance of his happiness sacrifice a little to those he may meet upon the highways.

A GLANCE over the price list of a carriage manufacturer shows us that the prices of fashionable vehicles are: Broughams, $1350; coaches, $1600; victorias, $1350; cabriolets, $1200; mail phaetons, $1000; spider phaetons, $1100; ladies' driving phaetons, $1000; curricles, $1500; dogcarts, $850; buggies, $500. These are the figures for first-class conveyances to be sure, but let us say that the average price for one of them is $1000, though it is much greater; add to this the cost of a horse, or more likely a pair of them, harness, livery, feed, care, etc., and the amount can not be far from $3500. To maintain such a conveyance the expenses can not be much less than $100 per month, so in round figures it will cost, say $4000 the first year one becomes a carriage owner, and from $1200 to $1500 per annum thereafter. Compare this with a wheel and see the difference. The best of bicycles with all needed appurtenances, such as lamps, cyclometers, bells, uniforms, etc., can be secured well under $200. The cost of maintaining this vehicle is practically nothing in any city or town outside of a few of the larger ones like New York, Boston, Chicago, and Philadelphia, and in these, a wheelman by joining a club gets his wheel stored, cleaned, and attended to, and his own personal comfort looked after and provided for, at an annual expense of at the outside of say $50. Thus the wheelman during his first year in the sport is $3750 ahead of the wealthy carriage owner, and in the succeeding years has from $1150 to $1450 per annum less output. No comparison can be possible, as to the health-giving advantages the cycle has over the carriage, that is a jug-handled argument in every way in favor of the wheel. The moral of all this is, if you would be "healthy, wealthy, and wise," do not buy a buggy but a bicycle, and then you may feel sure of attaining these three very much to be prized essentials for happiness.

THERE is no doubt but that the rapid growth in the popularity of the cycle in some sections has materially interfered with the business of the livery men. In small communities this is specially noticeable, as in the days when cycling was an unknown delight to the youths and maidens, the livery man used to reap a large proportion of his golden harvest by furnishing equipages to these young men and women during their courting days. The introduction of the ladies' bicycle has changed this somewhat; they are no longer dependent on the horse and buggy for a prolonged trip into the country to secure an uninterrupted tete-a-tete. True it is that Dick can no longer extend to his beloved Belinda the tender assistance of his left arm to prevent her from falling out or off the vehicle; but on the other hand there is no danger that the cycles will break their fastenings while the happy pair are sauntering through the sweet shadows of the woods or over the breezy summit of some hill-top.

Cycling also brings to the surface sooner or later the true character of a person. If Belinda exhibits a sweetness and patience of temper when the roads are "rocky" and the grade steep, it is pretty safe for Dick to "bank on" her disposition, and the same time Belinda can keep an eye on Dick and notice to what extent he retains his serenity when he finds his pedal loose and not a wrench within a mile.

NEW YORK cyclers are excited over the alleged appearance of a cycling spook on the driveways of Central Park. We always have believed in "equal rights" for wheelmen in the proper use of park driveways, but we draw the line at cycling spooks, and we hope the New York Park Commissioners will see to it that they are prohibited from riding in Central Park at all. This particular spook is described as having led an eye witness a deuce of a run and then to have turned to a living flame and disappeared with a bang! It would be unkind to catechise the eye-witness as to what he had supped on and the quality and quantity of liquid refreshment he had absorbed. So we'll let the matter rest there.

There are spooks and spooks; this one took on the form of a fireworks man on a red hot bicycle. The spook familiar to some of our good Western friends assumes the shape of wicked deeds and broken faith of certain League officials, and come to think of it, hasn't the Central Park ghost about as much real existence as the League spooks? [Since writing above we have received the solution of the mystery, and it will be found in the "Heres and Theres."]

ANOTHER Richmond has appeared in the field in the crusade against the wicked sport of cycling. This Richmond is a pretty red-hot radical fellow, so radical and so immoderate that we can afford to laugh at him. He goes to such ridiculous extremes that to argue with him or even protest would take the edge off the protest and condemnation his own words carry with them, hence we state the incident without further comment:

At the Willimantic, Conn., camp ground on Sunday, Aug. 16, the Rev. Thomas Harrison, the well-known Methodist evangelist—once popularly called "the boy preacher"—said: "The sins and frivolities of the day must be given up to meet God's favor, and bicycling is the most damning of these."



THE members of the Razzle Dazzle Club of San Francisco, having at length realized an appreciation as to the fitness of things, have voted to change the name to the more dignified one of "Oriental."

"I would I wore a bifurcated pair
Of mannish trousers, on my silent steed;
But then rude men would turn about to stare;
Let others set the fashion—I'll not lead."
—*Truth.*

CHICAGO is to have a century run of huge proportions conducted by the Century Road Club. All the clubs of Chicago and vicinity and all wheelmen will be asked to join in making this, if possible, a greater event than the Eastern one. The course will be from Chicago to Aurora, to Elgin, and return to the city. Good roads, few hills, and much pleasant scenery. More, later.

MR. C. R. OVERMAN, manager of the Washington branch of the Overman Wheel Co., is now East on a few weeks' vacation.

THE third pavilion party of the Chicago Cycling Club's summer series was given at the Jackson Park pavilion, Wednesday evening, Aug. 12th. One hundred and fifty couples danced merrily through twelve numbers to the music of an excellent band, with the lake in plain sight and hundreds of Japanese lanterns hung around. This is the first club party at which more club members than visitors have been present.

A PHILADELPHIA up-town saloon keeper has fitted up a wheel room with lockers and toilet accommodation for the use of thirsty wheelmen who may desire to tarry awhile in his neighborhood.

THE tollgate keeper at Ardmore, Pa., says his receipts from cyclers so far this year have been more than double that of last season.

WHILE a young lady was riding a bicycle on one of the paths in the outskirts of Kingston, she saw ahead a man and woman, and rang her bell sharply and continuously, but without avail, as they paid no attention to it. She rode close to them and jumped from her wheel to avoid a collision. Then the woman turned and in apologetic tones said, "God bless her sweet face, I heard the bell, but thought it was a scissors grinder."

THE Philadelphians are still agitating the question of the necessity for a cycle track in the Quaker City. The matter, however, has not progressed beyond the point of agitation.

THE Oak Park Cycling Club, of Chicago, held its August meeting in the dining room of its new club house, now nearly completed. Light was furnished by Japanese lanterns suspended from every convenient spot. Five new members were admitted and Captain Stimpson arose to the principal business of the evening. A resolution was unanimously passed which requires every member of the club to be an L. A. W. member. This will ultimately result in the club's becoming a League club and will also materially aid Illinois in the race for fourth place.

THE following extract taken from the *Monitor* of Concord, N. H., is respectfully submitted for careful thought to Bishop Coxe, the Rev. ——, and to the woman who thinks cycling for ladies more vicious than cigarette smoking: "A wise physician once said that the opinion that a good woman should stay closely at home had killed more women than any other one cause. In the days of their grandmothers the suggestion of regular gymnastic training or athletics for girls would have been received with horror. What would these grandmothers have said at seeing a girl on a bicycle? In their opinion these would indeed be degenerate days."

FAY E. ROBERTS, for some years connected with A. G. Spalding & Bros., Chicago, left their employ to enter that of J. T. Buker, Rockford. Unable to satisfactorily arrange a contract, and not wishing to start for himself in Rockford, he has returned to Chicago, with a half dozen flattering offers to pick from.

SEVENTEEN Batavia (Ill.) cyclists have formed the Batavia Cycling Club. Temporary quarters have been secured.

AT a late meeting of the New Jersey Division, the delegates to the coming convention at Hartford were "requested" to favor a fair expense rule.

"SPEAKING of bicyclists," says the Lowell *Star*, "it may be said that when they toil not neither do they spin."

THE Columbus (Ohio) Safety Club has voted against the practice of "scorching" on club runs. "Scorching" has been responsible for the dismemberment of some lively clubs, and we would give "Punch's" advice to the Columbus Club and to others which desire to retain the club interest in runs: "Don't."

MR. GEO. K. BARRETT has severed his connection with *Bearings*, and hereafter will be connected with the Humber Co.'s branch in Chicago. Mr. N. H. Van Sicklen retains sole proprietorship of the *Bearings* now.

MR. H. E. LAURIE is coming to this country this fall to represent the Howe Machine Co.

TEN members of the Lincoln Cycling Club, Chicago, took what will probably be the hardest ride of the year, for that city, Sunday, Aug. 9th. The thermometer at the starting time, 5.15, was at 80 degrees, and before eight o'clock it had climbed easily to 100 degrees in the shade. This party had started for Joliet, and to that city they rode, despite seventeen miles of steady uphill work and a strong head wind. The total distance covered was seventy miles, and they were only prevented from completing a century run by a wind storm and heavy rain direct in their faces.

THE Orange (N. J.) wheelmen have contracted for a new club house to cost $3500. The house is to be located at Park avenue, near Dey street, and will be two stories, attic and basement. In the basement will be a bowling alley, wheelroom and sink for washing wheels. On the first floor will be the reception room, main assembly room, cloak room and ladies' toilet. On the second floor is to be the billiard room, a committee room, cloak room, and gentleman's toilet.

THE Terre Haute (Ind.) *Herald* bewails the fact of the deterioration of the racing interest in that city. From having a dozen or more fast riders who could go a mile in the thirties and forties, Terre Haute has not a man now who can better three minutes.

TWENTY-TWO members of the Columbia Wheelmen, of Chicago, were in line at four o'clock Sunday morning, Aug. 2d, to ride a century. Aurora was reached all right, as was Elgin, but here they were compelled to stop by rain.

A RURAL YOUTH—What's them things called?
DEALER—These are bicycles.
"I've seen 'em, but I couldn't think of the name. I'd like ter ride one."
"Can you ride a bicycle?"
"Of course. Nuthin ter do but sit on top an' work the wheels; that's all, ain't it?"
"Yes, but you are apt to fall at first."
"S'pose I do. Can't do more than hit the ground, can I?"
"N—o."
"Then what's to hurt?"
"You might come down hard, you know."
"But it's only the ground—no knives or things like that on the thing is there?"
"Oh, no."
"Nuthin' to worry 'bout then. I've druv a hayrake."—[*Street & Smith's Good News.*

THE East Orange (N. J.) Cyclers, at their meeting on Thursday evening, decided to make extensive improvements in their club house by building a wheel room and a bowling alley. The club also proposes to enter a team in the Wheelmen's Bowling League contest this fall.

MILFORD (Mass.) bicycle riders complain that some of the neighboring towns do not comply with the law in relation to the erection of sign boards at the intersection of roads leading to towns or cities. There is a fine of $5.00 for each case of proven neglect.

THE figure 100 inside a capital letter C is the official die of the Century Road Club. With this die all of the bars must first be stamped before being official. A certified report of each century made must be sent to Chief Centurion Herrick, 81 Madison street, Chicago, and he will forward bar.

ON Sunday, August 9th, three members of the "Porks," by invitation, accompanied the Cincinnati Bicycle Club on their run to Venice. The significance of this fact is of course purely local.

ROUTE WANTED—Some one acquainted with the roads between Newark and Washington can do me a great favor by sending me a description of the most direct route between the above cities. F. R. KENYON, Drawer No. 2, Bridgeport, Conn.

THE Social Wheel Club of Salt Lake City tendered a reception to the transcontinental tourists, Allen W. Swan of New Bedford and S. J. Black of Cleveland. Mr. Black intends to continue round the world, while Mr. Swan will confine his wanderings to the United States.

CHARLIE KNISELY, of the Illinois Cycling Club, Chicago, announces that he will race no more after the Illinois Club road race. Charlie will be remembered as the likely lad who captured the novice race and all the class races at Peoria last year. A splendid career on the racing path had been mapped for him by his admiring club mates, who are consequently greatly disappointed.

THOMAS MAXIM, of Birmingham, Ct., is wanted in Norwalk, Ct., for stealing a Lovel safety bicycle, number 1,669, from Louis Potter, who runs a bicycle livery. The wheel was hired for an hour and not returned. The fellow gave his name as T. J. Earle. He is an oily tongued chap and is wanted in New Haven and Bridgeport on similar charges.

C. F. SEELEY, of Norwalk, Ct., a prominent bicyclist of that place, has joined the Gotham Wheel Club's racing team.

A COLORED man employed in one of Chicago's many cycle stores, Jim Anthony by name, a member of the Chicago Colored Cycling Club, is seen often on the streets riding one safety and leading two others, one on each side.

THE Alpha Wheel Club, of Norwalk, Ct., have decided to take in the lady cyclists of the town and have had propositions from five. They are the Misses May Webber, Anna Newcomb, Faunetta Rose, May Glover, and Ella Byxbee. There still about a dozen more who are contemplating joining the club.

MESSRS. A. D. BLACK, Donald C. Catlin, and Fred Davenport, of Jacksonville, Ill., left Detroit, Michigan, on July 20, on a trip to Portland, Maine, via Toronto, Niagara Falls, Albany, New York, Newport, and Boston. They are now at Newport, R. I., where they will remain for a day or two.

TOURING wheelmen would do well to remember that there is a fine of $5 and costs to all persons breaking the borough ordinance by riding upon the sidewalks at Norwalk, Ct.

A. J. WHITE, of Plainfied, N. J., is making a tour of the Eastern States on his bicycle.

TWENTY-SIX members of the Chicago Cycling Club attended the club's annual Milwaukee and Waukesha run, Aug. 2d. This was one of the pleasantest of Chicago's many enjoyable runs.

THE Knickerbocker Wheelmen, of New York, were organized about three months ago and has a membership of twenty-five. The members finding it necessary to have larger quarters leased the building No. 119 W. 124th street, between Lenox and 7th avenue. The house has been newly furnished and the wants of the hungry and thirsty members will be looked after within the club house walls. Visiting wheelmen are cordially invited to call at No. 119.

A COZY sheltered roof with south exposure is to be made into a very pleasant roof garden by the Lake View Cycling Club, of Chicago. This will overlook Lincoln Park.

MR. A. D. BLACK and Donald C. Catlin, of Jacksonville, Ill., did us the honor of calling on us last Tuesday. These gentlemen toured from Detroit to Boston, via Niagara, Rochester, New York, and Newport. Mr. Black stated he had some first-class "road pictures," and at our suggestion he promised to send some copies to Mr. Isaac B. Potter.

"ERCINAL," of Alameda, Cal.: We will publish your article if you will send us your name as an evidence of good faith.

SAYS an exchange in connection with the opposition of Bishop Coxe and others to ladies cycling: "There are some people who cannot help associating novelty and 'style' with wickedness. When steamboats and railroads were first built there were some who deemed their operation a species of blasphemy. When Thomas Jefferson, on his return from the American mission to France, introduced in this country the custom of wearing trousers instead of knee breeches, there were conservative people who were convinced by it that he was an atheist and Jacobin, and would not be satisfied until he had overturned the last vestiges of social order."

CHICAGO stands prominent as the centre of a long distance riding district. Full seven score century runs have been made this year by her riders, and twice that many will yet be made.

THERE is a strong current among the Washington, D. C., wheelmen in favor of holding the next National Meet in that city. We will vote for Washington.

THE "spectral cycle rider," who has been scaring people in Central Park, New York, thus explains the manner of his "first and only appearance as a ghost." The "spook's" name is plain every day N. E. Kennedy. "I was the man that led young Ballard such a fearful race up the bluff that practically ends Riverside Drive. I had provided myself with a sheet, which was concealed beneath my shirt. When I got to the brow of the bluff I simply pulled a bottle of phosphorus from under my coat, opened the cork, put on the sheet, and as I dashed its contents to the ground, quickly disappeared in a blaze of glory. That is the true history of the celebrated spectral bicycle rider that has been astonishing all Harlem. My joke worked so well in one instance that I continued the fun, and for the past week or two have been making nightly appearances along the Riverside bluff."

THE wheelmen of Freeport, Ill., will hold a tournament on the 9th of Sept. The prizes offered will be valuable, and among them will be bicycles.

A TUSCALA, Ill., special states that Prof. Claude Blaum has invented an aquacycle which, on actual trial Aug. 9, was shown to develop speed almost equal to a bicycle In a friendly contest with Commodore Wells' steamer Dauntless it is claimed Blaum managed to more than hold his own.

THE second annual century run of the Wanderers Cycle Club of Cincinnati will take place on Aug. 30, 1891, being from Cincinnati to Eaton, Ohio, and return, 106 miles.

THE wheelmen of Richmond, Ind., organized a century run last Tuesday, Aug. 19. The route was to Winchester, Muncie, Newcastle, Cambridge City, and home. The total distance a pace of about 8 miles an hour was kept up. It is described as a "social run" and *not* a *scorch*.

THE *Express* of Buffalo says: "It should be said, in answer to the numerous inquiries as to why the Ramblers do not issue a challenge to the Press Cycling Club for another 50-mile road race, that it was understood the race last Saturday decided the local road racing championship for 1891. The Ramblers will hold to this, but at the same time would be glad to have the Pressites re-open the matter by challenging the Rochester and other Western New York bicycle clubs to a road race, as proposed, and thus be given an opportunity to redeem themselves.

BRIDAL TOUR ON CYCLES.

SOME weeks ago we chronicled the fact that Dr. H. W. Baldwin and his bride started from their home in Norwalk, Ct., for a bridal tour through the country on bicycles. The happy pair arrived in Chicago at the Grand Pacific Aug. 10. The tour was from Norwalk to Niagara, St. Paul, Minneapolis, St. Louis and Chicago. Nearly 1000 miles of this distance was traversed on cycles, the balance being covered on steamer or railroad.

Going down the Mississippi in a steamer they stopped at almost every town and rode about on their wheels for an hour or two. The people, particularly the women folks, were terribly shocked to see a woman on a bicycle, as in those small places the sight of a man on a wheel is a rare thing.

Dr. Baldwin and his wife had quite an experience while crossing to Little Tongue river in Southern Iowa. The stream had swollen from recent rains and had swept the small foot bridge away. Securing an ax from a farmer close by, Dr. Baldwin cut down two trees on the bank so they fell across the stream. Putting fence boards crosswise across the trees, the doctor made a fairly good bridge. He crossed in safety, but his wife became dizzy when nearly over, and toppled over, but was caught just in time by her husband. A few moments later a great log came sailing down the stream and smashed into the improvised bridge, breaking it loose and sending it down the torrent.

HAWKSHAW'S COLUMN.

IN Michigan and Wisconsin they have a way of building good roads through swampy forests which is both original, inexpensive, and efficacious. This is accomplished by felling and burning the timber and covering the surface with the charcoal thus prepared. The timber is cut and piled up lengthwise in the centre of the road, and then covered with straw and earth in the manner of coal kilns. The earth required to cover the piles, taken from each side, leaves two good-sized ditches. When the timber is charred the earth is removed to the sides of the ditches and the coal is raked down to a width of fifteen feet, leaving it two feet thick in the centre and one at the sides. While this road is in every way superior to the ordinary dirt road, it is hardly the one on which I would advise a touring wheelman to wear a white suit in travelling over, especially if he is inclined to take hurried dismounts from his wheel in an unorthodox manner.

Referring to roads and the need for ones of better condition and structure than now exist, reminds one of a few facts shown by the late census. There are something over 16,000,000 horses and mules on the farms of the United States, and at a moderate estimate of twenty-five cents per day as the cost of feed for each animal, it is readily seen that it costs the farmers of this country about $4,000,000 per day for this item alone. Less than fifty per cent of these animals would be sufficient to do all the hauling of farm produce carried on in this country if even the main roads were put in first-class condition, but, not to hope too strongly for the attainment of distant things, let us suppose that such an improvement be projected as would render unnecessary only one-eighth of the total number of draught animals now employed.

This would reduce the entire number by a little over 2,000,000 and would effect a saving each day of about 14,000 tons of hay and 750,000 bushels of oats, which, reduced to a money value equals $300,000 per day, or about $140,000,000 per year, add to this the value of the animals, $114,000,000, and we have a total of $254,000,000 saved for the first year. Of course these figures do not represent the real loss entailed to our farmers by the use of dirt roads. That loss is beyond computation, but in whatever way the computation is directed and whatever the loss is susceptible of calculation, the same startling exhibit is beyond compare, and yet the farmers as a class are in every way possible antagonistic to the efforts of wheelmen and all other reformers in their efforts to promote the construction and maintenance of modern and improved highways. Verily, it is true, that none are so blind as those who will not see! For the statistics and facts in the foregoing item I am indebted to the *Engineering Magazine.*

I should judge from the Detroit papers, and the remarks in your columns by your correspondent "Setagec," that some of the Detroit riders consider themselves injured and imposed upon by reason of the recent passage in that city of an ordinance requiring wheelmen to carry bells and lamps. The opposition that certain wheelmen there are trying to produce against this very sensible law, is of but little credit to themselves or to cycling, and will win them no respect from the public or support from the League or any other body of thinking or intelligent wheelmen. The fundamental principle of all the concessions of cycling lays in their being vehicles, and as such entitled to all the privileges accorded to all other vehicular users of the streets and highways. From their noiseless nature and rapidity of motion cycles, more than any other form of vehicles, should be compelled by law to carry a bell in daytime and a lamp at night to warn other users of the highways of their presence, and any ordinance requiring such safeguards for their own and the public's welfare, should meet with the hearty support of all intelligent wheelmen. It is too often the case of late years that wheelmen are wont to look upon themselves as a special class apart from all other users of the highways, who are to be privileged to do as they please, irrespective of the rights of any other users of the thoroughfares. They wish to be allowed to ride upon the sidewalks or upon the road as they may elect; they object to any interference with their wishes by any authority of any kind. Why this should be, no one but the objectors themselves seem to know, and they for some reason have never seen fit to enlighten the vulgar public, which is probably too far beneath them, in their minds, for them to condescend to offer any explanations. In England, the home and head of cycling, wheelmen are everywhere by law required to carry bell and lamp, and whoever heard of English wheelmen thinking they were imposed upon by such a sensible regulation? It was in Detroit, I think, that a young lady recently lost her life by being run over by a horsecar while unlawfully using the public streets as a riding school for the purpose of learning to ride the bicycle. While I, like every one else, regret this fatal accident, it should be a lesson to every one. True there is no

law which says that the streets shall not be used for such purposes, but what would happen to the man who used them for the purpose of breaking his horses to harness or saddle? Why, he would be at once stopped by the police, and so it should be with wheelmen. They, no more than any one else, have any right to use the public highways in any way that may be decided dangerous to themselves or to others, as in the eyes of the law suicide is a crime as well as murder, and though the wheelman be foolish enough to run the risk of killing or injuring himself as of doing the same to some other innocent user of the streets, it is but justice that the law should protect both him and the public from any danger his foolhardiness might bring unto them. Let wheelmen, whether they live in Detroit or elsewhere, look at these facts as they are. Don't be led astray by wild talk or space work in the press to believe that you are a favored class of human beings who need not heed the demands of the law, for you are not. Any sensible lamp and bell ordinance is not only legal and binding upon you as such, but it is entitled to your heartiest support and co-operation, and any other line of action on your part will only bring upon you a discredit and disaster which will be well merited.

"HAWKSHAW."

HINTS FOR THE TYRO.

ALWAYS remember that the road was made for *you*.

Persist in riding at full speed through the most crowded centres.

Position, on the wheel, is everything. The rider who arches his back till his nose is within a hair's-breadth of his front wheel is the very personification of gracefulness.

Wear loud clothes. If you have a good pair of legs—and, of course, you *have*—give same the prominence merited.

Never use a bell. A clyclorn is much more irritating; but, to bring out its full effect, should never be sounded until within two feet of the person to be "warned."

Lamps are only carried by idiots. Leave them, therefore, severely alone.

Never slow down unless for your own convenience. If an old woman is ridiculous enough to get in your way, knock her down. Don't hesitate about it; and satisfy your conscience—if you are conventional enough to possess such a thing—that the old woman oughtn't to have been there.

Stock your vocabulary with the choicest expletives.

If, when riding, you should happen to encounter a fellow whose machine isn't—to use your phraseology—"quite the cheese," don't attempt to disguise your contempt for it—and him. Make the most withering comment when passing (but not before) that you can think of.

Should you meet a lady cyclist don't fail to say something that will make her cheeks tingle with indignation. Remember she isn't *your* sister although she may be somebody else's. Be careful, however, not to do this if there's a man about. *He* mightn't see your joke, and it might be awkward for *you*.

Join a swagger cycling club. Make a particular feature of parading *en masse* in public places, howling your loudest. The sport, as a sport, is nothing to you; so why care for anybody?

Don't trouble yourself about road courtesies on any consideration. If you are on the wrong side of the road stick to it and let the "other fellow" do the best he can.

Where necessary ride on the footpath. In doing this keep your weather-eye well open, for the police are obstinate and might cause you some annoyance.

If you *should* carry a lamp don't waste money in purchasing oil or matches. Road jugginses are plentiful, and by studying "economy" you can get along like a fighting-cock.

Read up Munchausen. Cultivate the habit of telling quaint lies to your select circles of your adventures on the road. You'll find plenty of fools who'll have faith in you. * * *

Scorching is an agreeable diversion. The Holborn asphalt offers peculiar advantages for its practice. What matters if the thoroughfare is crowded; you scorch. * * *

Should you meet an elderly gentleman sedately taking the air on a trike, accost him, in passing, as a "funny old buffer on a mangle," or something equally facetious. If he has any sense of humor at all he'll appreciate your pretty wit.

Tricycles, remember, were merely invented for old women. Whenever, therefore, you meet a tricyclist give him "beans" for his femininity. (N. B.—*Old* Tricyclists.)—J. H. K., in *Bicycling News*.

THE ELWELL TOURISTS.

AT Zurich we all clothed ourselves in our captivating smiles and other necessary articles of apparel, and went to the photographer's, where a group picture was taken. Although it was feared that an attempt to photograph the crowd would prove detrimental to the instrument, the man who touched the button seemed to understand his business, and none of us had any cause to complain at the result. We visited the museum where are kept the relics of the early lake-dwellers, a race of people who inhabited Switzerland in primeval times and who built their houses on piles driven into the lakes. There was no written history connected with this ancient race, and one can form no idea why they built over the lakes instead of on the land, other than it was more convenient for them to go fishing. In the museum are curious stone implements, rude and unpolished, with which they did about the same work as we now do with metal—except, perhaps, that of shaving. Yet when one has undergone the inquisition of these present-day barbers in this land he cannot conceive how a stone razor could paralyze him more effectually. There are also articles of a later date made of copper; safety pins, hairpins, twisted horse bits, of which the modern article is but a slight modification, which in a certain measure goes to prove that "there is nothing new under the sun," unless it is, perhaps, the styles in safety bicycles. The guide to the museum seemed so thoroughly acquainted with these ancient relics, and with his quaint accent one could almost believe he had himself been one of the ancient race. Withal it was an interesting place. From Zurich we went to the beautiful Falls of the Rhine, where the huge mass of tumbling waters sent up a mist that reflected the prismatic colors of the rainbow. In the evening the illumination of the falls by electric light and of the old castle by colored fires made a most beautiful picture, and one we will long remember. It was with no little regrets that we pass out of Switzerland where so many grand, stupendous pictures had been held up to us by nature, where we had climbed over the cliffs and crags of ice or wheeled beside the calm blue lakes, or past the Alpine cottages where we had regaled ourselves with bread and milk, or where we went sailing down the miles of smooth, hard, winding roads. Such scenes a wheelman most enjoys, and there the real benefit of cycling makes itself known. One cannot realize the fine roads of Switzerland nor know the beauties of her natural grandeur until he has seen them from a bicycler's point of vantage.

Saturday night we reached Friburg and the next afternoon a few of the tourists were taken on a pleasure trip awheel through a portion of the Black Forest by the genial Mr. Romely, and when they returned late that night they were loud in their praises of the trip and their host. From here we proceeded to Triburg. Between the two places there is not much difference in the spelling but by the time we had climbed up the mountain we realized that there was quite a difference in the altitudes. But the next day's ride to Strasburg was one seldom met with. A coast of six or eight miles over a road that the rain of the night before had not only hardened but polished as well, and we flew along at the rate of four miles in three minutes—on a calmer thought it may not have been faster than three miles in four minutes—but it was a delightful ride. Before reaceing Strasburg a great Dane dog got an idea into his beastly head that bicyclists were good to eat and tried to make a meal of five of us. Luckily he was muzzled, but his attacks were far from pleasant. A convenient stone-pile hove in sight, and in two minutes the dog was buried beneath a shower of cobble-stones, and his sore ribs will be a reminder to him not to tackle a party of wheelmen again—when he is muzzled.

From Strasburg to Baden-Baden there is a perfectly level road in good condition. No climbs, no coasts, and the monotony of the ride was relieved only by a number of the boys tumbling into a stream of water which ran beside the road. At Baden-Baden they all took a bath—not because they actually needed it but because everybody does it. The baths are famous for their effective curing powers. They are nice, but "Rastus" says he has no more use for them. The attendant, who does the rubbing, took advantage of the sensitiveness of his short ribs and his squirming furnished considerable amusement for those present. He says he will grow up fat and greasy rather than undergo another ticklish inquisition as that was. The inclinations of the tourists do not seem to change much as we progress on this delightful journey. The different attractions appeal to the different minds with but little variance since we first started. There are some who on entering a new town look up the old cathedrals, some enjoy a bath and a snooze, while others steal away around the corners in search of pie shops, but none of the desired article appears. There are other good things to eat, however, and we can wait for that home-like and American institution till we return.

GOODRICH.

AN EXTRAORDINARY CLUB RUN.

A FEW days ago one of the local clubs of Buffalo had a club run upon its list to a point 40 miles distant. The start was to be made from the club house at 5 A. M. sharp." On the morning of the run one of the members arrived at the club house at 5.15, and not seeing any one about, concluded that they had all gone, so he started off to catch up. Ten minutes later two more of the members came along and not seeing any one, started off to make the run same as the first one. It was just one half hour later when three more met in front of the club house, and upon not seeing any one about they too started off. At 7 A. M. four more of the same club met and they, also, did likewise. One hour later two more made a start.

None of these parties overtook one another until they all reached the objective point.

It is needless to remark that when the last contingent arrived there was considerable fun and jollification.

"JASPER."

A THRILLING INCIDENT.

EDITOR BICYCLING WORLD: The following, clipped from the San Francisco *Chronicle* of Aug. 10, 1891, is a sample of the bicycle news furnished to the California Division, L. A. W.:

"It is very seldom nowadays that one sees a really first-class rider of a 'Star' pattern machine, but —— — —— on the run of the —— —— wheelmen yesterday, showed his presence of mind and control of his wheel in a very clever manner. When climbing the grade around Srrawberry hill, in Golden Gate Park, the men were considerably startled by seeing a runaway safety, with a badly rattled 'rider,' coming straight for the column. By the time the man got pretty near the line he was going, as you may imagine, at a pretty lively clip. —— quietly rode forward until within a few feet of the man, jammed his brake tight on, lifted his little front wheel about ten inches in the air, and waited. The safety struck square amidships, the rider picked himself up, and found that not one spoke had been broken. It was about as clever a bit of riding as has been heard of for some time."

This information seems to be incomplete, and while the writer has no curiosity about the gentleman who was stopped, he is interested to know the consequence of the encounter to the "stopper;" and the following queries naturally occur: Was the stopper doing the standstill act when he caught out the runaway wheel? Did the latter machine come in contact with the stopper's person, or did it only strike him in the Star and carom on the cushion-tired imagination of the reporter? Can the reporter tell a Star from a three-legged stool? Did he ever see a bicycle?

The relation of this incident is a fair example of the rot that is written about cycling. While no one would be surprised at a space writer for furnishing such stuff to his journal, it strikes one as inappropriate for the column devoted to cycling news in a metropolitan daily. This is particularly the case when the information is furnished by a reputable cycling club.



CUSHION TIRE EAGLES

ARE THE THING FOR

RACING,
TOURING,
COASTING,
HILL CLIMBING.

They run faster, ride easier, coast further and climb better than any other wheel on the market.

Have You Tried Them?

They are equal to the pneumatic in ease, comfort and absence from vibration.

The Cushion Tire, added to its other advantages, makes the Eagle without an equal.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

CLINCHER PNEUMATIC UNIVERSAL

ROVERS

IN STOCK. Price, $120,00.

The Most Practical PNEUMATIC TIRE Yet Produced,

AND A MACHINE UNEQUALLED BY ANY, AT THE PRICE.

Nearly all styles of Rovers can now be supplied on receipt of orders. Reports of victories won on Rovers continue to come from all directions.

The JOHN WILKINSON COMPANY, 269-271 STATE STREET, CHICAGO.

SINGER CYCLES

A NEW PATTERN.

SINGER SAFETY, 1888 make, damaged in an accident, June, 1891.

The above is taken from a photograph of the machine sent to us by Messrs. JNO. HOWES & SONS, our Cambridge Agents, who remark: "Slightly damaged, nothing broken except a spoke or two. Rider unhurt."

An unsolicited Testimonial as to the material used in SINGER CYCLES.



AMERICAN DEPOT, 6 and 8 Berkeley Street, BOSTON, MASS.

Is it any wonder that cyclists as a class have a reputation of being chronic liars?

A few years ago a series of interesting, well-written articles appeared in the San Francisco *Call* over the signature "J. J. B." Since then various papers have been adopted as organs, and all have ground out the same kind of grist.

If the wheelmen of the Pacific slope wish to be regarded as men, it is about time to comb the hayseed out of their hair and print something else than fairy tales for cycling news. "MOROT."

CORRESPONDENCE.

☞ *The Editors of this paper do not hold themselves responsible for the sentiments expressed in this column.*

WHICH IS BEST?

To quote a woman correspondent in the St. Louis *Republic*, "The most vicious thing I ever saw in my life is a woman on a bicycle—and Washington is full of them." "I had thought that cigarette smoking was the worst thing a woman could do."

Now take the most conservative view of cigarette smoking you can, and is there one man or woman in an hundred who does not consider it an evil to all mankind? True, it is a great soother, so is opium; true, it is an aid to digestion after one's stomach has become used to the poison; and, nine cases out of ten, it is at the cost of several meals and a sensation equal to seasickness. It is sometimes a detriment to the eyes. It certainly induces certain head, throat, and lung troubles, and if you wish for further proof you have only to look at the younger generation universally addicted to this habit, in order to judge for yourself.

As for women who smoke, not to mention those who follow it as a national habit, I judge them, with comparatively few exceptions, to be of an admitted vicious class. Let one of those cigarette smokers go to a doctor with the supposition that they can not or will not stop smoking, and he will advise some light exercise which will open and fill the lungs with pure air and cause the purer blood to penetrate more fully throughout the system, and so gradually strengthen the heart and lungs that the result will be to check or modify the evil. If this is true of the smoker, it is also true of those who do not smoke, and it will help them proportionately.

There is no other exercise in the world that will answer these requirements to as great an extent, if used with moderation, care, and common sense, than cycling; yes, and without sacrificing dignity and grace.

More air, that means more oxygen; an exercise not too violent to cause palpitation; an exercise which causes one to use care and judgment.

If it is good for men, the same is true for women, provided it is in proportion to their strength, and for invalids the same rule holds good. Of course there are exceptions in certain diseases, or when the patient is too far gone in some vital trouble, but I have found the exceptions among the "green riders" that are given to "scorching."

Now I must question the judgment and common sense of any one who wilfully gives anything a bad name without proof, calls good Christian women "vicious," and who admits, "I don't know why I think it vicious,—it is just one of those queer things that I cannot explain." If it is a question of personal taste, say so, and advise your friends so, if you wish; but do not blackmail the many women who ride because you are unjustly prejudiced. The good ladies you abuse probably never saw you, and don't care to see you or care what you think, provided you do not publicly scandalize them in print.

I protest it is both dignified and graceful for ladies to cycle, if one is properly taught and follows up the teaching, and do not outrage any rules they would not as pedestrians. If the girl rides in bad form that can be corrected.

When last year the safety fever took hold of a certain little lady, she used mine to such an extent that I had to get out at 6 A. M. and push her round and round the block, and this together with her evening lesson at the school, and after dark (that people might not see her *viciousness* in its crude form). She learned to ride—*at last*. When she appeared one day with a safety of her own, and I had the pleasure of seeing her ride and riding with her, the wonder of it and the pleasure repaid me many times over for the trouble taken.

Once she was weak, utterly used up during the summer, yet this summer you will see her every pleasant day on her wheel, early and late, and the bloom of health replaces the pallor of sickness.

Take another case, the reverse, and quote from a letter containing a clipping as base and unjust as this "vicious" one:

"These are my views on the subject exactly. I don't think there is any disgrace in riding, and I would like to ride simply to please you. I am strongly prejudiced against it—but I know the exercise would not agree with me. I cannot walk very much. I have had to give up horseback riding almost entirely; do not imagine I am delicate, but I am not a strong woman. I would rather enjoy a cigarette with you."

Which is the best? Cigarettes or cycling? Here is food for thought.

L. A. W.

RECOVERING STOLEN BICYCLES.

EDITOR BICYCLING WORLD: I suppose everybody has noticed one result of the popularity of cycling in the number of opportunities for stealing wheels which have recently been reported in the press and otherwise as "improved." Among other devices talked up for detecting the thieves, recovering the wheels and checking the practice, I have heard mentioned a number of times the formation of mutual reward associations. A reward is all right, if the victim feels able and mad enough to offer it, or perhaps if he has behind him an association to offer it for him, but it is not what is needed most, and I no not believe it is necessary at all. The chief necessity is that there should be some available and recognized system of placing in the hands of every wheelman, and particularly of dealers, at the earliest moment, a full description of stolen wheels. Now here is the WORLD, going each week directly to the right spots. What is the matter with instituting a rogue's column, and inserting in it all notices of stolen wheels that may be sent in, at advertising rates, unless you are sufficiently "devoted to the interests of cycling" to omit that requirement. Where is the wheelman or dealer that wouldn't lend a hand to the extent of keeping an eye out for wheels thus advertised? And what comfort could a fellow get out of a stolen wheel if he could be made to feel pretty certain that any dealer to whom he might offer it for sale, or any wheelman he might meet on the road had in his possession a full description of his booty? WM. L. CHASE.

Worcester, Mass.

THE RECORDS WERE MADE AT HERNE HILL.

EDITOR BICYCLING WORLD: Permit me to correct the statement going the rounds of the American press that the recent records were made at Paddington. All this year's records, the flying quarter-mile safety only excepted, were made at Herne Hill on the track on the grounds of the London County Cycling and Athletic Club, Ltd. I am, dear sir,

Yours very truly, G. LACY HILLIER,
Hon. Sec. L. C. C. and A. C. Ltd.

THE PEORIA TOURNAMENT.

EVERYTHING is moving along smoothly towards the end. That is the end of the racing season and the "grand final" that the Peoria tournament is sure to give it. That the Peoria men do nothing by halves has been fully demonstrated in the years of glorious successes with which their tournaments have hitherto been met. That this year will prove no exception to the rule, and that the Peoria tournament will as usual be the greatest one of the year, is already assured by the manner in which the matter is being pushed. Although it is still early and the prize list is not yet completed, enough of it is in sight to completely obscure those of all the others. The Peorians assert that no matter what others do they will lead in everything, unless it is the money cleared by the show. Peoria will run a tournament this year on a plan that is altogether different from that of the general run. We shall not try to see how big a stake we can clear on it, but on the other hand will figure on how much we can afford to spend on our guests to give them a good time. The Peoria tournament, unlike some others, is run by the club officers for the benefit only of the club; and when they decide to run a tournament for the benefit of the guests instead of the club, visiting wheelmen can be assured of something unusually fine. Besides this the Illinois Division has concluded to take a hand in the entertainment of visitors, and Pop Brewster, Betsy B, and John L. Misner, have been appointed to make all necessary arrangements to give a grand entertainment. As to the races it is scarcely worth while to say anything, for anyone that has ever seen a race meet on the famous Peoria track knows that the races will be of the highest standard. Of course all of the flyers will be on hand as usual. In fact, Peoria is the only place at which the fast men will all come together at one time in the United States this year. Here, unnoubtedly, will be decided who is the champion of the year, and hundreds of wheelmen are looking forward with great interest to a meeting between Murphy and Barrett. As Barrett is not going East this fall that meeting will, of course, take place at Peoria; and when the racers get right down to business in a contest for a Sohmer piano, how the fur will fly. But if the writer is any judge there will be others "in it" besides Murphy and Barrett, and a most exciting contest will be the result. Come to Peoria Sept. 18th and 19th, and you will be favored with the grandest race meet that ever took place in the world, and a general good time is promised you by the Peoria Bicycle Club. "TRAVELER."

PROVIDENCE!!!

NOT dead by a good deal, but just a trifle tardy in getting in their work so far as the newspapers are concerned. The Providence men have been on the move just the same and putting in telling licks to make the tournament of 1891 superior in every respect to its predecessors.

Probably the finest made and costliest gold badges to be given this year at any race meet are the medals which are to be competed for at the Rhode Island Wheelmen's annual tournament at Providence, R. I., Sept. 5. They are fine gold; no cheap material in them. The Rhode Island Wheelmen believe in promising good prizes, and then giving good prizes. Something out of the usual line is the presentation of a valuable and handsome water urn to the bicycle club selling the largest number of tickets. An exciting contest is looked for, as a number of new clubs have sprung up and considerable rivalry exists.

The track is to be steam rolled. The roller will be at work from noon of Sept. 4 to noon of Sept. 5. The quarter-mile record made by Anthony last year on this track and the mile record by Billy Rowe of "ye olden time" will have to take their place as ancient history. The members of the club are hustling, not only to make the races a success, but also to make their visitors have a good time.

The programme of events is as follows: One-mile novice (pneumatics barred); one-mile safety novice (pneumatics barred); one-mile (open); one-mile (State safety championship); quarter-mile dash (National League championship); one-mile safety (open); three-mile team (State championship); quarter-mile dash, safety (open); two-mile handicap; one-mile tandem safety (open); one-mile team (open); one-mile 2.30 class, safety (pneumatics barred); one-mile safety handicap. Entries can be made with J. H. Talpe, 17 Tenth street, Providence, R. I.

MR. HENRY G. PRIEST of the Quadrant Cycle Co., Birmingham, England, expects to arrive in the United States about the commencement of October.

He will be glad to receive communications from any substantial firms desiring to represent the Quadrant Cycle Co. in any specified territory.

All letters to be addressed to BOX ...., General Post Office, New York, N. Y.

THE SPRINGFIELD TOURNAMENT.

The Springfield Bicycle Club were not only pioneers in the bicycling world, but did much to advance the cause of and the interest in bicycling and cycle racing all along the line of years up to its famous contests of '83, '84, '85, and '86, which easily took the lead, and were among cyclists what the Harvard-Yale contests of to-day are among college athletes—the *ne plus ultra*.

The fact that this club after a rest of five years, with renewed strength and new material, has again caught the racing fever has caused little surprise, because it was not altogether unexpected, in fact it was inevitable. From all sides came prayers and entreaties of wheelmen to restore the famous old half-mile track, then reposing safely under a five years' growth of turf and weeds.

A prize list of $3,500 was first arranged for, but the unexpected interest and pride taken in the "Springfield revival" by local business men, and their consequent liberality resulted in a list of prizes amounting to over $4,500 and with the record prizes reaching $5,000. In addition to this, appropriations and subscriptions not far short of $3,000 have been made for the entertainment of visiting wheelmen. And the past will show that the Springfield men do not plan what they can not execute.

There are other reasons for properly calling this tournament "the event of the year," and chief among them is the one to be expressed only in the familiar words "There's only one Springfield."

There will congregate the fastest and best known men in the country, and the old tournament and track kings, who have not lost a spark of their old-time interest, will be there too, to look on with approval. The famous old track, whose smooth surface never felt the cruel tread of horse's hoof, has been repaired and will be put in as prime condition as time, money and labor can put it before the meet. Already some of the flyers are taking daily spins on the park and are perfectly satisfied with the track even in its present condition, and everything indicates that many a record will be lowered to a position of safety for another year.

The program of races has long been given to the racing public and has already met their hearty approval, and the list of prizes given below will speak for themselves.

The management has been charged with advertising "*a la* Barnum," as if there might be a tinge of opprobrium in the charge, but we all know that Barnum was the king of advertisers while he lived, and the one secret of his success in this was that he advertised well what he had, and always gave what he advertised to give "the greatest show on earth."

LIST OF EVENTS AND PRIZES.

First Day, September 10, 1891.

Twenty-mile road race—First, split second chronograph gold watch, $200; second, shot gun, $75; third, quartered oak library chair, $35; fourth, pair silver plated Barney & Berry's skates, $15; time prize, $50 diamond stud.

One-mile novice, safety—First, gold medal, $50; second, silver medal, $25; third, aluminum medal, $15.

Quarter-mile safety, (flying start)—First, gold watch, $75; second, onyx clock, $50; third, shaving stand, $20.

Two-mile ordinary, handicap (open)—First, dinner set of 142 pieces, $75; second, No. 4 Kodak, $50; third, portmanteau, $25.

Half-mile safety, handicap, (open)—First, Featherstone bicycle, $135, (presented by A. Featherstone, Chicago, Ill.); second, sterling silver tea set, $50; third, cabinet stand, $35.

One-mile safety, 2.50 class—First, Lovell diamond safety bicycle, $95, (presented by John P. Lovell Arms Co., Boston, Mass.); second, gun, $25; third, Webster's International Dictionary, $15.

One-mile ordinary (open)—First, Rambler bicycle, $135, (presented by Gormully & Jeffery Mfg. Co., Chicago, Ill.); second, fishing tackle, $25; third, etching, $15.

One-mile safety, handicap (open)—First, full nickle Victor bicycle model C, $150, (presented by Overman Wheel Co.); second, diamond stud, $50; third, set of Dicken's, $15.

Half-mile ordinary (open)—First, custom made suit of clothes, $50; second, solid gold chain, $25; third, picture, $10.

One-mile tandem (open)—First, two banjos with cases, $55 each; second, two alligator travelling bags, filled, $35 each.

Second Day, September 11, 1891.

One-mile ordinary, novice—First, gold medal, $50; second, silver medal, $25; third, aluminum medal, $15.

Two-mile tandem handicap (open)—First, two diamond rings, $75 each; second, two silver timers, $50 each.

One-mile safety, 2.40 class—First, Warwick safety bicycle, $135, (presented by Warwick Cycle Mfg. Co.); second, sterling silver pitcher, $50; third, pair of opera glasses, $25.

Quarter-mile ordinary (open)—First, diamond stud, $50; second, onyx table, $35; third, sleeve buttons, $25.

Half-mile safety (open)—First, Columbia safety bicycle, $135, (presented by Pope Mfg. Co.); second, music box, $60; third, watch charm, $30.

One-mile safety, world's record (open)—First, Haines Bros. upright piano, No. 8, quartered oak, $1,000, with cover and piano stool to match, $30; second, gold watch, $125; third, gold watch, $90. Additional prizes of $50 diamond studs for first at quarter, first at half, and first at three quarters.

One-mile ordinary, handicap (open)—First, Meteor bicycle, $140, (presented by Banker & Campbell Co., Ltd., New York City); second, mahogany desk, $40; third, piano lamp, $30.

One-mile safety handicap, (closed), open to riders living in Springfield and ten mile radius—First, quartered oak chamber suit, $110; second, card table set, $50; third, pair vases, $25.

Half-mile safety, 1.20 class—First, steel engraving, $50; second, easy chair, $25; third, satchel, $15.

One-mile consolation (open to both safeties and ordinaries)—First, couch, $30; second, table chair, $25; third, mackintosh, $20; fourth, gold headed cane, $15; fifth, custom made pair of shoes, $6.

In addition to the above prizes each contestant breaking any world's record will receive a $50 diamond stud.

The list of officials: Referee—W. S. Bull, Buffalo, N.Y. Judges—Mayor Edward S. Bradford, Springfield; Sanford Lawton, Springfield; C. W. Fourdrinier, Editor BICYCLING WORLD, Boston; H. M. Farr, Holyoke. Starter—A. D. Peck, Jr., Boston, Mass. Timers—O. N. Whipple, Chas. E. Whipple, W. H. Jordan, Springfield. Clerk of Course—H. B. Wadsworth. Assistant Clerks—C. R. Culver, C. B. Trask. Scorer—Frank M. Coe. Assistant Scorers—W. A. Bleloch, A. S. Haskins. Umpires—W. C. Stone, Geo. C. Grime, F. W. Tinker, A. B. Cowles.

Arrangements have been made for a grand display of fireworks to be given on the park on the evening of the first day, Sept. 10. This exhibition will be furnished by Masten & Wells of Boston, and will be one of the finest displays ever seen in this part of the country.

BOSTON WHEELMEN, TAKE NOTICE.

An excursion rate for the tournament has been obtained from Boston of $3.35 for the round trip, including admission to park. Should there be any number of wheelmen from Boston and vicinity, it is quite likely that arrangements can be made for bringing wheels free. In order that some idea may be obtained of the number wishing to do so, wheelmen are requested to notify A. D. Peck, Jr., with Pope Mfg. Co., Boston, if they intend bringing wheels.

The regatta to be given on the Connecticut river Sept. 10 and 11 by the Springfield Boat Club and the Springfield Canoe Club, in connection with the bicycle tournament, has assumed proportions that were hardly expected at first. The boat races will be rowed under the supervision of President Quilty of the S. B. C., while Commodore Emil C. Knappe will superintend all the canoe races. It is announced that the training school crew will row the best amateur quartet of the S. B. C. in four-oared gigs.

Beside the cash prizes offered for the professional races, the committee announces that it has secured from local merchants the following prizes for the amateur races: Two racing canoes, valued respectively at $150 and $175; a bicycle, value $150; a gold watch, value $75; fishing outfits, revolvers, and other valuable articles, which, with the cash prizes, will bring the total amount of prizes up to $1000.

The amateur races are to be held under the auspices of the New England Amateur Rowing Association, which the S. B. C. is to enter next month. The general programme for the two days is as follows:

First day, Sept. 10, 9 A. M., concert by Overman band; 10 A. M., boat races under the management of the Springfield Boat Club and the Springfield Canoe Club; 1.30 P. M., band concert; 2 30 P. M., races begin; 7.30 P.M., display of fireworks at Hampden Park. Second day, 7 A. M., club run to Forest Park and various points of interest; 9 A. M., regatta; 1.30 P. M., band concert; 2.30 P. M., bicycle races; 7 P. M., informal reception at club rooms to guests. W.

MISSOURI DIVISION FALL MEET.

THE arrangements are now all completed to make this meet the most successful one in the history of the Division. The race programme has been fully arranged and the prizes are as follows:

One-mile safety, novice—First prize, gold medal; second, cyclometer.

One-mile ordinary, 3.20 class—First prize, gold medal, $20, by La Crosse Lumber Co.; second, pair of bicycle shoes.

Half-mile safety dash—First prize, gold medal, $25, by D. Mitchell & Co.; second, gold scarf pin.

One-mile ordinary, handicap—First prize, gold medal by Palmer House; second, gold headed cane, $10.

Two-mile safety, Missouri Division championship—First prize, gold medal, $30, Dr. J. B. Vernon; second, smoking set, $10.

Trick riding contest—Prize, gold medal, $25, by Louisiana Fair Association.

One-mile safety handicap—First prize, gold medal, $25, by Louisiana Fair Association; second, elegant mantel clock, $15.

Two-mile ordinary handicap—First prize, gold medal, $30, by N. Strouss; second, gold headed silk umbrella.

Five-mile safety, Missouri Division championship—First prize, gold medal, $30, by Louisiana Fair Association; second, silver stop watch, $15.

One-mile championship of Pike County, open only to Pike County riders—First prize, gold medal, $25, by Louisiana Cycling Club; second, silk shirt.

One-mile ordinary consolation—First prize, gold medal, $15, by Louisiana Fair Association; second, oxydized silver watch box, $3.

One-mile safety consolation—First prize, gold medal, $15, by Louisiana Fair Association; second, combination pocket knife, $3.

The Century run has been fully arranged and will be a grand affair. A special survivor's medal will be awarded to all who finish. The railroads have all conceded special rates and Illinois towns will be well represented.

The start will be made at 4.30 A. M., Aug. 30. The route is selected with great care and the distances are so arranged that the majority of miles will be covered before dinner which will be served at the Carroll House, Clarksville, at 1.30 P. M. Arrangements have been made to supply refreshments at Louisiana, Bowling Green, and at each toll gate on the Belt road.

The average speed will not be over eight miles per hour and this can be easily maintained over these elegant gravel roads. Participants riding ahead of the pace maker will be disqualified. The route is as follows: Louisiana north on Frankford road to the Ten-mile House and then return to Louisiana, distance 20 miles. Refreshments at Louisiana. Then west to Ashley, via Bowling Green, and return to Louisiana, distance 34 miles. After a short rest the race will be resumed with Clarksville as the objective point, via the famous Belt road, distance, 24 miles. Total distance for the morning ride, 78 miles. After dinner the ride will be resumed to Dover, 7 miles, and then to Rockford and return, 6 miles, making a total distance of 91 miles. The finish will be over the 9 1-2 miles of down grade into Louisiana, where all are expected to arrive at 7.30 P. M., in time for supper. This will give every participant ample time to catch the trains for home.

The morning programme for the first day, Aug. 29th, include the usual parade, photograph, Division business meeting, and a swim at the Louisiana Mineral Spring Co.'s bath house.

The prizes won in the afternoon will be presented at a banquet to be held at 7 P. M. at the Palmer House. The price of tickets is $1.50, and it will be a first-class affair. The Palmer House special rate of $1.75 will be allowed on presentation of League tickets. "LINNEUS."

THE Banker & Campbell Co. of New York are "under a cloud." The Sheriff took possession of their establishment in New York last Saturday.

If alive, Philip, the Fair, King of France, would be a man to delight the hearts of a good many bicycle makers of to-day. Phil didn't believe in luxurious modes of locomotion. He wanted his adherents to be good and tough. If ride they must, he thought such vehicles and steeds as would jolt their bones and rattle their teeth the proper caper. Carriages he considered entirely too luxurious for common folk. If they came into general use, his people might enjoy life too royally. In

1292,

therefore, Philip decided that such a possibility should be thwarted, and he up and issues a royal edict "for the suppression of luxury," specially forbidding the use of carriages save by those of the highest rank. But the people were ag'in Philip. They knew a good thing when they tried it; appreciated luxury as well as royalty, and carriages they would and did have. And say, if the carriages of those days were considered luxurious, wouldn't it be interesting to know King Phil's idea of the Rambler bicycle of to-day, with its incomparable combination of spring frame and cushioned tire?

"FEW ARE TRIED BUT WHAT ARE CHOSEN," is what they say of the Rambler. "Luxurious" is its very by-word.

GORMULLY & JEFFERY MFG. CO.,

MAKERS OF

"THE AMERICAN CYCLES."

Chicago Retail Store, 85 MADISON ST.

BRANCH HOUSES:

174 and 178 COLUMBUS AVE., Boston, Mass.
1325 4th STREET, N. W., Washington D. C.

FACTORY AND GENERAL OFFICES:
222-228 N. Franklin St., Chicago, Ill.

MAINE DIVISION FALL MEET.

At the spring meet of the Maine Division at Belfast it was decided by vote to have the fall meet at Portland on Labor Day, Sept. 7th; and at the request of the Portland Wheel Club permission was granted to allow the races to be given under the auspices of that club.

Bicycle racing in Maine is yet in its infancy, but interest is increasing, and in view of the careful preparations being made by the Portland Club there is no doubt some fine events will be witnessed Labor Day on the Woodfords Park. Following is a list of the races:

*Half-mile novice, ordinary, (best 2 in 3); *half-mile novice, safety, (best 2 in 3); one-mile State championship, ordinary; one-mile State championship, safety; one-mile open, ordinary (best 2 in 3); one-mile open, safety (best 2 in 3); quarter-mile dash, safety (open to Maine riders); *potato race; *two-mile team race, safety (open to Maine clubs.)

*Pneumatics barred.

MASSACHUSETTS DIVISION MEET.

COTTAGE CITY was once more the scene of the annual summer meet of the Bay State Division and about 400 members showed up.

At 10 A. M. the Chief Consul and local consuls held a meeting but simply routine work was done and nothing of startling importance. In the afternoon the visitors and the Cottage City nine played a game of base ball at Waban Park and the wheelmen had to bow down before their conquerors, who piled up a score of 40, as against 3 for the cyclers. It was a game that, while not satisfying as an exhibition of science, caused lots of fun for the spectators.

The second day of the meet was quiet during the forenoon. The first event was the swimming match which took place at 11.30 A. M. The course was about 100 yards and C. E. G. Record, of Somerville, who was a strong favorite and the winner of last year's swimming match, again won handily, A. E. Thomas of New Bedford being second.

The coasting contest took place at 3 P. M. in the afternoon. The start was made from the top of School street hill. The winner was W. B. McWilliams, who succeeded in covering the most ground before he stopped. The second best man was T. H. Tully, and F. C. Nichols took third.

The road race was for three miles. The start was made from the new monument and led towards West Chop. There were six starters. The race was won by Milton I. Dean, Fall River, in 10m. 25s., with J. W. Robertson, of Taunton, second, and J. S. Cartwright, Somerville, third.

The ball in the evening at the Casino was a great success and that success was principally due to the indefatigable efforts of the following gentlemen: Mr. Carl P. Cubberly, floor director; Messrs. A. W. Robinson, E. P. J. Morton, A. D. Peck, Jr., G. W. Smith and F. G. McCausland, aids.

A big crowd was in attendance, all L. A. W. members having been given tickets to the affair. Almost all the wheelmen appeared in "breeches and hose" and the ladies in their pretty gowns made a most delightful picture of color.

At 8.30 Mr. Cubberly and Miss Carrie Haynes of Boston led the grand march, and from that time until well into the morning of Saturday the worshippers of Terpsichore held merry carnival.

Saturday dawned with some slight indications of a wet day but good luck was with the cyclers and the programme of the day was carried out to the letter.

At 10 A. M. the parade was formed with A. W. Robinson as Chief Marshal. The number in line is estimated at about 350. The Fitchburg band in a barge behind the marshals and aids lent life and sound to the silently moving wheelmen. The chief marshal of the ladies' division, 40 in number, was Miss Marion D. Bassett, and her chief of staff was Miss Sadie Stall. A tremendous crowd witnessed the parade, and the ladies came in for a share of applause which would have filled the heart of Bishop Coxe with dismay. The New Bedford Club took the prize for having the largest number (32) of L. A. W. men in line. The Taunton Club was named as the club making the best appearance. Much favorable remark was made on the fine appearance of the Lynn Club, though five in number. After the parade the usual photo was taken. The rain came down in torrents for about an hour or two and it looked bad for the races and the lantern parade, but at 3 P. M. old Sol came out and partially drove the clouds away. An immense crowd gathered to see the races. Results:

Safety, novice—L. D. Whittemore, Allston, first, 2m. 56s.; T. C. Grimes, Springfield, second.

Safety, open—J. S. Cartwright, Somerville, first, 2m. 56 3-5s.; L. D. Whittemore, Allston, second.

Ordinary, novice—Charles J. Keene, Easthampton, first, 3m. 13s.; H. J. Wild, second.

Ordinary, open—J. W. Robertson, Taunton, first, 2m. 52s.; T. L. Connell, Dorchester, second.

Safety, open, pneumatic tires allowed—D. Connell, Dorchester, first, 2m. 44 3-5s.; J. S. Cartwright, Somerville, second.

One of the most interesting events of the meet was the lantern parade, which was made on foot and not on cycles. The committee in charge laid themselves out on this feature, Sterling Elliott and W. W. Griffin having charge. The cottagers aided much in securing a brilliant effect by illuminating very generally, Circuit and Ocean avenue being especially beautiful. The streets were just jammed. C. E. Culver as an active and inquisitive red devil, and Carl Cubberly as a skeleton, made fun near the head of the procession. T. F. Tulley as the Lone Fisherman was excellent, and he was awarded first prize as the best character. J. M. McKim as a "jim dandy girl" came in for a lot of applause, as also did Martin and Jones as clowns, and J. F. Coxe as a resplendent Chinaman. The Fitchburg Club as giddy young girls were a striking feature, and the Cambridge Club with fools' caps and long white robes were "in it." Taunton with its immense fish lanterns and queer cries was not lost sight of. The parade was a brilliant success, and the originality in the display of costumes and decorations has never been equalled, all of which is mainly due to the efforts of Elliott and Griffin.

LINCOLN CLUB ROAD RACE.

LAST Saturday was a gala and eventful day for the Lincoln Cycling Club, the occasion being the annual handicap ten-mile road race of the club. This is the event around which the work of the club centres for the year, and the winners in yesterday's contest will wear the club medals and be looked upon as the crack riders until a similar event in 1892. Good records were made, and the winners won by no chance, for those who entered did so with an eye on the medals, and rode with the intention of making a record.

The route chosen was principally along the famous Sheridan drive and Lake Shore drive, connecting with Lincoln park at its northern limit. The start was made on North Halsted street, one block north of Belmont avenue, thence north to Evanston avenue, along Evanston avenue to Sheridan drive, to a point one mile north of Edgewater, then a return on the same route, reaching Lake Shore drive on Belmont avenue, and finishing opposite the Grant monument in the park. A better course could scarcely be found in the city, almost every foot being finely macadamized boulevard.

There were thirty entries and twenty-four starters. The greatest interest was centred in the struggle for the time medal of the club, the riding being based on solid tire riding.

Promptly at 4.30, Starter J. M. Erwin began to call off the starters, and everybody got away without a hitch or delay, the men with the heavy handicaps being far out of sight before the scratch men were called upon. Everything went smoothly until the turning point at Edgewater, with Charles Swinscoe in the lead, followed by Harry Pound, D. B. Southern, C. C. Walton, and Gustav Zeese in the order named. Immediately after passing the turning point Swinscoe's chain came off and he dropped out. D. B. Southern and Gustav Zeese, who were third and fifth respectively at the turning point, forged ahead and maintained their positions until the end, Southern winning first place and second time medal, and Zeese carrying off the second place medal. Following is the summary:

No.	Name.	Tire.	Handicap.	Time.	No. Time.
1	D. B. Southern, cushion		2.45	32.47	2
2	G. Zeese, cushion		3	33 35	5
3	W. J. Bray, cushion		scratch	33.25	1
4	Fred Tilt, cushion		2.45	34.35	8
5	C. C. Walton, pneumatic		1.45	35.35	12
6	W. M. Herrick, pneumatic		4.30	35.35	12
7	T. H. White, cushion		3.30	35.50	13
8	R. B. Short, solid		2	35.02	9
9	W. F. Hochirck, cushion		3	35.29	11
10	H. Y. Pound, cushion		5	37.30	16
11	C. S. Miller, cushion		4.30	37.32	17
12	J. R. Pollock, cushion		scratch	33 03	3
13	F. J. McMahon, cushion		scratch	33.05	4
14	R. G. Betts, cushion		2	35.08	10
15	W. Flinn, cushion		.45	34.01	6

NEW WORLD'S RECORDS.

THE PARK AVENUE WHEELMEN INAUGURATE A NEW COURSE IN PHILADELPHIA.

ON Saturday afternoon, Aug. 15th, the Park Avenue Wheelmen held their second annual five-mile road race on the course laid out by the club officials, from the Episcopal church at Bryn Mawr to the finish on Montgomery avenue, 100 yards below city line. This avoids the turn at Black Horse hotel, into which the century course swung, and which necessitated a loss of several seconds. The new course had been christened the Park avenue course, and is bound to be known throughout cycledom, as it is one of the best in the country for road records, being a five-mile straightaway, with comparatively few upgrades, and those few counterbalanced by long gentle slopes downward.

There were over thirty entries, but not all of these started, twenty-three men finishing, with time taken for the first eighteen.

The start was made precisely at 3 57 by the limit, and at 4.13.10 S. H. Bilyeu, who had 45s. handicap over the scratch man. Draper, who started at 4 o'clock, came rushing down the Telford surface, closely followed by Kelly, with Van Deusen a good third. The pace had been terrific, the riders being favored by a breeze on their backs, while the road was perfect, but no one had any idea that the best time ever made on the road had been accomplished, until the figures were announced. Then it was found that the three men named had all gotten inside the best previous figure on the road, being 14.32, made by Taxis and Zimmerman last September over the Lancaster pike course. The order of finish together with the net times and handicaps was as follows:

S. H. Bilyeu (45s. start) first; actual riding time, 13m. 55s.; V. J. Kelly (45), 13m. 57s.; I. Van Deusen (45), 14m.; H. Gill (1m.), 14m. 43s.; E. O. Roe (1.15), 15m. 2s.; G. W. Freeman (1.45), 15m. 32 1-4s.; C. E. Persch (3m.), 17m.; E. W. Bair (1.30), 15m. 30 1-2s.; H. O. Douglass (1.30), 15m, 31 1-2s.; W. J. Declin (1.30), 15m. 53 1-2s.; J. F. Emery, Jr., (2.15), 16m. 24s.; W. T. Bilyeu (1.15), 15m. 38s.; J. H. Draper (scratch), 14m. 40s.; C. H. Thomas (2m.), 16m. 40 1-2s.

The others who finished were H. M. Stanford, 16.41; O. S. Bunnell, 16.39; M. B. Reeves, 17.11; T. F. Hatcher, 17.13; F. Conway, C. Asam; W. T. Reynolds and H. Stanert.

The officials were: Referee, H. B. Hart; scorers, A. L. Webster and D. R. Perkinpine; starters, A. G. Powell and L. Barsuglia; timers, H. A. Cain, J. Artman and W. Welch; judges, H. Crowther and R. A. French.

Bilyeu and Kelly both rode pneumatics, while Van Deusen was on a cushion.

THE TANDEM RECORD GOES.

The weather continuing favorable over Sunday, Draper and Kelly determined to have a try for the tandem figures; so Monday afternoon was chosen, and precisely at 4.59.59 they were sent off by the starters, and paced by W. H. Smith, Atlantic City Wheelmen; J. R. Hazleton, Century Wheelmen; and H. L. Douglas, I. Van Deusen, and W. N. Beatty, Park Avenue Wheelmen. They crossed the line in 13.10, breaking all road records. There is no question as to the correctness of the distance, as it has been accurately measured, but in order to settle all cavil a surveyor's certificate will be issued. The men rode a tandem fitted with cushion tires.

The officials were as follows: Judges, H. Crowther, Pennsylvania and Park Avenue clubs; M. Stotz, Oxford; J. C. Detwiler, Mt. Vernon; timers at start: O. S. Bunnell, P. A. W., and A. G. Lowell, Penna.; timers at finish: D. R. Perkinpine, Oxford Wheelmen; H. W. Schlichter, A. C. S. N.; J. B. Fontaine, Jr., Columbia Cyclers.

"ARIEL."

Philadelphia, Aug. 17, 1891.

THE ILLINOIS ROAD RACE.

B. A. COLEMAN won the Illinois Cycling club's annual ten-mile handicap road race last Saturday afternoon from the 4.30 mark. Coleman rode a safety and finished in an exhausted condition. He is a tall, muscular young man, and was truly a dark horse. The course was from a point on Humboldt boulevard at the corner of Homan avenue, east and north to Humboldt park, thence around the inner circle and back past the starting point, through Garfield park, to Douglas park and return—just ten miles.

At the start fully a thousand people had gathered. Over two-score racers toed the mark, and thirty-seven of these finished. Tuttle was handicapped one minute, riding that time behind scratch. Unfortunately he rode the wrong course, going away around the outside boulevard in Douglas park, and consequently was hardly in it at the finish. Charley Knisely and Charley Gray had a red-hot fight for the time medal. They started together and never separated, finishing within one-fifth of a second of each other, both inside the ten-mile record time—30.44—their time being 30.09 and 30.09 1-5. Providing this course proves exactly ten miles, this record will stand, and the officials say it will.

The order kept at the starting point was perfect and everything passed off very nicely. Bob Garden said as good as any Pullman. There were eighty-two entries and forty-two prizes, which were presented in the evening. The prizes were numerous and costly, consisting of gold medals for fastest time and second time; also a gold medal for the first safety in. The prizes embraced almost everthing from silk umbrellas to half a dozen watermelons. Following is the summary:

No.	Name.	No. time.	Handicap.	Time.	Tire used.
1	R. A. Coleman	6	3.10	32.35	Infl. cushion
2	C. T. Knisely	1	.15	30.09	Infl. cushion
3	C. U. Gray	2	.15	30.09	Infl. cushion
4	E. P. Richardson	3	1.45	31.41	Infl. cushion
5	W. G. Castro	4	1.30	30.47	Infl. cushion
6	O. P. Smith	5	1.30	32.25	Infl. cushion
7	E. A. Chisholm	8	1.45	33.00	Infl. cushion
8	W. M. Mink	10	1.45	33.13	Cushion
9	W. C. Gleason	14	2.30	34.01	Solid
10	J. E. Parks	9	1.30	33.03	Infl. cushion
11	Bamberger	12	2.00	33.37	Solid
12	E. G. Case	7	1.15	32.55	Pneumatic
13	F. C. Edington	17	2.45	34.37	Cushion
14	F. D. Skillman	23	4.00	35.53	Solid
15	A. D. F. Simmons	13	1.30	33.47	Solid

HALF-MILE RECORD BEATEN AT SPRINGFIELD.

THE Springfield bicycle track made its debut for the season of 1891, Aug. 15, and showed that it is just as hungry for records as of old and that it is fully equipped to do business right along. It is at the "old stand," Hampden Park, and any one in search of records will be given the best opportunity for the purpose that can be found anywhere in this country.

A. A. Zimmerman of the New York Athletic Club was the first customer in search of records, and Aug. 15 attempted to break Windle's record of 1.10 4-5 for the half-mile and succeeded. Zimmerman had for pacemakers W. F. Murphy and A. B. Rich. Murphy took him for the first quarter and Rich was to have picked him up at the second quarter, but as Rich described it afterwards "it was z-zip and he had gone." As a consequence of Rich failing to pick up Zimmerman, the latter, whose original intent was to continue for the full mile, limited himself to a half mile. Rich not only failed to pick him up, but got in his way, handicapping him seriously thereby, but Zimmerman nevertheless made the distance in 1.10 3-5, thus breaking the American record one-fifth of a second.

W. F. Murphy tried for Hoyland Smith's two-mile record of 5.23, but as he desired to make the effort without pace makers, he failed to cover the distance within eight seconds.

W. W. Windle and Hoyland Smith are now here and will do a bit of record breaking work.

THE AMERICAN MILE RECORD.

ON Monday last, the 17th, W. F. Murphy, at Springfield, cut the American mile record from 2.26 1-5 to 2.23 2-5. He also cut the half and three-quarter mile American safety to 1.09 3-5, and 1.45 3-5 respectively. W.

MEET AT ROCHESTER.

WITHOUT question the ninth annual meet of the New York State Division of the League of American Wheelmen, which was held in Rochester on Wednesday and Thursday, was the most successful meet ever held in this State.

The opening event on Wednesday was the run to Genesee Valley Park, which was participated in by a large number. At 10 o'clock the column formed on So. Clinton street for the grand parade, and at 10.30 the procession moved as follows: Pace Makers and platoon of mounted police, Fifty-Fourth Regiment Band, Grand Marshal W. S. Bull and staff. Genesee Bicycle Club, Rochester, 60 men. Century Bicycle Club, Syracuse, 30 men. Syracuse Cycling Club, 55 men. West End Bicycle Club, Rochester, 50 men. Crescent Cycle Club, Rochester, 70 men. Ladies' Auxiliary, Crescent Cycle Club, Rochester, and visiting ladies, 25 in all. Kanewecla Cycling Club, Elmira, 40 men. Wanderers Bicycle Club, Buffalo, 60 men. Batavia Wheelmen, 10 men. Rochester Bicycle Club, 50 men. Albany Bicycle Club, 20 men. Flower City Wheelmen, 75 men. Buffalo Bicycle Club, 40 men. Zigzag Club, Buffalo, 10 men. Lockport Wheelmen, 15 men. Ramblers' Bicycle Club, Buffalo, 20 men. Cortland Wheelmen, 6 men. Binghamton Wheelmen's Club, 20 men. Lake View Wheelmen, Rochester, 150 men. Lake View Juniors, 15 boys. Ramblers Bicycle Club, Rochester, 60 men. Ladies' Auxiliary of Ramblers Club, Rochester, 6 ladies. Clyde Cycle Club, 6 men. Utica Cycling Club, 12 men. Auburn Cyclers, 12 men. Rovers Bicycle Club, Tonawanda, 8 men. Y. M. C. A. Wheelmen, Rochester, 50 men. Unattached wheelmen, 50 men. Total 975.

After the parade the wheelmen had their picture taken on the bank of the Genesee river near Seneca Park bridge. From there they adjourned to dinner, and at 1.30 o'clock the races began at the Driving Park, and they were witnessed by a large crowd estimated to be 4000 in number. The results of the races are as follows:

One-mile novice—F. A. Tracy, Rochester, first; G. E. Montgomery, Rochester, second; W. H. Nobles, Rochester, third; E. A. Carpenter, Rochester, fourth. Time 3.15 1-5.

One-mile open, safety—W. W. Windle, B. A. C., first; P. J. Berlo, M. A. C., second; W. F. Murphy, third. Time 2.47 2-5.

One-mile, 3.10 class, ordinary—B. R. Trenaman, Rochester, first; G. E. Montgomery, Rochester, second; P. J. Dukelow, Rochester, third.

Two-mile handicap, safety—C. M. Murphy, N. Y. A. C., 160 yards, first; J. A. Wiborn, Rochester, 200 yards, second; F. H. Smith, Rochester, 250 yards, third. Time first mile, 2.26 2-5; second mile, 5.19 1-5. This was a pretty race, but was too much for the scratch men who started, W. W. Windle and Hoyland Smith, and they were unable to overcome the handicapped men.

One-mile city championship, ordinary—F. T. Servis, first; C. J. Iven, second; E. E. Servis, third. Time 51 2-5, 1.36 4-5, 2.19 4-5, 2.56 3-5. Iven was picked as the winner, but the last spurt on the stretch by F. T. Servis was too much, and he won an easy second.

Two-mile open, tandem—F. M. Brinker, W. D. Banker, B. A. C., first; W. H. Penseyres, C. W. Dorntge, B. A. C., second. The two Murphys and Berlo and Worden were down on the card but for some reason not known they withdrew. This was by far the best race of the day and Brinker and Banker won by a bare two inches. The spectators were very much excited over the close finish. Time first mile, 3.09 2-5, second, 5.58 2-5.

Quarter-mile open, ordinary—A. A. Zimmerman, N. Y. A. C., first; W. W. Taxis, A. C. S. N., second; A. B. Arnold, M. A. C., third. Time 36.1-5.

One-mile, 2.50 class, safety—F. M. Brinker, B. A. C., first; W. Conolly, Rochester, second; B. R. Penaman, Rochester, third. Time 2.41 3-5. As the time indicates, this race was a decided loaf.

Five-mile open, safety—W. W. Windle, B. A. C., first; P. J. Berlo, M. A. C., second; C. W. Dorntge, B. A. C., third. Time for miles, 3.01 2-5, 6.02 3-5, 9.03, 12.28 4-5, and 15.20. It was a pretty finish between Windle and Berlo, and was won by only a few feet.

Two-mile Rochester city championship team race, ordinary, three men from each club. This race was won by the Rochester Athletic Club, which was represented by E. E. Servis, F. T. Servis and P. J. Dukelow; they scored 37 points. The Flower City Wheelmen, F. F. Kammer, B. R. Trenamen, and F. A. Tracy, riding; second, 29 points. The Genesee Club, C. J. Iven, G. E. Montgomery, and C. B. Kies, third; they scored 24 points.

One-mile handicap, ordinary—W. W. Taxis, A. C. S. N., 40 yards, first; A. A. Zimmerman, N. Y. A. C., scratch, second; A. B. Arnold, M. A. C., 50 yards, third. Time 2.35 4-5. Zimmerman broke the American amateur record in open competition, his time was 2.35 4-5, the former record being 2.36. He was loudly cheered for his magnificent riding.

One-mile professional ordinary—C. J. Appel, Rochester, first; Canary, second; W. H. Barber, third. Time 2.56 3-5.

The prize offered for the largest League club in line in uniform during the parade was won by the Syracuse Cycling Club.

The prize for the largest non-League club uniformed in the parade was won by the Ramblers of Buffalo. There was a squabble between them and the Buffalo Bicycle Club for the prize, as both clubs had the same number of men in line. It was given to the Ramblers because they had the largest number of uniformed men in line.

Thursday's races will be as exciting as those of the preceding day, and a large crowd will witness the sport. W. N. R.

[We had the above sent through by special, and held the paper so that we could get Wednesday's races.—ED.]

RACING AND MEET NEWS AND GOSSIP.

AT BUFFALO, N. Y.—On Tuesday the 11th, the Wanderers Bicycling Club, held at Buffalo, N. Y., the fifth of their series of club races. They consisted of two five-mile races as first and second class. There were but three contestants in the first race, G. G. Buse, John H. Christian with his ordinary, and Will Buse. The Buse Bros. rode safeties.

They started from scratch and kept well together until the sixth lap of the half-mile track, where Christian took a fall; he soon remounted and finished second. G. G. Buse first.

There were also three contestants in the second race, W. H. Beier, Edward Young, and William Naab. All started off from the scratch and Naab took the lead for 2 1-2 miles, when Beier forged ahead and finished first; E. Young, second.

The heavy rains of the previous days had made the track very poor, and in some places very soft, coupled with a strong wind on the home stretch rendered it impossible for any fine time to be made. The time for the first race was 20m 30s.; for the second, 20m.

The Wanderers will on Labor Day have a 25-mile road race from Pin Hill to Mill Grove and return. It will be for club members only and for which there will be three badges as prizes. "JASPER."

AT TORONTO, Aug. 10.—The tenth annual tournament of the Toronto Bicycle Club took place Aug. 10 and resulted as follows:

Two-mile novice safeties, open—E. J. P. Smith, T. B. C., first; S. Bailey, T. B. C., second. Time 7.05 3-5.

One-mile handicap, ordinaries, open—James Miln, T. B. C. (140 yards handicap) first; J. H. Palin, (125 yards), second. Time 2.50 2-5.

Half-mile safeties, open—W. Hyslop, T. B. C., first; M. Wells, Wanderers, second. Time 1.15 2-5. The best previous record in Ontario, 1.17, was made at Hamilton, July 1.

Two-mile club championship for championship cup and gold medal—W. G. McLelland, first; F. Gullett, second. Time 6.51.

Half mile, boys under 14, open—Hamilton Baldelan, first; Percy Brown, second. Time 1.32 3-5.

One-mile, safeties, open—W. Hyslop, T. B. C., first; A. Wells, Wanderers, second. Time 2.44.

Five-mile ordinary, open; for Boustead medal and silver cup; medal has to be won three times by competitor before becoming his property—W. G. McLelland, T. B. C., first; T. H. Palin, T. B. C., second. Time 16m. 32 2-5s.

Two-mile handicap, safeties, open—E. J. P. Smith, (250 yards' handicap), T. B. C., first; W. Hyslop (50 yards), T. B. C., second; S. Bailey, T. B. C., third. Time 6.30 4-5.

Half-mile obstruction race—F. McMahon, T. B. C, first; C. W. Hurndall, T. B. C., second; W. Robins, T. B. C., third; W. Lee, T. B. C., fourth; G. Sabrey, T. B. C., fifth.

One-mile, safeties, club—W. Hyslop, T. B. C., first; E. J. P. Smith, T. B. C., second. Time 2.40 1-5.

AT TAUNTON, Aug. 12.—The Apollo Club of Taunton, Mass., held a race meet, Aug. 12. The results were as follows:

One-mile novice, safety—R. Dreghorn, Taunton, first; H. L. Eagan Foxboro, second. Time 3.04. Five starters.

One-mile safety, open—E. C. Anthony, first; H. Copeland, second Time 3 12 1-2.

One-mile ordinary, open—Robertson, Taunton, first; Hedger, Foxboro, second. Time 3.02.

Two-mile safety, city championship—Anthony, first; Rogers, second. Time 7.03.

Half-mile safety, Apollo Club—R.Dreghorn, first; F. Dreghorn, second. Time 1.41 1-2.

Half-mile ordinary, open—Four starters: Hedger, first; Robertson, second. Time 1.22.

Two-mile safety, open—Three starters: Anthony, first; Copeland, second. Time 7.59.

One-mile safety, 3.10 class—F. Dreghorn, first; Eagan, second. Time 3.40.

Two-mile ordinary, open—Robertson, first; Hedger, second. Time 7.31 1-2.

One-mile safety, Apollo Club—Manter, first; F. Dreghorn, second; R. Dreghorn, third; Copeland, fourth. Time 4.05 1-2.

AT RICHFIELD SPRINGS, N. Y.—The Walontha Wheelmen's postponed races took place at Richfield Springs last week Thursday. The track was heavy and fast time was impossible. The results were:

Half-mile safety, novice—J. J. Hawley, first, 1.31 1-2; M. J. Coates, second.

One-mile ordinary, open—H. C. Shimer, first, K. C. W., 3.22; W. H. Murray, second; A. I. Fuller, Rome, third.

One-mile tandem, safety—E. H. Martin and E. H. Crosby, Utica, first, 3.36; Ken Wetherbee and Augurt Kinne, Richfield Springs, second.

One-mile safety, handicap—H. C. Shimer, scratch, first, 3.02 1-2; W. H. Murray, second; D. N. Johman, U. C. C., Fort Plain, third.

Three-mile safety, lap race—H. C. Shimer, first, 10.21; Lynn Prescott, second, Rome; W. H. Murray, third.

Half-mile ordinary, open—H. C. Shimer, first, 1.34; W. H. Murray, second; A. I. Fuller, third.

Two-mile ordinary, handicap—H. C. Shimer, scratch, first, 6.58; W. H. Murray, 50 yards, second; A. I. Fuller, Rome, third.

THE Evansville (Ind.) Wheelmen will hold a race meeting probably Sept. 28. The aggregate value of prizes will be from $600 to $700.

ON Saturday, Sept. 5, the Y. M. C. A. of Brooklyn, N. Y., will give an interstate athletic handicap meet. Entries should be made to Wm. Lombard, 502 Fulton St., Brooklyn, N. Y., for entry blanks.

GEO. K. BARRETT failed to lower the Chicago to Milwaukee record Saturday afternoon, Aug. 1st, on account of the excessive heat. From Chicago to Racine he rode at a sixteen mile an hour gait.

C. H. EVANS, JR., and C. B. Benson of Hudson, N. Y., lately made a century run to Wappingers Falls and return, over a variety of country roads. The start was made at 4 A. M. and the finish at 7.25 P. M. The whole number of miles ridden was 103, and the actual riding time 10h. 13m.

CHANGE of date.—The Y. M. C. A. of Birmingham, Ct., has changed the date of its meet from Sept. 5 to Sept. 19, in deference to the prior claim of Providence to the former date.

S. B. BOWMAN, of the N. Y. A. C., is credited with riding ten miles on the road in the American record time of 31 24.

Two days' bicycle tournament will be held at Columbus, Ga., Sept. 18 and 19. For particulars and entry blanks address J. H. Polhill, G. W. A. Jones, or Stokes Bussey, Columbus, Ga.

THE local record from Patterson Park, Baltimore, to Sparrows Point was broken the other day in 49 1-2m. by H. D. Dutz and E. C. Wolfman of the Chesapeake Wheelmen.

A COMMITTEE has been appointed by the Associated Cycling Clubs, Chicago, to investigate courses for another big annual handicap road race to be run over level roads, straightaway if possible. The Wheaton and Sheridan drive roads are both under consideration.

THE Douglas Cycling Club of Chicago will hold its annual road races Aug. 30 at Hawthorne race track. The track will be rolled before the races are started. Up to date there are thirty entries. This will be the closest contest the Douglas Cycling Club ever held as some very good men have entered. [The above was sent us by Capt. Slavik. We notice he speaks of them as "*road* races" and yet they are held on a track?—ED.]

THE Propice Wheel Club of Springfield, Mass., held a 13 3-4 miles road race last Saturday over a course from Carew street, Springfield, to Chicopee, return, and repeat. It was a handicap race and the following was the result: E. A. Nelson, 4|1-2m., 42.14 2-5; A. W. Olmstead, 2 1-2, 43.21; G. W. Holden, 2 1-2, 43.36 3-5; W. H. Gowdy, 4 1-2; D. A. Ross, 3 1-2; C. H. Hilton, 5 1-2; F. J. Rynn, 4; F. J. Hosmer, 5 1-2; F. B. Stow, Conway, 5 1-2; W. G. Adams, 3 1-2; C. M. Wing, Chicopee, 4 1-2; F. C. Graves started two minutes back of scratch.

THE Asbury Park (N. J.) Athletic Association has made arrangements for a grand encampment of wheelmen, to be held at the new Athletic Park on Friday and Saturday, Aug. 28 and 29. The bicyclists will gather from all parts of that and adjoining States. Governor Abbett may make an address of welcome, and salutes will be fired. An attractive programme of races will be run on the afternoon of the 28th and 29th for a valuable silver trophy and individual gold medals. On Friday night a lantern parade will be made on the principal streets of Asbury Park and Ocean Grove. Prizes will be given by the association for the best decorated wheel and for the club having the largest number of men in line.

Extract from the Honolulu Daily Bulletin of July 23, 1891

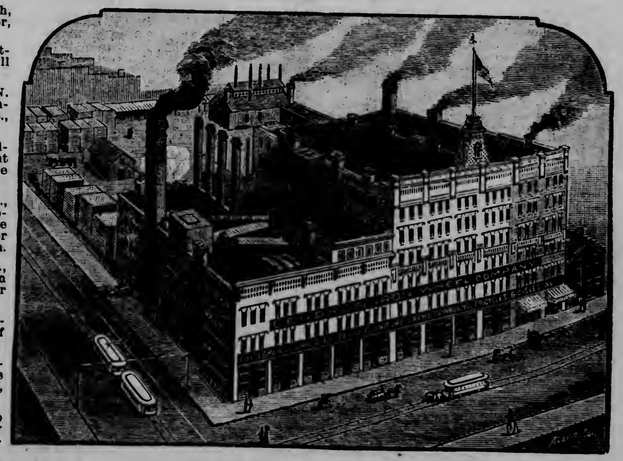
THE CABINET CHANGE.

"AN official announcement is made of the appointment by Her Majesty of Hon. J. Mott Smith to be Minister of Finance in place of Hon. H. A. Widemann, resigned. Owing to the continued ill health of the late incumbent, the Premier has for some time been acting Minister of Finance. With a Cabinet of only four Ministers it is of course a drawback to have one of them laid aside from active service, however well the affairs of his department may be conducted by another Minister and the chief of the departmental staff. Important questions of general government are liable to arise any day, which it is due to the country should be considered by a complete Cabinet Council. Sound public policy has therefore directed the Queen in making the change in question, which it is understood the retiring Minister has for some time been urging.

'It will hardly be disputed that Mr. Widemann's retirement will be regarded with general regret' * * *

At the same time there will no doubt be general concurrence of moderate men in the choice of Dr. Smith for the position. He is not new to the duties, having been Finance Minister of the interior in former times. He was also a member of the House of Nobles under the old Constitution, faithful to duty and with a voice always for what he deemed the best interests of the country. His Excellency is also credited with considerable diplomatic tact, which, with his age and public experience, ought to give assurance that he will be a safe administrator of the national finances. In the meantime we congratulate the honorable gentleman on his accession, feeling glad that the community has recovered a genial gentleman after a long absence, and the nation had restored to it one of its old-time public men, who have by death and departure from the country been sadly diminishing from view in the past few years."

[Dr. Smith is] one of the three stockholders in the Union Cycle Co., thence the above item has an interest for cyclers at large.—ED.]



GENDRON WHEEL WORKS.

A short time ago it was our privilege to make a tour through the mammoth plant of the Gendron Iron Wheel Co., at Toledo. We had known for years that this firm enjoyed the reputation of being the largest manufacturers of children's vehicles in the world, but unless we had ourselves gone through their works we could not have realized their immense capacity. The main factory building has a frontage of 220 x 100 feet, and is devoted entirely to manufacturing, their warehouses for storing finished goods being on adjoining streets. They employ at present 700 workmen, which is a small number considering the very large output. Through their works may be seen interesting machinery used in the manufacture of wire wheels and other articles in their line. These machines are of their own invention and built in their own tool room, which is said to be the best equipped tool room in the West. The unique method they have employed in utilizing electricity and natural gas is certainly very interesting.

About two years ago when the firm announced their intention to go into the manufacture of a high grade of safety bicycles, their friends knew it had no small meaning. The result fully verifies that belief, for their equipment in this new department is perfect. The various branches of it are in charge of men of long experience in the manufacture of high grade cycles. They have this season a very fine line of wheels on the market which are giving splendid satisfaction. In answer to an inquiry a short time ago they report that they are covered up with orders, but are crowding their works for all they can do. We predict a great future for this branch of their business. Its output will be very heavy when that perfect system prevails in all its branches which time alone can give to any plant, and which is so well illustrated in the old departments of their works.

"UNIONS" FOR EVER!

WELL, well! What coasting! There were *only* five Unions entered in the great coasting match out of a field of 18 at Cottage City last week, and the Unions finished 1, 2, 3, 4, 5! How's that for a list of the easy running qualities of a machine. Five starters on Unions and not another wheel in the whole field which could pass the "Union." This certainly was a grand showing, and the "Union" representatives at Cottage City were naturally highly gratified.

AMONG GOTHAM'S DEALERS.

NUMBER TWO.

THERE is no better known sporting goods house in the country than that of Messrs. Peck & Snyder, of 124, 126, 128, and 130 Nassau street, New York City. I have yet to find the bicycle department of any establishment that receives more attention from the hands of its manager than theirs does from Mr. Wm. B. Stedwell, who is in charge. His entire time is devoted to this branch of the business, and it has shown a wonderful growth since it has been in his hands, since about 1885.

The string of stores is given up entirely to athletic and sporting goods and number 124 to bicycles and sundries. The walls are lined with wheels and the windows full. New ones are constantly coming in and going out, and the scene is a busy one.

Mr. A. Peck, the head of the firm, is now in Europe, arranging for the entire American agency for the Raleigh, of which there is now no more popular wheel abroad. Its great success upon the track and road has created quite a demand for it among the racing men in this country. The firm has imported several for the use of prominent riders and the machines, though they have been on the road only a few days, are already getting in their good work. H. J. Hall, Jr., who broke the ten-mile amateur record on last Saturday was mounted on a twenty-seven pound racer, which came through in perfect shape. Zimmerman is now training for the safety races on a machine of the same class and doing well. Bensinger is also training on a thirty-two pound Raleigh pneumatic, and will be in the fall tournaments.

Among the other wheels handled by the firm are the Victors, Credendas, Columbias, Hartfords, Crescent, Rob Roy, and any number of cheap wheels. A large lot of sundries is exhibited, and an unexcelled supply of shoes and uniforms. Altogether, it is very easy to arrive at the fact that the cycle department of Peck & Snyder is one of the best to be found in New York.

"KERLUMBIA."

THE S. P. (STRAUS PATENT) CUSHION TIRE.

THE New York Belting & Packing Company (Limited), 15 Park Row, New York City, extensive manufacturers of vulcanized rubber goods, are out with a new cushion tire. It is known as the S. P. (Straus Patent) cushion tire with reinforced hole. In the first cushion tires offered to the bicycle riding public, the hole was made as large as three-quarters of an inch in diameter. At the present time dealers and manufacturers are calling for a hole as small as one-quarter of an inch. Their desire is to obtain a stiff tire which will not cut from the action of the rim against it. "Stiffness," says the Belting Co., "obtained in this way can only be had at the expense of the cushion, and the tire is therefore little better than a solid tire, except in the matter of weight."

The S. P. cushion tire, it is claimed by the New York Belting & Packing Company (Limited) gives the desired stiffness while retaining the elasticity necessary in a perfect bicycle tire. It is done by reinforcing the hole and without reducing its diameter. This reinforcing they say also overcomes any possibility of the tire cracking from the inside, as the hole, which is the weakest part in the old form cushion tire, is made the strongest in the S. P., a most excellent point.

THE SERCOMBE & BOLTE MFG. CO.

Milwaukee, Wis.

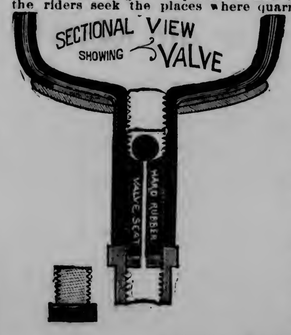
We present to-day cuts and full description of the "Bolte Indestructible Pneumatic Tire." The leading feature is the fact that there is no cloth or canvas cemented around the inside of the rim, but the metal of the rim is exposed the same as on any solid or cushion tire machine. The "Bolte" Pneumatic has no inner expansible tube; the tire is cemented the same as any cushion or solid, the linen duck which forms the principal feature of the main tube being vulcanized in layers around a 1-8 inch thick inner coating of rubber. The thickness of the tire at the tread A.A. (referring to the cut) is not so great as on the ordinary pneumatic, but in place of a thick body of rubber the "Indestructible" has five thicknesses of twilled linen duck wrapped in such a way as to bring the laps over each other at the tread where the puncture is liable to occur, and making punctures practically impossible. In case of puncture, the laps are pulled off from the inner tube in the same manner as they were put on before being vulcanized, until the last layer of linen, which is one continuous strip running around next to the inner tube E, is reached. This linen strip must not be removed from the inner tube to which it is securely vulcanized, but in case of puncture, which is almost impossible, a small triangular opening is made by cutting two slits one-half inch each in length at right angles with each other directly over the puncture, as shown in cut, care being taken not to cut through the inner rubber covering. The lip can then easily be pulled off and a patch of gum rubber applied to the exposed puncture in the usual way, and the laps cemented back in place. The valves which are impervious against leaks, and the other troubles that have beset pneumatic tire machines are so constructed that the air may be released instantly after unscrewing the cap which is kept screwed down against the hard rubber seat within.



"BOLTE" PNEUMATIC, Style C, Showing Outer Cover Detached.



Up to this date the "Bolte" Indestructible Pneumatic have been applied to only four safeties; some of them have been run over 1000 miles, and such a thing as a puncture has never been known, although the riders seek the places where quarry stone, broken glass, tacks and jack-snipes abound. Its capacity for holding air seems to be without limit, as it has never been necessary to use a pump on any of the tires in use after they were inflated for the first time.



The Sercombe & Bolte Mfg. Co. are now making these tires in three different sizes, viz. 2 inch for road use, 1 3-4 for light roadsters, and 1 5-8 for racing machines. The company claim they are considerable lighter in weight than any other pneumatic tires of the same class. Their patents cover not only the construction of their tires, but the process of manufacture as well, and we are informed that the stock company which they are now forming for the manufacture and construction of these tires will be of proportions capable of filling all orders with great promptness.

HARRY LEMMINGS, the famous English trainer, has entered the employ of the Coventry Machinists' Co., Chicago. He has engaged to train Bode and Tuttle for the fall races, and with them expects to capture many prizes. They both ride Swift machines. Bode, he says, will come away under 2.30 this fall, providing he can get Featherstone to put on a pair of tires in good enough shape.

THE Rouse-Duryea Cycle Co., Peoria, Ill., report they will be able to fill orders for the Sylph for the balance of the season. There is no question but what their machine possesses many merits and the purchasers will do well to investigate them before purchasing.

FIXTURES.

AUGUST.

28, 29—Encampment and race meet at Asbury Park, N. J.

29—Morristown (Pa.) Wheelmen's tournament. W. Derr, Main and Stanbridge streets.

29—First annual race meet of the Quaker City Wheelmen, Philadelphia Ball Park. E. B. Chapman, 1400 Oxford st.
29—Montreal (Canada) Bicycle Club annual race meeting.
29, 30.—Missouri Division fall meet.
30—Douglas Cycling Club (of Chicago) race, at Hawthorne track.

SEPTEMBER.

5—Y. M. C. A. Brooklyn Interstate Athletic Meet, at Brooklyn, N. Y.
5—5-mile road race, "Item conrse," Oxford Wheel Club of Philadelphia.
5—At Providence, Rhode Island Wheelmen's tournament at Narragansett Park.
5 to 19—The Y. M. C. A., Birmingham, Ct., meet.
7—Union County Roadsters of Linden, N. J., race meet at Elizabeth, N. J. G. F. Ames, 408 Jefferson avenue, Elizabeth, N. J.
7.—Fall race meet at Portland, Maine Division L. A. W. James E. Marrett, 448 Commercial street, Portland.
7 and 8—Hartford Wheel Club Tournament, and Meet of the Connecticut Division, L. A. W. Address J. J. Grace, Secretary, Box 365.
9—Race meet at Freeport, Ill. E. H. Wilcox, Freeport, Ill.
10 and 11—Springfield Bicycle Club's tournament at Hampden Park. P. O. Box 107, Springfield, Mass.
11 and 12—National Cycle Tournament, Chicago, Ill.
11, 12—Tournament, Chicago Cricket Club grounds.
12—Second Road Race of the Wheelman's Racing League, Brooklyn, N. Y.
15—Meriden (Ct.) Wheel Club races. W. L. Flagg, Secretary.
17—Race meet of the Lowville (N.Y.) Cycle Club. C. E. Pelton, Lowville, N. Y.
18 and 19—Third annual tournament of the Peoria Bicycle Club.
18, 19—Tournament at Columbus, Ga. J. H. Polhill, Columbus, Ga.
19—Field day of the Birmingham (Ct.) Cycle Club.
22—Rockland County (N. Y.) Wheelmen's race meet, Spring Valley, N. Y. N. Gardenier, Spring Valley, N. Y.
24—Penn Wheelmen's road and track races. H. Y. Yost, Box 193, Reading, Pa.
26.—Elizabeth, N. J., Wheelmen's race meet.
26.—Wilmington (Del.) Wheel Club's third annual handicap road race.

OCTOBER.

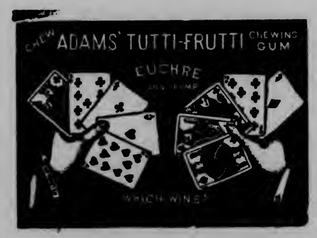
3—25-mile Road Race of the Boston (Mass.) A. A. A. D. Peck, Jr., B. A. A., Boston, Mass.
3—Riverside Wheelmen (New York) tournament.
7—The twenty-five mile road race at Murfreesboro, Tenn.



A Shot with the Kodak.

Send to The Eastman Company, Rochester, N. Y., for a copy of "Do I want a Camera," (illustrated) free by mail.

Take a Kodak with you.



PRICE, - - - - $100.00.

THE HARTFORD SAFETY.



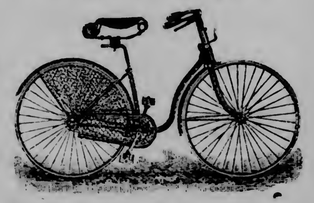
-MANUFACTURED BY—

THE HARTFORD CYCLE CO.,

HARTFORD, - CONN.

Ball Bearings, Interchangeable, Strong, Durable and Well Finished.

THE HARTFORD LADIES' SAFETY.



Send for 1891 Catalogue.



Send us your duplicate orders on Bicycle Shoes, Foot Ball, Sprint Running and Gymnasium. Samples out. Stamp for Catalogue.

PIERCE, SMALL & CO., RANDOLPH, MASS.



Solid Gold Regulation L. A. W. PINS, Price, $2.

Discount to jewelers only.

Martin Metzger & Co., 7 Maiden Lane, N. Y.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 20

ABBOT BASSETT, Secretary,

OFFICERS FOR 1890—91.

PRESIDENT,
JAMES R. DUNN,
40 Wall st., Room 65, New York

FIRST VICE PRESIDENT,
MAJOR CHAS. L. BURDETT,
Hartford, Conn.

SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN,
116 Broad Street, Elizabeth, N. J.

TREASURER,
W. M. BREWSTER,
117 No. 4th Street, Quincy, Ill.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass

Standing Committees.

Membership Committee.

Sanford Lawton.....Springfield, Mass.
George C. Pennell.....Elizabeth, N. J.
Howard L. Perkins.....Box 103, Providence, R. I.

Committee on Improvement of Highways.

Isaac B. Potter.....Potter Bldg., New York
W. M. P. Bowen.....Box 1513, Providence, R. I.
Charles W. Wood, 334 S. Salina St., Syracuse, N.Y

Committee on Rights and Privileges.

Geo. A. Perkins.....5 Pemberton Sq., Boston
J. S. Dean.....28 State St., Boston
Chas. F. Cossum.....Poughkeepsie, N. Y.

Committee on Rules and Regulations.

T. J. Kirkpatrick.....Springfield, O.
A. B. Richmond.....Grand Rapids, Mich.

Transportation Committee.

Albert Mott.....203 Lenox St., Baltimore, Md.
Joseph T. Chism....120 Mosher St., Baltimore, Md.
Burley B. Ayres, Rand, McNally Bldg. Chicago, Ill.
Thomas Savage Clay.....Savannah, Ga.
Amzi T. Dodd.....70 Park Place, Newark, N. J.
John B. Seward.....35 Milk Street, Boston
Chas. A. Sheehan....5 Vanderbilt Ave., New York

Racing Board.

George S. Atwater.....
.....1424 Penn. Ave., Washington, D. C.
George Collister.....147 Ontario St., Cleveland, O.
Lewis A. Miller.....Meriden, Conn.
W. H. DeGraaf.....47 West 14th, New York City
A. J. Street.....599 West Madison, Chicago, Ill.

Uniform Cloth and Buttons.

The regulation League uniform is made of a steel gray cloth manufactured for the League exclusively. This cloth and the regulation League Buttons may be had of any League tailor or of the Secretary at the following prices: Cloth, 54 inches wide, $2.10 per yard. Metal buttons: large, five cents each; small, three cents each. Rubber buttons, either size, three cents each. Uniform has six large and ten small buttons. As the Secretary keeps no book of credit, all orders sent to him must have cash accompanying. No cloth supplied to tailors or to non-League men.

Massachusetts Board of Officers Meeting.

There will be a meeting of the Board of Officers of Massachusetts Division L. A. W. at Hotel Clarendon on Tuesday evening, Aug. 25, '91, at 8 P. M. Fraternally, ARTHUR W. ROBINSON, Chief Consul.

Ohio.

W. A. Skinkle of Cleveland is hereby appointed delegate to the National Assembly, vice A. A. Taylor, resigned. Fraternally yours.

Cincinnati, Aug. 17, 1891. M. A. HIGH, Chief Consul.

Rhode Island Appointments.

The following have been appointed Consuls:
Little Compton—Chas. A. Gould, M. D.
Pascoag—Albert H. Sayles.
J. Howard Morgan, M. D., by failing to renew, has ceased to be a member of the Committee on Rights and Privileges, and Nathan W. Littlefield has been appointed to fill the vacancy.

GEO. L. COOKE,
Providence, R. I., Aug. 18, 1891. Chief Consul.

Members Pennsylvania Division, L. A. W.

All members who joined the Pennsylvania Division and names were published in BULLETIN before July 1, have had a copy of the road book mailed them; and if they have failed to receive it it must be their address is wrongly registered at this office, and they will please report. As the supply of Road Books is exhausted, and the Road Book Committee are about to take active steps for a new edition, it is a question if we should have more of the old edition printed to supply the demand. When it is definitely known what time the new edition can be furnished it will be announced. In the mean time any new member having use for a book, and not being able to borrow one of some older member, by writing me I can probably secure him the loan of one.

Fraternally, JOHN J. VAN NORT,
Scranton, Aug. 10, 1891. Sec.-Treas.

Tennessee.

I take pleasure in appointing R. H. Davidson of Tullahoma and S. H. Hodge, Jr., of Murfreesboro as Local Consuls of their respective cities.

I also appoint the Jordan House League Hotel at Murfreesboro, and rates will be $1.40 per day. League members desiring these rates must show their cards.

The Evans House at Shelbyville is the League Hotel giving reduced rates to League members.

Yours respectfully, CHARLES J. SCHERER,
Aug. 8, 1891. Chief Consul.

Connecticut Hotels.

Norfolk—Stevens, $2.00 per day.

West Cheshire—Scott's Hotel. Meals 50 cents each; lodging 50 cents.

Hartford—United States Hotel, $2 00 and $2.50 per day, according to rooms. Three meals and lodging to constitute a day. Single meals 75 cents.

Hotels have been appointed as above.

ARTHUR ALLEN DEAN, Chief Consul.

Connecticut Consuls.

No. 105—Putnam, David Flagg.
106—Branford, F. E. Peckham.
Consuls are hereby appointed as above.

ARTHUR ALLEN DEAN, Chief Consul.

431—Missouri Division—500.

To Consuls and Members:

Sixty-nine names are yet needed to reach the 500 mark, and you are earnestly requested to lend a hand in the work. The bright, long days of summer will soon be past, and we want to make hay while the sun shines. After the date of this publication there will be only one week left in the glorious month of August in which you can show the good work you are capable of in the way of recruiting. Let us make a resolve to each get one new member for that week so as to make it a red letter week in the history of Division as far as applications are concerned. If you will all assist, the 500 milestone will be passed in a jiffy. Move lively now.

ROBERT HOLM,
Chief Consul.

Kentucky Division.

Additional Local Consuls and League hotels have been appointed as follows:

Midway—Max Wilson.

Frankfort—Hotel Kenyon, $1.50 a day.

Newport—Mrs. Pierce's boarding house, $1.50 a day.

Perryville—Perryville Hotel, $1.25 a day.

Local Consuls are urged to continue the missionary work so well begun. Kentucky last week had 288 members. Let us make it 400 by the 1st of January. We can do it if present members will exert tnemselves a little. G. E. JOHNSON, Sec.-Treas.

Ohio Membership.

Aug. 15, 1890—Ohio, 1055.
Aug. 15, 1891—Ohio, 1554.
Increase 499 or 47 percent.
Still 446 short of the desired 2000.

Can you help us get that many more new members before Christmas? You are, no doubt, aware that we are getting out a new Hand Book of the State, which will contain accurate maps of each county, together with a letter press description of the roads? Well, that's just what we are doing, and furthermore, a copy of it when completed is to be given, yes, given, to each member of the Division. This surely ought to be an inducement for new members to join, and if you will make use of that argument you surely ought to have no trouble in securing recruits. Fraternally,

Aug. 15, 1891. M. A. HIGH, Chief Consul.

Wisconsin Declination.

I hereby decline the nomination as candidate for office of Secretary and Treasurer Wisconsin Division, L. A. W. Yours fraternally,

W. J. CASEY, L. C.

Green Bay, Aug. 11, 1891.

Transportation.

At a meeting of the National Baggage Master's Association held in Boston a resolution was passed requesting the General Passenger Agents to discontinue the free carriage of wheels. The effect of this resolution was destroyed by the action of Mr. Chas. O. Scull, G. P. A. of the Baltimore and Ohio R. R., who announced that regardless of the actions of others, the B. and O. would continue to carry wheels free.

ALBERT MOTT,
Chairman Transportation Com.

August 13, 1891.

New League Clubs.

The following clubs have qualified as League clubs and filed the certificate required in the office of the Secretary:

356—Huntington L. A. W. Club, Indiana.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an intiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, Aug. 21, '91.

Total—236—21,062.

CALIFORNIA DIVISION—1—483.

29057 Bon, Robert

CONNECTICUT DIVISION—21—1978.

29204 Gates, Frank H.
29205 Converse, Wm. C.
29206 Ketler, Harry M.
29207 Johnson, Chas. A.
29211 *Ginfras, Josephine,*
29258 Connor, David P.
29134 Lyon, C. E.
29259 Ball, F. W.
29212 Lloyd, W. B.
29214 Merrill, C. W.
29215 McDonald, Wm. B.
29103 Woodruff, Arthur E.
29102 Mitchell, L. G.
29216 Milner, Harry R.
29084 Davis, Chas. H.
29210 Brady, John H.
29213 Longstaff, Thos.
29217 Potter, Louis E.
29218 Taylor, C. H.
29219 Riggs, John A.
29085 Twitchell, Frank M.

DISTRICT OF COLUMBIA DIVISION—3—175.

29187 Davis, Frank,
29104 Davis, J. Harry,
29220 Stoughton, W. B.

ILLINOIS DIVISION—20—1875.

29188 Guilford, F. A.
29189 Guilford, Mrs. F. A.
29267 Baumgardner, P. W.
29268 Brown, F. M.
29269 Collins, A. L.
29270 Gustafson, G. C.
29271 Githens, W. L.
29272 Harvey, Alex.
29273 Van Pelt, I. H.
29274 Wainwright, A.G.
29265 Birch, G. A.
29266 Davis, E. D.
29268 Reed, Douglas A.
29269 Leishmann, W.M.
29267 Kellogg, Hubert Edward
29086 Trego, Frank H.
29221 Noyes, Edw. B.
29087 Taylor, N. B.
29190 Mead, W. H.
29222 Fondersmith, H. S.

INDIANA DIVISION—17—317.

29172 *Palmer, Miss Etta*
29173 *Slack, Miss Helene*
29174 *Ewing, Miss Jessie B.*
29175 *Barsh, Mrs. John*
29176 Lovett, J. R.
29177 Schaefer, M. B.
29178 John, James B.
29179 Carney, J. S.
29180 Butler, Hugh S.
29181 Wells, H. S.
29182 Ware, Louis
29183 Wyford, Harvey
29184 Ewing, Chas. F.
29185 Day, Robt. J., Jr.,
29186 Shick, Wm. L.
29106 Dickson, Fred C.
29105 Warren, Chas. E.

KANSAS DIVISION—1—145.

29223 Stevens, E. B.

KENTUCKY DIVISION—4—290.

29280 Cartwell, T. R.
29281 Willard, E. R.
29282 Klingman, Dr F. L.
29283 Schneider, Fred

MAINE DIVISION—3—225.

29107 Bradbury, Bernard P.
29108 Allen, W. P.
29058 Howe, Leon S.

MARYLAND DIVISION—4—565.

29191 Diggs, R. A.
29109 Talt, Joseph M.
29088 Betz., Edw.
29089 Metzger, Harry F.

MASSACHUSETTS DIVISION—35—3067.

29110 Littlefield, Wilfred B.
29224 Fitch, Wallace A.
29225 Robinson, Sam. E.
29226 Ridings, Wm., Jr.
29227 *Palmer, Dora A.*
29228 Nickerson, H. F.
29111 Borlen, Geo.
29064 Wood, Cameron,
29113 Richardson, Elmer C.
29092 Heath, Elroy N.
29059 Dexter, J. R.
29232 Brigham, Fred R.
29193 Halpen, Chas. J.
29062 Downes, Frank F.
29063 Corson, Geo. F.
29112 Parsons, Birney C.
29233 Bates, Frederick Clark,
29090 Milliken, Frank A.
29235 *Nye, Carrie B.*
29234 *Cook, Estelle B.*
29236 Cochran, Wm. M.
29237 Grant, L. C.
29091 Allis, E. Milton

29229	Linscott, J. M.	29192	Connolly, T. J.
29240	Whitney, Alfred W.	29238	Graves, Edgar C.
		29065	Winton, Henry D.
29230	Manchester, M.H.	29239	Hunt, Montague W.
29060	Abbe, Henry T.		
29061	Reed, Justin E.	29241	Cooper, W. H.
29231	*Armstrong, Miss Bessie*	29242	*Saxton, Mrs. E.M.*

MICHIGAN DIVISION—13—713.

291 6	Sisman, Andrew C.	29243	Thomas, John B.
29115	Depue, F. S.	29135	Colville, Mark G.
29136	Piper, John G.	29244	Allen, Ely F.
29137	Jennings, John H.	29245	Brown, David H.
29138	Davis, J. Frank,	29246	Berry, Fred'k L.
29114	Newcomb, Wm. W	29247	Doherty, James,
29194	Scott, Harvey		

MINNESOTA DIVISION—1—164.

29248	Pierson, E. J.		

MISSOURI DIVISION—6—439.

29249	Hutchinson, W. C.	29251	Scott, H.
29139	Gould, R. W.	29117	Robinson, Jas. B.
29250	Jones, H. M.	29252	Birkhead, W. W.

NEBRASKA DIVISION—3—192.

29068	Muentefering, Herman	29067	Grant, M. A.
		29066	Collins, T. W.

NEW HAMPSHIRE DIVISION—1—348.

29253	Neal, Dr. C. A.		

NEW JERSEY DIVISION—5—1269.

29141	Nellson, A. T.	29118	Loven, Frank W.
29119	Longfelder, David	29093	Weston, Walter C.
29140	Pine, Harry E.		

NEW YORK DIVISION—38—2809.

29144	Bruen, Edwin C.	29285	Brennan, Stewart
29145	Bohner, Edw.	29286	Harvey, Robert,
29146	Boschen, Chas., Jr.	29125	Adams, John C.
29147	Newell, Jas. T. Jr.	29089	Brown, Dickson Q.
29148	Porter, Wm. G.	29195	Marling, Frank
29149	Schuyler, R. I.	29124	Masterson, W. J.
29150	Witte, F. W.	29143	Mathers, J.
29151	Wulff, R. I.	29120	Barber, Frank T.
29094	Perego, Arthur W.	29121	Avery, B. H.
29126	Rasquin, Wm. Jr.	29122	Hull, R. C.
29142	Burris, Elliott,	29123	Schoefer, John W.
29070	Lester, C. H.	29254	Bailey, Earl B.
29095	Zelmer, Israel	29071	Walsworth, Louis M.
29152	Johnson, Geo. B.		
29154	Tuttle, Will E.	29153	Ainsworth, R. L.
29155	Ward, Wm. M.	29127	Terhune, Harry E.
29156	Able, Wm.	29129	Dodge, Horan M.
29128	Wardwell, Chas. E	29256	Kniest, J. Bernard
29255	Hamilton, Jas. M.	29287	Herrick, C. B.
29284	Hine, Dr. Jas. W.		

OHIO DIVISION—21—1575.

29158	Effinger, R. P.	29289	Brown, Milford R.
29159	Miller, Clem. R.	29096	McKelvey, S. D.
29160	Wachter, Harry A.	29097	Meyers, Hermann D.
29161	McNell, Martin E.		
29162	Stucky, Wm. H.	29130	Applegate, L. L.
29163	Marten's, McC.	29098	Bassett, E.
29164	Weakley, H. S.	29257	Brotherton, H.
29165	Cherry, J. F.	29157	Orr, J. Edw.
29166	Schiefker, E. P.	29258	Gotshall, I. W.
29167	Longenecker, L.B	29291	Steinback, E. A.
29196	Hammond, E. L.,	29290	Frohman, E. D.

PENNSYLVANIA DIVISION—22—2286.

29072	Bryan, Walter S.	29131	Whipple, Fenner, E.
29073	Dungan, James		
29075	Kappauf, John B.	29081	Zipperlein, Jos. W.
29076	Pollock, Sam'l.	29259	Himmelwright, Francis E.
29077	Scott, Harry W.		
29078	Trotter, Howard		
29079	Waterhouse, Edw. L.	29099	Sebring, John,
		29100	Walker, John
29080	Waterhouse, Wm. H.	29168	Harker, Herbert,
		29261	*Pennock, Olivia C.*
29074	Hamberg, Sam. T.	29262	Pennock, Sam. S.
29101	Lee, C. H., Jr.	29169	Deisher, W. Morris,
29197	Thomas, A. Russell	29170	Gross, Geo. J., Jr.
28260	Johnson, Wm. H.		

RHODE ISLAND DIVISION—2—626.

29264	Manchester, Chas. I.	29288	Ballou, C. A.

TENNESSEE DIVISION—1—131.

29198	Parker, Alan,		

TEXAS DIVISION—2—110.

29265	So Relle, Pitt,	29292	Hooks, Frank T.

VIRGINIA DIVISION—3—107.

29199	Meade, R. H.	29201	Bowles, Wirt E.
29200	Long, Ernest M.		

WEST VIRGINIA DIVISION—2—82.

29202	Darby, A. D.	26203	Darrow, Earnest C.

WISCONSIN DIVISION—4—296.

29082	Beattie, W. L.	29293	Inman, E. Ray
29083	Stone, R. R.	29132	End. Wm. G.

ALABAMA—2—10.

29133	Anner, L. B.	29266	Knudson, Will O.

MONTANA—1—35.

29171	Norris, W. E.		

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasurer, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1424 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 1068 Washington Boulevard, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No. Pennsylvania street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 507 No. Alabama street, Indianapolis.

IOWA—Chief Consul, H. L. Chase, Cedar Falls. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S. Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 142, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

MAINE—Chief Consul, Howard M. Breen, 199 Franklin street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, A. W. Robinson, 21 Milk street, Boston. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 380, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI—Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

NEBRASKA—Chief Consul, A. H. Perrigo, 1315 Dodge street, Omaha. Secretary-Treasurer, C. B. Nicodemus, Fremont.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, R. H. Scott, People's Ins. Co., Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 116 Broad street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK—Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer, George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty., Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Chas. J. Sherer, 211 Main street, Memphis. Secretary-Treasurer, Thomas J. Dupree, 338 Front street, Memphis.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box 281 Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro. Secretary-Treasurer, E. D. Whitney, Brattleboro.

VIRGINIA—Chief Consul, Law: L. Waring, Norfolk. Secretary-Treasurer, J. Hugh Henry, 140 Bute street, Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz, 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30 1892. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below:*

Date,..... *Name,*.....

Club,..... *St. and Number, or Box,*.....

References,..... *City,*.....

State,.....

Enclosed.....*for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. to April 30. Enclose $2.00 with this blank on any date between date of paper and October 30. Write plainly—Printing preferred.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptable for ticket, where it can easily be exposed to view, and pocket for personal cards, send 25 cents extra. If you want your name in gold, stamped on the holder, send 50 cents extra. *Leave the margin in using this blank.*

WARWICK PERFECTION CYCLES

SEND FOR CATALOG.

WARWICK CYCLE MAN'F'G. CO., - - Springfield, Mass.

When you have received tuition from experience, don't forget to graduate.—Heartsfield.



A good bicycle is a desirable thing to have, and if you bought a cheap machine from an agent who told you that it was "just as good" and you did not find it satisfactory, don't be discouraged; sell your crock and buy a PARAGON.

STOVER BICYCLE MANUFACTURING CO., - Freeport, Ill.

"Finest Quality Produced in the World."

TRADE "CREDENDA." MARK.

THE ✱ CREDENDA ✱ SEAMLESS

STEEL ✱ TUBE ✱ Co., ✱ Ltd.,

BIRMINGHAM,

W. C. STIFF, Managing Director.

TELEGRAMS:—"CREDENDA" BIRMINGHAM. ENGLAND.

PARAGON IROQUOIS

SIDWELL & SABEN,

SOLE NEW ENGLAND AGENTS,

243 COLUMBUS AVE., BOSTON, MASS.

PHOENIX TOURIST

Use Carter's Handle Bar Spring

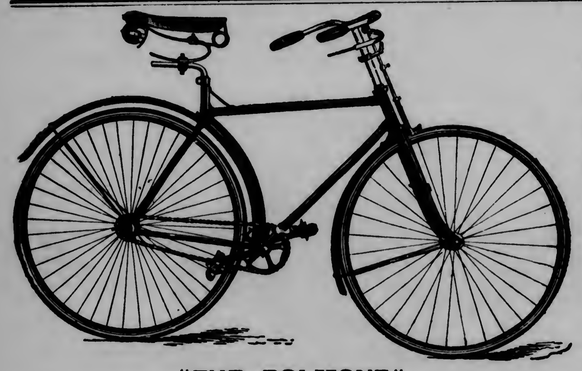
To Absorb Vibration.

Liberal Terms to Dealers.

$2.00



SIDWELL & SABEN, - 243 Columbus Avenue, Boston, Mass.



"THE BELMONT."

The Best Value ever offered to the American Public. Highest Grade throughout. Credenda Steel Tube, Dropped Steel Forgings, Garford Saddle, and Best Cushion Tires. True Referee Frame. Price, direct spokes, $100. Tangent spokes, $110.

Agents Wanted.

Manufacturers,

THE SWEETING CYCLE CO., 639 Arch Street, Philadelphia.

ADVERTISE
In the BICYCLING WORLD.



THE "HAINES" WRENCH.

(Patented Sept. 17, 1889.)

The Most Complete Wrench for Bicycle riders in the market; made of Cast Steel, finished in black; combines Screw Driver with Wrench; length 4 1-2 in. Warranted first-class, strong and durable. Manufactured only by

AMERICAN SAW CO.,

TRENTON, N. J.

WHEELMEN WEAR

THE NEW

CENTURY-BRACE

TRADE MARK

THE BEST SUSPENDER.

Non-elastic and yet perfectly elastic. Does not heat the body as a belt or tight-fitting trousers; nor the shoulders as do the elastic web suspenders.

If your furnisher does not keep them, send 50c., 75c. or $1.00 for sample pair by mail, postpaid.

CHESTER SUSPENDER CO.,

No. 21 Decatur Avenue, Roxbury, Mass.

Mention this paper.

"Imperial Wheels"

FOR ALL AROUND RIDING ARE POSITIVELY THE BEST



MANUFACTURED ONLY BY

AMES & FROST COMPANY

302-304 WABASH AVE, CHICAGO

CATALOGUE UPON APPLICATION

Thomas Pneumatic Tires for 1891 Wheels.

We are now prepared to apply Thomas Pneumatic Tires to 1891 pattern Warwick and Psycho Safeties. For details of construction of tires see descriptive circular, which may be obtained on application. This tire, with all improvements, will be fitted to bicycles of above pattern at a cost of $45.00.

Bicycles should be crated and shipped to our New York address, at the same time notifying us by mail. We will retain the wheel about one week.

George R. Bidwell Cycle Co.,

NEW YORK: 308 and 310 West 59th Street. CHICAGO: 270 and 272 Wabash Avenue.

ATHLETIC GOODS!

KINGSTON KNITTING CO.,



Manufacturers for the

Trade and Clubs.

The most beautiful line of

Bicycle, Gymnasium, Tennis Costume and Sporting Goods

Made, in worsted, wool and best lisle thread stock. Unsurpassed for style, completeness, elasticity and durability, and at very low prices.

Send for catalogue and club price list, or order with entire confidence that our styles, material and prices will be entirely satisfactory.

No. 27 Kingston Street,

BOSTON, MASS.

TWO PILGRIMS' PROGRESS, "From Fair Florence to the Eternal City of Rome—Delivered under the Similitude of a Ride, wherein is Difcovered the manner of their fetting out, their dangerous journey and fafe arrival at the Defired City." By Joseph and Elizabeth Pennell. A delightful book of travels on a tandem, and containing nearly 200pages of letter press by Mrs. Pennell, and numerous illustrations from the pencil of Jo Pennell. The book is elegantly bound, and is an ornament to any table or library. Price, $1.60, post paid. For sale by Bicycling World Co., 12 Pearl st., Boston, Mass.

☞Postage stamps not received in payment.



(No. 61.)

CHRONOGRAPHS!!

START, STOP AND FLY BACK

WARRANTED

AMERICAN LEVER WATCH.

ACCURATE TIME-KEEPER WITH INDEPENDENT FIFTH-SECOND CHRONOGRAPH ATTACHMENT.

No. 60	SILVERINE "CHRONOGRAPH"	Price	$18.00
No. 61	GOLD FILLED "	"	25.00
No. 62	COIN SILVER "	"	22.00

Every watch is fully guaranteed and a certificate of our guarantee is packed with each one.

No. 60 is cased in Solid Silverine Case, hinged front and back, and thoroughly dust proof; the backs are beautifully engraved. Movements are made in both gilt satin finish and in nickel, handsomely damaskeened, and have finely lined porcelain dials marked to the fifth of a second.

No. 61 is cased in open face gold filled case, handsomely engraved; movements are same as in No. 60. They are very finely finished, STEM WIND and SET, QUICK TRAIN, STRAIGHT LINE AMERICAN LEVER, and reliable time-keepers. No. 62 is cased in open face, 2 oz. coin silver case.

These are the best value ever offered in the Watch line. ☞ Remember the Chronographs are guaranteed by the makers. ☜ Remittances in Bank Drafts or P. O. Orders to

L. R. DAVIDSON & CO., Rooms 44 and 45, NO. 12 PEARL ST., BOSTON, MASS.

(References: WHEELMAN CO., Publishers of BICYCLING WORLD AND L. A. W. BULLETIN.)



$135.00

Featherstone's Pneumatics

$135.00.



$135.00

Speedy. Comfortable. Durable. Fully Guaranteed.

THIS INCLUDES THE TIRES.

WRIGHT & DITSON, Sole N. E. Agents, 578 & 580 Washington St., Boston, Mass., U.S.A.

WESTERN * WHEEL * WORKS.

We are pleased to announce that our well and favorably known

Crescent and Juno

SAFETY BICYCLES ARE NOW FITTED WITH BOTH CUSHION AND SOLID TIRES.

FOLLOWING ARE THE PRICES:

Crescent, Cushion Tires,	$95.00
" Solid "	85.00
Juno, Cushion Tires and Dress Guard,	85.00
" Solid " " "	75.00

Everybody, we suppose, knows that our Rob Roy is the best 26 inch diamond frame machine for $50.00 in the market.

SEND FOR CATALOGUE.

R. L. COLEMAN & CO., 35 Barclay Street and 40 Park Place, NEW YORK CITY.

RECORDS GOING!

Rhode Island Wheelmen's Annual

TOURNAMENT.

Narragansett Park, Prov., R. I., Sept. 5.

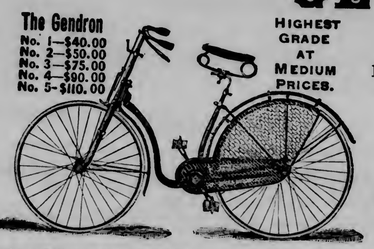
TRACK STEAM ROLLED.

Big Prizes. Big Time. Everybody Hustling.

ENTRY BLANKS, J. H. TAIPE, 17 10TH STREET,

PROVIDENCE, R. I.

GENDRON.



The Gendron
No. 1—$40.00
No. 2—$50.00
No. 3—$75.00
No. 4—$90.00
No. 5—$110.00

HIGHEST GRADE AT MEDIUM PRICES.

We are Headquarters for Cycle Supplies.

SEND FOR CATALOGUE.

The Gendron NO. 6 $100.00.



The Gendron NO. 7 $115.00.

Eastern Office and Wareroom: 107 Chambers St., New York.

GENDRON IRON WHEEL COMPANY, Factory and Home Office: Toledo, Ohio.

Jersey Fitting

LADIES' EQUESTRIAN TROUSERS

originated with some sensible ladies for Horse-back riding, to do away with folds and plaits in skirts and drawers, which made a very uncomfortable cushion. Then followed the lady bicycle riders, who made the same complaint. Afterwards came a call for tennis, croquet, boating, yachting and all out-door sports, climbing mountains, and long tramps in the woods.

Then began light to dawn on the minds of some of the more sensible ladies, who said "How foolish we all are to burden ourselves with so many skirts, when one garment weighing only six or eight ounces, is warmer and so much more comfortable every way, giving better protection and perfect freedom to the whole body."

These garments are jersey-fitting, and made to fit, so there will be no more pressure on one part of the body than on the other. Ladies who have worn the Equestrian Trousers are very enthusiastic in their praise. These garments are fast coming into universal use; let every lady try them.

Wear the Equestrian Trousers for "Comfort and Health," and what you like over them to make you fashionable.

Before purchasing, see Holmes & Co's Patent, represented in the accompanying cut, then you will buy no others.

Ladies going abroad are buying them to wear on ship board; and a very wise thing to do.

Only one complaint has reached us and that has been the break away at the fork of the legs.

After a careful study for the best way to avoid this, we have KNIT, (NOT SEWED) in a piece of cloth, just the right shape to give it a proper fullness at the fork, making it heavier just where the strain and wear comes, which prevents it from breaking away.

We have taken out "Letters Patent" on this improvement, under date April 28, 1891, and consider it one of the most indispensable features of the "Equestrian Trousers."

We have them now perfection in every part, and every lady before buying should see and know for themselves how much this new patent adds to the value of the Equestrian Trousers.



Front View.



To show our new Patent Apr. 28, 1891.



Back View.

When this Garment is not found with your best dealers, send stamp for Catalogue and Price List to us. We do a large business through the mail, and warrant satisfaction.

ATHLETIC & GYMNASIUM GARMENTS Manufactured by HOLMES & CO., 109 Kingston St., Boston, Mass.

A MODERN PRINTING OFFICE AND BINDERY.

The Collins Press

Gives Satisfaction Every Time.

WE PRINT

The "Technology Architectural Review,"
"Bicycling World and L. A. W. Bulletin,"
"Wade's Fibre and Fabric,"
"The Musical Herald."

PRINTERS TO THE BOSTON UNIVERSITY.



FINE TAPS AND DIES

For Bicycle Work.

Send for Price List.

WILEY & RUSSELL MFG. CO.,

Greenfield, - - Mass.



FOR TANGENT AND DIRECT SPOKES.

Nickeled. Price 75c., Postpaid.

Dealers send for Sample and Electrotype.

AVERY & JENNESS, 5756 Madison Ave., Chicago.

MY CYCLING LOG BOOK. By "Papa" Weston. The transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised. It fills a want often felt by the cyclist who values records of interest for future reference. Price, post paid, $1.25 For sale by Wheelman Co., 12 Pearl st., Boston.

☞ Postage stamps not received in payment.

THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as THE CYCLIST does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmey. $2.50 per year, including postage. Office: Coventry, England.

Subscriptions received by the Wheelman Co.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged o bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.



FRONT VIEW

Indispensable to Bicyclists, Athletes and the Gymnasium

Call's No. 5 Supporters (jock strap) with elastic back, lace front and adjustable back straps. A sure fit. No. 5 (same as cut), 75c. No. 6, with pockets on each side of lacing, $1.00. No. 7, with hose supporter attached to sides, $1.00. Number 8, pockets and hose supporter, $1.25. Order by number and give tight measure top of hips. Postpaid on reciept of price. S. B. CALL, 358 Main Street, Springfield, Mass.



Bicycles.—Over 1200 Bicycles in Stock. Special Bargains.

30 Inch, Full Ball Bearing Safeties, Good as New, $42.00
30 Inch Safeties, Balls both Wheels, Good as New, 37.00

Order quick and mention these prices, as they are not in our Catalogue.



A. W. GUMP & CO., - - Dayton, Ohio.



Makers of ALL STYLES OF UNIFORMS.

Plymouth Rock Pants Company.

HEADQUARTERS: 11 TO 25 ELIOT STREET, BOSTON, MASS.

Official State Tailors OF THE L. A. W.

Washington, D.C., Maryland, Pennsylvania, Connecticut, New Hampshire, Virginia and Missouri.

Authorized makers from the LEAGUE CLOTH.

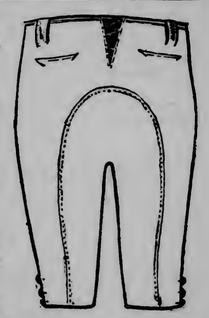
Coat, - - - $7.50
Breeches, - 4.75 } Ordered Together, $12.25.

As per *specifications required by the Uniform Committee.*

We have Branch Stores in the following Cities where your orders will be taken.

BRANCHES: 279 Broadway, New York; 943 Penn. Ave., Washington, D. C.; 72 Adams St., Chicago, Ill.; 914 Main St., Richmond, Va.; 217 19th St., Birmingham, Ala.; 291 Main St., Worcester, Mass.; 275 Meridian St., East Boston; 508 Mulberry St., Macon, Ga.; Room 4, Y.M.C.A. Bldg., Burlington, Vt.; 282 Second St., Memphis, Tenn.; 430 Church St., Nashville, Tenn.; 820 Main St., Dallas, Tex.; 629 Broad St., Augusta, Ga.; 108 W. 3d St., Davenport, Ia.; 1109 Broad St., Columbus, Ga.; 307 Tremont St., Galveston, Tex.; 143 So. 12th St., Lincoln, Neb.; 700 Austin St., Waco, Tex.; 110 Canal S., New Orleans, La.; 6 E. Government St., Pensacola, Fla.; 39 Whitehall St., Atlanta, Ga., 68 So. Main St., Waterbury, Conn.; 970 Elm St., Manchester, N. H.; 106 N. Main St., Concord, N. H.; 104 Montgomery St., Montgomery, Ala.; 706 Chapel St., New Haven, Conn.; Main St., opp. P.O., Springfield, Mass.; 16 W. 9th St., Chattanooga, Tenn.; 134 Thames St., Newport, R. I.; 606 Main St., Kansas City, Mo.; 344 Fourth Ave., Louisville, Ky.; Exchange St., corner entrance, 2 State St., Hartford, Conn.; 910 Congress Ave, Austin, Tex.; 406 Houston St., San Antonio, Tex.; 318 So. 15th St., Omaha, Neb.; 310 E. 5th St., Dayton, Ohio.

Also Agents at most all points in every State. We will call whenever and wherever needed by your notifying Headquarters, BOSTON, MASS.



Address POSTAL CARD For Samples.

Learn to Ride

BY USING OUR

INSTRUCTION BELT

Price, with instructions for use, $1.25.

ST. LOUIS WHEEL COMPANY,

311 N. 14th St., St. Louis, Mo.

A NEW DEPARTURE.

"THE BICYCLE INN,"

194 and 196 Columbus Avenue, Boston.

Bicycles Boarded, Cleaned and Cared For

BY THE DAY OR WEEK.

Competent Attendance and Moderate Charges

Dressing, Toilet and Coat Rooms in connection with the only "BOARDING STABLE" for Bicycles in Boston, where you can leave or take your wheel at any hour of the day or evening.

E. E. BROWN, Manager.

SECOND-HAND SAFETIES

I am selling out a number of them; good wheels at way down figures, to make room for a big lot of the famous REFEREES, which we will have this month.

W. J. NEWMAN, 46 Columbus ave., Boston,

And HARVARD SQUARE, CAMBRIDGE.

☞ Open evenings.

HAVE YOU SEEN THE NEW

BUTCHER CYCLOMETER?

Ask Your Dealer to Show it to You.

For Ordinary Bicycles. Price $10.00. By Mail On Receipt of Price.



For Safeties. Price $11.00. By Mail On Receipt of Price.

The unprecedented demand for this Cyclometer this season is our apology to our many customers for delays in filling orders. With enlarged facilities, we can now fill all orders promptly.

The Butcher Cyclometer Co.,

338 WASHINGTON ST., BOSTON, MASS.

THE UNIVERSAL WHISTLE.



Patented Dec. 11, '88.

The Best Whistle for Cyclists, Hunters, Horse-car Conductors, and every one who use Mouth Whistles. The Patent Mouth-Piece enables one to hold it in mouth without use of hands. Price, by mail, 35c. or $3 00 a dozen. A chance for any smart boy to make money. WHITTEN, GODDING & CO., Providence, R. I.

SIX-PIECE WIRE Key Tavern 40 CTS.
BADGES, MEDALS &c. C. O. REICHERT.
CLUB PINS
16 CROWN ST. NEW HAVEN CT.

To Athletes, Cyclists, Baseball & Footballists, Horse-back riders, Boxers and Oarsmen; when you want to ride, run, walk, row, skate or swim a long distance, USE

ANTI-STIFF

To Strengthen the Muscles.



To Strengthen the Muscles.

It is a marvelous preparation for Strengthening the Muscular System. With Anti-Stiff there is no faith required; it goes straight for the muscles, and you can feel it at work. It has a peculiarly warming, comforting and stimulating effect on all weak or stiff muscles and sinews. Quick in action, cleanly and pleasant in use. Rub it into the muscles every night for a fortnight, and you will be pleased at its supporting and strengthening properties. There is not, nor has been, anything like it till now. It differs from all Oils, Embrocations, and Liniments, both in substance and effect.

Prices 20c. and 35c. per box.

Has a Large & Increasing Sale throughout Great Britian. E. FOUGERRA & CO., AGENTS FOR U. S., 30 N. WILLIAM ST., N.Y.

HUMBERS

A GOOD STRONG DIAMOND, - - - - - -	$100 00
A LIGHT ROADSTER (Beeston Pattern), in Solids and Cushions, - - - - - - - - - -	$135.00
IN PNEUMATICS, - - - - - - - -	$160.00
THE FAMOUS BEESTON LIGHT ROADSTERS, Cushions, -	$160.00

New York State Agents,

ARIEL CYCLES,

Schoverling, Daly & Gales,

302 Broadway and 54 Duane Street, - - NEW YORK.

New Edition Revised

— OF —

Mr. Porter's Excellent and Remarkably Successful Handbook of the Wheel and Everything Connected with its Use.

Brought down to date with Special Reference to Tires and Vibration.

CYCLING

— FOR —

Health and Pleasure

A Complete Guide to the Use of the Wheel.

Wheelmen as a rule are not slow to say a good word for the wheel, but they are not always equally prepared to give a convincing reason for "the faith that is in them." Constantly there comes up the question, "What will cycling do for me?" It is frequently answered correctly enough, but the truth is so much greater than the inquirer expects that he cannot believe it, and when he presses for answer "how can the wheel do so much," or "why is it that it does so much," a satisfactory reply is not forthcoming. The power of the wheel to promote health is an entirely unknown and unimagined quantity to the great lay multitude, who naturally expect cyclists to be able to answer all inquiries. In this book one chapter is devoted to this particular point; the effect of exercise on the system is examined, and medical men quoted. Every wheelman ought to have at his tongue's end the points here made.

230 Pages, Illustrated.

PRICE, 50 CENTS, POSTPAID.

WHEELMAN COMPANY,

PUBLISHERS,

12 Pearl St., - Boston.

Stamps not Received.

Official Outfitters to the League of American Wheelmen.

Authorized by the Executive Committee,

Browning, King & Co.,

Official Tailors of the L. A. W.

406, 408, 410 & 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.00, BREECHES, $5.25.

Cloth, $2.10 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25

Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00

Stockings. Our celebrated Linen Sole Stocking, League color.....1.00

Belts. No. X Silk..... .50

Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic. 4.00
No. 1, Canvas, leather trimmings. 3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,

241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia, 1033 Chestnut St.

THE NEW COLOR **LEAGUE CLOTH** IS NOW READY.

Samples of same can be obtained on application to

BROWNING, KING & CO., - New York.



THE SPIRAL FLEXIBLE TOE CLIP

Is flexible and easy on the foot. Adjusts to any size of foot or pedal. Stands any amount of blows, kicks or tramping on, and still retains its form. Will not catch on curbs, sidewalks, door sills or obstructions and pull out of shape while wheel is being trundled over them.

The only toe clip extant that permits of the correct adjustment of foot to pedal; not having a toe check it does not tend to pedalling with toes pointing downward, which position induces a strained and set condition of the muscles of the foot, ankle and calf. One of the best, simplest and most easily attached. Try a pair and be convinced. Send for descriptive circular.



AS CARRIED WHILE RIDING

No more foul, greasy and collapsed tool bags.
No soiled hands or clothes
No loss of oil or one's temper.
No dirty tool bags or oily tools.
No weight, no delays to oil up.
No loose tops, no rattle.
No neglected or damaged bearings.
No squeaking or pounding.
Made in sizes suited to different machines.

Pronounced by old wheelmen, the press and the trade as the BEST novelty before the cycling public for '91.

In ordering state make of wheel and give diameter of seat rod or handle bar shaft.

Price mailed, 50c. With C. & D. Oiler $1.

The Spiral Flexible Toe CLIP is flexible, easy, adjustable, effective, indestructable, faultless. One of the best, simplest and most easily attached. Price per pair, mailed, 50c

Agents wanted everywhere.

Descriptive circular free. [Mention this paper.

L. H. BANNISTER & CO., Youngstown, Ohio.

Meeting OF THE Champions

Eighth Annual Tournament

..... OF THE .....

HARTFORD WHEEL CLUB

AND MEET OF THE

Conn. Division, L. A. W.,

CHARTER OAK PARK,

Monday and Tuesday, Sept. 7 and 8, 1891.

The Record Track of America.
Handsome, Costly and Useful Prizes
Twenty Short and Exciting Races.
Entertainments Each Day.
The Racing Events of 1891.

Excursion Rates on all Railroads.

Entries close September 1st. Entry blanks Mailed on application to J. J. Grace, Sec'y, P.O Box 365, Hartford, Conn.

"MAKES the SLOW SPEEDY"

Doubles the powers of enduradce; makes the brain brilliant and the spirits buoyant.

LESTER'S LOTUS FOOD.
The Oriental Muscle Tonic.

Send 50 cents for Sample box.

Wolverine Chemical Co, Box 147, DETROIT, MICH.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜



L. A. W. BADGES

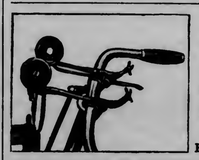
The official design in **SOLID GOLD.**

Prices, $2.50, $3.50, $5.00 and upwards.

CAUTION.

Members are cautioned against buying the inferior imitations miscalled solid gold, now being offered at the same prices. (We have badges equally good or better to. $1.50, $2.00, and $2.50.) We also have a new gold plate and enameled Lapel Button, $1.50, and Silver Lapel Buttons for 25c. each, oxydized or bright finish. Send for free Catalogue to the originator and *only authorized maker.*

C. H. LAMSON, 203 Middle St., Portland, Me.



LAMSON'S

Luggage Carrier

NO. 1.

Convenient, durable, noiseless, cheap. **$1.** Sold everywhere.

Made by

C. H. LAMSON,

Portland, - Maine.



JOHN. HARRIOTT.

PRIZE MEDALS CUPS,

BADGES AND PINS.

3 WINTER ST. BOSTON.



BAR PAT. APRIL 15, '90.

L. A. W. Pins

FROM $1.00 UP.

Discount to Bicycle Dealers and Agents.

Send for Full List, including Race Medals.

Duryea Jewelry Co.

194 BROADWAY, NEW YORK CITY.



VENTILATED INTER-AIR-SPACE CLOTHING.

Adapted to all climates and all variations of temperature. Sold by leading merchants in all principal cities. Illustrated catalogue mailed free on application to

HARDERFOLD FABRIC CO., Troy, N.Y.

Mention this Paper.

PATENTS

Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. **W. E. AUGHINBAUGH,** Baltic Building Washington, D. C.



I. A. WESTON & CO.,

JAMESVILLE, N. Y.,

MANUFACTURERS OF

SAFETY BICYCLE WHEELS,

MADE WITH

Parallel Coned or BALL BEARINGS. Solid or Cushion Tire.

THE BEST MATERIAL and THE FINEST FINISH.

Cushion Tires, Rims and Best Tire Cement supplied to the trade

---

WANTED.

A FEW DISTRICT AGENTS,

—OR A—

Sole American Agent,

FOR A HIGH-CLASS CYCLE.

Apply Immediately to

THE COVENTRY CYCLE MFG. CO., GROVE WORKS, Coventry, England.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

$2.75.

I will out a single line, steel street die, monogram or cipher, with 5 quires fine writing paper and envelopes, paper stamped in colors for $2.75; all duplicate orders filled at $1.00 less, the die to remain in my possession; will mail samples on application.

M. R. WARREN

Stationer and Engraver,

336 WASHINGTON ST., BOSTON

Mention this paper.



The "Popular"

All Ball-Bearings.

Price, $85.00.

A few shopworn at $75.

PERCIVAL TATTERSFIELD,

12th and Oxford Streets, Philadelphia, Pa.

The Lowville Cycle Club's

THIRD ANNUAL RACE MEET

Will be held at

Forest Park, LOWVILLE, N. Y.,

SEPTEMBER 17th,

In connection with the Lewis County Fair.

Entries close Sept. 10th. L. A. W. rules to govern. Prizes of Unusual Value and Beauty.

W. S. Maltby will give an exhibition at our Meet.

Address Charles E. Pelton, Lowville, N. Y.

ADVERTISE NOW

in the "Bicycling World"

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ *Cash must accompany the Order.* ☜

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

$17 BUYS a 44 inch American Ideal, ball-bearing in fine condition; $15 buys a 50 inch British Challenge, ball-bearing; $18 buys a 54-inch Expert Columbia; $35 buys a 53-inch Columbia Light Roadster; just like new. EATTIN & CO., Troy, N. Y.

FOR SALE CHEAP—One "Featherstone Pneumatic," only ridden once; 1 Columbia Light Roadster safety, 1891 pattern, only used a few times, in first-class condition; also 1 Singer Special, cushion Tire, in perfect condition. Best offer over $100 takes any wheel; make your selection and bid quick, for these are bargains seldom offered. Will be sent C.O.D. for examination if desired. O. E. DUDLEY, 411 Liberty street, Winston, N. C.

FOR SALE—An 1891 cushion tire, Model A Victor Safety, with King of the Road lamp for $120. A bargain. References given. Box 871 Painesville, O.

PNEUMATIC RACING SAFETY—B. & A., Humber pattern, very light and strong and nearly new. P. W. DAVIS, Thomaston, Me.

$85 BUYS a $135 Rover Safety in fine condition, with K. of R. Lamp and luggage carrier. WM. M. ALLEN, 143 Liberty st., N. Y. City.

$25 REWARD. Stolen—Swift Safety, Model B, cushion tires, No. 10388. W. SHAKESPEARE, 6 Pine st., Waltham, Mass.

FOR SALE—One 54-inch Royal Mail racer with Columbia Seamless Rim, in very fine condition; also an Express Safety for either lady or gent, in good condition; best cash offer. W. J. KUNTZSCH, 212 Alvord st., Syracuse, N. Y.

$100 BUYS 55-inch American Light Champion with cyclometer, 1891 pattern; ridden 100 miles. Address C. S. REEVES, Albion, Mich.

$80 BUYS a Columbia L. R. Safety, 1890 pattern, used but little, good as new. Sent C.O.D. for inspection. Address DR. G., Box R, Harrisburg, Penn.

WANTED—Second-hand Safety Bicycles in exchange for new cushion and Pneumatic Tired Warwicks. DEAN & ROGERS, Taunton, Mass.

$120 Draft will buy a New Victor, "C" model, 1891 Safety; cushion tires; only ridden 10 miles. Address A. REYNOLDS, Kittanning, Penn.

54 AND 56-INCH VICTOR cheap. Write for particulars. J. MAGEE, Richmond Hill, L. I.

$85 TAKES a Model A Victor Safety; also 1 Singer Tandem, 1 ladies', 1 gent's Featherstone Pneumatic, cheap. A. S. NOONON, Rome, N.Y.

1891 Halliday Safety, cost $140; ridden less than 50 miles; good reasons for selling; it is a "bird." Address E. Z. BOWER, Olney, Ill.

A HANDSOME, splendid running 1891 Columbia Safety for gent, solid tire; I bought it July 20 for $135; I will now sell it for $100 cash as I am going back to business and cannot use it. Will ship by express it charges are guaranteed. JOHN W. WILSON, Cottage City, Mass.

$125 BUYS a Featherstone Pneumatic Bicycle in excellent condition; finish and tires perfect. Address Box 225, Casey, Ia.

FOR SALE—Cheap, a No. 1 Kodak camera, in perfect order. Price $18. Address A. T. SHERMAN, 243 Jefferson avenue, Brooklyn.

1890 Ladies' Swift (shopworn) $135 list, $75; 1891 Am. LL. Rambler (run 50 miles) $100. 1891 Lovell Diamond, $70. Any of the above sent C.O.D. on receipt of $5. G. M. MILLSPAUG, Middletown, N. Y.

HIGHEST cash price takes a ladies 1891 Credenda Safety, cost $90; also Victor Tricycle, just renickeled and enamelled; tires almost new; cost $160. H. E. FORRESTER, Lyons, N. Y.

FOR SALE—50 in. Victor L. R., first-class condition, and one 4x5 Hawkeye camera, $70. Address T. A. ENGLERT, 43 Fifth avenue, Pittsburg, Pa.

WIVES WANTED

To be sure and tell their husbands to clean their Bicycle with Wilson's Wonderful Nickel and Enamel Preserver. Price 50 cents. It will always look like new and never rust. Ask your Cycle agent for it. WILSON MFG. CO., 15 Tremont Row, Boston, Mass.

ALL MAY RIDE NOW.

NOTE THE PRICES.

Cruiser Safety, full ball, $45; Strong safety, full ball, $45; Crescent safety, full ball, $50; Victor safety, full ball, $60; Broncho L. R. safety, full ball, $70; Hartford cushion Tire, full ball, $80; Union No. 12, used 1 month, full ball, $100. All in good repair, some almost new. Send for full description.

KNIGHT CYCLE CO.,

207 N. 10th Street, St. Louis, Mo.

$60 BUYS a 54-inch American Champion, in A condition. For further particulars address H. O. TODD, Dixon, Ill.

SAY! Featherstone Pneumatic, used one month; in fine order; will be sold low, if soon, as party is going away. Might exchange. Write to ART. MUNSON, Stamford, Ct.

WANTED—A position with some firm by a man who thoroughly understands all branches of the Bicycle business, either as Repairer, Salesman or new work in factory. Will give all my attention for the interest of my employers. Address "MACHINIST," Bicycling World office.

PNEUMATICS—One Featherstone Drop Frame Pneumatic, 28-inch wheels, with detachable bar; very little used; $100; one Quadrant Pneumatic, Diamond Frame, almost new, $110. Other wheels in proportion. WHITE CYCLE CO., Trenton, N. J.

25 CENTS BUYS Road Book and Map of Boston and Vicinity. CHAS. A. UNDERWOOD, Jamaica Plain, Mass.

$125 BUYS a Columbia Tandem Bicycle, in good condition; used but little. 54-inch half nickel Eagle, $90. Address W. W. JONES, Box 62, Parkersburg, W. Va.

ADDRESS CARDS. Everybody needs them. You belong to the L. A. W., so our L. A. W. address cards are what you need. We will send you samples on application. BRISTOL PRINTING CO., North Easton, Mass.

FOR SALE—Or exchange for bicycles, patent on bicycle bearing. Address O. L. SPAULDING, Jr., St. Johns, Mich.

FOR SALE—1891 pattern Singer Safety Tandem, run about 100 miles; for sale cheap. P. A. K., Moline, Ills.

WANTED—A first-class bicycle repairer, none other need apply. Good wages and steady work through winter months guaranteed. Address "A" Bicycling World, 12 Pearl st., Boston, Mass.

$85 BUYS a Columbia L. R. Safety; used but little and in excellent condition. Address Lock Box 763 Cincinnati.

BARGAINS!!!

SALE of a bankrupt dealers' stock, 4 W. P. Ordinaries, new, $50. X. Y. Z. this office.

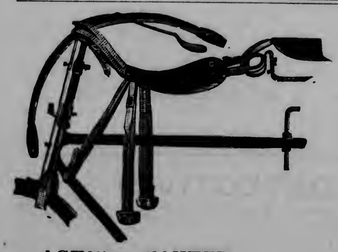
BRAND NEW—50-in. Cushion Tired Lt. Roadster Eagle; never uncrated; price $120. 1 Model B Victor; not ridden 50 miles; perfect condition; price $120. 1 No. 9 Union, cushion tires; almost new, for $110. Address CENTRAL CYCLE CO., Lock Box 56, Millville, N. J.

CHOICE OF THE EXPERTS.

"U. S." Gallery Ammunition.

Manufactured by the

United States Cartridge Co., - Lowell, Mass.



AGENTS WANTED.

JONES'

Suspension Bicycle Saddle

For carrying Children on Ordinary Safety Bicycles.

Simplest, Cheapest, Neatest and Best.

Price, $2.50.

For Sale by all Dealers.

—MANUFACTURED BY—

A. H. GOETTING, - Springfield, Mass.

CLIPPER SAFETIES.



CLIPPER.

$90 Solid Tires. $100 Cushion Tires.

Graceful, Easy Steering and Running.

Equally Adapted for Ladies and Gentlemen.

Our Harris' Pat. Saddle the Ladies delight. Our Cushion Tire adapted to any 7-8 inch rim (patent applied for) is a perfect success.

Thos. Kane & Co., - - Chicago,
WESTERN AGENTS.

The Sweeting Cycle Co., - Philadelphia,
EASTERN AGENTS.

GRAND RAPIDS CYCLE CO.,

MANUFACTURERS,

GRAND RAPIDS, - MICH.

Write for Catalogue.

"PERFECT" POCKET OILER.



ONE-HALF SIZE.

For Bicycles, Guns, Fishing Tackle, etc. Throws only small quantity of oil at a stroke. No leakage. Handsomely nickel-plated. Best and neatest oil can in existence. For sale everywhere. Price 50c each. CUSHMAN & DENISON, 172 Ninth Avenue, New York.

Erie Knitting Mills,

Erie, Pa.

Are still making the very best goods for cyclers. We know this, and others are finding it out.

This is a copy of a letter just received from the champion road rider of the United States:

ERIE KNITTING MILLS—

I cheerfully recommend your knit goods for the use of bicyclers, especially hard road-riders, as from my experience with them I have found them well-fitting, elastic and durable as iron.

Yours very truly,
WM. VAN WAGONER.

FRANK FAIRBAIRN, 513 WEST 11TH ST., ERIE, PA.

Bicycle Tournament

OF THE

SPRINGFIELD BICYCLE CLUB

Springfield, Mass.

SEPT. 10 and 11.

Be sure and see that

1 Mile Worlds' Record Race,

To be seen at Springfield only.

Best Bicycle Track in the World.

W. J. Corcoran, N. Y. Athletic Team, and P. J. Berlo, Manhattan Athletic Team, say the Springfield Bicycle Club have the best and fastest track in the world.

Excursion Rates on all Roads.

Entry blanks mailed on application.

FITCHBURG RAILROAD

Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

HOOSAC TUNNEL ROUTE

THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

BICYCLES CARRIED FREE

FAST EXPRESS TRAINS

With elegant PALACE PARLOR and SLEEPING CARS to and from

BOSTON and CHICAGO and BOSTON and ST. LOUIS, via NIAGARA FALLS,

without change.

THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.

THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.

THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.

ELEGANT PALACE SLEEPING CARS to and from

BOSTON and MONTREAL,

without change.

For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at

250 Washington Street, or
Fitchburg Railroad Passenger Station, Boston.

J. R. WATSON, General Pass. Agent.

Price List of Specialties

—MANUFACTURED BY—

ELASTIC TIP CO.

Mailed Postpaid on Receipt of Price.

Dropped Forged Steel Spade Handles, all nickeled and threaded to fit any machine, $2.50 per pair.
Soft Rubber Handles, pear shaped, $1.50 per pair.
Vulcanized Handles, pear shaped, $1.50 per pair.
Boys' Soft Rubber Handles, pear shaped, $1.00 per pair.
Double Grip Pedal Rubbers, No. A, 1 inch x 3 3-4 inches, $2.00 per set of four.
Double Grip Pedal Rubbers, No. B, 1 inch x 4 inches, $1.50 per set of four.
Double Grip Pedal rubbers, No. C, 1 1-4 inch x 4 inches, $2.00 per set of four.
Pedal Rubber, round or square; made from white rubber, $1.00 per set of four. When ordering state size required.
Spade Grips, vulcanite, 50 cts. per pair.
Safety Handles, vulcanite, to fit any machine, $1.00 per pair.
Safety Handles, for Boys' Wheel, 50 cts. per pair.
Soft Rubber Grips for Safety, $1.00 per pair.
Soft Rubber Grips for Boys' Safety, 50 cts. per pair.
Soft Rubber Sleeves, to fit over vulcanite grip, 75 cts. per pair.
Steel Balls, 3-16 inch, $2.00 per C.; 1-4 inch, $6.40 C.; 5-16 inch, $3.00 per C.
Imported Tire Cement, 25 cts. per box.
Tire tape for holding on tire, 25 cts. per roll
Rubber Cement, for repairing cuts in tires, 25 cts. per can.
Bicycle Spokes. Price according to quantity.
BICYCLE TIRES, SOLID or CUSHION, either red or grey; price according to size. Send for Catalogue.

ELASTIC TIP CO.,

Cor. Cornhill and Washington Street,
BOSTON, MASS., U. S. A.

SEND FOR CATALOGUE.



PRICES TALK!

You are going to buy your Bicycle where you can get a good one for little money.
Examine our prices.—We can save money for you.

Meacham Diamond—A Gents' or Ladies' Safety. DIAMOND FRAME of seamless tubing, ball bearing all over, including socket, ball bearing head, lightly built, high grade in all respects (see cut)..List, $115.00; Net, **$64.60**

Express, Gents'—30-inch wheels, ball bearings all around, frame of steel tubing..List, $90.00; Net, **$61.33**

Express, Ladies'—30-inch wheels, ball bearings all around, frame of steel tubing..List, $90.00; Net, **$61.33**

28-Inch Safety—Combination wheel for GENTS or LADIES, ball bearings all over..List, $75.00; Net, **$53.33**

Large Boys' and Girls'—Combination Safety, 26-inch wheels, adjustable cone bearings all over.....List, $40.00; Net, **$24.00**

Boys'—28-inch wheels, adjustable saddle and brake, rubber tires, mud guards, adjustable cone bearings.....List, $35.00; Net, **$20.00**

Boys' and Girls'—24-inch wheels, DIAMOND FRAME of steel tubing, adjustable CONE bearings.....List, $35.00; Net, **$22.66**

Boys' and Girls'—24-inch wheels, DIAMOND FRAME of steel tubing, adjustable BALL bearings.....List, $40.00; Net, **$24.66**

Send for catalogue. **E. C. MEACHAM ARMS CO., ST. LOUIS, MO.**

DETECTIVE! WE WANT a MAN in every locality to act as **Private Detective** under our instructions. Send stamp for particulars. WASHINGTON DETECTIVE AGENCY, Box 787, Washington, Iowa.

$85.00 LOVELL DIAMOND CYCLES. $85.00

High Grade Only.

All Ball Bearing,

Steel Tubing

—AND—

DROP FORGINGS.

NO BETTER MACHINE AT ANY PRICE.



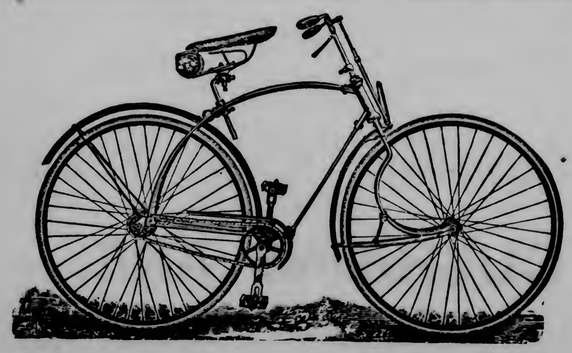
Lovell Diamond,	$85.
With Cushion Tires,	95.
For Ladies,	85.
Convertible,	85

AGENTS WANTED.

BICYCLE CATALOGUE FREE.

MANUFACTURED BY

John P. Lovell Arms Co., Boston, Mass.



A Wheel that is not found in the Repair Shop.

THE ECLIPSE

is not only the Strongest bicycle made but one of the easiest riding, and most durable. Has bearings that are unequaled Ball bearing throughout.

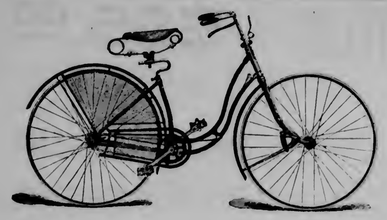
TRY an Eclipse & Be happy. Steel Puller & Wrench with Each.



OUR PNEUMATIC GIANTS

Are now ready for delivery, are thoroughly high grade and fitted with the Dunlop Tires. We also have the same machines fitted with **Cushion Tires.** Send for special circular describing them. We have in stock also a few Reform Safeties, fitted with the **Clincher Pneumatic Tires,** at a very reasonable price. The Clincher is hard to puncture and can be repaired by the novice on the road without loss of time. The demand for our regular line of Giant Safeties is as brisk as ever. Are now mailing a new edition of our catalogue.

H. A. LOZIER & CO., - - Cleveland, Ohio.



CUSHION TIRES.

Cushion Tires, if properly made, are good things. On our part we arrived at this conclusion after a great deal of experimenting and practical use on the road.

But Cushion Tires are not *all* properly made. There is the one which looks pretty on paper; the one that rides easily only over sand; and yet again the one which only "will not cut."

Have you tried the Columbia Cushion? If you have you have noticed

That it rides easily over sand.

That it will (so far as can be judged now) outlast the solid tire.

That it is *elastic*.

That it is neat, well made, and efficient.

That it is a satisfactory part of a satisfactory machine.

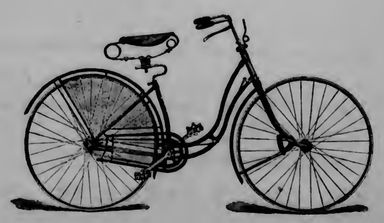
That it is warranted.

Oh, no! All cushion tires are not properly made, but

COLUMBIA CUSHIONS ARE.

POPE MFG. CO.,
77 Franklin Street,
BOSTON.

NEW YORK.
CHICAGO.
HARTFORD.



THE BICYCLING WORLD & L. A. W. BULLETIN.

Devoted To The Interests Of Cycling.

Volume XXIII. Number 18. BOSTON, 28 AUGUST, 1891 $1.00 a Year. 5 cents a copy.

NOT ENOUGH.

NOTHING LESS THAN $135 will buy a Victor Bicycle, and the demand constantly exceeds the supply, even at that seemingly high figure.



Victors are cheap at $135, in comparison with second grade machines which are sold at from $50 to $130, and sometimes at $135

Prices are often deceptive. There are many inferior or second grade wheels on the market with a list price of $135, but which, in reality, are sold for a much less sum. Old, experienced riders understand this hollow pretence, and are able to take advantage of such reductions when unable to buy the best, while the inexperienced buyer or beginner has to pay full price.

If you want the best bicycle in the world, fitted with Victor Cushion Tires and Victor Spring Fork, you must pay $135 to get it.

OVERMAN WHEEL CO., CHICOPEE FALLS, MASS.

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

HERBERT SPENCER

In a letter to Dr. James of the Brooklyn Ethical Society, says: "In my earlier days I constantly made the foolish supposition that conclusive proofs would change beliefs, but experience has long since dissipated my faith in men's rationality.'

We fear Herbert has eaten something that disagreed with him, and we want to go on record as being something that he can't eat and still we disagree with him from the outside. Conclusive proof will *always* change belief, and the man whose belief is changed is entirely helpless in the matter. We involuntarily believe that which seems to us to be true. Of course we may sometimes juggle with our conscience and claim to believe certain improbable things, such for instance as the theory that a people may be benefitted by being charged a high price for what they consume. But when it comes right down into a man's heart, he believes nothing that is not to him reasonable. When two men disagree on a certain point it doesn't follow that either one of of them really knows anything about it. Conclusive proof to one man may be anything but that to another. But when what seems to be conclusive proof reaches the inner works of a man his belief is just as surely changed, and he can't help it.

In a recent conversation (not on bicycles) the writer asked an old school religionist: "Do you believe in an endless, burning hell of fire and brimstone?" With much earnestness he answered: "I most certainly do." "Do you feel sure that your record is such as to warrant you in hoping to escape it?" On this point he seemed doubtful, then we asked him: "How can you sleep?" And got this remarkable answer: "Well, I am hoping after all that there may be some mistake about it."

So it is with some of the makers of steel wheels, all the evidence they have ever seen pointed to the superiority of the

Hickory TRADE MARK

product, and yet they are able to rest on the supposition that there may possibly be some mistake about it. Dear reader, there *isn't the slightest possibility* of a mistake. If you haven't yet had conclusive proof you should send in your order at once.

The London *Bicycling News*, in a column article says, (Aug. 8.) in speaking of the Hickory: "The wheels are beautifully made . . . all parts are beautifully fitted. . . . The machine is not designed on English lines . . . throughout the whole machine everything has been nicely calculated . . our conclusion after a long trial was that had there been no inflated tires there would have been a boom in Hickories, the running being very sweet without any metallic jars. That many of the individual parts are very clever and ingenious and that the fitting up of the machine in its smallest detail was perfect."

We appreciate the above all the more from the fact that the same paper said of the writer when he first began to make Hickory Wheels, as follows, which we find in our little scrap book. You may well believe (if you don't happen to remember) that the first appearance of wooden cycle wheels was the signal for sneers on the part of those writers who thought it worth while to take any notice of them. In speaking of some visionary schemer the above paper said in '87: "His place is by the side of the man who is going to revolutionize the cycle by using hickory wood instead of steel; between them they might be able to turn out a curiosity worth looking at if not fit for riding upon."

A scrap book is a great thing, if only to show what progress the world is making. We don't blame any man for disagreeing with us, and we stand up for every man's right to change his mind. Conclusive proof *will* change beliefs, and in the above case the proof consisted in riding the Hickory Bicycle on the road for a few days.

And now dear brother (or sister) that same conclusive proof is available to you. Will you look into the matter promptly? Please do so and "write soon"

To the ELLIOTT HICKORY CYCLE CO., Newton, Mass.

P. S.—This is a hot day.

BARGAINS FOR DEALERS.

Prices reduced 20 to 40 per cent. on 30 different patterns of Brand New Wheels.

LIBERAL DISCOUNTS TO DEALERS AND AGENTS.

If you want one or one hundred cycles now is your time to procure them at low prices. We have over 30 different styles of job lot machines that have been reduced in price from 20 to 40 per cent., so that many of them can be purchased way below former wholesale prices. Most of these wheels are of this year's manufacture, and are the product of the world's best cycle makers. We have the wheels in stock and can fill orders promptly.

We carry all the leading makes of high grade machines in stock, and have some 300 second-hand ones, all of which we offer at genuine bargains. They range in price from $9.50 up. If you wish to exchange your old wheel for one of some other make, let us know what you have and we will do you good. Send for catalogue, job lot, and second-hand list free, also dealers' discounts.

Headquarters for Garford Saddles, and a full line Cycling Sundries.

ROUSE, HAZARD & CO., - - - 9 G Street, Peoria, Ill.

CYCLISTS, **Attention!** HERE'S A BIG GO!

CLEARANCE SALE OF SUPPLIES.

For the next 10 days we will sell our large stock at prices regardless of cost. The best $2.00 LAMP in the market will go for $1.

Cement, Enamel, Oils, etc., kind at prices unheard of before. Will be sold at 50 per cent. discount. You can get supplies of any If you want to purchase a BICYCLE, now is your chance. We have a number of this season's wheels, slightly used, good as new, which we will sell at second-hand prices. There are three months left of the riding season. Give us a call anyway.

A. O. VERY CYCLE CO., - - 173 Tremont St., Boston

LACTART

ACID OF MILK.

A REFRESHING DRINK WITH WATER and SUGAR.

Call for Orange or Raspberry Lactart at the Soda Fountains.

Benson, of Corey Hill fame, says:

AVERY LACTART CO., Boston.

Gentlemen—"For several seasons I have used your Lactart and found it very satisfactory, as a quencher of thirst." Respectfully,

A. P. BENSON, Newton Club.

[CONTINUED FROM PAGE 584.]

Buttons may be had of any League tailor or of the Secretary at the following prices: Cloth, 54 inches wide, $2.10 per yard. Metal buttons: large, five cents each; small, three cents each. Rubber buttons, either size, three cents each. Uniform has six large and ten small buttons. As the Secretary keeps no book of credit, all orders sent to him must have cash accompanying. No cloth supplied to tailors or to non-League men.

Massachusetts Division Board of Officers.

A meeting of the Massachusetts Division Board of Officers was held at the Clarendon Hotel on Tuesday evening, Aug. 25. Chief Consul Robinson presided and the following members were present: Vice-Consul Perkins, Secretary-Treasurer Howard, Representatives Robinson, Adams, Wells, Moultrop, Pierce, Kehew, Pillsbury, Gorton, Kerrison, Scott, and Foster.

The records of the last meeting were read and approved.

The Committee on Cottage City Meet submit the following financial report:

Bill John Harriott medals,		$40.00
G. A. Perkins, sundries,		7.25
Jos. E. Power, badges,		52.45
Jordan, Marsh & Co., prizes,		46.50
Casino, for dance,		
Band,	$40.00	
Tickets, ladies',	25.00	
Doorkeeper,	1.25	
Dance orders,	1.00	
Ad. cards,	18.75	
500 tickets,	2.00	
	2.00	
		90 00
Fife and drum corp,		10.00
Fire balloons,		
2 doz. red lights,	$7.50	
6 pk. crackers,	9.00	
70 torches on hand and stored at Cottage City,	.50	
2,000 circulars,	21.00	
Setting stakes,	5.00	
	2.00	
		45.00
Printing, A. Mudge & Son,		4.75
		$295.95
Credit 46 tickets, dance, $1.00,		46.00
		$249.95

Signed, ARTHUR W. ROBINSON, ABBOTT BASSETT, G. A. PERKINS.

The following report was accepted and laid upon the table for later consideration:

Regarding the matter of payment for legal advice and services rendered in the past by the Chairman of the Committee on Rights and Privileges and the probability of future work of a similar character, this Committee are of the opinion that such services should be paid for, and that it is for the best interests of the Division that a yearly salary and travelling expenses be paid to the Division's Attorney.

The members of the Committee are hardly in a position to judge what would be a proper sum to appropriate for such a purpose, and would suggest that it would be well to advise with other Divisions who have already acted upon the matter, if this is not thought advisable we would recommend that for services rendered, and that may be rendered during the balance of the year, that the sum of $50 be appropriated as the salary of the Chairman of the Committee on Rights and Privileges for the year 1891, and that travelling expenses rendered necessary in the Division's interest be paid.

Another year, if this sum is inadequate, the amount can be easily made larger.

The Chairman of this Committee has been unable to get the views of Mr. Barber, but the above are the conclusions arrived at from correspondence with Mr. Carsley.

All of which is respectfully submitted.

J. FRED ADAMS, Chairman Finance Committee.

Mr. H. W. Robinson moved that railroad travelling expenses should be allowed the delegates who shall represent the Massachusetts Division at the National Assembly at Hartford, Sept. 8. Mr. Howard moved as an amendment that the sum of $10 be appropriated for the expenses of each member attending the Assembly. The amendment was accepted and the motion carried.

Much to the regret of the members present, Mr. Robinson announced that his business engagements would prevent him accepting a renomination for office of Chief Consul.

CHAS. S. HOWARD, Sec.-Treas.

Committee on Credentials.

The Committee on Membership of the League is hereby appointed a Committee on Credentials for duty at the Constitutional Convention and at the meeting of the National Assembly in Hartford, Sept. 8 next coming. Sanford Lawton, Geo. C. Pennell, and H. L. Perkins compose the committee.

JAMES R. DUNN, President.

Kentucky Division Finances.

The letter printed below was received by me faom Secretary-Treasurer G. E. Johnson. It explains itself:

"Louisville, Ky., Aug. 10, 1891.—A. J. Lamb, Chief Consul, Louisville, Ky.: Dear Sir: In the Masonic Savings Bank of this city, which failed last Saturday, Aug. 8, I had something like $150 deposited. $100 was the League's share of the Meet Guarantee Fund, just returned from the proceeds of the June Meet, and the balance was a portion of the general fund of Kentucky Division. The bank officers are confident this money will all be paid back, but it may be some time coming. I write this to notify you formally that a portion of the League money is thus tied up. The League will lose nothing, because I propose to make up the money myself, and I would do it immediately, but for the fact that what little private funds I have, were also in the Masonic Bank. I can truthfully say that now I have absolutely nothing. The major portion of Kentucky Division funds is in the German Insurance Bank.

"I write you this letter because you are chairman of the Division Executive Board, and it is necessary you should know at once the condition of affairs. Yours very truly, G. E. JOHNSON,

"Sec.-Treas. Kentucky Division, L. A. W."

On the receipt of this letter I consulted the other members of the Executive Board, Dr. H. B. Tileston and Mr. Ed H. Crominger. The matter was fully talked over, and it was decided to decline Mr. Johnson's proposition to pay the money out of his own pocket. There is no doubt but what the bank will pay depositors in full, but the money may be some time in coming. The Division, however, is in no need of funds, and can afford to wait. Fraternally, A. J. LAMB, Chief Consul Kentucky Division.

431—Missouri Division—500.

To Members:

Sixty-nine names are yet needed to reach the coveted 500 mark. To do this quickly there is nothing like concerted action on the part of the members at large. Missouri certainly must remain "in the push," and the only way this can be done is by your giving the matter of recruiting immediate attention. We all have felt slippers—in our youth, and I want the members of this Division to feel interested in its future growth and prosperity. In every city, town, and hamlet throughout the State there are riders and riders who do not belong to our organization. Perhaps they have never heard of it, and as soon as you will take the little trouble necessary to explain the benefits of membership to them they will be sure to join. Now we will not let good work go unrewarded, and have long ago made the liberal offer of presenting you with a standard gold L. A. W. pin for securing 20 new members. You certainly want one of these elegant pins, therefore go to work at once in securing the necessary new members. Fraternally yours,

ROBT. HOLM, Chief Consul.

Missouri Appointment.

Mr. T. W. Deal, Carthage, has been appointed Representative of this Division vice R.W. Garner, removed to Chicago. Fraternally yours,

ROBT. HOLM, Chief Consul.

Ohio Hotels.

Burton, Burton Exchange, day $1.00, meals or lodging, 25 cents each; Georgs Lake, Kent House, meals or lodging, 40 cents each; Piqua, Bassett House, day, $1.50, meals or lodging, 40 $1.00, meals or lodging, 25 cents each; Worthington, Central House, day, $1.50, dinner, 40 cents; breakfast, supper or lodging, 35 cents.

CONSULS.

Piqua—J. C. Cron.
Woodside—F. E. Taylor.
Delaware—M. L. Wolf, in place of R. H. Chubb resigned.

HAND BOOK.

The hand-book of Ohio (of which there are still a few copies remaining), is not given to L. A. W. members free gratis and for nothing, but is sold for the small sum of fifty cents, no discounts to dealers, and is sent only on receipt of price.

The new hand-book which is to be given to the members of the Division is not out yet. Due notice concerning its progress will appear in these columns. Fraternally,

WILLIAM D. KEMPTON, Sec.-Treas.

Cincinnati, O., Aug. 22, 1891.

Kansas Repair Shops.

Local Consuls and other members in Kansas are requested to report to me a reliable repair shop from each town, where bicycles may be satisfactorily repaired, for publication in the forthcoming Hand Book. CHAS. S. DAVIS,

Aug. 18, 1891. Chief Consul Kas. Div. L. A. W.

Rhode Island Hotel.

I have appointed the Apponaug Hotel L. A. W. hotel at Apponaug. Rates per day, $1.00; meals 40 cents each. GEO. L. COOKE,

Providence, R. I., Aug. 24, '91. Chief Consul.

Racing Board.

Mr. Peter G. Daut, of Sigourney, Iowa, who was declared a professional on July 24th, is hereby reinstated as an amateur. GEO. S. ATWATER, Chairman Racing Board.

Washington, D. C., Aug. 21, 1891.

New League Clubs.

The following clubs have qualified as League clubs and filed the certificate required in the office of the Secretary:

357—Guernsey Cycle Club, Ohio.

Transportation.

The National City and Otay Railway Co. of California is added to the list of railroads carrying bicycles free. Fraternally, ALBERT MOTT, Chairman Transportation Com.

Connecticut Consuls.

No. 107—Chas. E. Davis, Union City.
108—Irving Watkinson, Colchester.

The above are commissioned as Local Consuls. Terms expire Nov. 30, 1891.

ARTHUR ALLEN DEAN, Chief Consul.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, Aug. 28, '91.

Total—205—21,273.

CONNECTICUT DIVISION—24—2002.

29294	*Peix, Miss Beatrice L.*	29340	Cooper, Andrew
29341	Davis, Joseph	29302	Dean, Herbert C.
29415	Bunnell, E. P.	29417	Barnum, Chas. H.
29416	Dungan, L.	29418	Bidwell, A. C.
29426	Clarke, W. A.	29419	Brooks, Clyde E.
29427	Mar, W. G.	29420	Cullen, Charles H
29428	Mar, J. E.	29421	Hawksworth, Wm
29339	King, Wm. J.	29422	Milliken, N. H.
29413	Blinn, Rex E.	29423	*Weeks, Miss Grace*
29414	Porter, W. D.	29424	Putney, Dr. Willis S.
29293	Welles, Gordon, Jr	29425	Glenn, Edmond R.
29389	French, Willis B.	29429	Waite, Arthur H.

DISTRICT OF COLUMBIA DIVISION—1—176.

29342	Quiniter, Fred W.		

ILLINOIS DIVISION—35—1910.

29391	Doty, Fred H.	29431	Moore, Chas. B.
29430	Allin, Luman D.	29448	Sanford, Wm. T.
29432	Brandenburg, G.G.	29449	Shiffman, Jacob
29433	Brown, W. T.	29450	Sieg, Chas. H.
29434	Chamberlin, H. G	29451	Smith, Percy H.
29435	Crain, W. J.	29452	Spalding, A. G.
29436	Delmarle, O. J.	29453	Stewart, John P.
29437	Eldredge, C. J.	29454	Stokes, Chas. A,
29438	Felsenheld, J. F.	29455	Winship, H. R.
29349	Ferriss, L. L., Jr.	29456	Ross, Jay J.,
29440	Gale, G. E.	29457	Galloway, D. H.
29441	Humphrey, F. V.	29458	King, Wm. E.
29442	Lally, Frank J.	29459	Stewart, Jas. M. D
29443	Lyon, Alfred	29460	Mathews, F. H.
29444	McGowan, Dowell	29461	Bell, Geo. F.
29445	Mehan, James	29462	Caywood, Ellery S
29446	Meyer, F. C.	29390	Appel Louis J.
29447	Moore, A. W.		

INDIANA DIVISION—11—328.

29483	Gilmore, S. F.	29489	Carl, Wm.
29484	Lewis, Andrew E.	29490	Freeman, W. J.
29485	McMaster, E. D.	29491	Tindolph, Edw F.
29486	Tichenor, O. M.	29343	Legler, Louis H.
29487	Woods, Robert A.	29366	Stout, H. M.
29488	Kindig, Will H.		

IOWA DIVISION—1—228.

29344	Crain, D. S.		

KENTUCKY DIVISION—8—298.

29303	Heiser, Will G.	29395	Weidemann, Ed.
29393	Wills, J. A.	29396	Webb, E. Warfield
29392	Baude, R.	29397	McKinley, Grau
29394	Willard, Wm. A. P.	29398	Sprow, Wm. J.

MAINE DIVISION—2—227.

29399	Archer, Austin G.	29304	Emery, Geo. H.

MARYLAND DIVISION—3—568.

29306	Cover, Charles R.	29463	Jackson, Geo. S.
29305	Eden, Wm. C.		

MASSACHUSETTS DIVISION—30—3099.

29464	Hill, Edward C.	29369	Wonson, Frank P.
29466	Reaves, Wm. E.	29374	Davis, Chas. A.
29308	Moore, J. F.	29316	Mariner, A. L.
29401	Putnam, Chas. B.	29345	O'Donnell, Thos.
29309	Peabody, Wm. E.	29371	Tabor, Frederic
29367	Schuchmann, Frank E.	29372	Burnham, Wm. W.
		29400	Warren, Arthur M
29492	Miner, W. H. H.	29370	Atwell, Henry D.
29310	Clough, Chas. B.	29373	Drawn, L. A.
29311	*Clough, Mrs. Chas. B.*	29317	Carr, Geo. F.
		29375	*Jones, Sadie J.*
29312	*Messer, Clara B.*	29307	Hargraves, H. N.
29313	Spalding, Chas. A	29493	Woods, G. P.
29314	*Spalding, Mrs. Chas. A.*	29496	Edwards, Arthur Vincent
29315	Thurston, Geo.	29465	Rice, G. Winthrop
29368	Blynn, Edgar A.	29467	Loomis, J. Wells

MICHIGAN DIVISION—8—721.

29470	Gedney, Richard E	29376	Ellinwood, Martin J.
29468	Beltz, John		
29469	Hill, Ward C.	29402	Hamilton, Louis S
29346	Palsmore, E. W.	29471	Milner, T. J.
29318	Vickers, Fred E.		

MINNESOTA DIVISION—1—165.

29377	Porter, James P.		

MISSOURI DIVISION—3—442.

29473	Moore, Geo. P.	29472	Rubelmann, H.
29403	Draper, J. N.		

NEBRASKA DIVISION—2—194.

29404	Young, R. L.	29347	Taylor, Wallace

NEW HAMPSHIRE DIVISION—1—349.

29378	Jewett, Bert M.		

NEW JERSEY DIVISION—7—1276.

29379	Atkinson, Earl	29406	Jackson, Holmes C.
29296	Dobbins, J. W.		
29405	Hemingway, C. G	29295	Matthews, A. H.
29348	Gesner, J. B.	28380	Storck, Frank C.

NEW YORK DIVISION—24—2834.

29322	Niper, Wm. D.	29407	Manchester, G. R
29321	Dayton, Ralph E.	29351	Wood, Alfred M.
29323	*Terry, Miss Rebecca*	29475	Nelson, Geo. R.
		29298	*Buermeyer, Mrs. Henry E.*
29324	*Williams, Mrs. L. W.*	29381	Bacon, Chas. H.
29325	Williams, Harry B	29408	McIntosh, Robert P.
29320	Maxwell, Howard		
29382	Gentsch, W. F.	29299	Lefferts, Leffert
29297	Brill, Morris	29352	Eastmead, Frank S.
29349	Clocke, G. D. W.		
29319	Dornin, Wm. C., Jr	29326	Ketchum, G. F.
29409	Freeman, W. D.	29327	Sanford, Townsend W.
29474	Freideurich, Edwin A.	29328	Wood, J. B.
29350	Lester, Chas. S.		

OHIO DIVISION—13—1588.

29385	Ayres, Carl C.	29383	Croke, Thos. E.
29476	Hamm, Edw. F.	29331	Holcombe, W. E.
29477	Snow, W. C.	29332	Semple, W. T.
29410	Berry, Noah B.	29384	Van Campen, Hiram J.
29329	Gould, A. P.		
29330	Stern, Leon	29478	Cooper, Jas. G.
29353	Ensworth, F. W.	29497	Carcaba, P. F.

PENNSYLVANIA DIVISION—17—2303.

29354	Biddle, Fred D.	29355	Kendig, Frank W
29482	Baker, Challee A.	29356	Mott, I. H.
29480	Baker, Howard W	29357	Sizer, August
29333	Stevens, Harry K	29358	Mackelduff, J. Frank
29386	Kitchenman, Jno. W.	29359	Scotney, Wm. C.
29387	Soisson, Jos. N.	29481	Rogers, H. W.
29360	Fretts, B. C.	29362	Shoenberger, Geo
29361	Hansel, J. W.	29390	Brownell, C. M., M. D.
29479	Evans, Geo. B.		

RHODE ISLAND DIVISION—2—628.

29494	Hawkins, Jos. F.	29495	Russell, Louis B.

TENNESSEE DIVISION—1—132.

29301	Merritt, J. B.		

TEXAS DIVISION—1—111.

29388	Le Sueur, W. N.		

VIRGINIA DIVISION—4—111.

29334	Angle, Henry B.	29336	Rich, Louis
29335	Binswagner, Moses J.	29337	Straus, Milton J.

WISCONSIN DIVISION—4—300.

29338	Battell, Fred L.	29364	McNaught, Jno. H
29365	Dean, Charles	29363	Allen, Chas. E.

NEW MEXICO—2—10.

29411	Fischer, Adolph J.	29412	Harroun, Philip E

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasurer, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1424 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 1068 Washington Boulevard, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No. Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 507 No. Alabama street, Indianapolis.

IOWA—Chief Consul, H. L. Chase, Cedar Falls. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S. Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 142, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

MAINE—Chief Consul, Howard M. Breen, 199 Franklin street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, A. W. Robinson, 21 Milk street, Boston. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 380, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI—Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

NEBRASKA—Chief Consul, A. H. Perrigo, 1315 Dodge street, Omaha. Secretary-Treasurer, C. B. Nicodemus, Fremont.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, R. H. Scott, People's Ins. Co., Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 116 Broad street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK—Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer, George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty., Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Chas. J. Sherer, 211 Main street, Memphis. Secretary-Treasurer, Thomas J. Dupree, 338 Front street, Memphis.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, Harry C. Creary, Box 281 Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro. Secretary-Treasurer, E. D. Whitney, Brattleboro.

VIRGINIA—Chief Consul, Law: L. Waring, Norfolk. Secretary-Treasurer, J. Hugh Henry, 140 Bute street, Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz, 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1892. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below:*

Date,..... *Name,*.....

Club,..... *St. and Number, or Box,*.....

References,..... *City,*.....

State,.....

Enclosed.....*for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. to April 30. Enclose $2.00 with this blank on any date between date of paper and October 30. Write plainly—Printing preferred.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptable for ticket, where it can easily be exposed to view, and pocket for persona' and 25 cents extra. If you want your name in gold, stamped on the holder, send 50 cents extra. *Leave the margin in using this blank.*

Union Cycles Win the Races.

Cottage City, Aug. 15.

The feature of the meet was the Coasting Contest, in which 18 machines of various makes were entered, "and 5 were wise, and 13 otherwise."

The five wise rode UNION wheels of various patterns, which coasted away ahead of every other make, leaving a yawning gap of 35 feet between the last UNION and first of the rear detachment. The unlucky 13 who got left shuddered audibly, and turned away sadder but wiser men.

PULLMAN CYCLE CLUB TOURNAMENT.

Four Miles, Open, - - - - - - - - - - - - - No. 9 Union Cushion Tire.
One Mile, Open, - - - - - - - - - - - - - No. 9 Union Cushion Tire.

"EASE AND SPEED"
"GUARANTEED."

UNION CYCLE MFG. CO., - - - Highlandville, Mass.

Mr. Stokes of Chicago looks after our Western Business.

FEATHERSTONE'S PNEUMATICS.

It has taken the best mechanics of Great Britain three years to bring the Dunlop Pneumatic Tire to its present state of perfection. In view of this, it is not reasonable to suppose that any one can bring out a satisfactory Pneumatic Tire that will stand up in much less time than this, unless they copy substantially the Dunlop patent construction, in which case we shall certainly look to the courts for a redress against the manufacturers, sellers and users.

We advised the trade some time ago that the price on our improved Dunlop Pneumatic Tire will be much less for 1892 than 1891, and we shall stand ready to supply the trade at these figures.

Our Dunlop Tire for 1892 will be as near perfect as it is possible o make a Pneumatic Tire. A great many valuable and new features enter into its construction.

The Pneumatic Tire Co. and ourselves have tested at least 100 different kinds of patent and other valves, none of which have proven satisfactory, with the exception of the one we have adopted.

We are advised that another house is now on the point of making Pneumatic Tires, the greater part of which is copied identically from the Dunlop construction, which is patented, and we advise all persons interested in the making, selling and using of Pneumatic Tires to buy nothing that is substantially like the Dunlop construction, as we shall proceed to protect our rights in every way.

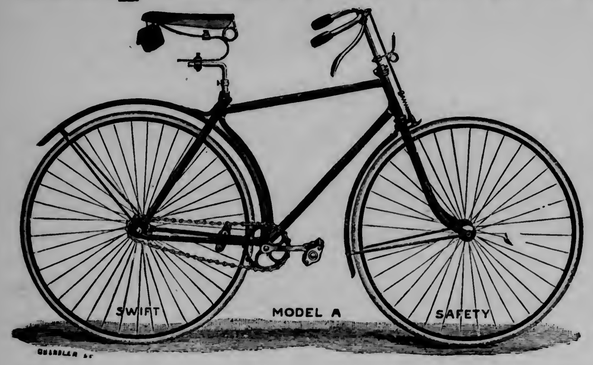
It probably will not be necessary to do this, however, as the Pneumatic Tire Co. and ourselves have rejected one after another of the experimental tires that are continually being patented and brought out, as being unsatisfactory and worthless for the purpose. We call your attention to these facts, as these infringing tires may fall into the hands of those who are not acquainted with the Pneumatic Tire and condemn the Dunlop without seeing it.

Be sure the Dunlop Pneumatic trade mark is on every tire you use, and you will not be compelled to pay for experiments which you will find either unsatisfactory or an infringement of our patents.

A. FEATHERSTONE,

Clark and 16th Sts., and Armour Ave., - - - Chicago.

Experience is a Good Teacher.



HAVING Schooled under the above tutorship for over 20 years in the study of Bicycle manufacture, we can confidently assert that our wheels are as near perfection as art, combined with a mammoth, well-equipped factory, manned by skilled labor, can produce.

Our 36-lb. Cushion Tyred Model E is a bonanza. . . . . A Trial Means a Sure Conversion.

COVENTRY MACHINISTS' CO., Ltd.,

11 and 13 Madison Street, Chicago, Ill. | **239 Columbus Avenue, Boston, Mass.**

BARCAINS! BARCAINS!



No Ordinary Bicycle ever gained higher reputation than the

NEW MAIL.

Murphy rode one over 12,000 miles and won many races. No other had the great improvement of the Perfection Tapered Tubing, being thicker metal at top end of backbone under the rider and tapering to small end; also tapered forks; also only wheel with Trigwell's Ball Head. To reduce stock we offer a few of these Superb Ordinaries of certain sizes, at

$50 each.

Many of best riders still prefer Ordinaries. Also some second-hand New Mails at $30 and $35.

BARGAINS FOR RACING MEN.

WM. READ & SONS, 107 Washington St., Boston, Mass

BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN Co.

☞ *Postage stamps will not be accepted hereafter in payment for Advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.* ☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

Editorial Contributor, F. A. EGAN.

BOSTON, 28 AUGUST, 1891.

WE publish this week an exhaustive and convincing statement from President Dunn of his position in the Randall removal case, and we ask for it a careful perusal. The passage of resolutions by one of the largest Divisions of the L. A. W. called for some such answer as this, and it has come. These resolutions condemned the President for the removal of Mr. Randall and demanded his reinstatement. Let the members of the L. A. W. read carefully what the President has to say and then determine if they will endorse his action or join the Illinois Division in its demand.

MR. RANDALL states that he wrote the celebrated letter to President Dunn when he was "hot under the collar." We have it from good authority that Mr. Randall did not write the letter at all. His lawyer wrote it. Wonder if the lawyer was "hot under the collar?"

EXTREMISTS on cycling questions are not confined to those who think cycling a downright sin, and alongside of the reverend gentleman who declares that "young men are riding to hell on bicycles," and the equally rational (?) female who states that "cigarette smoking is much less vicious for women than cycle riding," we desire to place that remarkable journalist, Mr. G. P. Wilson, who in an article which we take pleasure in publishing in full in another part of the paper, states that out of the 21,000 members the WORLD goes to, not more than 525 over and above the officials, ever open it! ! In other words he claims 20,000 papers are never looked at! ! !

In the matter of facts this Mr. Wilson is most desperately unreliable, and the logical conclusion is that he is equally unreliable in his judgment as to the worth and fitness of things.

His intemperate statement of facts (?) is a boomerang, and his attempt to injure us in a business way fails because of its evident malicious intent.

Mr. Wilson states he is a journalist and knows what is what in that line. This fact (if it is a fact), suggests the possible animus of his remarkable solicitude for the welfare of our advertising patrons, a solicitude which crowds into the background his assumed interest in the League and its members.

He uses the "League's Interest" as a battle cry to divert attention, while the guns which he desires to take effect are loaded with ammunition and shell of falsity intended to blow usto the eternal smithereens. The shell has proved unreliable and burst before it left the muzzle of his gun.

Now as to the animus: We would like to know if this newspaper man has any connection with a publishing house not a thousand miles from Baltimore which has been throwing out feelers to see whether the Wheelmen Co.'s contract with the L. A. W. could be got into its possession. If he has no "wicked, mercenary motives," we would like to know whether the string that *was* pulled was not manipulated by a certain stockholder in the aforesaid publishing house? (perhaps the one who is anxious to give over $1000 per annum for the contract?) We do not expect answers to these conundrums, and even if we got them we should estimate their reliability in ratio to the value we hold the statement that only 525 members out of 21,000 open this paper. Need we say that the value is represented by the figure 0?

HAVING dealt briefly and in a general way with Mr. G. P. Wilson's attack on us, we would be neglecting our duty if we failed to prescribe a couple of boluses composed of hard facts, the taking of which we guarantee will effect a cure, even though the swallowing of the big pills may tax the capacity of his thorax. Here are the facts:

Fact No. 1. The average number of requests from members for change of address during the past year has been OVER THREE HUNDRED PER WEEK. Giving it as 300, we have 15,600 NOTICES YEARLY FROM MEMBERS REQUESTING THE PAPER TO BE SENT TO NEW ADDRESSES. To be perfectly fair it is right to state that 5,000 of those are duplicates, i. e., the same member moves twice. That would make about 12,500 single cases.

Fact No. 2. At the end of each year, through clerical errors, a hundred or so members' names are omitted from the revised list, who have renewed. In every case the notice comes quick and sharp from the neglected member: "I have not received my WORLD for ——weeks. Send it along," and in almost every case where the omission covers a period of more than one issue, we are requested to "send back numbers."

In other words, in each year over 12,000 members care enough for the paper to specially request it to be sent to them.

Can it be within the bounds of logic that these 15,600 requests come from gentlemen who simply want the paper for the fun of throwing it in the waste basket unopened? Can it be within the same bounds of the same logic that members who have renewed, and complained that the paper did not reach them desire the WORLD sent them for the satisfaction of getting the paper, gazing at the wrapper, and casting it away unopened? This may be, according to Wilsonian logic, but as common sense logic it wont pass current.

If Mr. Wilson manages to swallow these pills of solid fact, we wonder if in the act of deglutition they will be found to assimilate with the 525 theory of that astute gentleman?

ON laying down our pen after completing the sentence in the above article to open some mail, the first letter we took up was the following:

"EDITORS BICYCLING WORLD AND BULLETIN: Just a word to say, that although my wheel advertised in your paper was sold at private sale, all the same the replies to the advertisement poured in, and are yet coming—chances to sell a dozen wheels. As a "medium" you are all right!

Yours,
ARTHUR MUNSON.

Stamford, Ct.

We publish the above not on account of its strangeness, for we are constantly in receipt of the most flattering testimonials, but because of its coming to our hands the *very first thing* after our finishing the article above. It was a coincidence worthy of note, and as a "finisher" comes in very pat.

DEAR! dear! Mr. G. P. Wilson, what do you mean by this sentence? * * * "Your sense of the propriety of keeping its members fully informed on all subjects which concern the League will of course prompt you to publish this letter. * * * Yes, certainly, Mr. Wilson, but how *can* we "fully inform" all League members when, according to your ideas, only 525 out of 21,000 read the paper? Perhaps you would like us to write the members a postal card, Mr. Wilson? or do you expect the 525 members to communicate with the other 20,475 by some occult means known only to yourself? Kindly advise us at the earliest possible moment your wishes in the matter, Mr. Wilson, as it would never do to hide your light under a 525 bushel basket.

AFTER floundering around in the slough of inaccuracy so helplessly, Mr. G. P. Wilson places himself conspicuously as a mark for ridicule by bewailing the fact that ladies are not "legally" members of the League. Here is a man who poses as an authority as a "newspaper man" who does not know that the word Citizen, Wheelman, or Mankind, are in

every case used in a generic sense. In New York, Massachusetts, and other States there have been decisions on this very case. In many States where "citizens" are admitted to the bar it has been decided that the term is generic and that women were eligible. In several sections women have been permitted to hold offices precisely on the same ground, and in the League we have 500 lady members who are legally members, who have the same right to talk and vote at the Constitutional Convention or General Assembly as is enjoyed by this most remarkably well posted newspaper man, Wilson by name.

THE friends representing the different theories as to the advisability of loosening or tightening the rules which govern the payment of the racing man's expenses, are marshalling their forces preparatory to the debate at Hartford. The Western men seem in part to be in favor of a stricter rule, while the Eastern members as a whole favor a more liberal one. The reason of this sectional division of opinion is, we think, obvious. The East can boast of several large athletic organizations, the racing members of which have their expenses paid, while the Western racing men are comparatively without any such financial assistance. The West complains that the Eastern flyers are nearly all members of some rich and powerful clubs, and that the members thereof by having their training and travelling expenses paid, can afford to prepare for the tournaments in a manner which is impossible to the man who has to pay his own training bills and travelling expenses, hence the Western racing man is placed at an unfair disadvantage. Here we find a very logical reason for the attitude of certain of the Western contingent in its antagonism to a more liberal expense rule or, for that matter, any rule which allows clubs to pay the expenses of its members.

There is no disputing the fact that the position of the Western men tends more to the preservation of the true amateur status of wheelmen than does the attitude of the Easterners in favoring a liberal expense rule.

If it be decided that no expenses be paid, then it is safe to say cycle racing will come down to the dead level of pure amateurism, and the result will be that phenomenal riders will not be developed, records will be all "English, you know," and State and National Championships, and race meetings generally will lack the interest which they now possess. We especially name Sate and National Championships for the reason that the League to be consistent must also refuse Divisions and League Clubs the right to pay expenses of their representative racing men to the Division and National events.

If a stricter expense rule finally prevails, then to be still further consistent the League should pass a rule limiting the value of prizes to a nominal sum. In the event of these two changes being made, will it be possible to hold tournaments on the same splendid lines and command public patronage in the same successful manner as in the past and present cases of Hartford, Springfield, Peoria, and Providence, and other large meets? We must admit that the careful training of fast cyclers tends to produce phenomenal riding, records, and, consequently, public interest in the appearance of these celebrities on the track in competition.

With very few exceptions (in fact we cannot call to mind but a single case), the crack racing men would be utterly unable to afford the expenses necessary to proper training and travelling, hence we have to accept the necessary evil of allowing some one who can afford it to pay same.

It will not, however, do to lose sight of the undoubted trend towards a condition of things similar to the "promateur" days in the adoption of a more liberal expense rule, and we therefore must not shut our eyes to the possibility of the Leagues ultimately having to handle cases similar to those of Rowe, Hendee *et al.*

The question which will come up for debate at Hartford will be "which is the best for the interests of cycling; adopt a rule which prohibits the paying of expenses, and thus foster the true spirit of amateurship, or allow a rule which permits the payment of liberal expenses and the awarding of costly prizes?"

For our part, in the remote past we have favored the pure amateur idea, but we admit that time has changed our views so that now we believe the successful continuation of the racing interest depends on, and the welfare of cycling at large will be conserved by, the adoption of a rule which permits the payment of liberal expenses and the awarding of valuable prizes as now is the custom. This may seem rank heresy according to the ideas of some members, but nevertheless it is our honest opinion.

IN the rapid development of American cycling it would seem that two things are in danger of being overlooked by both men and women. The first is that in England, where every little boy rides and runs and plays cricket and tennis, and every girl, from the Princess's daughters down systematically has walked and ridden and played active out-of-door games in all kinds of weather from babyhood, a high degree of athletic effort is less apt to produce disastrous results than here, where entirely untrained muscles are put to the sharp and often fatal test of powerful effort without previous discipline. And the other is that the real value of cycling is in its effect upon the success of all endeavor in life. Men have labored for physical honors in cycling contests and women for physical beauty, each frequently defeating their purpose by too vigorous and unsymmetrical effort. The man with sinewy muscles hardened at the expense of atrophied vitality, and the woman with a disarranged organism through too vigorous riding are by far too common products in the present mad scramble to get into cycling, a position of affairs that is too often attributable to masters and teachers who seem to forget that a trained brain, a trained digestion, and trained nerves are the basis of all athletic power and health. No exercise in a gymnasium is so perfect and calls naturally into play so many muscles at once as a brisk ride upon a bicycle in the open air, in correct position and loose clothing; especially is this fact true in regard to women, whose gymnastic work is apt to be erratic rather than regular or sustained, and taken without regard to dietic and hygienic conditions.

MANY women fall utterly to enjoy cycling on account of their excessive nervousness and timidity, and yet it is these very women that cycling would be a godsend to. They should not despair if at first they learn less quickly than their more robust sisters how to mount and manage a wheel. Perseverance will bring its reward in the shape of confidence, and then practice will accomplish the remainder. Practice alone will reduce excitement and nervousness to a minimum or to zero, and the rule to reduce it to as low a point as possible must not be forgotten; in this way women will conserve the purest and best kind of energy, which is nervous, and it towers above all other energies in human mechanism.

FRANCE has to-day in round numbers 130,000 miles of "macadamized" roads. Thousands of skilled men are everywhere employed, each on his separate section of the road, and all are under the constant surveillance of the official inspectors, by whom they are held to strictest account for the work in their charge. The result of this is that the roads of France are the most perfect in the world.

THE League can only hope to awaken the public to the need for good roads when a popular recognition of two facts occurs: (1) that the public road, like the public post office and the court house, is public property established by law for the use of all people, whether they be wheelmen or farmers; and (2) that the extravagant waste of time, labor, and property which had been for centuries imposed by the use of mud roads could only be checked, and the resources of the country brought out by the construction and maintenance of good roads under an intelligent head. This was the doctrine of Tresagnet, the famous French road builder, and of his English disciples, Telford and Macadam, and events have verified it.

HAWKSHAW'S COLUMN.

"BICYCLES may be useful in their place, but I know many a young man is riding to hell on a bicycle on Sunday."—[Sermon of Rev. Mr. Leovell of Chicago.] As Mr. Leovell is a minister of the gospel, and therefore must know that the Bible tells us to "Judge not that ye be not judged," it seems singular that he should set himself up as capable of deciding that a man is riding to hell whether his conveyance on this earth be a horse car, a bicycle, or a carriage. Such statements as these betray but ignorance and bigotry on the part of those who make them. The riding of a bicycle, whether on Sunday or any other day, is not, I think, a crime of sufficient magnitude to damn the rider of it for all time. The teachings of the Bible, and of those theologians who have made its interpretation a lifelong study, are averse to any such decision as that promulgated by the Rev. Mr. Leovell, and I am surprised that in this enlightened age that there could be found any one so prejudiced and so antiquated as to make such statements as this Chicago minister has. Verily, there yet lingers much more of the Puritan in this land of ours than most of us ever know of, until something like this transpires.

Another athlete succumbs to the inevitable. Sorakchi, the Japanese wrestler, one of the most powerful men of his age, dies of consumption. To the careless observer it is inconceivable that the physical giants should fall beneath a disease that is associated in the public mind with the utmost constitutional delicacy, but consumption is the logical reaction of over-training. Our racing men should be warned that the stoutest bow, once overdrawn, becomes flaccid and yielding, and that constant racing or training will but in the end work an injury to those who thus violate the laws of nature.

The age of chivalry is upon its last legs. Horseflesh is giving place to machinery on every hand. Gradually but surely the day is approaching when man and his merchandise shall be moved over the earth by means more controllable, reliable, cleanly, economical, and safer than the harnessed beast of the field. In that happy day the horse will still be good to eat, but he will not be suffered to foul the thoroughfares, terrify the timid, and take up more room than the load he unwillingly transports, not to mention the coarsening of the manners of our culture tending race with horsey influences. The prophet Ezekiel gazed down the boulevards of time with no cloudy vision when he foresaw this state of affairs and exclaimed, "For the spirit of the living creature is in the wheels."

"It is true that the bicycle is a vehicle," says the editor of the New York *Journal of Commerce*; "but it is a vehicle of a very dangerous class, if for this reason alone, that it will not stand upright unless balanced by the rider." Rodents! Is that the worst the editor can find to say against the wheel? That might lead one to suppose the editor aforesaid to know nothing of a bicycle practically, but to be desirous, as a philanthropist, of deterring men from the use of it. But this commendable though mistaken motive appears not to be present. He has no solicitude for the wheelman at all, but urges this "as a chief reason why bicycles should be prohibited;" and declares that where bicycles "are so common that no horse is afraid of them, our objection remains in full force." And then he sums up in a sentence, thus: "No vehicle that will not stand alone on the level ground is fit for a public thoroughfare!" Sounds philosophical, don't it? But why stop at vehicles? Wouldn't it be well to prohibit canes and umbrellas for instance; and oxen and horses that stumble or will not stand still without hitching? The former "will not stand upright unless balanced," and the latter "will not stand alone."

A dread akin to superstition seems to be produced upon some persons when they first see a bicycle, by the silence that characterizes its movements—a dread probably founded on the fact that the means of travel to which we are thoroughly accustomed are accompanied by more or less clatter and rumble. This stillness is, however, viewed as a positive advantage by the riders themselves, and nothing will more completely destroy all the pleasure of a ride than the slightest departure from the rule of absolute noiselessness that the rider demands from his mount. Whatever noise may be necessary for purposes of safety to other users of the highways upon which a wheelman is travelling can always be supplied by word of mouth or bell.

Have you ever noticed how much faster you can travel, or seem to travel, with the cool night air to fan you?

It is indeed a pleasure to have my recent remarks concerning some of the very few faults that wheelwomen are guilty of when riding, backed up by one of their own fair selves. It is because that I recognize the fact that their errors are so few that I took the liberty of calling their attention to them. I should not undertake the same task with wheelmen, bad riding form, unbecoming and inappropriate riding costumes, and a general air of don't-care-a-cent,' is so much a part of the average wheelman of the present that it is the most hopeless of tasks to attempt to correct it. With the fair recruits to cycling to-day exists all there is in wheeling that is charming to the eye of the beholder, and the lesson they constantly endeavor by precept to teach the careless and slovenly wheelman is as much to the fair preceptor's credit, as it is to the disgrace of the sterner sex that seeing it they learn not. More's the pity that they do not.

"HAWKSHAW."



H. M. TAYLOR and C. R. Curtis, Chicago cyclists, rode Monday to Bath, Ill., a distance of 104 miles, and Thursday they finished their run to Galesburg, 182 miles altogether. For the past week they have been touring 60 to 70 miles per day over indifferent roads.

MESSRS. HUNT, Hoge, Morton, and Comin, members of the Guernsey Cycle Club, left Cambridge, Ohio, Aug. 24th, on their wheels for a tour of the State. They follow the National Pike to Richmond, Ind., thence north as far as Findlay, Ohio; thence south to Bellefontaine; thence east to Newcomerstown via Delaware, Mt. Vernon, and Coshocton. Distance 545 miles. No scorching. They have gone for fun and comfort.

THE Buffalo Bicycle Club are seriously thinking of changing their Constitution and By-laws so that non-wheelmen may be admitted.

OSCAR and Arthur Schneider and Burns of Chicago lately rode to St. Louis inside of three days, an excellent performance.

J. C. STEARNS of Worcester, Mass., called at the store of John P. Lovell Arms Co., and offered a cycle for sale. His manner aroused suspicions, and C. E. Whitten followed him out and placed him under arrest. He made an attempt to escape but failed. He finally admitted having stolen the wheel from a Worcester party.

THE promised exhibition of the wonderful Belanger cycle still hangs fire.

JNO. ERICKSON and G. Olsen, President of the Columbia Wheelmen, Chicago, and ex-Captain of the Vikings Cycling Club, respectively, rode a notable century, Sunday, Aug. 16th. The trip around to Aurora, Elgin, and return, 104 miles, was made in 11 1-2 hours. Actual riding time, 7 1-2 hours. This is record for this course as laid out by the Associated Cycling Clubs.

A NEW YORK correspondent writes: "We are having a little boom in wheeling on Staten Island which has centred around the Staten Island Athletic Club. The Staten Island Wheelmen, a young but vigorous club of some thirty members, voted last week unanimously to accept a proposition from the Athletics and join in a body. As everybody knows, lower New York is unrideable, and wheelmen have not been able to make any use of their wheels here as they do elsewhere in riding to business. The Staten Island Athletic Club proposes to have an annex at St. George, S. I., which is directly connected with New York by ferry. Members living on any part of Staten Island may then ride down to the ferry, leave their wheels during the day, and ride home again in the afternoon. More picturesque rides than on Staten Island cannot be found anywhere near a great city, and with the great improvement in roads now going on it is safe to say that the ranks of wheelmen on Staten Island are bound rapidly to grow.

ONE HUNDRED AND TWENTY members are now enrolled by the Century Road Club. Nearly 30 bars have been awarded, a majority of them to the Lincoln Club riders. To the man first making twelve century runs, R. M. Johnson will award a very handsome medal.

THE Asbury Park, N. J., encampment, Aug. 27 31, promises to be quite an affair, and a great deal of interest is being shown by wheelmen all over that section of the country. For circular and particulars address W. S. Kean, P. O. Box 1004, Asbury Park, N. J.

A SAD accident resulting fatally to Mrs. E. Rumsey, of Watkins, N. Y., occurred the other day. Mrs. Rumsey in her attempt to learn fell from the machine striking her temple on a sharp stone.

DR. BOTTOMLEY, Roux, Zies, and Hunter, of Chicago, returned last week from an extensive tour through Northern Illinois and Wisconsin, visiting all the famous summer resorts of this region. Roux made a century run on the way home from Waukesha to Milwaukee, and south to Winnet, Kas.

YOU want to keep your eye on the Lone Star State! The L. A. W. membership at present isn't large, but under the vigorous and wide awake action of Chief Consul *Hope* and his able "aides" Texas will advance up the column of Divisions, or we miss our guess.

A VICTOR Model A Safety, No. 12,990, has been stolen from G. H. E. Hawkins, of Chicopee Falls, Mass. Keep a lookout for it.

"WE congratulate the Rochester (N. Y.) Wheelmen's League for the harmonious way in which they worked and managed the meet," says "Jasper" of Buffalo.

POUGHKEEPSIE, N. Y., evidently has its quota of riders who ride bowlegged and hunch up their backs, for this is what the *News-Press* of that city has this sound advice to offer: "If some or all of Poughkeepsie's miserable appearing bicycle riders want a model to go by let them notice Mr. Leonard Miller, the most graceful appearing rider in town. Sit erect, handle bars and saddle at the proper height, knee motion straight up and down, ball of feet upon pedals and parallel with wheel, neither turned in or out, forearms parallel with machine, or elbows near body. * *"

A FEW of the minor prizes in the Lincoln Cycling Club road race were diamond (?) pins with a three inch reflector, a lock and chain, weight 20 pounds, oil can six feet long, and squeak horn some six feet in length. "Bill Nye" Erwin introduced the lucky winners in a few well chosen words.

IT will be remembered that about two weeks ago we recorded the accident to Mr. E. Rossman of Minneapolis, through the carelessness of a coachman employed by D. Morrison. Mr. Morrison settled the matter by paying for a new wheel which was smashed up, and also paying all other expenses incurred by Mr. Rossman.

IT is estimated that there are at least two hundred wheelmen in Norwalk, Ct. The place supports two bicycle clubs, namely the Alpha Wheel Club, which is an L. A. W. club, and the Norwalk Wheel Club. The first is noted for its activity in wheeling circles, and the latter as being more of a social organization. The social members are about double the wheelmen.

CAPT. ROBERTS, of the Illinois Cycling Club, Chicago, and W. A Davis, A. J. Street, G. D. Moffatt and John Mason started a century run to Milwaukee from Chicago Sunday. Street turned back with a punctured tire. The rest finished in exactly twelve hours.

SAYS "Jasper" of Buffalo: "For genuine hospitality, the Rochester Wheelmen are by a big distance way ahead of all other entertainers, and their ability in this direction is something wholly unexpected. The Buffalo Wheelmen never were so affectionately met, taken care of, and royally entertained."

THE Chester (Pa.) Bicycle Club took possession of new and cosily furnished quarters in the Central Exchange, Aug. 18th.

THE Asbury Park (N. J.) encampment is "on" now, and we expect to have to report a big success.

BOSTON is to have a century run. For further particulars see another column.

THE Wissahickon Wheelmen of Philadelphia will soon move into their new quarters on Germantown avenue. A reception will be given in honor of the occasion.

SAYS the *Union* of Rochester: "The cycle has ceased to be a luxury; to day it is a necessity."

A CHINAMAN in Chicago rides a safety and rigged out in full Chinese dress.

A NOVEL method of punishing a dog which persisted in attacking him was employed by Mr. W. Matthieson of Peru, Ill. He lassoed the "purp" and then put on speed, dragging him for several miles. Matthieson is never troubled by that canine now.

SOME men's theory and the actual practice don't always agree. For instance, a gentleman was heard to say: "Bicycling is not good for women, they are not physically fitted for it." Experience and hundreds of living witnesses refute this wise man's theory.

A SCORE or so of clergymen met the other day in Chicago and discussed the "validity" of the Rev. Leovell's assertion that cycle riding on Sunday was a very good way of going to hell. Opinion was divided; and while it was admitted by many that Mr. Leovell's position was rather extreme the concensus of opinion was in favor of discouraging the practice of Sunday riding.

F. H. ALLEN of the Washington Cycling Club, Chicago, is another century runner, successful the past week, having ridden to Long Lake and return in a day, 104 miles.

THE record between Norwalk and Bridgeport, Ct., distance about 15 miles, is held by C. F. Seeley of the latter city in 52 minutes.

THE Wanderers of Buffalo have secured additional room and will fit up a pool room and gymnasium at once.

"THE Austin (Tex.) Bicycle Club had its weekly run last night. It was not ascertained how many of the members participated nor how far they rode, but on their return the cyclometer registered 305 miles, and it took the whole club twenty minutes to pass a given point."—*Exchange.* [We wonder if it was a Dutch treat or did each fellow pay for his own "refreshments." Even a thirsty cycler can get enough of the amber fluid in "twenty minutes."—ED.]

Every one speaks in the highest terms as to the management and hospitality of the Rochester Wheelmen at the late meet.

At the Division meet in Rochester it was voted to sustain the proposed amendment favoring the three-quarter membership clause of clubs and also that favoring one-year term of office for President.

J. R. Pollock, Second Lieutenant of the Lincoln Cycling Club, Chicago, is in the East for a three weeks' visit. Any kindnesses done Mr. Pollock will not be amiss. He is an excellent fellow.

"Mott's Messenger" is a comphrehensive little pamphlet issued to the members of the Maryland Division by the Chief Consul. In the article headed "Grandpa's Advice to His Boys," Mr. Mott starts out with the following golden words of advice: "By all means keep record of your riding but don't ride for a record." "Grandpa's" advice is always sound and that given his children is no exception to the rule.

Geo. Hawkins has begun operations on a track within the horse track enclosure of his West Side race track in Chicago. This will be a half-mile track of clay, until settled, and then covered with brick dust. Mr Hawkins will supply the prizes for matinee races every Saturday afternoon.

Geo. K. Barrett is away on an extensive business trip West and then East, where he will race at Providence, Hartford and Springfield, providing he is in fit condition after one week's training.

Fully a dozen of Chicago's many cycling clubs are running ten-mile handicap road races this fall. A correspondent proposes that a good prize be put up for a ten-mile contest between the time winners of these contests.

A touring wheelmen passed through Norwalk, Ct., one day last week mounted on a safety with a pair of huge army revolvers stuck in his belt. He was going at a rapid pace and attracted considerable attention.

Messrs. J. H. Diffold, of the Allegheny Cyclers, and Chas. K. Gibson, of the Keystone Bicycle Club, will start on their tour from Pittsburg to Boston, Saturday, Aug. 29, '91. Will pass through Erie, Buffalo, Niagara Falls, Rochester, Albany, and Springfield.

Says *Bicycling News*: "A tale is told by a well-known Coventry rider, who found a man squirting oil into the valves of his pneumatic tires, under the impression that that was the proper way of oiling a machine."

About fifty of the Norwalk, Ct., Wheelmen will attend the fall meet of the L. A. W. at Hartford on Labor Day. Messrs. C. F. Seeley and O. B. Jackson, of the same place, will cast fifty votes by proxy for the local wheelmen on the same occasion.

Allen W. Swan, of New Bedford, who is touring across the continent, arrived in San Francisco August 20.

Mr. J. H. Robbins, of the *Sporting Review* of Chicago and New York, has been in Boston for the past week. Mr. Skinkle, of Cleveland, was also in Boston for a few days last week. Both gentlemen honored the World with a call.

THE ELWELL TOURISTS.

Tempted by the previous good roads and a desire to break the record—if not their backs—some of the tourists concluded to arise early the morning we were to leave Baden-Baden and make a century run. So on the evening before the great event all arrangements were made; baggage was to be packed and sent by train to reduce weight; good byes were said to those who would tarry on the way and take their time, and the scorchers retired at an early hour to be lulled to sleep by happy expectations and the band which played in the park. At a time that seemed incredibly short, a knock came to the doors along the hall and the centurions arose and rubbed their eyes. It was the very unhealthy hour of 4.30, and nature seemed to appeal for further rest; but what are these things when one desires to fill his cap with feathers of glory? Consuming a roll and a cup of tea and putting a sandwich in their pockets for emergency, they started in the fog of the morning, and by keeping at their work, six of the nine who started succeeded in riding a hundred miles before the supper bell rang. Spielman and Linn were the first in, then came Cutter, Shockley, ReQua, and little Rupp. The road was rough and muddy, and had to be doubled to complete the full distance; considering these things it was a remarkable run. The three riders who did not complete the century run, remembered, about noon, that it was somewhat contrary to the principles of exerting themselves and impairing their appetite and so finished with only eighty miles to their credit.

Sunday was spent in Heidelberg, and a pretty place it is, at the foot of high forest-clad hills, on the bank of the swift and muddy Neckar. Overlooking the town is the old castle, a grim pile of red sandstone with only here and there a hint of the great architectural beauty of its former self. Wars, the elements, and the hand of Time has defaced it, and the people who once dwelt there are long ago dust, but the crumbling remains seem to have a loyal aspect still. In the great wine cellar is the celebrated Heidelberg Tun, which held 3,000,000 bottles of wine, but when we found that it was empty it lost half its interest for us and we cared only to be in Perkeo's shoes, for he was court jester in this castle and drank eighteen bottles of wine daily. What a picnic, and what a jag that clown must have constantly had! The next day we struck the finest roads we had seen in Germany; long, level stretches of three or four miles at a time; straight, bordered by shade trees or pine woods and with side paths as smooth as a race track. The small towns are invariably paved with rough cobble stone, but between these places come the smooth spots, where we hump along at a three-minute gait.

At Frankfort two days were pleasantly spent viewing the principal points of interest. Frankfort is one of the principal German cities, and is the home of the celebrated sausage which bears the same name. The town was founded shortly after Charlemagne crossed the river at this point, but the date of the first wetner-weurst is unknown. The country had now assumed a level appearance which is characteristic of this part of the Rhine Valley, but the roads continued to be excellent, and the monotony of level landscape was relieved by our rapid passage through quaint old towns, and extensive farming districts where men, women and children toiled in the fields all day, and went home at eventide in the long narrow wagon drawn by a slow-paced cow. Occasionally, when we passed these plodding creatures they would sniff the air, shy to the opposite side of the road, and become generally unruly. We did not intentionally frighten them; we made no noise, and conducted ourselves when in their company as became wheelmen. It must have been the display of calves that unnerved them.

We reached Weisbaden, which is second to Baden-Baden in the matter of mineral waters and hot springs, and where there are a large number of tourists and health seekers at all times of the year. While here we learned that in the neighboring town of Maintz there was an American barber. Now, next to an American pie we longed to make the acquaintance of a barber who was skilled in the American manner of hair-dressing. The native tonsorial artist who is attentive to business in a few years becomes a first-class butcher. When we heard this bit of good news several of the tourists boarded the train and went to Maintz, seven miles, and placed themselves in this man's power. They escaped with whole skins.

As we approached Reudesheim the Rhine enters a narrow valley between the ranges of towering forest-crested hills, which gives a rugged picturesqueness to the scenery. At Reudesheim we take the ferry and are soon landed at Bingen, fair Bingen on the Rhine. Everyone is familiar with the place which has a warm spot in their hearts through that poem which tells of the pathetic death of the "Soldier of the Legion." Opposite the old town the hill rises steep from the riverside in vast terraced vineyards sprinkled with the ruins of castles and crowned by the Neiderwold, a vast forest through which a network of pleasant walks is laid. On a high, projecting spur of the hill stands the Germania monument or the "Watch on the Rhine," a magnificent art piece which commemorates the victories of the Franco-Prussian war. From this point a grand view is obtained of the Rhine as it winds along through the level country we had just passed into the valleys, among the castellated hills we are yet to visit. Our last Sunday on the continent is spent here and we visit the Reinstein castle, one of the best preserved castles of olden times. It is not a ruin as many of them are. It does not stand gaunt and grim against the blue sky and show the fleecy clouds through sashless windows, but remains almost as perfect as when its former tenants lived there years gone by. One cannot tire of viewing these old ruins and wandering through the forests and vine clad hills, while a halo of romance hangs over it all.

"Goodrich."

CORRESPONDENCE.

☞ *The Editors of this paper do not hold themselves responsible for the sentiments expressed in this column.*

MR. WILSON'S AMENDMENTS.

Baltimore, Md., Aug. 21, 1891.

Editors Bicycling World:

Dear Sirs: As I am responsible for two of the proposed amendments to the Constitution of the L. A. W., notice of which was lately given by publication in the Official Department of your paper, I desire to give, and ask you to publish over my name, my reasons for believing that these amendments should be adopted. The first of these provides that the Executive Committee shall annually advertise for proposals for the privilege of publishing the official L. A. W. Bulletin, and shall award that privilege, after publicly opening the bids, to the highest responsible bidder. In the interest of freedom of speech I shall, for the time being, consider that you are not the holders of this privilege which, I believe, costs you $300 per year, and shall write as though for public action in a purely disinterested paper. Your sense of the propriety of keeping its members fully informed on all subjects which concern the League will, of course, prompt you to publish this letter. In the selection of a League paper, many things are to be considered. Most people will say at once that the most important of these is the question of money return to the League. Another naturally suggesting itself is the desirability of the paper as such. Still another is whether, in making their selection the Executive Committee have dealt fairly with those who give value to the privilege, namely, the advertisers. As to the last question I hardly think that any truthful and well informed man will continue to say that they have. The advertiser seeks the journal with a large circulation, not unnaturally. He is not accustomed to inquiring into the particulars of that circulation. He may desire to know to what class of people the paper goes, but it probably never occurs to him to ask whether those who get the paper read it. Yet there can be no question that if the paper in which he pays for space is not looked at by those who receive it, he is not getting the worth of his money. He rightly considers that he takes chances enough of his card escaping notice under the most favorable circumstances, but he has a right to expect that a large majority of those who get the paper shall at least look through it. My investigations, and they have been carefully made, convince me that the advertiser is not being fairly dealt with for the reason that, though the circulation of the Bicycling World, barring exchanges and the like, is as large as the membership and, I think, just about 300 larger, yet not more than one in twenty of those who receive the paper even look at it, and of those who do fully one-half are officials who must, perforce, in order to keep posted as to what appears in the Official Department. I attribute this condition of affairs to the fact that (pardon the criticism) the Bicycling World is desperately lacking in interest, and that no effort whatever seems to be made to have its coming looked forward to with pleasure. Being myself a newspaper man I know too much to offer another suggestion as to how to run his paper, but I also know a good paper from a poor one.

The fact that the getting of the paper free is held out as one of the inducements to prospective League members should not be considered lightly. If we promise a child an apple for doing a certain thing we have not made that promise good if we give him rotten fruit, and to my mind the promise of a bicycle paper made to those who join the League carries with it the implication that the paper shall be a good one. That the privilege of publishing the official Bulletin has a value is proven by the fact that the present holders pay $300 a year for that privilege. That is all right as far as it goes, but it seems to me eminently proper that some means of fairly estimating the value of the privilege should be provided. There should be a means of raising the ante, so to speak, and this would



UNSURPASSED!

That is the universal verdict on a trial of the

CUSHION TIRE EAGLE

The EAGLE is naturally, from its model and construction, an easy running machine. The Cushion Tire adds to its good qualities and makes the "Bird" better than ever.

Our Cushion Tires are made of the best quality of stock, and do not cut nor crack. They are 1 1-4 in diameter for the large wheel, and 1 in diameter for the small wheel.

THE FASTEST COASTER AND
THE BEST HILL CLIMBER
IS THE CUSHION TIRE EAGLE

Write for our second-hand list. Some bargains in second-hand Safeties, Ordinaries and Eagles.

The Eagle Bicycle Mfg. Co.,
STAMFORD, CONN.

CLINCHER PNEUMATIC UNIVERSAL

ROVERS

IN STOCK. Price, $120,00.

The Most Practical PNEUMATIC TIRE Yet Produced,

AND A MACHINE UNEQUALLED BY ANY, AT THE PRICE.

Nearly all styles of Rovers can now be supplied on receipt of orders. Reports of victories won on Rovers continue to come from all directions.

The JOHN WILKINSON COMPANY, 269-271 STATE STREET, CHICAGO.

Circular, No. 18, June, 1891.

SINGER CYCLES

A NEW PATTERN.

SINGER SAFETY, 1888 make, damaged in an accident, June, 1891.

The above is taken from a photograph of the machine sent to us by Messrs. JNO. HOWES & SONS, our Cambridge Agents, who remark: "Slightly damaged, nothing broken except a spoke or two. Rider unhurt."

An unsolicited Testimonial as to the material used in SINGER CYCLES.



AMERICAN DEPOT, 6 and 8 Berkeley Street, BOSTON, MASS.

be provided by the adoption of my amendment. That the ante would be raised in a very marked degree there can be no doubt, as I know one publisher who says that he would avail himself of the chance to offer very much more than $300 for the privilege the BICYCLING WORLD now holds, and another, much more definite, who says he would gladly pay at least $1000 for the same.

This being the case, it is not just that the chance to add to the resources of the League should be neglected. Nor, indeed, are the Executive Committee just to themselves, as they by their action lay themselves open to the suspicion that they personally benefit by the contract in one way or another, a suspicion which is not allayed by the manner in which the BICYCLING WORLD defends and lauds any action the Executive Committee may see fit to take. Neither does it seem just that one Executive Committee should have power to bind by such contract succeeding administrations without limit. I am aware that this has been done, and that the present contract has yet several years to run. The amendment under discussion aims merely to prevent the doing of such a thing again. The other amendment touches eligibility to membership in the League. At present any male of good character, eighteen years of age or over may enter, be he white, black, red or yellow. According to the letter of the law, bad character, extreme youth, professionalism and petticoats are the only four things which can act as a bar. My amendment makes eligible "any white amateur cyclist." This last word is for the benefit of the ladies, who I am sure cannot, and would not if they could, be called wheel*men*. Very many ladies now hold membership cards, and I am glad, very glad they do, but the fact remains that they cannot do so legally as the Constitution stands to-day. Let us change the word and make it all right. I did not insert the word "white" for the purpose of giving those who do not believe in the color line a chance to rant, but simply because the matter has been frequently and urgently called to my attention. I look upon the present construction as an omission, for I do not believe that the admission of colored persons to League membership was ever contemplated. Yet under the present law they can enter, and indeed I question whether, as things are now, they could well be kept out. The District of Columbia has had at least one colored member. There is nothing on the application blank calculated to give the Secretary a pointer as to the applicant's color, even if the Secretary were disposed to make an issue of the matter, and three colored "reputable citizens" would be hard to distinguish, by their signatures, from three white ones.

As to the necessity for this part of the proposed amendment, I will only say that the matter is attracting attention, and that if it is not acted upon by the adoption of some such amendment as I suggest, the League will lose more white members than it will ever gain from the ranks of the colored brethren.

G. P. WILSON.

WAR IN CHICAGO.

THERE is war between the Jackson Club and Cook County Wheelmen of Chicago. At their meeting last Wednesday evening, the wheelmen withdrew from the meeting, and in the grab for the charter some articles of furniture were broken in the melee. Briefly stated the trouble is as follows: Early last December a large party of wheelmen withdrew from the Washington Cycling Club and formed the Cook County Wheelmen. Finding that a large social element could be induced to join were they catered to, the wheelmen formed the Jackson Club, a separate and distinct organization within an organization, created for social purposes. Soon, however, this (social) tail grew and began to wag vigorously the (cycling) dog. The latter, of course, resented such conduct, and as is too often the case it has resulted in war. The Cook County Wheelmen claim it was a clear case to oust them entirely, and the Jackson Club say it's no such thing. At its meeting Jan. 3d, the club had 52 charter members, and Jan. 24th 142 members were admitted. Aug. 1st the combined membership was 397, possibly 97 of this number being active wheelmen. The officers of the two clubs were similar in many respects, except that they held different positions in the different clubs. At the July meeting the trouble, which had been brewing ever since wheeling opened up this season, was first brought to light. In joint session the clubs appointed a committee of six, three from each club, to draft a set of by-laws under which the combined government could travel harmoniously. This committee consisting of Dr. Abbott, Chairman, John Penny, Secretary, and Harry Pratt for the Jackson Club; and C. E. Graham, W. L. Whitson, and P. D. Fenn for the Cook County Wheelmen. The wheelmen committee were cute enough to elect one of the Jackson Club chairman, thus giving them a majority in the voting. A majority report and also a minority report were then drawn up. Thus the matter stood at last Wednesday evening's meeting. By a majority vote the Jackson Club changed the rules so that a majority instead of two-thirds' vote carried, and thus they had not enough votes to within seven for a two-thirds' vote, and thus put every thing their own way. When Dr. Abbott who, though appointed by the social element, was with the wheelmen, got up to give an explanation, as did also Graham, they were both sat upon. Then it was that 41 wheelmen (there were 112 present of both clubs) arose, grabbed the charter, and withdrew. The Cook County Wheelmen's charter had been properly recorded, and the Jackson Club's charter they had failed to record. The latter, upon the withdrawal of the wheelmen, went into active session, and illegally, it is claimed, as Cook County Wheelmen, sold all rights to property, etc., of the Cook County Wheelmen for a consideration. To see the point here, remember that a member of one club was a member of the other as well. The minority report was submitted to the Jackson Club and accepted unanimously, and the Cook County Wheelmen were disbanded.

The wheelmen who had withdrawn then held a meeting upstairs and rejected the majority report and discharged the committee; thus they stand just as they did before. I am advised that a corporation cannot be disbanded unless all debts are paid, and theirs were not. The wheelmen were fooled by letting in the social element in too great numbers. Members of the two clubs are exceeding wroth but, nevertheless, very noncommittal. The denouement will be watched with interest.

"THE LOUNGER."

MR. HENRY G. PRIEST of the Quadrant Cycle Co., Birmingham, England, expects to arrive in the United States about the commencement of October.

He will be glad to receive communications from any substantial firms desiring to represent the Quadrant Cycle Co. in any specified territory.

All letters to be addressed to Box 2225, General Post Office, New York, N. Y.

ANOTHER "CENTURY" CLUB.

WASHINGTON enters the list with a century wheel club. Although there are several clubs in the city, this is the first century club in the field. The club was organized at a well attended meeting of wheelmen on Wednesday, August 19th. The meeting was largely the outcome of the recent trip of Mr. E. B. Terry from Washington to Boston by wheel, he having met several members of such clubs in other cities en route. Those present were determined that the Nation's Capitol, with its vast army of wheelmen, should no longer be behind the times in this respect, and an organization was speedily effected. The new club will be known as the Crescent Century Wheelmen, and to be eligible for membership the applicant must have ridden 100 miles in sixteen hours or less.

Members of the club are also pledged to participate in the semi-annual 100-mile runs of the club.

Those members who do not belong to the L. A. W. will send in their applications sometime in the near future, as it is intended the Crescent Century Wheelmen shall be a League club. The next meeting will be held Wednesday, September 2d, when the committee on constitution and by-laws will report progress. It is also expected that Captain Espey will announce the date and route of the first century run of the club. As the members are all veteran riders of the wheel, the club is already an assured success.

HUGH DOUGHERTY,
Chronicle Crescent Century Wheelmen.

MISSOURI B. AND A. C. ENTERTAINMENT.

A GRAND musical and athletic entertainment was given at the pretty club house of the M. B. and A. C. last night for the purpose of raising funds for equipping the recently acquired grounds in Compton Avenue Park. It was a big success in every way, and fully 150 of the members were in attendance. The large tennis court was gaily decked with Japanese lanterns, and made a most pleasing appearance. The programme opened with a short address by President Holm. This was followed by selections by the Crescent Mandolin and Guitar Club. Messrs. Bergen and Libori of the Missouri Gymnasium then gave an exhibition of the manly art, consisting of three 2-minute rounds. W. D. Hussuny, as a dialect comedian and his impersonations of prominent actors were among the best ever seen here. A guitar duet by Messrs. Sirninger and Hills was warmly applauded. Club swinging by Theo. Koppen was a fine exhibition, after which there was an intermission for refreshments. The second part of the programme opened with a selection by the Crescent Guitar and Mandolin Club, followed by a very fine guitar solo by R. L. Sirninger. W. D. Hussuny made his reappearance as negro, and created more genuine fun than has been enjoyed in the club house for many a day. A tug of war on the tennis court then took place between the cyclists and athletes, best two pulls out of three. The contest was awarded to the athletes. A quarter mile run followed, for a 20 pound water-melon, which the winner was obliged to carry home. In spite of this outrageous condition many entered, and the race was won in four heats. It created endless enthusiasm, and Knapp was decided a winner.

"LINNEUS."

FROM SPRINGFIELD.

A FEW of the posters of the Peoria (Ill.) Bicycle Club have lately appeared in town. These announce among other things that the Peoria track is the fastest in the world. But Springfield intends to claim that for herself, and from present appearances her chances of proving her claim are good.

So far only two trials have been made, in one of which a world's record was established, and in another, that of W. F. Murphy last week, three American records were broken. Now of course Springfield wheelmen will not be satisfied until they have not only the American but the world's record in that greatest race, the mile on the pneumatic safety.

In view of this the trial of Murphy last Monday is encouraging. Murphy, it is conceded, is not now in the best of training, and yet on his first trial he smashed the former American record by nearly three seconds. That ishe took off three of the ten seconds between the American and that remarkable English record of 2.16.

But there are other men besides Murphy who are going to have their try at the mile. Windle, who has been lying low all the year, gave every one a surprise at Rochester and apparently demonstrated himself Murphy's superior. Windle stopped over here when he was going to Rochester, and said he was coming to Springfield to try for records before long. He was confident, it is said, that he could beat the English record on our track.

Hendee is said to be doing great work on the pneumatic safety and it is thought will push Windle hard. Berlo demonstrated in Rochester what he could do and his friends say when he is well trained he will be as likely a candidate for first prize in the mile as any of them.

The men who went from here to Rochester have returned and the trials for records will probably begin again in the middle of this week. Another of the representatives of the Manhatten Club, J. W. Schrefer of New York, arrived Friday and the others are expected soon. The team will have at least ten men in all.

Springfield, Mass., August 24, 1891. W.

PHILADELPHIA TURNER WHEELMEN.

THE many cyclers among the membership of the Philadelphia Turngemeinde of Philadelphia, Pa., (German athletes) had often expressed the desire of forming a bicycle section of above society. The scheme never materialized, however, until August 16th, '91, when about 20 wheelmen of the Turngemeinde, meeting at their hall, 431-435 North Sixth street, for a preliminary spin, wended their way to Valley Green on the lovely Wissahickon; while at Devil's Pool occasion was taken to form the organ-

ization by electing pro. tem. officers. The newly formed section expects to appear on the road with a following of 30 men, in the near future, under the name of Philadelphia Turner Wheelmen. The section is open to members of the Philadelphia Turngemeinde only. As some are members of the L. A. W. steps were immediately taken to form a League club, and it is expected that by fall to have it enrolled as such. R. H.

THE HARTFORD TOURNAMENT.

"The Meeting of the Champions" is the title applied to the 8th annual tournament of the Hartford Wheel Club which occurs Monday and Tuesday, Sept. 7th and 8th, at Charter Oak Park, the record breaking track of America. The title is aptly applied, as the list of entries, which closes Sept. 1st, will already show that the fastest men in the country will compete in the several races for the magnificent prizes offered. Among those whose names will be recognized are W. W. Windle, W. F. and C. M. Murphy, Hoyland Smith, A. A. Zimmerman, W. W. Taxis, H. B. Arnold, J. A. Draper, W. M. Cannon, A. B. Rich, P. J. Berlo, G. M. Worden, S. B. Bowman, J. H Schofer, Banker and Brinker, the famous Buffalo tandem team, and a hundred other lesser lights of the wheeling arena who will unquestionably give a good account of themselves in a short time.

In the class races there will be the largest number of new riders, fast ones, too, than ever met before in any tournament in this country.

The events in which these men compete include the quarter and half-mile, the mile and two-mile races, including the two-mile national championship. It is expected that at least a half dozen present American records will be broken during the two days of the meet, and the arrangements now in the course of perfection will be of the best for the riders, and every facility will be offered to wheelmen for comfort and convenience.

The Constitutional Convention and the meet of the Connecticut Division of the L. A. W. are to be held here the same week of the tournament. The tournament, convention and meet combined will bring together here the largest assembly of wheelmen from all over the country than any other occasion of a similar nature in the United States.

In view of the assurance of a large number of visiting wheelmen, Hartford will expend over $1100 for their entertainment, and those who do come will be royally received and entertained.

The parade of the wheelmen will be one of the interesting features of the occasion. President Dunn will be the Grand Marshal, and his aides will be selected from among the prominent wheelmen of the country.

Joseph Goodman.

TRANSPORTATION TO HARTFORD.

Complete arrangements have been made for the transportation of visitors there to the Hartford Tournament and to the Constitutional Convention, which is to be held during the week commencing September 7th. Excursion tickets will be sold from all points on the Trunk Line Association, and all members of the New York and Boston Passenger Association have agreed for a fare and one-third for the round trip on the certificate plan. Parties attending from St. Louis, Cincinnati, Chicago, Detroit, Cleveland, Columbus, Buffalo, Rochester, Syracuse, and Albany will find the most direct route is by the way of the New York Central and Hudson River and the Boston and Albany railroads, which run through sleeping cars to Springfield, Mass., where connections are made with all through trains for Hartford. Parties from Washington, Baltimore, and Philadelphia should buy tickets over the Pennsylvania and the Baltimore and Ohio railroads. The Boston and Albany railroad will sell tickets from Boston to Hartford on the certificate plan for $3.75. and for $2.35 from Worcester. The New York, New Haven and Hartford railroad will sell tickets from New York to Hartford on the certificate plan for $3, and parties from New York, Brooklyn and New Jersey are directed to purchase tickets at the Grand Central Depot, in New York.

Excursion tickets will be sold, including admission to the park, from Bridgeport, $2.00; from New Haven, $1.50; from Meriden, $1.00; from Springfield, $1.45. Persons from Middletown, South Norwalk, and Stamford, Conn., can buy tickets on the certificate plan for a fare and a third for the round trip.

Persons attending the tournament should pay full fare one way and when buying their ticket should ask for a certificate, and upon presentation to Mr. Joseph Goodman at Room No. 12, United States Hotel, Hartford, for endorsement, a return fare of one-third will be granted.

An excursion train from Poughkeepsie, N. Y., and way stations, will be run to the tournament at Hartfrod on September 7th. Tickets $1.50. The train leaves Poughkeepsie at six o'clock A. M.

All persons buying tickets on the certificate plan should remember to do so at least thirty minutes before train time. Tickets will be on sale Saturday, September 5th. Joseph Goodman.

THE PEORIA MEET.

That Peoria is not to be outdone in prize list this year, or in fact in any respect, is shown by the prize list, which is unquestionably the finest ever offered in the world for a cycling contest. The list is yet being added to, hence publication will be deferred a short time, but as the list already includes a Sohmer grand piano, listing at $1,250, another piano, listing at $600; $1,000 worth of cycles such as the Columbia, Victor, Pneumatic Rambler, Rush, Union, Sylph, etc., etc., and $2,200 in value of other goods, such as stop watches, silver ware, desks, medals, cups, bric-a-brac, etc., etc., aggregating $5,050 it will readily be seen that the prize in each and every race will be well worth the best effort of each contestant, and that the fastest men will all be there can be depended upon, rumors vague and otherwise to the contrary notwithstanding.

That fast time will be made and many records go is as certain as that such would not be the case were not expenses paid. It is a significant fact that since the days of Billy Rowe and the other fast men of the days of "Makers' Amateurs," when expenses were paid by the leading manufacturers, no records worth mentioning have been broken until the much better plan was adopted of payment of expenses by the clubs last year. The public want fast races and to see records broken, and as this can be accomplished only by keeping men in training and in a measure under restraint all the season it is difficult to understand how the advocates of an angelic amateur rule can hope to give good tournaments. Certainly no more gentlemanly or better class of men ever competed than will contest this fall, hence it is difficult to understand the objection to the payment of expenses under reasonable limitations, such as any club managed by business men will naturally place. There has been so much misunderstanding in the West as to the position of the East on various matters, and in the East as to the opinion of "the West" as to the expense matter, that it seems no more than right to set forth the opinion of a portion at least of that section.

The program for the entertainment of visiting wheelmen this year will far surpass all previous efforts. In fact the policy of the Peoria Club has always been not to try to make as much money as possible, but to see how much they can spend in entertaining visitors. There is no inside syndicate pocketing profits, as was the case in the old (not present) Springfield days, and every dollar of the receipts go to the club treasury. Yet, notwithstanding the success of the tournament of 1890, the net profit was less than $800, because of the large amounts spent in advertising and entertainment. Seeing that Springfield and Hartford have published the cost of their music, we will say that we pay Spencer's Seventh Regiment Band and Orchestra $175, which price is a very special one, made to the tournament, made low for the same reason that inclines Peoria merchants to donate many prizes outright.

Peoria extends to every wheelman a most cordial invitation to attend her tournament, Friday and Saturday, Sept. 18 and 19, and guarantees every visitor a right royal good time Everybody from the Mayor down will endeavor to make every visitor feel at home, and the programme of entertainment will be so complete that every moment will be fully occupied and visitors will be sent home feeling as happy and satisfied as has been the case at both previous tournaments—and that is saying a great deal, as our former guests will testify. H. G. R.

THE SPRINGFIELD TOURNAMENT.

Transportation. The railroads mentioned in the list given herewith will make special arrangements for the transportation of all who, living on their lines, desire to attend the tournament. Tickets will be issued on the certificate plan, the passenger paying full fare one way and getting a return ticket at one-third of its face value. The railroads are: Addison and Pennsylvania, Allegheny Valley, Baltimore and Ohio, Baltimore and Potomac, Bennington and Rutland, Buffalo, Rochester and Pittsburg, Camden and Atlantic, Central of New Jersey, Central Vermont, Chesapeake and Ohio, Cumberland Valley, Delaware and Hudson Canal company, Delaware, Lackawana and Western, Elmira, Cortland and Northern, Fall Brook Coal company, Fitchburg, Grand Trunk, Lehigh Valley, New York Central and Hudson River, New York, Lake Erie and Western, New York, Ontario and Western, New York, Philadelphia and Norfolk, Northern Central, Pennsylvania Central, Philadelphia and Erie, Philadelphia and Reading, Philadelphia, Wilmington and Baltimore, Rome, Watertown and Ogdensburg, Western New York and Pennsylvania, West Jersey, West Shore. The Boston and Albany road have also announced that they will carry bicycles free to and from the tournament, on trains yet to be announced. Besides these, all roads entering the city will offer greatly reduced rates for local travel.

PROVIDENCE TOURNAMENT.

E. C. Anthony of Taunton, appeared on a pneumatic safety for the first time at Attleboro track, Saturday the 22nd. He took everything in which he was entered. In fact his competitors did not belong in the same class with him. He will have a chance to test his powers with men of his own class at the Rhode Island Wheelmen's tournament at Providence, September 5th, when he will meet Windle, Murphy, Berlo, Smith, and many of the Chicago cracks.

Barrett left Chicago the 19th on a trip East. He will endeavor to get in a week of good training at Narragansett Park for the Rhode Island Wheelmen's tournament September 5th. Should he get in good shape, the finish with Murphy and Windle will be worth going miles to see.

This will probably be the last year that the Rhode Island Wheelmen will be compelled to use Narragansett Park for their races. There is a move on foot by the Rhode Island Athletic club, to build a first-class track for sports. If they take hold of the matter, the track will be one that every rider can point to with pride. The members of the Athletic club are business men as well as lovers of sports, and affairs will move along in good order and the surface of the track will be as fine as the best track builders can make it.

The advertising committee of the Wheelmen's tournament have made a great hit in offering a valuable prize to the club that will sell the largest number of entrance tickets to the race meet September 5th. There is a warm competition between the Providence Cycling Club and the Narragansett Wheelmen for the prize. The effect has been to advertise the race meet to almost every man, woman, and child in the State, as nearly everyone has been or will be button-holed by some member of one of the competing clubs.

THE MUSIC AT SPRINGFIELD.

The services of the Overman Wheel Band for both days of the coming tournament have been kindly tendered the Springfield Bicycle Club through the generosity of the Overman Wheel Co. The program for both days is as follows:

First Day. March—Sonsonian, Casey; overture—William Tell, Rossini; description—A Hunting Scene, Bucalossi; the Ball of the Hen Coop Knights, Lanendean; selection—Reminiscences of Scotland, Godfrey; galop—the Alarm, Komoak.

Second Day. March—Battery B, Heed; overture—"Merry Wives of Windsor," Nicoli; dance—"Ethiopia," Reeves; bouquet of melodies, Collin; description—episode in a policeman's life, Reeves; galop—Park Point, Brooke. John W. Drown, Secretary Springfield Bicycle Club.



A DELIGHTFUL SURPRISE.

We had the pleasure last week of thoroughly testing one of Gormully & Jeffery's new diamond-frame Ramblers. It was fitted with a cushion tire, and its ease of riding was most luxurious, vibration being reduced to a minimum, while over cobbles the easy swing of the spring frame was remarkable. The wheel handles beautifully, not the least of its merits being the light steering, which is so steady as to be almost automatic. The veriest tyro need have no difficulty in riding it hands off. Down hill the famous bearings assert themselves in coasting, and it is a good climber on the up grades. Altogether, the wheel was a delightful surprise, and we should fancy that once a prospective buyer tested it he would be satisfied with nothing less. About the only improvement we could suggest would be a lighter weight machine on the same model (which is a most excellent one, the new diamond bracing it perfectly) for the lighter and more experienced riders who are blessed with fine riding districts. For them such a wheel would be the ne plus ultra. But for the average rider on the every-day give-and-take American country roads this machine will prove its value. No need of having a pneumatic on one's mind like a nightmare, when a spring frame, cushion-tired wheel like the Rambler can be gotten.—*Sporting Life*, Philadelphia.

Crowded out this week.—"A Possible Electrical Bicycle," "Among Gotham Dealers," "The Amateur Question," "The Election in Kentucky," etc., which will appear next week.

A CENTURY RUN FOR BOSTON.

That energetic wheelmen, A. D. Peck, Jr., desires us to announce that on September 19 he proposes to hold a century run. We shall give details in our next issue, but at present we can say that the start will be from the Boston Athletic Club house at 6 A. M., Saturday, September 19. There will be two pace makers, and the pace will be limited to 8 miles per hour. Participants will not be allowed to run ahead of the pacemakers, and scorching will be absolutely forbidden. In fact the strictest enforcement of the maintenance of the 8-mile-an-hour pace will be made. The route has not yet been laid out in detail, but we shall give full particulars as soon as this is done. In the meantime those desiring to join the run address A. D. Peck, Jr., care Pope Mfg. Co., Franklin street, Boston.

SECOND DAY OF THE ROCHESTER MEET.

Thursday, August 20.

A great many of the wheelmen left for their homes after the races on Wednesday, but notwithstanding the fact there were a great many left, and the business meeting which was held in the Powers Hotel in the morning and the run to Charlotte was well patronized by visitors, and a casual observer would have known by the large number of wheelmen on the streets that there was something going on which bicycles were more or less connected.

At the business meeting of the New York State Division, L, A. W., which was called to order at ten o'clock in room 115 of the Powers Hotel. Chief Consul Bull, of Buffalo, presided, and J. N. Williams, President of Crescent Cycle Club, acted as Secretary *pro tem*. The only business of any importance which was transacted was the unanimous adoption of the following resolutions:

Resolved, That the New York Division favor the proposed amendment to the L. A. W. Constitution, providing that three-fourths membership shall be sufficient to qualify wheeling clubs as League clubs.

Resolved, That the attachment of clubs to the L. A. W. is of great advantage and material benefit to the League; that the advancement of wheeling generally and of the L. A. W. should be promoted, and that it is the duty of the League to afford every facility to welcome clubs throughout the country, and to establish conditions which shall make it possible for all such clubs to join it.

Resolved, That the New York State Division favors the adoption of the proposed amendment to the L. A. W. Constitution, making the presidential term one year instead of two.

Resolved, That the wheelmen who have attended the Rochester meet of 1891, tender to the wheelmen of Rochester, to the municipal authorities and citizens, their sincere thanks for the excellent manner in which they have been welcomed and entertained, and for their hospitality.

In the morning over one hundred visiting wheelmen enjoyed the run to Ontario Beach over the cinder path, returning in time for dinner and the races which came off at 1.30 o'clock.

THE RACES.

The races were not so well patronized as on Wednesday, and it was without doubt owing to the eagerness of the management to make as many dollars as possible by charging for the grand stands, something which the managers of the circuit races do not think of doing, except for the box stand, which it is perfectly right to charge for. There were less than 2,000 people present, and the stands were nearly empty. But notwithstanding the small crowd the races were fine and the crowd present thoroughly enjoyed every event.

Some good time was made and two records broken. Here is a detailed statement:

One-mile novice, ordinary—This was the best novice race ever run in the city, and in fact was one of the best races of the day. The pace set was a scorcher, and it did not seem possible that it could be kept up, but it was, and they came down the stretch like a whirlwind with McTaggart in the foreground, and Noonan a close second. The rest finished in the following order: L. Messurier, F. A. Tracy, G. Griswold, F. C. Milligan, A. E. Ladd. The time by quarters was 39 1-5, 1.20 3-5, 2.07 3-5, 2.47.

One-mile open, ordinary—This race was something of a loaf and it was not ridden in as fast time as the novice. Carman set the pace and the rest were well bunched. The spurt began at the three-quarters, and A. A. Zimmerman won by 8 yards, W. M. Carman second, and W. W. Taxis third. Time by quarters, 46, 1.29 1-5, 2.13 3-5, 2.50 2-5.

Two-mile safety, W. N. Y. championship. Buffalo was in the race for glory, sure, in fact they had a hot water clinch on it. Green of Lockport was in a company too fast for him, and he hung on the egdes. The racers were well bunched all the way, with Dorntge in lead at the finish of the first mile and Penseyres, Banker, Greenand Brinker following in single file. C. W. Dorntge held the lead all the way around and finished first by six yards. F. M. Brinker was second; W. D. Banker, third; W. H. Penseyres, fourth. Time: first mile, 3.15; second mile 6.24 2-5.

One-mile handicap, safety. This race was another record breaker, and proved to be the greatest race of the day. W. F. Murphy (scratch) broke his own record which was the world's for a mile in competition, and made at Hartford on July 4th, same being 2.26 1-5. Murphy was in splendid form and the conditions were favorable. He made the mile in 2.25 4-5. His riding was phenomenal. He caught the field near the half-mile pole, and gradually passed one after another, and came down the stretch with a wonderful spurt, finishing first by 15 yards, with C. W. Dorntge, 30 yds., second; G. L. Prescott, 150 yds., third. Time by quarters, 36 1.11 4-5, 1.50 3 5, 2 25 4-5.

One-mile, 3 10 class, safety. The pace was a good one, and it was made by W. Conally, who finished just by ten yards, with J. A. Wilson, second; W. G. Schack, third. Time 2.58 1-5.

Two-mile, handicap, ordinary. W. M. Carman set the pace, but broke a spoke on the stretch of the first mile and dropped out. Servis finished it first, followed by Fuller, Taxis, Arnold and Zimmerman. Servis could not keep the pace, and A. A Zimmerman (scratch) came to the front and finished first by 10 yds., with W. W. Taxis, 60 yds., second; H. B. Arnold, 100 yds., third; F. T. Servis, 170 yds., fourth, all being bunched. Time: first mile, 2.52 2-5; second mile, 5.44 4-5.

Two-mile open, safety. This race was another record breaker. The first prize was a Featherstone pneumatic safety, and they all wanted it. The pace was a scorcher and was set by W. F. Murphy to the half when C. M. Murphy took it and carried it to the mile. The first mile was finished as follows: C. M. Murphy, W. F. Murphy, Windle, Berlo, Smith. The second mile they were well bunched, and when the three-quarters was struck they were hustling. Down the stretch they came, and W. W. Windle forged ahead, finishing first by a couple of yards, with W. F. Murphy, second; H. Smith, third; P. J. Berlo, fourth, and C. M. Murphy, fifth. Time: first mile, 2.54 3-5; two miles, 5.48 1-5. Windle rode the last quarter in 30 4-5 seconds, which now stands in the world's record, "flying quarter."

One mile, 2.50 class, ordinary. The men started off in a bunch, and not much racing was done until the stretch was reached when Iven and E. E. Servis had a pretty finish. It was a hard fight and E. E. Servis won by three yards. C. J. Iven, second; F. T. Servis, third. Time 2.53.

Half-mile open, safety. There was a big field on the card, but Windle, Zimmerman, Rich, Dorntge, Worden, Banker, Penseyres, Brinker, and Merrill failed to start. It was P. J. Berlo's race, and he finished a good first by 3 1-2 yards, with W. W. Taxis, second; H. Smith, third. Time 1.21 3-5.

One-mile, open, tandem. F. M. Brinker, W. D. Banker, B. A. C.; W. H. Penseyres, C. W. Dorntge, B. A. C. Like the tandem race on Wednesday, it was strictly a Buffalo fight. They were together all the way around, and had not Penseyres and Dorntge swerved to the right on the home stretch they probably would have won the race. As it was Brinker and Banker won by a bare 12 inches. Time 3.12. The last quarter was made in 35 3-5.

Two-mile, six minute class, safety. This was a hot race. At the start Prescott set the pace, and when the men came under the wire at the end of the first mile they were well bunched, and were as follows: Prescott, Servis, Penseyres, Trenaman, Brinker, Conally, Dukelow. The second mile was a rapid one. When Conally, Servis and Penseyres pulled ahead and had a scorcher down the stretch, C. J. Conally made a spurt and finished first by a yard, with F. J. Servis, second, and W. H. Penseyres, third. Time: first mile, 3.14; second mile, 5.57 3-5.

The last event on the programme was a one mile professional unicycle race, open. W. H. Barber, Rochester, being the only man entered, the race was declared off. Iven and Carman were going to try and lower the tandem records from one to five miles, but as they got nicely started their chain broke, and they were obliged to give up the attempt as they had no other machine.

The meet came to an end at Ontario Beach in the evening. Some of the wheelmen went to the lake from the race track, and at 7.30 o'clock about 200 persons sat down to supper. At nine o'clock Assemblyman Parsons distributed the prizes in the Cottage Hotel Pavilion, and the most successful meet ever held in this state came to a close.

It was a splendid gathering, and every one present expressed themselves as thoroughly pleased with their entertainment. The committees in charge are to be congratulated. W. W. R.

RACES AT SHELBINA.

The races held at Shelby County fair on August 19 and 20 were very successful, barring the heavy track, and all the riders are loud in their praises of the treatment accorded them by Local Consul Connolly. The M. B. and A. C. carried off most of the honors, as their representative Jno. W. Bowman, captured no less than three first prizes. The medals are very elegant, and are the costliest ever given in this State. The following is the summary:

One mile handicap—J. W. Bowman, 110 yards, first; Bert Harding, St. L. C. C., second. Time, 2.51 3-4.

Two mile handicap—J. W. Bowman, 220 yards, first; A. G. Harding, St. L. C. C., scratch, second. Time, 5.51 1-2.

One mile handicap—J. W. Bowman, 110 yards, first; W. A. Todd, St. L. C. C., second. Time, 2.54 1-2.

Three mile handicap—W. A. Todd, 80 yards, first; A. G. Harding, second. Time, 9.15.

Half mile scratch—A. G. Harding, first; W. A. Todd, second. Time, 1.39 1-2.

All the races were safety events. Linneus.

THE ALTON (ILL.) RACES.

Whenever Jupiter Pluvius does not interfere to spoil a race meet in this locality, old Boreas takes a hand and makes things very uncomfortable for both spectators and contestants. This was the cause of the slow time made at the St. Louis Cycling Club races at Alton on Saturday, August 22. In spite of all these drawbacks the attendance was fair. The events were seven in number and resulted as follows:

One mile ordinary, 3.10 class—Geo. E. Tivy, first; T. B. Graham, second. Time, 3.49.

One mile safety, 3.20 class—G. E. Tivy, first; W. J Cox, second. Time, 3.07 1-5.

Quarter-mile safety, open—O. L. Rule, first; H. J. Fath, second. Time, 42 1-5.

Two mile ordinary, handicap—O. L. Rule, scratch, first; E. J. Rotty, 175 yards, second. Time, 6.54 1-5.

One mile safety, open—O. L. Rule, first; G. E. Tivy, second. Time, 3.09 4-5.

Half mile ordinary, open—O. L. Rule, first; G. E. Tivy, second. Time, 1.43 2-5.

Three mile safety, handicap—O. L. Rule, first; H. J. Fath, second. Time, 9.30.

Geo. K. Barrett, of Chicago, was present, and by request rode an exhibition mile, and being paced by H. J. Fath covered the distance in 2.45 2-5.

The slow time was also in a measure due to the soft condition of track, which was spoilt by recent heavy rains. Linneus.

COLUMBIA CYCLERS' ROAD RACE.

On Saturday afternoon, over the Park avenue course on Montgomery avenue, from Bryn Mawr to city line, was run the five-mile road race of the Columbia Cyclers which drew a large number of spectators. The order of finish was as follows:

W. W. Owens, 1m. handicap, first. Time 14.27 4-5. Frank Kind, 2.45 handicap, second. Time 16.17. J. Grant High, .50 handicap, third. Time 14.28. Fay Dunkelberger, 2.30 handicap, fourth. Time 16.39; J. C. Gracey, 3m. handicap, fifth. Time 17.11. A. A. Gracey, scratch, sixth. Time 14.15. J. B. Fountaine, Jr., 1m. handicap, seventh. Time 15.26. E. O. Rose, 60s., eighth. Time 15.08. Harry Boyer, 2.30, ninth. Time 17.08. J. N. Enochs, 2.30, tenth. Time 17.10.

"Ariel."

LANTERN PARADE OF THE PHILADELPHIA CLUBS.

At the meeting of the club captains, held at the house of the Park Avenue Wheelmen last week, at which seventeen clubs were represented, it was decided to hold a second annual parade on the evening of October 1st, and the following route was decided upon: Form on 18th street, down Montgomery avenue to Broad, to Columbia avenue, countermarch to Huntingdon, then to Diamond, out Diamond to 22d, back to Broad, to Columbia, then dismiss. J. B. Fontaine, Jr., is chairman of the committee, and Captain French of the Mt. Vernon Wheelmen, secretary and treasurer. "Ariel."

Philadelphia, Aug. 21st, 1891.

RACING AND MEET NEWS AND GOSSIP.

At Philadelphia.—The first annual race meet of the Philadelphia Outing Club was given at Athletic Ball park on last Saturday afternoon, the day being a most delightful one. There was a fair attendance and the events were well contested. Taxis did not ride, having just returned from Rochester. Summary:

One-mile novice, eleven entries, won by J. Stewart Groupe, of the South End Wheelmen, with Frank Nelms, of the Pennsylvania Bicycle Club, second. Time, 3.00 3-4.

Quarter-mile safety, J. R. Hazleton first, with S. H. Crawford second. Time, 38 seconds. Captain C. N. Lancaster won the mile safety novice of the club, with Clyder Shaffner second, in 3.11.

The one-mile safety handicap brought out the usual large field of entries, and the first prize, a silver cup, fell to J. S. Groupe, 160 yards, who rode a very pretty race, with Warren L. Welch, of Wissahickon, second. Time, 2.38 3-5.

One-mile safety handicap, P. O. C., Clyde Shaffner, 250 yards, winning from Captain C. N. Lancaster, also 250 yards, in 2.42 1-5.

In the one-mile tandem handicap the A. C. S. N. team at scratch could not pull up the 175 yards given J. C. Donnelly and S. H. Crawford, who scored a win in 2.29 4-5. Draper and Kelly, the well-known "Navy" flyers, came in about a dozen yards behind the winners.

A one-mile match race between George T. Heilig and J. G. Crawford resulted in a win for the former. Time, 3.38 3-5.

One-mile ordinary handicap, J. H. Draper, of the A. C. S. N., 35 yards, finished first, with Frank Nelms, Pennsylvania Bicycle Club, 160 yards, second. Time, 2.47 1-5.

The third P. O. C. race, a quarter-mile handicap, was taken handily by J. R. Hazleton, scratch; Clyde Shaffner, 50 yards, second. Time, 38 seconds.

J. C. Donnelly, of the Oxford Wheelmen, won the mile three-minute class race, with J. A. Mead, Quaker City Wheelmen, second. Time 3.06 1-4.

The North End Wheelmen match race between J. J. Reeser and J. H. Gilson resulted in a victory for the latter. Time 3.34 3-5.

W. F. Smith won the mile safety, 3.20 class, with J. M. Wilbur, second. Time 3.13 2-5.

The presentation of prizes to the winners took place in the evening at the club's house on North Broad street, where a reception and dance was tendered the visitors. "Ariel."

At Waukesha, Wis.—The great handicap road race from Milwaukee to Waukesha came off Aug. 15, and the interest shown in the respective chances of Van Sicklen and Andrus paled all other interest as to the possible winner of the race. Both these men rode from scratch and both rode inflated tires. Van Sicklen won the race with 58 seconds to spare, consequently the Chicago contingent were happy, and the Milwaukee men correspondingly "quiet." C. W. Price with a handicap of 7 minutes won the race, time 58 52. The official time of the first ten men is N. H. Van Sicklen, (scratch), 57.46; F. T. Andrus (scratch), 58.44; C. W. Price, (7 m.), 58 52; W. C. Wegner (5m. 30s.), 59 10; W. C. Sanger (6m.), 59.39; P. Nickel (8m.), 60.15; F. Kaston (8m.), 61.25; W. B. Young (1m.), 61.55; F. W. Schmitz (8m.), 62.35; Al Morrison (10m.), 63.22. Out of the 37 starters only two ordinaries appeared.

H. J. Hall, Jr., holds the American 10-miles road record now in 29.41, made at Brooklyn, Aug. 17.

At Carthage, KY., Aug. 18.—At the fair some very interesting races were run and the results as follows:

Half-mile ordinary—C. Croninger, first; Schuler, second. Time 1 23.

One-mile safety—Roth, first; Bauers, second. Time 2.50.

One-mile safety vs. ordinary—Roth, first; Croninger, second. Time 2.51 1-4.

Half-mile safety—Jeffre, first; Seradino, second. Time 1.26.

In the trial of the Providence Club men as to who would represent that club in the team race, Sept. 5, Messrs. Hammond, Armstrong and Snow finished in the order named. There were a dozen starters.

Lowville, Sept. 17. Remember the date and be on hand to see the races to be given on that date.

Capt. Simmons of the Park Avenue Wheelmen of Philadelphia writes: "Will you kindly mention in your notes in the next issue of the Bicycling World the fact that we have cancelled the 25-mile road race, which we calculated to run in conjunction with our race meet. We have such a large list of entries for track events we think it advisable to take this move."

G. D. Moffatt, Chicago, on whose safety the American record was lowered to 30.09 for ten miles on the road, will officially survey the course. As fifteen cyclometers all gave the same measurement, it may reasonably be thought to be correct.

The Manhattan Athletic Club will give a bicycle race meet September 26th.

The Belleville races of the St. Louis Cycling Club took place on Aug. 16, and in spite of threatening weather drew a good crowd of spectators. The events were hotly contested and some fair time was made. The following is the summary:

One-mile ordinary, 3.30 class—L. J. Winckler, first; T. B. Graham, St. Louis Cycling Club, second. Time 3.21 1-4.

One-mile safety, 3.20 class—Thirteen men started. J. H. Borgess, first; G. E. Tivy, second. Time 2 53.

Quarter-mile safety, dash—A. G. Harding, first; O. L. Rule, second. Time .45.

Two-mile ordinary, handicap—Seven starters. Harding passed the first three men on the first quarter, and putting all on won handily from O. L. Rule in 5.36 1-4. O. L. Rule, second.

One-mile safety, open. Harding and Rule failed to compete, and R. M. Milford won. Herm. Fath, second. Time 2.54 1-2.

Half-mile ordinary, open—Only two starters and the finish was a foregone conclusion. A. G. Harding, first; G. E. Tivy, second. Time 1.26 1-2.

The three-mile safety, handicap, was the race of the day. It was nip and tuck between Rule and Tidd, but the latter allowed Rule to catch him on the finish, and "with his abominable spurt" he won first place. R. M. Tidd, second; L. J. Winckler, third. Time 8.58.

Harding made an attempt to break the half-mile record, being paced by Tivy, Milford and Fath, but the best he could do was 1.23.

"Linneus."

Although Cincinnati has had a Road Race and two bicycle tournaments this year we are not ready to cry enough. We are to have a third one and as they say the third time is the charm, this one is expected to eclipse all others.

The Ohio Humane Society are to have a horse fair, etc., from the 14th to the 17th of October. One afternoon, probably the 17th, will be devoted to bicycle races. Over $2,000 in prizes will be offered, among which will be a $350 piano, a $300 buggy, a $150 organ, a $135 Warwick safety. The races will be run on the Chester Park track, which is one of the fastest tracks in the country. Mr. J. E. Poorman will have the management of the races. It is intended to have three prizes in every race. The length and character of the races will be announced later. We have "got our Dutch up" and propose to run a tournament that will be worth seeing, and don't you * * * "Star."

The Bicycle races at the Carthage (Ohio) Fair on Tuesday, August 18, which were under the management of Chas. Hanauer, were the most successful cycle races ever run on that track. The rain of the day before and the wheels of the sulkies had left the track very rough.

The half-mile, ordinary, was won by Chas. Croninger, of Covington, Ky.; Walter Schuler, second; Chas. Tudor, third; Rudy Rahe, fourth. Time, 1.23—seven starters.

One-mile, safety, Charles Roth, first; George Bauers, second; Thos. Jefferis, Louisville, Ky., third; Walter Keenan, Dayton, O., fourth. Time, 2.50—six starters.

Half-mile, boys, Geo. Rieger, first; Joe Bauers, second; H. Rentz, Newport, Ky., third. Time, 1.28 1-2—nine starters. Rentz came in second, but as he fouled Bauers second place was given to the latter.

One-mile, safety and ordinary, Chas. Roth, (safety) first; Chas. Croninger, (safety) second; Chas. Aszman, (ordinary) third. Time, 2.51—nine starters. Aszman claimed that Croninger fouled him, but as the judges did not see it the foul was not allowed.

Half-mile, safety, Jefferis, first; H. Serodine, second. Time, 1.26—seven starters. There were two false starts in this race caused by Serodino's saddle turning, Rowe and Bauers claiming they did not hear the bell on the second false start and kept on to the finish, and when the race was started the third time they stayed out.

One-mile and a half lap race for ordinaries, Aszman first and Croninger second at the end of each lap, Aszman finishing over 200 yards in the lead. Time, 4.32—seven starters. Time for each lap, 1.27 1-4, 1.30 3-4, 1.34.

"Star."

The Gotham Wheelmen (New York) club races will take place over the Kingsbridge course, Sept. 7th.

The races at Lansing, Mich., on the occasion of the State Fair at that city promise to be quite a feature. The local merchants have responded nobly in the call for prizes.

W. B. Bogardus, a Buffalo high school boy, recently rode from Buffalo to Chicago, a distance of 710 miles in ten days. Considering that 50 miles of the distance was through sand and 70 miles through mud, the time is good.

The Wanderers of Buffalo will have the last of their series of club races for the season on Sept. 7th, Labor Day. It will be a 25-mile road race handicap and all the club members are invited to participate, for which there will be three medals.

The Port Dayton Wheelmen, of Herkimer, N. Y., will hold a race meeting Sept. 9. Address W. I. Taber, Herkimer, N. Y.

Remember that a grand bicycle tournament will be held at Columbus, Ga., Sept. 18 and 19. The value of prizes offered will aggregate $1,000. For particulars address J. H. Polhill, Columbus, Ga.

The Millbury, Mass., fellow citizens of W. Windle celebrated his victories at Rochester, N. Y., by lighting bonfires and burning red lights. Windle is in it yet!

E. A. McDuffy, the Everett, Mass., wonder, is at Springfield training the Muller brothers, of New York; will also train on the Hampden Park track.

The Springfield Club are having a building put up specially for the use of racing men. The fittings include all the toilet and bath conveniences so necessary in training quarters.

The entry blanks are out for the 50 miles handicap road race of the Century Road Club of Chicago. Blanks and particulars can be had by addressing W. M. Herrick, 81 Madison street, Chicago.

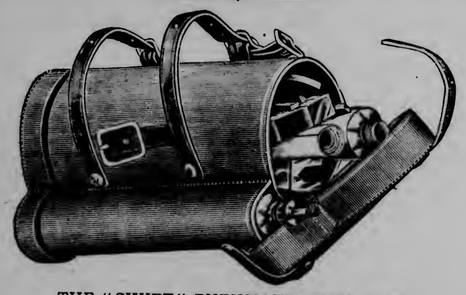
A two-mile open, safety, race is the wheeling event of Labor Day which is always a gala day at the Staten Island (N. Y.) Athletic Club. Shortly after Labor Day it is proposed to take a day for a series of bicycle races, which will eclipse anything before held on Staten Island.

Thursday, Aug. 20, '91, the Featherstone Pneumatic Cycle Club was formed with 28 charter members. The officers for the ensuing year are as follows: President, A. Featherstone; Vice-President, J. E. Bromley, Secretary, R. C. Rueschaw; Treasurer, Ed. Rolle; Captain, John Neville. Board of Directors: A. Featherstone, Paul Haag, M. Bowheer, E. Mackenzie, Jas. W. Featherstone. The club will give medals for long distance records, and will have a racing team next year.

THE entries for the Boston Athletic Club 25-mile road race next October are already coming in fast. For blanks, etc., address A. D. Peck, Jr., care Boston Athletic Club, Boston, Mass.

VAN SICKLEN'S record for this year stands unequaled for a chain of notable victories: May 30, Pullman, 16 miles, time, 50.17; July 4, Poorman, 18 1-10 miles, 58.47; July 16, Detroit, 25 miles, 1.25.11; August 15, Milwaukee, 16.5 miles, 57.46.

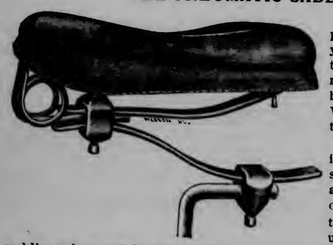
MISS MARGARET KIRKWOOD writes us: "Last Sunday afforded me an opportunity to test a Rover Pneumatic (my very first trial of the inflated tire) and without intending any record I found it sufficiently enticing to make a 102 mile run. From Maplewood to Gloucester, thence to Newburyport and back, a few miles round Medford completing the mileage. A scorch from Newburyport to Salem under two hours in company with the Waltham Cycle Club afforded the chance of making quite good riding time of about 9 1-4 hours for the day.



THE "SWIFT" PNEUMATIC TOOL BAG.

THE above cut shows a Tool Bag that will doubtless increase in favor the more the pneumatic tire is used. Besides being neat and compact, it has a special compartment for the air pump, which is now supplied with every pneumatic machine. The above can be obtained from either of the Branch Houses of the Coventry Machinists' Co., at 239 Columbus avenue, Boston, or 11-13 Madison street, Chicago, Ill., for the sum of $1.50.

THE PNEUMATIC SADDLE.



ONE of the most practical things that has yet been presented to the cyclist is the Pneumatic Saddle, invented by Mr. J. A. Hunt, of Westboro, Mass., inventor of the Hunt Toe Clip.

The pneumatic top is applied directly to the springs, just the same as the leather top of any other saddle, and has the advantage of being used on any kind of saddle springs now in use, as it is manufactured with the metal pieces on under side at each end, fitted for whatever make of springs it is to be used with.

The pneumatic top is made of best oak tanned leather, in two or more parts, the underside of heavy leather and the upper side of soft and pliable stock, the two being stitched together around the sides and in the centre. It is ventilated through the centre thoroughly, and in such a way that there are no seams or sharp edges to chafe the rider.

The air is contained in rubber bladders or tubes, which fill every part of the leather casing by air pressure. The valve is on the under side, out of the way of wear, and is of part metal and locked with screw pressure, and is air tight every time.

This saddle readily adjusts itself to the shape of the rider, as it can be filled to any pressure desired, a small rubber bulb pump being sufficient to blow it up much harder than is needed for use. It has an air space of 1 1-4 inches in thickness all over the top, its shape being of as good style for fitting riders as other saddles.

On stiff springs it is claimed that it reduces the jar to something like the bound experienced when riding the pneumatic tire, relieving the back of the tired feeling so often complained of. In this one way alone it will prove a great blessing to lady cyclists, as its style is as well adapted to them as to men. Says the inventor:

"When you consider that there is no metal or stiff leather within 1 1-4 inches of the bones of the rider, you can form some idea of its comforts. It certainly has a great many advantages over any other on the market, as it is always in place and does not slip or slide sidewise, as there are no straps or cement to give out or loosen. It is solid comfort and has proved very durable, as a few have been used for sometime, the first one being made over a year ago, and greatly improved since.

The new springs invented are full as easy as the best, even when used with the regular style leather top, as there is an easy motion at the forward end to relieve the pressure when hill climbing, and also at the back when coasting, and when sitting directly in the centre of the saddle both the springs work together, with no side motion.

It has the largest possible range of adjustment at the two clamps, either end being raised or lowered or the springs stiffened to suit the rider."

These springs will be fitted with the regular plain leather top on the pneumatic top and tool bag.

Any one that has used the Hunt Toe Clip will at once know that nothing but the best of stock is used, as they stand at the head, many thousands being sold this season. A ready sale of this saddle is already assured by the orders at the present time.

Mr. Hunt will manufacture this saddle until there is a company formed to manufacture this and other things he is getting out.

THE scratch man, F. C. Graves, in the recent road handicap of the Propice Wheel Club rode the distance, 13 1-2 miles in the remarkable time of 39 minutes 16 seconds. This comes near being record. His mount was a Warwick Diamond, with pneumatic tires. The course was hilly and rough, which stamps the performance as the more remarkable.

MR. BELANGER and General Draper are no longer mutually interested in the invention of the former gentleman. General Draper got a bit tired of advancing money to put in the trial machine, and as Mr. Belanger offered to refund the amount put in by General Draper, the latter consented to withdraw. In the meantime Mr. Belanger asserts that he has capital galore pledged, and that the machine will surely be finished. The following, in an interview with General Draper, appears in a Springfield paper:

"But didn't Mr. Belanger make a trial trip on a wooden model, and go 70 or 80 miles an hour?"

Gen. Draper smiled. "It was not Mr. Belanger, but his brother, and the trial was made in Canada. You remember it has been said of miracles that he who tells of them has either a bad memory or a vivid imagination. "I wish to say that Mr. Belanger has behaved honorably to me from the start. When he told me of the cost of making a machine he was like all inventors. They always underrate the cost."

***

A NEW firm in Louisville.—W. A. Rubey, formerly of Jefferis Bros., and W. O. Castle, President Independent Cyclers, and cashier of Ballard & Ballard, compose the firm. They handle the Humber, Lovell, New Mail, Coaster, Referee, and a fine line of medium grade cycles.

THE Pope Mfg. Co. have in a few instances made their safeties with full cushion tires and spring forks, a combination that has taken so well that they have decided to furnish it to all who desire it, and are now prepared to do it where special orders are given to that effect. The price, however, remains at $135. This combination presents in one machine their unequalled cushion tires, cordially endorsed by so many leading wheelmen, and their unrivalled spring fork, which has had such a run. The machine is also fitted with the loop seat rod.

A NEAT little sundry is that offered by the Cycle Sundry Co., of Needham, Mass. All riders know the inconvenience and disastrous results arising from a saddle getting wet from perspiration or rain. This little affair prevents all such trouble, and as it weighs only one ounce and costs 25 cents, every rider should possess one. See page 592.

FIXTURES.

SEPTEMBER.

5—Y. M. C. A. Brooklyn Interstate Athletic Meet, at Brooklyn, N. Y.
5—5-mile road race, "Item conrse," Oxford Wheel Club of Philadelphia.
5—At Providence, Rhode Island Wheelmen's tournament at Narragansett Park.
5 to 19—The Y. M. C. A., Birmingham, Ct., meet.
7—Union County Roadsters of Linden, N. J., race meet at Elizabeth, N. J. G. F. Ames, 408 Jefferson avenue, Elizabeth, N. J.
7.—Fall race meet at Portland, Maine Division L. A. W. James E. Marrett, 448 Commercial street, Portland.
7 and 8—Hartford Wheel Club Tournament, and Meet of the Connecticut Division, L. A. W. Address J. J. Grace, Secretary, Box 365.
9—Race meet at Freeport, Ill. E. H. Wilcox, Freeport, Ill.
9—Port Dayton Wheelmen's Race Meet at Herkimer, N. Y. W. I. Taber, Herkimer, N. Y.
10 and 11—Springfield Bicycle Club's tournament at Hampden Park. P. O. Box 107, Springfield, Mass.
10—First 50-mile handicap Road Race, Century Road Club. Wm. Herrick, 81 Madison street, Chicago, Ill.
11 and 12—National Cycle Tournament, Chicago, Ill.
11, 12—Tournament, Chicago Cricket Club grounds.
12—Second Road Race of the Wheelman's Racing League, Brooklyn, N. Y.
15—Meriden (Ct.) Wheel Club races. W. L. Flagg, Secretary.
17—Race meet of the Lowville (N.Y.) Cycle Club. C. E. Pelton, Lowville, N. Y.
18 and 19—Third annual tournament of the Peoria Bicycle Club.
18, 19—Tournament at Columbus, Ga. J. H. Polhill, Columbus, Ga.
19—Field day of the Birmingham (Ct.) Cycle Club.
22—Rockland County (N. Y.) Wheelmen's race meet, Spring Valley, N. Y. N. Gardenier, Spring Valley, N. Y.
24—Penn Wheelmen's road and track races. H. Y. Yost, Box 193, Reading, Pa.
26—Bicycle Meet of the Manhattan Athletic Club, New York.
26.—Elizabeth, N. J., Wheelmen's race meet.
26.—Wilmington (Del.) Wheel Club's third annual handicap road race. S. W. Merrihew, 906 Jackson street, Wilmington, Del.
29-30—Wheelmen's Meet at Ottumwa, Ia. A. L. Eaton, Ottumwa, Ia.

OCTOBER.

3—25-mile Road Race of the Boston (Mass.) A. A. A. D. Peck, Jr., B. A. A., Boston, Mass.
3—Riverside Wheelmen (New York) tournament.
7—The twenty-five mile road race at Murfreesboro, Tenn.
17—Race Meeting at Cincinnati, Ohio.



A Shot with the Kodak.

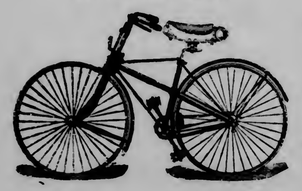
Send to The Eastman Company, Rochester, N. Y., for a copy of "Do I want a Camera," (illustrated) free by mail.

Take a Kodak with you.



PRICE, - - - - $100.00.

THE HARTFORD SAFETY.



—MANUFACTURED BY—

THE HARTFORD CYCLE CO.,

HARTFORD, - CONN.

Ball Bearings, Interchangeable, Strong, Durable and Well Finished.

THE HARTFORD LADIES' SAFETY.



Send for 1891 Catalogue.



Send us your duplicate orders on Bicycle Shoes, Foot Ball, Sprint Running and Gymnasium. Samples out. Stamp for Catalogue.

PIERCE, SMALL & CO., RANDOLPH, MASS.



Solid Gold Regulation

L. A. W. PINS,

Price, $2.

Discount to jewelers only.

Martin Metzger & Co., 7 Maiden Lane, N. Y.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 20

ABBOT BASSETT, Secretary,

OFFICERS FOR 1890—91.

PRESIDENT,
JAMES R. DUNN,
40 Wall st., Room 65, New York

FIRST VICE PRESIDENT,
MAJOR CHAS. L. BURDETT,
Hartford, Conn.

SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN,
116 Broad Street, Elizabeth, N. J.

TREASURER,
W. M. BREWSTER,
117 No. 4th Street, Quincy, Ill.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass

Standing Committees.

Membership Committee.

Sanford Lawton.....Springfield, Mass.
George C. Pennell.....Elizabeth, N. J.
Howard L. Perkins.....Box 103, Providence, R. I.

Committee on Improvement of Highways.

Isaac B. Potter.....Potter Bldg., New York
W. M. P. Bowen.....Box 1513, Providence, R. I.
Charles W. Wood, 334 S. Salina St., Syracuse, N.Y

Committee on Rights and Privileges.

Geo. A. Perkins.....5 Pemberton Sq., Boston
J. S. Dean.....28 State St., Boston
Chas. F. Cossum.....Poughkeepsie, N. Y.

Committee on Rules and Regulations.

T. J. Kirkpatrick..... .....Springfield, O.
A. B. Richmond.....Grand Rapids, Mich.

Transportation Committee.

Albert Mott.....203 Lenox St., Baltimore, Md.
Joseph T. Chism.....120 Mosher St., Baltimore, Md.
Burley B. Ayres, Rand, McNally Bldg. Chicago, Ill.
Thomas Savage Clay.....Savannah, Ga.
Amsi T. Dodd.....70 Park Place, Newark, N. J.
John B. Seward.....35 Milk Street, Boston
Chas. A. Sheehan.....5 Vanderbilt Ave., New York

Racing Board.

George S. Atwater..... .....1424 Penn. Ave., Washington, D. C.
George Collister.....147 Ontario St., Cleveland, O.
Lewis A. Miller.....Meriden, Conn.
W. H. DeGraaf.....47 West 14th, New York City
A. J. Street..... ...599 West Madison, Chicago, Ill.

Statement from President James R. Dunn.

The receipt of a copy of resolutions adopted at a recent meeting of the Illinois Division affords me the desired opportunity to prepare and publish this, the only statement of a public character made or contemplated by me, covering all the points over which a controversy has been attempted.

In order to give an intelligent review of the case, I quote the first preamble:

"Whereas, a difference of opinion has arisen among officers of the L. A. W. upon the following questions, to wit:"

Article XI of the Constitution says: "The officers of the League shall be a President, First and Second Vice-Presidents, Treasurer, Secretary." . . . . . .

I have no official knowledge of a "difference of opinion" between these officials, and do not believe it exists.

The first question upon which they think there is a difference of opinion is, the right of the Racing Board to make Rule G or similar rules or regulations. Article IV, Sec. 7 of our By-laws says:

"(a) To the Racing Board shall be referred all matters pertaining to racing," etc., and (e) "The Racing Board shall have the power to make such rules for its government and the government of cycle race meetings as may be deemed expedient" etc.

I submit that nowhere is the Racing Board given power to create or enforce any legislation which shall limit or confine the constitutional rights of a member of the League. If our *By-laws* in any part seem to permit such conflict, they should be amended. I contend, however, that the Constitution, in Art. III, Secs 1 and 9, declares that a member of the League must be an amateur, according to certain qualifications, which do not prohibit the receipt of training expenses,

etc., from a club, unless such club be financially interested in the sport. Rule G of the Racing Rules reads as follows:

"A competitor in amateur events shall not accept or receive in any way from his own club or any other club, or from any club promoting sports at which he competes, the amount of his entrance fees, his expenses while in training, his traveling expenses, or expenses of any kind incurred by him as such competitor, unless such club shall first have the special sanction in writing of this board to make such payments. A violation of this rule shall work a suspension from the track for such time as this Board may determine."

This rule seeks to control the question, establishing an illegal penalty for violation. Suspension from the track for receiving money for, or payment of expenses, would be an infringement of the constitutional rights of the member suspended, whose redress would be found in a suit for damages against the responsible officers of the League.

I claim that the Racing Board in making the rules for the government of cycle racing is bound to protect our racing men in all rights granted by the Constitution, and has no power to limit or qualify those rights.

Referring to No. 2 of their first preamble, I have to say: First, that the Executive Committee is vested by the By-laws (see Art IV. Sec. 1) with "the general management and control of the affairs of the League, while the National Assembly is not in session," and must "determine *all questions of detail* arising in the conduct of the League."

Art. I., Sec. 1, says: "The President shall have a general supervision over the affairs of the League." Art. IV., Sec. 3, says: "The Committee on Rights and Privileges shall consider and advise in all matters pertaining to the maintenance of the rights of wheelmen, the enactment of legislation and the protection of the privileges of the members of the L. A. W., and may take such action in connection therewith as the circumstances of the case may require."

In the matter before us the Rights and Privileges Committee did "consider and advise" that Rule G was antagonistic to the rights of wheelmen, and violated, rather than protected, "the privileges of the members of the L. A. W." and took "such action as the circumstances of the case required" in their opinion.

The Executive Committee, who were perhaps the only ones to judge as to the wisdom of the action of the Rights and Privileges Committee, by a unanimous resolution, after careful and serious consideration, decided the opinion of the majority of the Rights and Privileges Committee to be correct, and said opinion was sustained.

The President was asked by the Executive Committee to immediately declare Rule G void, in order that no complications might be caused by further delay or contention on this point. I claim first, that the action of the Rights and Privileges Committee was correct; second, that the Executive Committee had full power in the premises; and third, that the announcement of the President was but a simple though painful duty, fearlessly performed, and that his "summary action" was more than warranted by the circumstances.

As the correspondence noted below will explain itself, and will effectually cover the next preamble, I will make no other reference to it at this point.

The fourth preamble simply states: "The present alliance has been productive of results not beneficial to the League;" a proposition of which I have never received the first iota of proof, hence I feel warranted in dismissing the subject with the simple statement that the Executive Committee and Racing Board, acting in pursuance of the resolution of the National Assembly, concurred in the adoption of the Articles of Alliance with the Amateur Athletic Union, upon lines, which not only command recognition of the supremacy of the League in all that we claim, but establish cordial and fraternal relations with an association of kindred interest, instead of perpetuating disastrous antagonism.

Their first resolution being predicated upon premises on which I have never seen any adequate argument or proof, is a remarkable utterance, especially wherein it declares "the action of the President in removing Mr. Randall was ill-advised, particularly as no reason was given therefor." As my reasons have not been given, it would be difficult to maintain the statement that my action was ill-advised. *Mr. Randall was not removed because of the "personal allusions* referred to."

As to this matter, I have been so harshly and unjustly accused, that it is my right and duty to myself and my associates, as well as to the membership of the League, that I take this occasion to enter somewhat fully into detail.

My deepest feeling in this matter is one of intense chagrin for an error of judgment which my somewhat extended knowledge of men would hardly warrant. I admit that I was greatly mistaken in my estimate of Mr. Randall's fitness for the position, as I was prepossessed in his favor, and glad to think I had found for this very important office a man so well endorsed by the West and whose personality was so attractive. For this grevious mistake and false estimate, my apology is due the League. In tendering Mr. Randall the office of Chairman of the Racing Board, I said: "I trust that all the work of the League will be conducted with such good feeling, absolute harmony and unselfish co-operation, as can alone make the administration of the Executive successful." Mr. Randall accepted the office upon this basis. Comment is unnecessary.

Mr. Randall attended the meeting of the Executive Committee and Racing Board in New York, at which time the Articles of Alliance proposed by the A. A. U. were so amended as to be satisfactory to himself and to other members of the L. A. W. Conference Committee. At this time it was generally discussed, and at least tacitly understood, that certain suspensions of A. A. U. racing men (whose cases had been pending for many months without trial), the legality of which was questionable, should be removed, *thus leaving these men open to charges for the same offences.*

I was dumbfounded on receipt of the following telegram from Mr. Randall a day or two after the meeting of the Racing Board in Cleveland:

"The Racing Board has decided that the acceptance of expenses while in training from athletic and cycling clubs is not a violation of Section 9 of the Constitution, and has therefore removed A. A. U. suspensions. See new Racing Rules forwarded to-day before promulgating Alliance."

At the same meeting the Racing Board adopted a "Rule G," similar to the rule of last year, whose constitutionality had so often been called in question. I was requested by a prominent official of the League to submit an opinion, repared by himself, upon the constitutionality of Rule G, to the Rights and Privileges Committee for their decision. The request was granted and reference duly made.

In the meantime I received from Mr. Randall, under date of May 19th, the following statement:

"Rule G was discussed pro and con, from all sides of the question, and it was finally decided that it was entirely within the province of the Racing Board to enact it, and that it was thoroughly constitutional."

On May 23d I wrote Mr. Randall from my Massillon office that the constitutionality of Rule G had been called in question, and that if the Committee on Rights and Privileges considered it unconstitutional and the Executive Committee so decided, it would be necessary to nullify or rescind the rule. I added that I was in hopes the decision would be in favor of the rule, "as I heartily favor it if constitutional," but that while I had "not as yet studied the matter carefully, I was inclined to believe that the consideration being given the rule would result in an unfavorable decision," or words to that effect. I insistently maintain the position established by the records of the conference meetings of last fall, in which the whole question of the payment of expenses was thoroughly discussed by the special committees of the L. A. W. and A. A. U. The expense rule, as agreed upon and recommended to our respective organizations, was satisfactory to me only as an entering wedge or first step towards pure amateurism, and I still hope to see such a *law incorporated in our Constitution* or made possible by constitutional enactment. My objection to Rule G is that its adoption and enforcement are not possible under our present Constitution, and I am unwilling that the Racing Board or any other committee shall force upon my administration a contest of doubtful merit, or that the League's officers shall be forced into an attitude of defending legislation at once unwarranted and impolitic.

These views have been consistently maintained throughout my whole official life. One word more on this subject. I propose, as President of this organization, to maintain to the utmost its honor and dignity, and to enforce its Constitution and legal rules, but while I am avowedly and consistently in favor of the strictest limit to the payment of expenses of contestants, I most heartily desire to execute the will of the majority of the members of the League upon this question and hope their voices will be heard with no uncertain sound at the coming Constitutional Convention.

To my letter of *May 23d* Mr. Randall replied *on June 4th*, as follows:

"CHICAGO, June 4th, 1891.

James R. Dunn, Esq.,

Dear Sir:—Yours of the 23d duly received and should have been answered before, but I have been literally swamped with work and it has been all I could do to keep the most pressing letters answered.

I was not aware that you expected to receive the suspensions and expulsions, etc. The meetings of the Board I consider to be secret aside from what is sent to the BICYCLING WORLD for publication, the same as to all rulings, ballots, etc. However, in the future I will try and keep you better posted.

Rule G. seems to meet with approval all over the country among the rank and file, judging from letters received. As to its constitutionality I fail to see how any one can say it is not. I have had a dozen lawyers look at it and their opinion is unanimous on that point, that it is entirely within the province of the Racing Board to make such a rule. . . .

If the A. A. U. was sincere in its articles of Alliance that it entered into the same for the purpose of maintaining the purity of amateur sports, then it cannot object to Rule G. It refused to pass an expense rule claiming it would be class legislation. It does not need to now the Racing Board has done so for both organizations. If the A. A. U. has gone into this Alliance simply to continue bribing L. A. W. racing men as they

materialize by paying large expense accounts, then the sooner we find it out the better. Rule G will tell the story.

You say Rule G has been referred to the Committee on Rights and Privileges and you fear their opinion will be that it is unconstitutional; well, it may be that it will be against Rule G. I should like to see their opinion on same, and yet even if they do decide against it, I fail to see what effect that will have upon the Board. The Board has decided that it is all right, and that they have the power to make such a rule, have done so and propose to stick by it.

The By-laws say: "To the Racing Board shall be referred all matters pertaining to racing and the championships." What has the Rights and Privileges Committee to do with us then, or any rule we may make? Supposing we disagree, who shall decide as to who is right? I see only two ways in which the Board can be made to rescind a rule made by it, and that is through a Constitutional Convention or by the National Assembly, and I firmly believe from letters in my possession from all over the country, that were Rule G to be rescinded a Constitutional Convention would be called for at the earliest possible moment, as provided for in the Constitution. But I have harped enough for once. Respectfully yours,

(Signed) C. E. RANDALL."

It will be observed that Mr. Randall practically served notice that the Racing Board is supreme, that it matters not what the Rights and Privileges Committee may decide, and that he sees no way that the Executive Committee can require the Racing Board to rescind the rule. He also stated that were Rule G to be rescined a constitutional convention would be called for, which is what I most desired all along. It may be interesting to some to know that Mr. Randall carried his idea of the supremacy of the Racing Board to the extent of forwarding a bill for the expenses of the Racing Board without a statement. The Executive Committee could not approve this bill without knowing what expenses it covered, and when, finally, the itemized bill was forwarded, it was found to contain a fee of $40 paid to Mr. Randall's brother-in-law and attorney for the legal opinion above mentioned.

As the Rights and Privileges Committee has been the legal adviser and counsel for the League in the past, it was considered a high handed proceeding, if not a direct insult to that Committee, for Mr. Randall to go outside of the the League for counsel before first submitting the question to the proper committee. As the Rights and Privileges Committee is composed of attorneys of recognized ability and position in the legal world, and as they unselfishly give their services to the League "without money and without price," this action of Mr. Randall was particularly offensive. As if in further defiance of the constituted authority of the League, Mr. Randall, *six weeks after his removal*, when forwarding to his successor certain of the effects of his office, withheld from funds collected by him, for profits on championship medals, this sum of $40 to pay the bill which had been disallowed. *This sum has not yet been made good to the League.*

At a meeting of the Executive Committee, held May 29th, upon motion of Major Burdett the following resolution was adopted:

"*Resolved*, That the Secretary of the Executive Committee L. A. W. be and hereby is instructed to notify Mr. C. E. Randall, Chairman of the Racing Board, that the Rights and Privileges Committee has given an opinion on Rule G, as follows: "We are of the opinion that the Racing Board cannot pass such a rule, and that the Racing Board must judge of an amateur's status and be controlled by the amateur rule, and explanation in the Constitution. We therefore conclude that Rule G of the Racing Board is unconstitutional.

"That the Executive Committee unanimously affirm this opinion, and adopt it as a proper interpretation of the law of the L. A. W. in this regard, and that the Chairman of the Racing Board will take notice of this opinion and report to the Executive Committee, within one week from the date hereof, such action as may be taken by the Racing Board in view of this decision."

Mr. Randall was duly notified of this resolution.

I wrote Mr. Randall under date of June 3d, as follows:

June 3, 1891.

Charles E. Randall, Esq., Chairman Racing Board, L. A. W., Chicago, Ills.

Dear Mr. Randall: I presume you have already been notified of the action of the Executive Committee *in re* Rule G, of the Racing Board. The opinion of the majority of the Committee of Rights and Privileges having been formally rendered to the effect that Rule G was inconsistent with the Constitution of the League, the Executive Committee adopted resolutions declaring the said rule null and void.

I am very sorry that the Committee should have been forced into such action as this, but particularly sorry for the fact of the unconstitutionality of the said rule, as I should be very glad to be convinced that the rule was proper and lawful. You will, of course, understand that it would be well for the Racing Board to take some action in consonance with the action of the Rights and Privileges Committee, and I need not express my belief that the loyalty of the Board will constrain them to a dignified acquiescence in the action of the Executive Committee, even though they may not be convinced of the correctness of the decision of the legal authorities of the organization. It is essential under the circumstances, as well as advisable, for the Board to vote by letter or telegram to rescind the obnoxious rule rather than to have the only utterance on the subject come from the Executive Committee. You may rest assured that the members of the Executive Committee, as far as I know, have no desire to shirk any responsibility in the matter, and one and all are actuated, I believe, by a desire to recognize the sincerity of the Racing Board in adopting such a rule, even though they are forced to admit that such action was unwise and impolitic, in view of the reasons given for the recent removal of suspensions of A. A. U. men.

Of course Rule G should not be put in print, and if the publishing of the rules in pamphlet form has gone too far for the rule to be expunged therefrom, it will be necessary for you to insert a statement to the effect that Rule G is not operative. This should be done, of course, before the pamphlets are given circulation.

I presume that this has not yet been accomplished, as I have not received a copy of them nor even an estimate of the cost of the work.

With kind regards, I am sincerely yours,

(Signed) JAMES R. DUNN,
President L. A. W.

I believed, and still consider that the rights of our members demanded that immediate notice of the action of the Executive Committee should be given in the League organ, hence my notice in the BULLETIN of June 5th, sent by telegraph:

"The Rights and Privileges Committee having declared Rule G unconstitutional the Executive Committee have declared said rule void.

JAMES R. DUNN, President."

Mr Randall's letter of June 4th, quoted above, certainly establishes the fact that to wait for the Racing Board to act would have been useless.

Under date of June 6th Mr. Randall caused to be published in the WORLD, *Wheel, Referee* and *Bearings*, the following communication:

CHICAGO, June 6th, 1891.

Whereas, James R. Dunn, President of the L. A. W., declares that the Rights and Privileges Committee have declared Rule G unconstitutional, and the Executive Committee have declared said rule void. Therefore the Racing Board gives notice that said declaration is unauthorized, null and void. The rule referred to is authorized by the By-laws of the League, and is not unconstitutional. But even if it were, neither the President nor said Committee have any power or authority, officially, to sit in judgment to either condemn or approve the rules of the Racing Board.

That can only be done by the League and amendment of the By-laws. All these Committees are independent of each other, and creatures of the Constitution. As well might the Racing Board declare the actions or proceedings of the Executive Committee or Rights and Privileges Committee on matters within their province void. No committee can intrench upon the powers and rights of another committee. If any of these committees do exceed their powers, then the power that created the committee can hold them responsible. Does the President claim that he or the Executive Committee or the Committee on Rights and Privileges created the Racing Board? If so, such claim finds no sanction in the Constitution or By-laws of the League or in Parliamentary usages; but such claim must come from that mental intoxication resulting from an excess of exuberance in a condition of self-importance.

Rule G is in full force and effect.

CHARLES E. RANDALL.

Under date of *June 11th*, a letter was sent to the Secretary of the Executive Committee *containing exactly the same words* Upon the same date, June 11th, the following letter, which has never before been published, was sent to me:

CHICACO, June 11, 1891.

James Randall Dunn, Esq.,

President League of American Wheelmen.

Dear Sir:—Your letter of the third of June reached me just after I had mailed a letter to you, also a copy of resolutions passed by Executive Committee from the Secretary of said Committee, Mr. Brown, which I have answered as I thought it deserved. Your bare-faced usurpation of power in taking any official action on any rule promulgated by the Racing Board, is beyond my comprehension. Your publication of same in the official organ of the League is nothing but a direct insult to every member on the Racing Board.

Common courtesy would demand (even if you or your Committee had the right to declare Rule G null and void, which you have not), that the Racing Board be requested to repeal said rule and then, upon their refusal to do so, proceed as you have so arrogantly done. You have doubtless received my reply to the resolution passed by the Executive Committee ere this, and I am free to say that it does not half express my feelings.

Respectfully yours,

(Signed) C. E. RANDALL,
Chairman Racing Board.

Under date of June 13th, Mr Randall wrote me the following:

June 13, 1891.

Jas. R. Dunn, Esq.,

Dear Sir:—In regard to the letter sent to the Executive Committee, and also to the BICYCLING WORLD, the *Wheel, Referee*, and *Bearings* for publication, I wish to say that the last clause in reference to yourself was written upon the spur of the moment, when I was decidely warm under the collar, and I am exceedingly sorry that I allowed my feelings to get the better of my judgment in this instance, and take this way of apologizing for same. Respectfully yours,

(Signed) C. E. RANDALL.

I call particular attention to the following points in these letters. Those for publication were dated June 6th. A copy thereof sent to the Executive Committee as a reply to our resolutions, was dated June 11th."

The more insulting letter to me, dated June 11th, referring to the letter to the Executive Committee, says: "I am free to say that it does not half express my feelings," while the letter of June 13th *apologizes to me personally* for the last clause in reference to myself, in the letter sent for publication on the 6th, and sent to the Executive Committee on the 11th, the excuse being that "it was written upon the spur of the moment," when Mr. Randall "was decidedly warm under the collar." Despite the peculiar fact that Mr. Randall occupied the spur of the moment for five days and suffered this unnatural heat during that whole period, I accepted his apology, personally, in the following letter:

June 15, 1891.

Mr. Charles E. Randall,
3709 Ellis avenue, Chicago, Ill.

Dear Sir:—I am in receipt of your letter of the 13th inst., containing your apology for that portion of your letter of June 6th, sent to the BICYCLING WORLD, the *Wheel, Referee* and *Bearings* for publication, and your letter of June 11th sent to the Executive Committee, which was personal to myself, and have to say that your apology is accepted. You will doubtless see the propriety, however, of giving to your apology the same publicity that was given to the letters referred to.

Yours truly,

(Signed) JAMES R. DUNN.

This apology was purely personal to myself for a specific offence, and was so accepted, but I felt that I had a personal right to demand that Mr. Randall would be courteous enough to cause his apology to be published broad-cast, as his insults had been.

The other members of the Executive Committee insisted upon the following action; I quote the minutes of the meeting:

"The Secretary reported a communication from Charles E. Randall, Chairman of the Racing Board, dated June 11th, received June 15th, which was received and ordered filed.

The following resolution was moved by Major Burdett and seconded by Dr. Brown:

Resolved, That as this answer is addressed to the Executive Committee, it is moved that the President be and hereby is requested to at once exercise his authority under Art. 6, Sect. 5, of the Constitution, and remove Mr. Charles E. Randall, Chairman, and as a member of the Racing Board. Carried."

I voted for this resolution at the request of the other members, but only after the plain statement that even without it I should feel it my duty to remove Mr. Randall, in order to vindicate the committee and officials of the League, other than myself, and that Mr. Randall's removal would not be in any sense the result of his personalities towards me. I simply felt that the dignity of our organization must be maintained, and that it was not a case wherein personal feeling should influence me.

I immediately wired Mr. Randall as follows:

Mr. Charles E. Randall, 3709 Ellis Ave., Chicago, Ill.,
You are hereby removed from the office of Chairman of and from membership on the Racing Board League of American Wheelmen.
JAMES R. DUNN, President L. A. W.

And wrote him as follows:

June 15th, 1891.

M. Charles E. Randall, 3709 Ellis avenue, Chicago, Ills.,

Dear Sir:—This confirms my telegram of even date herewith, which was as follows: "You are hereby removed from the office of Chairman of and from membership on the Racing Board League of American Wheelmen."

You will at your earliest convenience send to Mr. Abbot Bassett, 12 Pearl street, Boston, Mass., Secretary of the League of American Wheelmen, all books, papers, memoranda and other effects in your possession or charge that are the property of the League, or that relate to the proceedings of the Racing Board.

It is sincerely regretted that your recent official action has left no other course than this open to the President.

Yours truly,
(Signed) JAMES R. DUNN,
President L. A. W.

Mr. Randall's reply is here given:

Chicago, June 17, 1891.

James R. Dunn, Esq.,

Dear Sir:—Your telegram and letter all received. I shall forward to Bassett as per your request the last of this week, as that is as soon as I can have the books in shape so that he will understand them; everything entered up to June 16th, 1891.

I sent a copy of my letter to you, to BICYCLING WORLD at same time, not for publication, but to comment on as they saw fit, they may publish my letter in full or may not. I enclose my expense account to date.

Kindly hurry the matter as I am no millionaire and need the money.

Respectfully yours,
(Signed) C. E. RANDALL.

But I am informed by the present Chairman of the Racing Board that Mr. Randall has not yet turned over the correspondence and other papers which are the property of the Racing Board and of the League, with the exception of the record book and some letters relating to pending cases, and even these were not delivered until sent to Mr. Atwater in Detroit at the time of the Meet. As Mr. Randall complained in the past of a similar failure to turn over to him papers belonging to the Committee, his action in this matter is considered inconsistent, if not worse.

It will be noticed by Mr. Randall's letter of June 17th that he sent a copy of his apology to the BICYCLING WORLD, but not for publication. I learned since that Mr. Randall has sought to create the impression that I prevented publication of his apology. In this matter Mr. Randall may have been misquoted; I am still waiting for him to do me the justice of giving his apology the same publicity that was given to his insults.

I feel that I am justified in referring here to the recent requests that have been made for a meeting of the National Assembly.

Art. V. Sect. 2 says: "Special business meetings shall be called by the President upon the written request of not less than fifteen delegates, and from not less than five Divisions; thirty days' notice of such meeting must be given in the official organ, with a statement of the business to be transacted at the meeting, and no other business shall be considered."

I received, during June, copies of the following request, sent by some forty members of the National Assembly:

BALTIMORE, June 11, 1891.

James R. Dunn, Esq., President L. A. W.

Dear Sir: The undersigned request that you will call a special meeting of the National Assembly, L. A. W., to be held at Detroit on Saturday, July 18th, for the purpose of considering the following:

1. Rule G of the Racing Board.
2. The Alliance with the Amateur Athletic Union.
3. The relationship of the League with the Seaboard Road Association.

In order to issue a call for the date requested, it would have been necessary to publish the notice in the issue of June 19th, forms for which were closed on the 16th, the 17th being a holiday in Boston. Up to the 17th I had received requests from nine delegates. They continued to come, however, daily, during the following week. It has been publicly stated that Mr. Randall himself forwarded a number of these requests, so that they reached me prior to the above dates. The envelope which contained the papers sent by Mr. Randall bears a special delivery stamp and the following marks: Postmark, "Chicago, Ills., June 16th, 10 A. M." "Received, N. Y., June 17th, 1891, 9 P. M." "Offered at address June 17th, 1891, at 9 45 P. M. Cause of non-delivery, closed." Received by James R. Dunn, 10.30 A. M., Thursday, June 18th, 1891.

Had I received the necessary number of these requests prior to the 17th, it would have been a serious question to decide as to the advisability and proprietry of holding the official meeting on July 18th, as I was already cognizant of the fact that a demand for a Constitutional Convention was to be made. Such Constitutional Convention required 60 days' notice.

I immediately wrote to the signers of these requests as follows:

June 19, 1891.

Dear Sir: I have received a request for a call for a special meeting of the National Assembly over your signature. It was impossible to have called such a meeting for the 18th of July, as I did not receive the constitutional number of requests in time to give the proper thirty days' notice in the League organ.

I am advised that there will surely be a demand for a Constitutional Convention, and I would like to have your views on the subject of holding a Constitutional Convention and a meeting of the National Assembly at the same time, in the near future. It is my earnest desire that such Constitutional Convention may be held, and that a stringent expense rule, similar to that formulated by the joint conference last fall, may be adopted.

Kindly inform me what is the meaning of the third question suggested for consideration at the proposed meeting, i. e., the relationship of the League to the Seaboard Road Association?

Yours truly, (Signed) JAMES R. DUNN,
President L. A. W.

As I understand that I have been accused of discourtesy, it may not be out of place for me to state that, in reply to these letters, (some forty or more) less than a dozen had the courtesy to reply.

I was thereafter requested by some of the same men who had signed the previous request, to call a meeting at Detroit or Cleveland, and about the same time was requested by an overwhelming number of members of the National Assembly and of League members, to call both a Constitutional Convention and meeting of the National Assembly at Hartford, September 8th, that being the first date at which these meetings might be held together, under sixty days' notice, at a convenient and attractive place. I was obliged to exercise my official judgment and prerogative, and accordingly issued the calls for Hartford, September 8th.

I have endeavored to include in my notice of the meeting of the National Assembly all questions upon which action has been demanded by signers of all of these requests.

If it is desired to curtail or enlarge the duties and prerogatives of the officials of the League, action should be had which will reflect the wish of the majority of the League in this respect, as in all other questions which may arise.

If the Alliance between the League of American Wheelmen and the Amateur Athletic Union has resulted in harm to the League, and is productive of evil rather than good, such action should be taken as to provide for a dignified annullment thereof, in accordance with the provision therein.

As there is no Sea Board Road Association; as the League has no connection with any such organization; as those persons who stated that money had been contributed by the League to such an association, are palpable prevaricators; as none of the persons who requested the meeting of the National Assembly to consider this, amongst other questions, have been able or willing to give a valid reason for raising the point, there is no other way to view this question than (as is admitted) the result of a desire to find a real or fancied grievance against the Executive of the League.

I regret that I did not see, before its publication, the recent statement of the "Executive Committee," as it contains certain errors as to dates, etc., which, however, are set right in this letter. I regret the necessary length of this statement, but feel that I am justified in expecting its careful perusal by all who are inclined to form their opinions *honestly* upon the facts.

JAMES R. DUNN,
President L. A. W.

Uniform Cloth and Buttons.

The regulation League uniform is made of a steel gray cloth manufactured for the League exclusively. This cloth and the regulation League

[SEE SUPPLEMENT.]

WARWICK PERFECTION CYCLES

SEND FOR CATALOG.

WARWICK CYCLE MAN'F'G. CO., - - Springfield, Mass.

When you have received tuition from experience, don't forget to graduate.—Heartsfield.



A good bicycle is a desirable thing to have, and if you bought a cheap machine from an agent who told you that it was "just as good" and you did not find it satisfactory, don't be discouraged; sell your crock and buy a PARAGON.

STOVER BICYCLE MANUFACTURING CO., - Freeport, Ill.

"Finest Quality Produced in the World."

TRADE **"CREDENDA."** MARK.

THE ✱ CREDENDA ✱ SEAMLESS

W. C. STIFF, Managing Director. **STEEL ✱ TUBE ✱ Co., ✱ Ltd.,**
BIRMINGHAM,

TELEGRAMS:—"CREDENDA" BIRMINGHAM. ENGLAND.

PARAGON IROQUOIS

SIDWELL & SABEN,

SOLE NEW ENGLAND AGENTS,

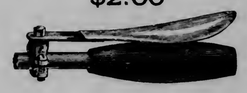
243 COLUMBUS AVE., BOSTON, MASS.

PHOENIX TOURIST

Use Carter's Handle Spring

To Absorb Vibration.

$2.00



Liberal Terms to Dealers.

SIDWELL & SABEN, - 243 Columbus Avenue, Boston, Mass.



"THE BELMONT."

The Best Value ever offered to the American Public. Highest Grade throughout. Credenda Steel Tube, Dropped Steel Forgings, Garford Saddle, and Best Cushion Tires. True Referee Frame. Price, direct spokes, $100. Tangent spokes, $110.

Agents Wanted.

Manufacturers,

THE SWEETING CYCLE CO., 639 Arch Street, Philadelphia.

WELDLESS SOLID DRAWN STEEL

TUBES For Bicycles and Tricycles.

Imported to SPECIAL ORDER only.

PHILIP S. JUSTICE & CO., - - 14 N. 5th Street, Philadelphia, Penn.



THE "HAINES" WRENCH.

(Patented Sept. 17, 1889.)

The Most Complete Wrench for Bicycle riders in the market; made of Cast Steel, finished in black; combines Screw Driver with Wrench; length 4 1-2 in. Warranted first-class, strong and durable. Manufactured only by

AMERICAN SAW CO.,

TRENTON, N. J.

WHEELMEN WEAR

THE NEW

CENTURY-BRACE

TRADE MARK

THE BEST SUSPENDER.

Non-elastic and yet perfectly elastic. Does not heat the body as a belt or tight-fitting trousers; nor the shoulders as do the elastic web suspenders.

If your furnisher does not keep them, send 50c., 75c. or $1.00 for sample pair by mail, postpaid.

CHESTER SUSPENDER CO.,

No. 21 Decatur Avenue, Roxbury, Mass.

Mention this paper.

"Imperial Wheels"

FOR ALL AROUND RIDING ARE POSITIVELY THE BEST



MANUFACTURED ONLY BY

AMES & FROST COMPANY

302-304 WABASH AVE, CHICAGO

CATALOGUE UPON APPLICATION

THE TOURIST.



Simplicity in Construction. Ease in Running. Cushion Tires. Bown's Ball Bearings. No Cast Metal. Manufactured for us by Wm. Bown, Birmingham, Eng.

Also General Agents for the

Warwick, Kenwood, Psycho, Referee, and the St. Nicholas

Line of Medium Grade Wheels.

Manufacturers of the

Perfection Bicycle Alarm, Tire Heaters and Bidwell Cyclometer.

Good Agents Desired. Send for Catalogue and Terms.

George R. Bidwell Cycle Co.,

Chicago: 270 and 272 Wabash Avenue. 308 and 310 W. 59th St., New York City.

ATHLETIC GOODS!

KINGSTON KNITTING CO.,



Manufacturers for the

Trade and Clubs.

The most beautiful line of

Bicycle, Gymnasium, Tennis Costume and Sporting Goods

Made, in worsted, wool and best lisle thread stock. Unsurpassed for style, completeness, elasticity and durability, and at very low prices.

Send for catalogue and club price list, or order with entire confidence that our styles, material and prices will be entirely satisfactory.

No. 27 Kingston Street,

BOSTON, MASS.

TWO PILGRIMS' PROGRESS, "From Fair Florence to the Eternal City of Rome—Delivered under the Similitude of a Ride, wherein is Difcovered the manner of their fetting out, their dangerous journey and fafe arrival at the Defired City." By Joseph and Elizabeth Pennell. A delightful book of travels on a tandem, and containing nearly 200 pages of letter press by Mrs. Pennell, and numerous illustrations from the pencil of Jo Pennell. The book is elegantly bound, and is an ornament to any table or library. Price, $1.60, post paid. For sale by Bicycling World Co., 12 Pearl st., Boston, Mass.

Postage stamps not received in payment.



(No. 61.)

CHRONOGRAPHS!!

START, STOP AND FLY BACK

WARRANTED

AMERICAN LEVER WATCH.

ACCURATE TIME-KEEPER WITH INDEPENDENT FIFTH-SECOND CHRONOGRAPH ATTACHMENT.

No. 60	SILVERINE "CHRONOGRAPH"	Price	$18.00
No. 61	GOLD FILLED "	"	25.00
No. 62	COIN SILVER "	"	22.00

Every watch is fully guaranteed and a certificate of our guarantee is packed with each one.

No. 60 is cased in Solid Silverine Case, hinged front and back, and thoroughly dust proof; the backs are beautifully engraved. Movements are made in both gilt satin finish and in nickel, handsomely damaskeened, and have finely lined porcelain dials marked to the fifth of a second.

No. 61 is cased in open face gold filled case, handsomely engraved; movements are same as in No. 60. They are very finely finished, STEM WIND and SET, QUICK TRAIN, STRAIGHT LINE AMERICAN LEVER, and reliable time-keepers. No. 62 is cased in open face, 2 oz. coin silver case.

These are the best value ever offered in the Watch line. Remember the Chronographs are guaranteed by the makers. Remittances in Bank Drafts or P. O. Orders to

L. R. DAVIDSON & CO., Rooms 44 and 45, NO. 12 PEARL ST., BOSTON, MASS.

(References: WHEELMAN CO., Publishers of BICYCLING WORLD AND L. A. W. BULLETIN.)



$135.00

Featherstone's Pneumatics $135.00.



$135.00

Speedy. Comfortable. Durable. Fully Guaranteed.

THIS INCLUDES THE TIRES.

WRIGHT & DITSON, Sole N. E. Agents, 578 & 580 Washington St., Boston, Mass., U.S.A.

WESTERN * WHEEL * WORKS.

We are pleased to announce that our well and favorably known

Crescent and Juno

SAFETY BICYCLES ARE NOW FITTED WITH BOTH CUSHION AND SOLID TIRES.

FOLLOWING ARE THE PRICES:

Crescent, Cushion Tires, - - - - -	$95.00
" Solid " - - - - - -	85.00
Juno, Cushion Tires and Dress Guard, - -	85.00
" Solid " " " - -	75.00

Everybody, we suppose, knows that our Rob Roy is the best 26 inch diamond frame machine for $50.00 in the market.

SEND FOR CATALOGUE.

R. L. COLEMAN & CO., 35 Barclay Street and 40 Park Place, NEW YORK CITY.

RECORDS GOING!

Rhode Island Wheelmen's Annual

TOURNAMENT.

Narragansett Park, Prov., R. I., Sept. 5.

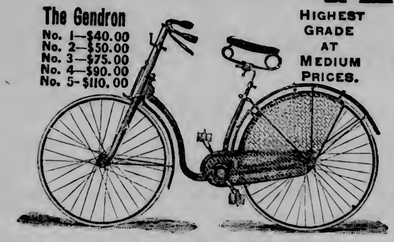
TRACK STEAM ROLLED.

Big Prizes. Big Time. Everybody Hustling.

ENTRY BLANKS, J. H. TAIPE, 17 10TH STREET, PROVIDENCE, R. I.

GENDRON.

The Gendron
No. 1—$40.00
No. 2—$50.00
No. 3—$75.00
No. 4—$90.00
No. 5—$110.00



HIGHEST GRADE AT MEDIUM PRICES.

We are Headquarters for Cycle Supplies.

SEND FOR CATALOGUE.

The Gendron NO. 6 $100.00.



The Gendron NO. 7 $115.00.

Eastern Office and Wareroom: 107 Chambers St., New York.

GENDRON IRON WHEEL COMPANY, Factory and Home Office: Toledo, Ohio.

Jersey Fitting

LADIES' EQUESTRIAN TROUSERS

originated with some sensible ladies for Horse-back riding, to do away with folds and plaits in skirts and drawers, which made a very uncomfortable cushion. Then followed the lady bicycle riders, who made the same complaint. Afterwards came a call for tennis, croquet, boating, yachting and all out-door sports, climbing mountains, and long tramps in the woods.

Then began light to dawn on the minds of some of the more sensible ladies, who said "How foolish we all are to burden ourselves with so many skirts, when one garment weighing only six or eight ounces, is warmer and so much more comfortable every way, giving better protection and perfect freedom to the whole body."

These garments are jersey-fitting, and made to fit, so there will be no more pressure on one part of the body than on the other. Ladies who have worn the Equestrian Trousers are very enthusiastic in their praise. These garments are fast coming into universal use; let every lady try them.

Wear the Equestrian Trousers for "Comfort and Health," and what you like over them to make you fashionable.

Before purchasing, see Holmes & Co's Patent, represented in the accompanying cut, then you will buy no others.

Ladies going abroad are buying them to wear on ship board; and a very wise thing to do.

Only one complaint has reached us and that has been the break away at the fork of the legs.

After a careful study for the best way to avoid this, we have KNIT, (NOT SEWED) in a piece of cloth, just the right shape to give it a proper fullness at the fork, making it heavier just where the strain and wear comes, which prevents it from breaking away.

We have taken out "Letters Patent" on this improvement, under date April 28, 1891, and consider it one of the most indispensable features of the "Equestrian Trousers."

We have them now perfection in every part, and every lady before buying should see and know for themselves how much this new patent adds to the value of the Equestrian Trousers.



Front View. To show our new Patent Apr. 28, 1891. Back View.

When this Garment is not found with your best dealers, send stamp for Catalogue and Price List to us. We do a large business through the mail, and warrant satisfaction.

ATHLETIC & GYMNASIUM GARMENTS Manufactured by HOLMES & CO., 109 Kingston St., Boston, Mass.

NEW YORK BELTING & PACKING CO Limited.

JOHN R. CHEEVER, J. D. CHEEVER, F. CAZENOVE JONES, } Managers. PATENTED JUNE 2, 1891.

WM. T. BAIRD, Secretary.

15 PARK ROW, NEW YORK. Oldest and Largest Manufacturers in the U. S. of PATENTED JUNE 2, 1891.

VULCANIZED-RUBBER FABRICS FOR MECHANICAL PURPOSES.

We are prepared to execute orders for the ONLY PERFECTED

CUSHION TIRES For SAFETY WHEELS.

AND ANY ARTICLES OF SOFT RUBBER FOR BICYCLES.

Correspondence Solicited.

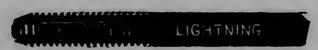


S. P. Cushion Reinforced.



Showing our S. P. Cushion Tire under compression, making a double cushion.

FINE TAPS AND DIES. For Bicycle Work.



LIGHTNING AND GREEN RIVER SCREW PLATES. Bolt Cutters, Hand and Power Drilling Machines Punching Presses and Other Labor Saving Tools. Send for Price List.

WILEY & RUSSELL MFG. CO., Greenfield, Mass



FOR TANGENT AND DIRECT SPOKES.

Nickeled, Price 75c., Postpaid.

Dealers send for Sample and Electrotype.

AVERY & JENNESS, 5756 Madison Ave., Chicago.

ADVERTISE NOW in the "Bicycling World."



Bicycles.—Over 1200 Bicycles in Stock. Special Bargains.

30 Inch, Full Ball Bearing Safeties, Good as New, $42.00
30 Inch Safeties, Balls both Wheels, Good as New, 37.00

Order quick and mention these prices, as they are not in our Catalogue.



A. W. GUMP & CO., - - Dayton, Ohio.



Plymouth Rock Pants Company.

HEADQUARTERS: 11 TO 25 ELIOT STREET, BOSTON, MASS.

Official State Tailors OF THE L. A. W.

Washington, D.C., Maryland, Pennsylvania, Connecticut, New Hampshire, Virginia and Missouri.

Authorized makers from the LEAGUE CLOTH.

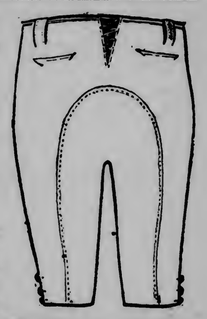
Coat, - - - $7.50
Breeches, - 4.75 } Ordered Together, $12.25.

As per *specifications required by the Uniform Committee.*

We have Branch Stores in the following Cities where your orders will be taken.

BRANCHES: 279 Broadway, New York; 943 Penn. Ave., Washington, D. C.; 74 Adams St., Chicago, Ill.; 914 Main St., Richmond, Va.; 217 19th St., Birmingham, Ala.; 291 Main St., Worcester, Mass.; 275 Meridian St., East Boston; 508 Mulberry St., Macon, Ga.; Room 4, Y.M.C.A. Bldg., Burlington, Vt.; 282 Second St., Memphis, Tenn.; 430 Church St., Nashville, Tenn.; 820 Main St., Dallas, Tex.; 629 Broad St., Augusta, Ga.; 108 W. 3d St., Davenport, Ia.; 1109 Broad St., Columbus, Ga.; 307 Tremont St., Galveston, Tex.; 143 So. 12th St., Lincoln, Neb.; 700 Austin St., Waco, Tex.; 110 Canal S., New Orleans, La.; 6 E. Government St., Pensacola, Fla.; 39 Whitehall St., Atlanta, Ga., 68 So. Main St., Waterbury, Conn.; 970 Elm St., Manchester, N. H.; 106 N. Main St., Concord, N. H.; 104 Montgomery St., Montgomery, Ala.; 796 Chapel St., New Haven, Conn.; Main St., opp. P.O., Springfield, Mass.; 16 W. 9th St., Chattanooga, Tenn.; 134 Thames St., Newport, R. I.; 606 Main St., Kansas City, Mo.; 244 Fourth Ave, Louisville, Ky.; Exchange St., corner entrance, 2 State St., Hartford, Conn.; 910 Congress Ave, Austin, Tex.; 406 Houston St., San Antonio, Tex.; 318 So. 15th St., Omaha, Neb.; 310 E. 5th St., Dayton, Ohio.

Also Agents at most all points in every State. We will call whenever and wherever needed by your notifying Headquarters, BOSTON, MASS.



Makers of ALL STYLES OF UNIFORMS.

Address POSTAL CARD For Samples.

Learn to Ride
BY USING OUR
INSTRUCTION BELT
Price, with instructions for use, $1.25.
ST. LOUIS WHEEL COMPANY,
311 N. 14th St., St. Louis, Mo.

A NEW DEPARTURE.
"THE BICYCLE INN,"
194 and 196 Columbus Avenue, Boston.
Bicycles Boarded, Cleaned and Cared For
BY THE DAY OR WEEK.
Competent Attendance and Moderate Charges
Dressing, Toilet and Coat Rooms in connection with the only "BOARDING STABLE" for Bicycles in Boston, where you can leave or take your wheel at any hour of the day or evening.
E. E. BROWN, Manager.

SECOND-HAND SAFETIES
I am selling out a number of them; good wheels at way down figures, to make room for a big lot of the famous REFEREES, which we will have this month.
W. J. NEWMAN, 46 Columbus ave., Boston.
And HARVARD SQUARE, CAMBRIDGE.
Open evenings.

HAVE YOU SEEN THE NEW
BUTCHER CYCLOMETER?
Ask Your Dealer to Show it to You.

For Ordinary Bicycles. Price $10.00. By Mail On Receipt of Price.



For Safeties. Price $11.00. By Mail On Receipt of Price.

The unprecedented demand for this Cyclometer this season is our apology to our many customers for delays in filling orders. With enlarged facilities, we can now fill all orders promptly.
The Butcher Cyclometer Co.,
338 WASHINGTON ST., BOSTON, MASS.

THE UNIVERSAL WHISTLE.



Patented Dec. 11, '88.

The Best Whistle for Cyclists, Hunters, Horse-car Conductors, and every one who use Mouth Whistles. The Patent Mouth-Piece enables one to hold it in mouth without use of hands. Price, by mail, 25c. or $2.00 a dozen. A chance for any smart boy to make money. WHITTEN, GODDING & CO., Providence, R. I.

ONE PIECE WIRE Key or Watch Fob 40 CTS.
CLUB PINS
BADGES, MEDALS &c. C. O. REICHERT
16 CROWN ST. NEW HAVEN CT.

To Athletes, Cyclists, Baseball & Footballists, Horse-back Riders, Boxers and Oarsmen; when you want to ride, run, walk, row, skate or swim a long distance, USE
ANTI-STIFF
To Strengthen the Muscles.



To Strengthen the Muscles.

It is a marvelous preparation for Strengthening the Muscular System. With Anti-Stiff there is no faith required; it goes straight for the muscles, and you can feel it at work. It has a peculiarly warming, comforting and stimulating effect on all weak or stiff muscles and sinews. Quick in action, cleanly and pleasant in use. Rub it into the muscles every night for a fortnight, and you will be pleased at its supporting and strengthening properties. There is not, nor has been, anything like it till now. It differs from all Oils, Embrocations, and Liniments, both in substance and effect.

Prices 20c. and 35c. per box.

Has a Large & Increasing Sale throughout Great Britian.
E. FOUCERRA & CO., AGENTS FOR U. S., 30 N. WILLIAM ST., N.Y.

HUMBERS

A GOOD STRONG DIAMOND, - - - - - - $100 00
A LIGHT ROADSTER (Beeston Pattern), in Solids and Cushions, - - - - - - - - - $135.00
IN PNEUMATICS, - - - - - - - - $160.00
THE FAMOUS BEESTON LIGHT ROADSTERS, Cushions, - $160.00

New York State Agents,
ARIEL CYCLES,
Schoverling, Daly & Gales,
302 Broadway and 54 Duane Street, - - NEW YORK.

New Edition Revised
— OF —
Mr. Porter's Excellent and Remarkably Successful Handbook of the Wheel and Everything Connected with its Use.
Brought down to date with Special Reference to Tires and Vibration.
CYCLING
— FOR —
Health and Pleasure
A Complete Guide to the Use of the Wheel.

Wheelmen as a rule are not slow to say a good word for the wheel, but they are not always equally prepared to give a convincing reason for "the faith that is in them." Constantly there comes up the question, "What will cycling do for me?" It is frequently answered correctly enough, but the truth is so much greater than the inquirer expects that he cannot believe it, and when he presses for answer "how can the wheel do so much," or "why is it that it does so much," a satisfactory reply is not forthcoming. The power of the wheel to promote health is an entirely unknown and unimagined quantity to the great lay multitude, who naturally expect cyclists to be able to answer all inquiries. In this book one chapter is devoted to this particular point; the effect of exercise on the system is examined, and medical men quoted. Every wheelman ought to have at his tongue's end the points here made.

230 Pages, Illustrated.
PRICE, 50 CENTS, POSTPAID.

WHEELMAN COMPANY,
PUBLISHERS,
12 Pearl St., - Boston.
Stamps not Received.

Official Outfitters to the League of American Wheelmen.

Authorized by the Executive Committee.

Browning, King & Co.,
Official Tailors of the L. A. W.



406, 408, 410 & 412
Broome Street,
NEW YORK.
The Only Official Tailors to the L. A. W.
COAT, $8.00, BREECHES, $5.25.
Cloth, $2.10 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

A. G. Spalding & Bros.,
Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.35
Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk.....60
Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic. 4.00
No. 1, Canvas, leather trimmings. 3.50

Sent post paid on receipt of price.
Send for Catalogue Knit Racing and Training Suits.
A. G. SPALDING & BROS.,
241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia, 1032 Chestnut St.

THE NEW COLOR **LEAGUE CLOTH** IS NOW READY.
Samples of same can be obtained on application to
BROWNING, KING & CO., - New York.

The Billings & Spencer Co., Hartford, Conn. U. S. A.

Manufacturers of the Wheelman's Favorite, Billings Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents



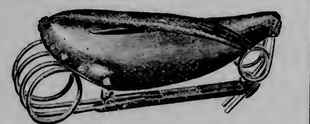
Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.

SAY!!! Have You Got a

Forget-Me-Not Saddle Cover?

Preserves Saddle Tops. Is Cheap and Durable.



Weight 1 oz. Pat. applied for. Price 25 cts.

This useful article will fit any Saddle Top, making it secure against rain and moisture. Can be carried in vest pocket. Riders leaving their wheels in open air need not be afraid of the rain spoiling their saddles, as they can be instantly made waterproof. Cycle Dealers keeping a stock of wheels can have the saddles always fresh and clean by using the "Forget-me-not." No flies on saddles so covered. Agent wanted everywhere. Special quotations for quantities.

CYCLE SUNDRY CO., - Needham, Mass.

H. H. BROWN,

Wappingers Falls, N. Y.

Patentee and Manufacturer of

Hard Rubber Bicycle Handles and Grips

FOR CYCLE MANUFACTURERS.



BACK VIEW

Indispensable to Bicyclists Athletes and the Gymnasium:

Call's No. 5 Supporters (jock strap) with elastic back, lace front and adjustable back straps. A sure fit. No. 5 (same as cut), 75c. No. 6, with pockets on each side of lacing, $1.00. No. 7, with hose supporter attached to sides, $1.00. Number 8, pockets and hose supporter, $1.25. Order by number and give tight measure top of hips. Postpaid on reciept of price. S. B. CALL, 358 Mair Street, Springfield, Mass.

THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as THE CYCLIST does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmey. $2.50 per year, including postage. Office: Coventry, England.

Subscriptions received by the Wheelman Co.

Meeting OF THE Champions

Eighth Annual Tournament

..... OF THE .....

HARTFORD

WHEEL CLUB

AND MEET OF THE

Conn. Division, L. A. W.,

CHARTER OAK PARK,

Monday and Tuesday, Sept. 7 and 8, 1891.

The Record Track of America.

Handsome, Costly and Useful Prizes

Twenty Short and Exciting Races.

Entertainments Each Day.

The Racing Events of 1891.

Excursion Rates on all Railroads.

Entries close September 1st. Entry blanks Mailed on application to J. J. Grace, Sec'y, P.O Box 365, Hartford, Conn.

THE

COLLINS PRESS

15 MILTON PLACE, BOSTON.

One of the few large printing offices in the country entirely equipped with type on the point system.

Our Machinery plant embodies all the latest improvements in printing presses, and is ample for the production of the largest jobs of press work.

The *Bicycling World and L. A. W. Bulletin* is printed at this office, and some idea may be had of our facilities from the fact that we make over 100,000 impressions on this paper each week.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜



L. A. W. BADGES

The official design in

SOLID GOLD.

Prices, $2.50, $3.50, $5.00 and upwards.

Members are cautioned against buying the inferior imitations now being offered.

L. A. W. RINGS.

A heavy elegant Seal Ring, with plain or carved shank. The gold badge lies over a black onyx stone, and has a small diamond in the hub. Price, $15. Send for circulars to the original and only authorized maker,



C. H. LAMSON,

203 Middle St., Portland, Me.



LAMSON'S

Luggage Carrier

NO. 1.

Convenient, durable, noiseless, cheap. $1. Sold everywhere.

Made by

C. H. LAMSON,

Portland, - Maine.



JOHN HARRIOTT

PRIZE MEDALS CUPS, BADGES AND PINS.

3 WINTER ST. BOSTON

BAR PAT. APRIL 15, '90.



L. A. W. Pins

FROM $1.00 UP.

Discount to Bicycle Dealers and Agents.

Send for Full List, including Race Medals.

Duryea Jewelry Co.

194 BROADWAY, NEW YORK CITY.

1891 PNEUMATIC—B. & A. Humber racing safety, 26 1-2 pounds, Dunlop's latest (sewn canvas) pneumatic tires; machine and tyres absolutely new; enamel slightly marred; $150; owner going to England. H. O. STICKNEY & CO., 440 Harvard st., Cambridge.

WANTED.

A FEW DISTRICT AGENTS,

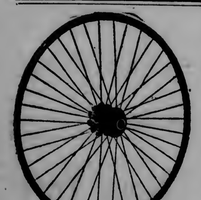
—OR A—

Sole American Agent,

FOR A HIGH-CLASS CYCLE.

Apply Immediately to

THE COVENTRY CYCLE MFG. CO., GROVE WORKS, Coventry, England.



SAFETY BICYCLE WHEELS.

We supply cycle manufacturers and others with any grade wheels in any quantity. Thousands in use.

The Most Durable Wheel Made.

We invite comparative tests with any or all others. Write us for descriptive price-list.

I. A. WESTON & CO.,

JAMESVILLE, (near Syracuse) N. Y.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

$2.75.

I will cut a single line, steel street die, monogram or cipher, with 5 quires fine writing paper and envelopes, paper stamped in colors for $2.75; all duplicate orders filled at $1.00 less, the die to remain in my possession; will mail samples on application.

M. R. WARREN

Stationer and Engraver,

336 WASHINGTON ST., BOSTON

Mention this paper.



The "Popular"

All Ball-Bearings.

Price, $85.00.

A few shopworn at $75.

PERCIVAL TATTERSFIELD,

12th and Oxford Streets, Philadelphia, Pa.

The Lowville Cycle Club's

THIRD ANNUAL RACE MEET

Will be held at

Forest Park, LOWVILLE, N. Y., SEPTEMBER 17th,

In connection with the Lewis County Fair.

Entries close Sept. 10th. L. A. W. rules to govern. Prizes of Unusual Value and Beauty.

W. S. Maltby will give an exhibition at our Meet.

Address Charles E. Pelton, Lowville, N. Y.

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. **W. E. AUGHINBAUGH,** Baltic Building Washington, D. C.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ *Cash must accompany the Order.*☜

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜

PNEUMATIC RACING SAFETY—B. & A., Humber pattern, very light and strong and nearly new. P. W. DAVIS, Thomaston, Me.

$25 REWARD. Stolen—Swift Safety, Model B, cushion tires, No. 1003SS. W. SHAKESPEARE. 6 Pine st., Waltham, Mass.

WANTED—To sell or exchange for a high grade Typewriter or Ladies' Safety, a 5x8 view outfit, Antony, Darlot lens and stereoscopic lens, printing frames and 5 double plate holders, burnisher, chemicals and everything complete for taking pictures; also four different kind of shutters; outfit, when new, cost $175. Correspondence solicited. Address P. G. DAUT, Sigourney, Iowa., P.O. Box 658.

$140 Cushioned Rambler, 1891 pattern. Used one month. Good as new. Will sell for $115. Sent C.O.D., to allow examination on receipt of $5. Address "BIKE," Vincennes, Ind.

FOR SALE—A No. 2 Kodak Camera nearly new. For particulars address KODAK, box 816 Middletown, Conn.

48 INCH 1891 Eagle Bicycle, not run over 300 miles $60. A. B. C., this office.

HUSBANDS WANTED

To know that if they want to keep their Bicycle looking like new and prevent it from rusting they must clean it with Wilson's Wonderful Nickel and Enamel Preserver, price 50 cents. Ask your cycle agent for it. WILSON MFG CO., 15 Tremont Row, Boston, Mass.

HUMBER Pneumatic, shop worn, $125. cost $175. Ormonde, cushion, $70, cost $140. Ladies' Safety ball bearings, $40. All warranted. Address "WILLIS," 73 Main St., Cortland, N Y.

SPLENDID All English Pneumatic, used three weeks, perfect order, cost $150, sell for $98, sent C. O. D. on examination on receipt of $5 to cover charges. W. W. STALL, 509 Tremont st., Boston, Mass.

PATHFINDER—For sale cheap. Good order; ball bearings to both wheels and pedals. Ridden about 50 miles. E. A. PAYNE, Carthage, Ill.

FOR SALE—Cheap, one 1890 Columbia Safety, good as new. C. S. SCOTT, Cadiz, Ohio.

ADDRESS CARDS. Everybody needs them. You belong to the L. A. W., so our L. A. W. address cards are what you need. We will send you samples on application. BRISTOL PRINTING CO., North Easton, Mass.

$100 BUYS a Catford Premier with 1 1-4 inch cushion tires, 1891 pattern, as good as new. A. B. C., this office.

A HANDSOME, splendid running 1891 Columbia Safety for gent, solid tire; I bought it July 20 for $135; I will now sell it for $100 cash as I am going back to business and cannot use it. Will ship by express if charges are guaranteed. JOHN W. WILSON, Cottage City, Mass.

FOR SALE—50 in. Victor L. R., first-class condition, and one 4x5 Hawkeye camera, $70. Address T. A. ENGLERT, 43 Fifth avenue, Pittsburg, Pa.

ALL MAY RIDE NOW.

NOTE THE PRICES.

Cruiser Safety, full ball, $45; Strong safety, full ball, $45; Crescent safety, full ball, $50; Victor safety, full ball, $60; Broncho L. R. safety, full ball, $70; Hartford cushion Tire, full ball, $80; Union No. 12, used 1 month, full ball, $100. All in good repair, some almost new. Send for full description.

KNIGHT CYCLE CO.,

207 N. 10th Street, St. Louis, Mo.

NEW MAIL with Cushion Tires, used three weeks, practically new. $80. A. B. C., this office.

48 INCH Eagle, half nickeled, in perfect condition, run about 25 miles, $110. 52 inch Eagle, half nickeled, with Brooks' cyclometer, in good running order, except tires, which are somewhat worn, $80. Either sent C.O.D., on receipt of $5. JOHN B. HARDY, Chester, Conn.

WANTED—A high-grade Cushion Tire Safety; cash waiting. W. C. KING, Madisonville, O.

$62.50 BUYS a 53-inch Columbia L. R., used but little; A1 condition; a bargain. F. B. MINER, Box 141, Ness City, Kas.

HIGHEST offer over $50 buys a 52-inch Eagle Roadster, or will exchange for Safety. F. W. PIOTROW, Hamilton, N. Y.

FOR SALE—1890 Columbia Safety, in good condition, $100. FOWLER, 230 East 113th street, New York.

WOULD Like to hear from some one wanting 50-inch Cushion Light Eagle, or Featherstone Pneumatic, both in perfect condition, at $100 each; $5 gets either on approval. O. W. SWIFT, Danbury, Conn.

$45 BUYS a Broncho L. R. Safety; perfect condition. H. A. SMITH, Middletown, N. Y.

FOR SALE—Cheap, Premier Tandem Safety; good condition. Address Box 60, Waynesboro, Pa.

1890 COLUMBIA Light Roadster Safety, in perfect order for $85 spot cash. Examination allowed But little used and a bargain at the price. Address ROBERTS, this office.

FOR SALE—$80 buys 1891 pattern Iroquois Safety, new six weeks ago, with lamp, bell, luggage carrier and tools; must sell. Highest grade. Address PROGRESS, 37 East 62d street, New York.

SINGER SAFETY—1889 pattern; in good condition; for sale at a bargain G. H. HALL, 73 Cornhill, Room 2, Boston.

BEST OFFER over $100 gets 1891 Columbia L. R. Safety; excellent condition in every part; good as new. Address F. T. CONKEY, North Pownal, Vt.

$99.00—A Featherstone Pneumatic; little used. Address S. TAYLOR, Box 376, Springfield, Mass.

$75 BUYS a 54-inch full nickel Eagle, used but little; excellent condition. Sent C.O.D. on receipt of $5. DR. L. M. CAHALL, Bridgeville, Del.

WANTED—A position with some firm by a man who thoroughly understands all branches of the Bicycle business, either as Repairer, Salesman or new work in factory. Will give all my attention for the interest of my employers. Address "MACHINIST," Bicycling World office.

PNEUMATICS—One Featherstone Drop Frame Pneumatic, 28-inch wheels, with detachable bar; very little used; $100; one Quadrant Pneumatic, Diamond Frame, almost new, $110. Other wheels in proportion. WHITE CYCLE CO., Trenton, N. J.

25 CENTS BUYS Road Book and Map of Boston and Vicinity. CHAS. A. UNDERWOOD, Jamaica Plain, Mass.

FOR SALE—Or exchange for bicycles, patent on bicycle bearing Address O. L. SPAULDING, Jr., St. Johns, Mich

FOR SALE—1891 pattern Singer Safety Tandem, run about 100 miles; for sale cheap. P. A. K., Moline, Ills.

WANTED—A first-class bicycle repairer, none other need apply. Good wages and steady work through winter months guaranteed. Address "A" Bicycling World, 12 Pearl st., Boston, Mass.

BARGAINS!!!

SALE of a bankrupt dealers' stock, 4 W. P. Ordinaries, new, $50. X. Y. Z. this office.

CHOICE OF THE EXPERTS.

"U. S." Gallery Ammunition.

Manufactured by the

United States Cartridge Co., - Lowell, Mass.



AGENTS WANTED.

JONES'

Suspension Bicycle Saddle

For carrying Children on Ordinary Safety Bicycles.

Simplest, Cheapest, Neatest and Best.

Price, $2.50.

For Sale by all Dealers.

—MANUFACTURED BY—

A. H. GOETTING, - Springfield, Mass.

CLIPPER SAFETIES.



CLIPPER.

$90 Solid Tires. $100 Cushion Tires.

Graceful, Easy Steering and Running.

Equally Adapted for Ladies and Gentlemen.

Our Harris' Pat. Saddle the Ladies delight. Our Cushion Tire adapted to any 7-8 inch rim (patent applied for) is a perfect success.

Thos. Kane & Co., - - Chicago,
WESTERN AGENTS.

The Sweeting Cycle Co., - Philadelphia,
EASTERN AGENTS.

GRAND RAPIDS CYCLE CO.,

MANUFACTURERS,

GRAND RAPIDS, - MICH.

Write for Catalogue.

"PERFECT" POCKET OILER.



ONE-HALF SIZE.

For Bicycles, Guns, Fishing Tackle, etc. Throws only small quantity of oil at a stroke. No leakage. Handsomely nickel-plated. Best and neatest oil can in existence. For sale everywhere. Price 50c each. CUSHMAN & DENISON, 172 Ninth Avenue, New York.

Erie Knitting Mills,

Erie, Pa.

Are still making the very best goods for cyclers. We know this, and others are finding it out.

This is a copy of a letter just received from the champion road rider of the United States:

ERIE KNITTING MILLS—
I cheerfully recommend your knit goods for the use of bicyclers, especially hard road-riders, as from my experience with them I have found them well-fitting, elastic and durable as iron.
Yours very truly,
WM. VAN WAGONER.

FRANK FAIRBAIRN, 513 WEST 11TH ST., ERIE, PA.

Bicycle Tournament

OF THE

SPRINGFIELD BICYCLE CLUB

Springfield, Mass.

SEPT. 10 and 11.

Be sure and see that

1 Mile Worlds' Record Race,

To be seen at Springfield only.

Best Bicycle Track in the World.

W. J. Corcoran, N. Y. Athletic Team, and P. J. Berlo, Manhattan Athletic Team, say the Springfield Bicycle Club have the best and fastest track in the world.

Excursion Rates on all Roads.

Entry blanks mailed on application.

FITCHBURG RAILROAD

Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

HOOSAC TUNNEL ROUTE

THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

BICYCLES CARRIED FREE

FAST EXPRESS TRAINS

With elegant PALACE PARLOR and SLEEPING CARS to and from

BOSTON and CHICAGO and BOSTON and ST. LOUIS, via NIAGARA FALLS,

without change.

THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.
THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.
THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.

ELEGANT PALACE SLEEPING CARS
to and from
BOSTON and MONTREAL,
without change.

For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at

250 Washington Street, or
Fitchburg Railroad Passenger Station, Boston.

J. R. WATSON, General Pass. Agent.

Price List of Specialties

—MANUFACTURED BY—

ELASTIC TIP CO.

Mailed Postpaid on Receipt of Price.

Dropped Forged Steel Spade Handles, all nickeled and threaded to fit any machine, $2.50 per pair.
Soft Rubber Handles, pear shaped, $1.50 per pair.
Vulcanized Handles, pear shaped, $1.50 per pair.
Boys' Soft Rubber Handles, pear shaped, $1.00 per pair.
Double Grip Pedal Rubbers, No. A, 1 inch x 3 3-4 inches, $2.00 per set of four.
Double Grip Pedal Rubbers, No. B, 1 inch x 4 inches, $1.50 per set of four.
Double Grip Pedal rubbers, No. C, 1 1-4 inch x 4 inches $2.00 per set of four.
Pedal Rubber, round or square; made from white rubber, $1.00 per set of four. When ordering state size required.
Spade Grips, vulcanite, 50 cts. per pair.
Safety Handles, vulcanite, to fit any machine, $1.00 per pair.
Safety Handles, for Boys' Wheel, 50 cts. per pair.
Soft Rubber Grips for Safety, $1.00 per pair.
Soft Rubber Grips for Boys' Safety, 50 cts. per pair.
Soft Rubber Sleeves, to fit over vulcanite grip, 75 cts. per pair.
Steel Balls, 3-16 inch, $2.00 per C.; 1-4 inch, $2.40 C.; 5-16 inch, $3.00 per C.
Imported Tire Cement, 25 cts. per box.
Tire tape for holding on tire, 25 cts. per roll
Rubber Cement, for repairing cuts in tires, 25 cts. per can.
Bicycle Spokes. Price according to quantity.
BICYCLE TIRES, SOLID or CUSHION, either red or grey; price according to size. Send for Catalogue.

ELASTIC TIP CO.,
Cor. Cornhill and Washington Street,
BOSTON, MASS., U. S. A.

DETECTIVE! WE WANT a MAN in every locality to act as

Private Detective under our instructions. Send stamp for particulars. WASHINGTON DETECTIVE AGENCY, Box 787, Washington, Iowa.

SEND FOR CATALOGUE.

PRICES TALK!

You are going to buy your Bicycle where you can get a good one for little money.
Examine our prices.—We can save money for you.



Meacham Diamond—A Gents' or Ladies' Safety. DIAMOND FRAME of seamless tubing, ball bearing all over, including socket, ball bearing head, lightly built, high grade in all respects (see cut)..List, $115.00; Net, **$64.60**

Express, Gents'—30-inch wheels, ball bearings all around, frame of steel tubing..List, $90.00; Net, **$61.33**

Express, Ladies'—30-inch wheels, ball bearings all around, frame of steel tubing..List, $90.00; Net, **$61.33**

28-Inch Safety—Combination wheel for GENTS or LADIES. ball bearings all over...List, $75.00; Net, **$53.33**

Large Boys' and Girls'—Combination Safety, 26-inch wheels, adjustable cone bearings all over.....List, $40.00; Net, **$24.00**

Boys'—28-inch wheels, adjustable saddle and brake, rubber tires, mud guards, adjustable cone bearings.....List, $35.00; Net, **$20.00**

Boys' and Girls'—24-inch wheels, DIAMOND FRAME of steel tubing, adjustable CONE bearings.....List, $35.00; Net, **$22.66**

Boys' and Girls'—24-inch wheels, DIAMOND FRAME of steel tubing, adjustable BALL bearings.....List, $40.00; Net, **$24.66**

Send for Catalogue. **E. C. MEACHAM ARMS CO., ST. LOUIS, MO.**

$85.00 LOVELL DIAMOND CYCLES. $85.00

High Grade Only.

All Ball Bearing,

Steel Tubing

—AND—

DROP FORGINGS.

NO BETTER MACHINE AT ANY PRICE.



Lovell Diamond, $85.
With Cushion Tires, 95.
For Ladies, 85.
Convertible, 85.

AGENTS WANTED.

BICYCLE CATALOGUE FREE.

MANUFACTURED BY

John P. Lovell Arms Co., Boston, Mass.



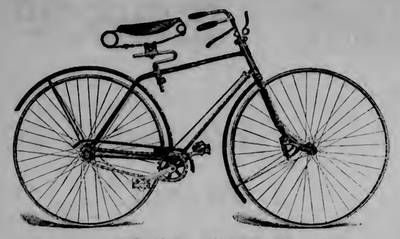
Poor Lo He never rode an ECLIPSE Bicycle. Hundreds of wheelmen in all parts of the U. S. will testify to the superior qualities of the Eclipse as a road ridden. Our Cushion tire makes it the best all around tire on the market for the money. Steel rubber rims. Write me for catalogue. Yours truly,

OUR PNEUMATIC GIANTS



Are now ready for delivery, are thoroughly high grade and fitted with the Dunlop Tires. We also have the same machines fitted with **Cushion Tires.** Send for special circular describing them. We have in stock also a few Reform Safeties, fitted with the **Clincher Pneumatic Tires,** at a very reasonable price. The Clincher is hard to puncture and can be repaired by the novice on the road without loss of time. The demand for our regular line of Giant Safeties is as brisk as ever. Are now mailing a new edition of our catalogue.

H. A. LOZIER & CO., - - Cleveland, Ohio.



PRICE, $135.00.



PRICE, $135 00.

CUSHION TIRES

— AND —

SPRING FORKS.

We have made and sold a few Safeties with this combination, and the testimony from them is so satisfactory to us that we have determined to place them on the market.

This combination gives in one machine the unequalled COLUMBIA CUSHION TIRES, the unrivalled COLUMBIA SPRING FORK and the COLUMBIA LOOP SEAT ROD.

We are now prepared to furnish machines so fitted, when desired and so ordered.

The Price Remains the Same.

Unless special orders are given for this combination, full Cushion Tired Safeties will have continuous forks as heretofore.

CATALOGUE FREE.

POPE MFG. CO.,

BRANCH HOUSES:
12 Warren Street, NEW YORK.
291 Wabash Avenue, CHICAGO.
Factory, HARTFORD, CONN.

77 Franklin Street, BOSTON.

THE BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXIII. Number 19. BOSTON, 4 SEPTEMBER 1891 $1.00 a Year. 5 cents a copy.



Baltimore, Md. April 11th. 1891.

Overman Wheel Co.

Gentlemen;

My 1891 Victor, with rigid fork and Victor Cushion Tires to both wheels has so far proven itself an entirely satisfactory mount, and the more I ride it the better I like it. I can at will steer hands off over everything Belgian blocks, cobble stones, street gutters, off curbstones, &c., and can run up hills that formerly made me struggle to climb them. Victor Cushion Tires have put the enemy to flight, and with your agents ability to deliver wheels, they would make Rome howl.

Yours Respectfully
Henry D. Dietz.

DETROIT.

A kindly interest has been manifested by a few friends who ask that we give some "impressions" of our visit to Detroit in July last.

The impression is so difficult to describe, that it seems imprudent to try it, especially in hot weather.

About the first thing that happened was the trouble we got into with a Herdic driver in Boston, who wanted to collect double fare for taking us across the city.

We felt flattered at this, but didn't pay it, prefering rather to hold on to our hard (or hardly) earned cash until we should know how much Detroit was going to resemble Niagara.

The Herdic episode, together with an introduction to Mr. Mulligan (he of "burn this" notoriety) served to give a flavor of sadness to our thoughts as we boarded the special car for Detroit.

Added to all this was a severe case of indigestion, caused probably by trying to live up to our income during the cucumber season.

In taking account of stock, only to feel that "one woe treads upon another's heel so fast they follow," we were just wondering what advantages there were in having been born, when suddenly there burst upon the astonished excursionists the glad notes of a song.

We lost no time in locating its source, which proved to be Mr. Bassett.

A vigilance committee was hurriedly improvised, with Stall as chief, and each wearing a Hickory Badge, they approached the "white winged" secretary with no uncertain motive.

A compromise was soon effected, and once more we could hear the impatient snort of the engine as it pulled us toward "Griffville."

At Athol we stopped for dinner, or to be explicit, the *train* stopped and everybody else *ran* for dinner.

The "Advertising brigade" promptly proceeded to pin a Hickory Badge on each of the charming young ladies who served the "teaorcoffee," also on the proprietor, the cashier and the cook, (the dog got away.)

Just as everybody had got their knives, forks and spoons in the air, "Lon" Peck (his real name is Alonzo, but if we wait to say the whole of it, he will get "out of sight") raised up his voice and forefinger, and pointing the latter at so much of the sky as he could see through the open door, he shouted, with the former, *"there goes another big one."* The stampede to see "it," on the part of those who were not from Boston, was the funniest thing in Athol. Most of them looked very silly as they returned to their vermicelli, and Billy Atwell was so agitated and hungry that he told the waiter to bring him a "few more of those boiled hams."

Captain Robinson brought with him that famous banner of the Charlestown Rovers. It has painted upon it a large picture of Bunker Hill Monument. It was hung over the door at one end of the car, and some one had pinnnd across the centre of the monument a card which read, "Now owned by the Elliott Hickory Cycle Co."

This astonishing announcement surprised a good many, who didn't know what a bonanza we have in those Hickory wheels.

When our train arrived at "Whaterdam" Junction, the car containing the New York delegation and the car we occupied were "lashed together," and we exchanged greetings in all the usual forms by wheelmen made and provided. We also exchanged badges.

Mr. Prial was among the more prominent males, and he was accompanied by the Sheehans.

All wore Hickory badges; from the haughty and dignified widower at Hamilton, Ont., who had it pinned to the weed on his hat, to the small peanut merchant who wore it, as he said, "to draw custom."

Atwell went forward to decorate the engine driver and the stoker, but didn't get out in time, so he had to ride on the "footboard" to the next station.

It was a good natured gang and the people along the route seemed to appreciate it.

We were familiarly referred to by the trainmen as "that Hickory crowd."

As we neared Buffalo in the early morning, an unregenerate voice came from "the gentleman's end" of the car saying, "What blankety blank fool pushed the plug so tight in this wash bowl? I'll bet it was one of those blank blank bicycle fellows, who never travelled before." One of the "bicycle fellows" spotted him and soon pointed him out to the others. *Well!* we didn't envy that man the balance of his trip, though nothing was said or done that he could reasonably appropriate to himself, yet he took on a wild, apprehensive, regretful look, such as the advocates of the present amateur rule will wear after the Hartford Convention.

Just before the train reached Niagara Falls, we heard the injudicious critic ask a sympathetic passenger this: "Can I see the falls without a gide or must I have some one to go with me?" And this: "Say, how can I tell which is the Horseshoe Fall?" He evidently had never pitched quoits or he *would* have seen a horseshoe fall—(put down that brick.)

When we "arrove" at the Falls, we kissed him good bye, tenderly pinned a Hickory Badge on his shoddy coat, helped him out with his oil-cloth valise, and while some of the wheelmen were bidding him an affectionate adieu, we pointed him out to a hungry looking hackman and advised him to be very good to our friend, who was making his first visit to the Falls and would need much attention, for which the h. l. h. thanked us, as he also did for the Hickory badge which we carefully pinned on his hat, and as we saw the untutored traveler getting into the proper conveyance, we felt conscious of a good deed well done.

The Elliott Hickory Cycle Co., of *Newton, Mass.*, was organized for the purpose of manufacturing Hickory Cycles and distributing Hickory Badges and catalogues.

If you feel an interest in these matters, let us know.

P. S. Have you seen anything of "Rule G?"

P. S. No. 2. Our Dog Paralyzers can be sent by mail on receipt of 50 cts. *New* stamps will do.

SYLPH CYCLES DRIVE EASY.

And there are many reasons why. They do not have a lot of useless weight in the steering wheel. They have long steering centers. They have a jointed spring frame which permits the greatest amount of rise in the proper direction with the least amount of spring compression in crossing obstacles They have the weight of frame work very low, so that they maintain a steadier motion than if high. They have a heavy driving wheel and a light driven wheel, which means easy spurting. They have self-oiling sheet metal chains. They have sheet steel instead of forgings, which means strength instead of weight. They have saddle and pedals on the same post, which means best working conditions. They have saddle and pedals on springs, which means that no jar can reach the driving muscles and no jolt slip the feet. They have many other like features which a trial will show.

☞ Live Agents wanted everywhere. ☞ Liberal discounts to "hustlers."

ROUSE-DURYEA CYCLE CO., - - - - 9 G Street, Peoria, Ill.

CYCLISTS, Attention! HERE'S A BIG GO!

CLEARANCE SALE OF SUPPLIES.

For the next 10 days we will sell our large stock at prices regardless of cost. The best $2.00 LAMP in the market will go for $1.

Cement, Enamel, Oils, etc., Will be sold at 50 per cent. discount. You can get supplies of any kind at prices unheard of before. If you want to purchase a BICYCLE, now is your chance. We have a number of this season's wheels, slightly used, good as new, which we will sell at second-hand prices. There are three months left of the riding season. Give us a call anyway.

A. O. VERY CYCLE CO., - - 173 Tremont St., Boston

LACTART
ACID OF MILK.

A REFRESHING DRINK WITH WATER and SUGAR.
Call for Orange or Raspberry Lactart at the Soda Fountains.

Benson, of Corey Hill fame, says:

AVERY LACTART CO., Boston.

Gentlemen—"For several seasons I have used your Lactart and found it very satisfactory, as a quencher of thirst." Respectfully,

A. P. BENSON, Newton Club.

"IN MEMORIAM."

(COTTAGE CITY, 1891.)

They soothe their souls with fancies lame.
We far outstripped them in the race.
It was but unity of place
That made them think their rank the same.

Though jeered and laughed at of the seers,
Who, in their trade, had long grown gray,
The younger reaches in a day
The height they failed in many years.

And so as time flies on apace,
And with new laurels hides the old;
The trial will show, the speed has told
That UNION CYCLES Win the Race.

UNION CYCLE MFG. CO., - - - Highlandville, Mass.

Mr. Stokes of Chicago looks after our Western Business.

FEATHERSTONE'S PNEUMATICS.

It has taken the best mechanics of Great Britain three years to bring the Dunlop Pneumatic Tire to its present state of perfection. In view of this, it is not reasonable to suppose that any one can bring out a satisfactory Pneumatic Tire that will stand up in much less time than this, unless they copy substantially the Dunlop patent construction, in which case we shall certainly look to the courts for a redress against the manufacturers, sellers and users.

We advised the trade some time ago that the price on our improved Dunlop Pneumatic Tire will be much less for 1892 than 1891, and we shall stand ready to supply the trade at these figures.

Our Dunlop Tire for 1892 will be as near perfect as it is possible to make a Pneumatic Tire. A great many valuable and new features enter into its construction.

The Pneumatic Tire Co. and ourselves have tested at least 100 different kinds of patent and other valves, none of which have proven satisfactory, with the exception of the one we have adopted.

We are advised that another house is now on the point of making Pneumatic Tires, the greater part of which is copied identically from the Dunlop construction, which is patented, and we advise all persons interested in the making, selling and using of Pneumatic Tires to buy nothing that is substantially like the Dunlop construction, as we shall proceed to protect our rights in every way.

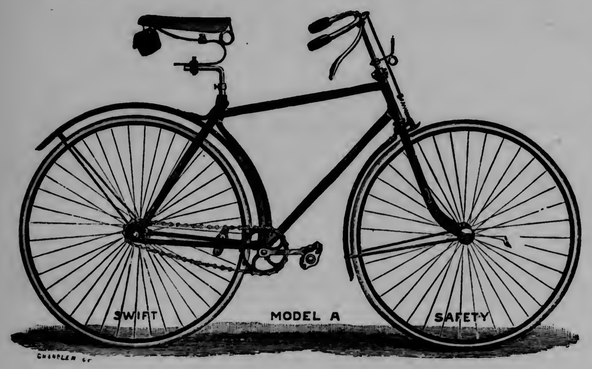
It probably will not be necessary to do this, however, as the Pneumatic Tire Co. and ourselves have rejected one after another of the experimental tires that are continually being patented and brought out, as being unsatisfactory and worthless for the purpose. We call your attention to these facts, as these infringing tires may fall into the hands of those who are not acquainted with the Pneumatic Tire and condemn the Dunlop without seeing it.

Be sure the Dunlop Pneumatic trade mark is on every tire you use, and you will not be compelled to pay for experiments which you will find either unsatisfactory or an infringement of our patents.

A. FEATHERSTONE,

Clark and 16th Sts., and Armour Ave., - - - Chicago.

Another Record Broken.



At Philadelphia, Aug. 29, under the auspices of the Quaker City Wheelmen, the 25-mile handicap road race was won by Albert Beggs, mounted on a Pneumatic Swift

In the same race C. A. Elliott broke the world's record for 25 miles. Elliott also rode a Swift.

FACTS SPEAK FOR THEMSELVES.

COVENTRY MACHINISTS' CO., Ltd.

Chicago. **Boston.**

The Autumn is the Best Riding Season!



SEE

This Wheel! Tangent Spokes. Cushion Tires which stand Road Work. Garford Saddle, etc.

$100.00.

And what is the Best Wheel?

We put a NEW MAIL on the Market

This year at $100. What do they say about it?
Here are a few reports:

From a dealer in Indiana:

"The $100 00 NEW MAIL is giving the best satisfaction of any wheel in town."

From a dealer in Maine:

"The NEW MAILS are standing well, and will have a great run in this town next year."

From a gentleman in Virginia:

Wm. Read & Sons, Gentlemen:—I have just completed a tour through Holland, Belgium, part of France and part of Germany on one of your $100.00 Cushion Tired New Mails, and I am more than satisfied with its running qualities. I had good roads—cobblestone roads, mountainous roads and almost every road imaginable and your wheel has stood them all. Neither cushion tire shows any wear, and both wheels are tight, not a loose place in the machine. You may use this as a testimonial with my name, and I am Yours truly, F. G. KIPPER.

Another writes as follows:

"I begin this third season of my NEW MAIL in perfect condition. My only expense so far has been for two balls, one broken and one lost while cleaning. Good service this over our rough country roads."

BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

—BY—

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN CO.

☞*Postage stamps will not be accepted hereafter in payment for Advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.*☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

Editorial Contributor, F. A. EGAN.

BOSTON, 4 SEPTEMBER, 1891.

THERE are yet to be found some few specimens of "doubting Thomases" who will not be convinced by the evidence of their own senses, but still keep up that old refrain of long ago, and would question the permanency of cycling. Surely if there is any theme one can touch without any misgivings it is this one. One needs not to enter upon a mystic discourse that because the wheel is the emblem of endless motion, it must go spinning on forever down the ringing grooves of change,—though we believe it will. Nor is it necessary in this connection to advert to the ten or fifteen years of the ever widening history of the wheel, or of its unprecedented growth in this country and elsewhere. For a century at least the rider-driven wheel has been the subject of a tenacious and persistent struggle for more perfect accomplishment.

It has entered well into the arena of recreative contests. Behold the ball, which from earliest times has been used an an instrument of sport; and the wagon, which from the ancient chariot down to the modern "sidebar," has never gone out of fashion.

The bicycle like the ball is an instrument of recreation, and a remarkable one, too, for the almost infinite variety of its exercise. There is this to perpetuate it; and the club spirit, the sodality and good fellowship and social opportunities which it promotes are strong in its favor. It has, morever, the charming "go" of the horse and the yacht; and like the latter, particularly, it has fascinations of changing scene, of subjection, in some degree, to the fortune of the elements, of risk and adventure; and beyond all these cycling, like yachting, affords scope and stimulus to skill and intellectual exercise to a high degree along with the merely physical. Possessed of the foregoing qualities alone would assure cycling a permanency beyond question, but when added to them are the many other charms wheeling has, those who would still question its permanency must indeed be doubters of the deepest dye.

IN 1819, while the question of improved roads was occupying the attention of the English Parliament, about in the same manner that wheelmen have succeeded in attracting the attention to it by the legislative bodies of the United States to-day, Telford appeared before the Parliamentary Committee on Roads and Highways and gave graphic testimony of the condition of the British roads of that period. The interest then awakened grew from year to year till 1835, when Parliament passed the general highway act, and from that date began the systematic and intelligent management to which the superior quality of the English roads are now principally due. Thus, through the labors of one man, almost entirely, was the great crusade for good roads started in England, which resulted in its present magnificent highways; now if all this could be accomplished by a single advocate for road improvement, what would be the result if every member of the League, or better still every rider of the wheel should make it a point to decry poor roads and praise good ones? Were such a thing attempted, and a concerted effort was made by wheelmen in this direction, the very next meeting of our State Legislatures would see the passage of a more satisfactory set of road laws than those that now disgrace our statute books, and gridiron our country with the vilest apologies for roads in the world.

MECHANICAL writers and theorists have repeatedly urged that the horse is one of the connecting links between the present age of progress and that of ancient barbarism. Perhaps this is an extreme view of the case, but if people would only give up their idea that horse flesh was absolutely indespensable ito business, the field for invention for a mechanical substitute would be wider, and a greater stimulus offered for bringing out something that would be far superior as a motive power. As a means of intra-mural transportation there is certainly a great need for this substitute; horses block the passages and streets that are needed for other purposes; they are uncleanly, and are positively dangerous in a crowded thoroughfare. In saying this no disparagement of the splendid beast is intended, but like everything else, the horse has his place, and while no one will question his utility as a beast of burden, it does not follow that it cannot be improved upon. You will never see a man with the slightest particle of mechanical taste who will find fault with the bicycle for frightening horses. He knows too well the relation one bears to the other, but people generally have based their standard on the horse as the only means for getting over the ground, and everything that interferes with this idea is immediately condemned. It is fortunate that this class of old fogies are no longer in the majority, or invention, science, and progress generally would received a check. The great bulk of population of a city are dependent upon street cars as a means of getting to and from business. All classes of opinion are here represented, and when they are daily brought in contact with a means of locomotion that surpasses the old way in speed, comfort and everything else that is essential to dispatch of business and general utility, the spirit of prejudice will be yet further turned aside and a more liberal feeling inaugurated toward inventions of an anti-equine nature, and cycling will be among the first to have a share in the benefits of a new era of thought.

THE Louisiana Club, of New Orleans, La., believes in making it practically compulsory for racing men of the Crescent City to belong to some cycling club. A resolution was passed at a late meeting of the Louisianas to the effect that so far as New Orleans riders were concerned the term "open events" be interpreted as open only to members of duly organized bicycle clubs. This move will certainly be the means of strengthening the clubs of New Orleans.

WE have received another letter from Mr. G. P. Wilson, in which he reiterates his claims made in his former letter, and as most of it is re-hash we shall have to request him to spare his ammunition until Hartford is reached. In justice to Mr. Wilson be it said that he has proved beyond a doubt that he is connected with a newspaper, and he has met the editor of this paper. He avows stoutly that he has no connection with any publishing house which has made certain steps towards getting control of the League organ, and he further protests that the string was not pulled by anyone who was interested. He still insists that 525 is our limit, and he criticizes our arithmetic, which he would not have done had he read the proposition aright. Finally, he laughs to scorn the statement we made as to the 15,000 changes in addresses per year.

It matters not what Mr. Wilson *thinks* in regard to the matter, the facts in our possession *prove* our statement to be correct. We have given Mr. Wilson's matter more space than it deserves already, and we apologize to our "525" readers.

In the meantime we wish to thank the members who have taken the trouble to write us, attacking Mr. "five hundred and twenty-five" Wilson's position, and to assure them it is not for lack of appreciation that we fail to print these counter opinions, but because we feel the issue is one that can have no possible further interest for our "525" other readers. In the meantime we hope to meet Brer Wilson at Hartford.

IN his report to the War Department of his inspection of the National Guard of Connecticut Lieut. W. Bowen calls especial attention to the use the bicycle was put to in scouting and other movements requiring rapidity. He seems to think that the results of the experiments justify a continuance of same on a larger scale by the War Department itself.

In Europe the use of the cycle as an auxiliary arm of the service, as we have pointed out before, has been successfully tested, and the cycle corps is now a recognized feature of all armies. The movement there is yet in its infancy, and we expect to see it increase in importance and size just so fast as the conservatism of the Old World War Departments recognize its efficiency. In Europe the roads make this practical, but in America it will be many a day before the cycle corps will be of any use except in very limited territory.

We are, however, glad to note the movement. It creates a demand for better roads; in this case the demand will come from the National and State Governments themselves, and though it may take time to achieve results the trend of thought and influence is in the right direction.

OUR friend Wilson, the reformer, he of Baltimore, thinks it suspicious that the BICYCLING WORLD should defend the Executive Committee. Did it ever occur to the astute Mr. Wilson that there has been no occasion to do otherwise, and that the Executive Committee might be right? Mr. Wilson would confine League membership to "white amateur cyclists." We move to amend and make it "white snobs."

WE nominate G. P. Wilson of Baltimore as President of the League of White American Snobs.

THE pamphlet just issued by the Committee of the Improvement of the Highways is without exception the most effective and complete publication of the kind ever issued. The committee, and especially the Chairman, Mr. Isaac B. Potter, are entitled to the greatest praise and credit.

EVEN Boston has a street within the city limits so bad that it finds a place in this work as an example of municipal neglect. We hope a marked copy will be sent to the Hub Superintendent of Streets.

HAWKSHAW'S COLUMN.

How the whirligig of time brings strange changes. What is right and proper to-day ceases to be so to-morrow, and then perhaps on the day that follows again becomes the correct thing. When Thomas Jefferson, returning from France, first appeared in long trousers, forsaking the fashion of his time, which prescribed knee-breeches as the only proper raiment for a gentleman, he was hailed as a "snob," jeered at as one who found the fashions of his own country and that of his father as no longer good enough for him. Soon others followed in the footsteps of this illustrious man, and knee-breeches ceased to be any longer worn, and trousers became the only proper covering for the legs of an American. When wheelmen came into existence, and for their own comfort and convenience adopted the knee-breeches of their grandfathers' time as the most convenient form of clothing to wear while riding, the public had forgotten how in the elder day they had jeered at a man for forsaking them for trousers, and acting upon the small amount of brains they possessed rallied at the cyclers and called him "a dude," "a cad," and any other name they could think of that would show him the displeasure they felt at his good sense. Here of late, it seems as though this feeling was growing more intense, and stirred up by the newspaper accounts of how certain purists at seaside resorts have declared bathing suits indecent, many goody goody people have pretended to be shocked at the knee-breeches of the cyclist. To decent-minded people, who ride or watch others riding, there is nothing immodest in the average wheelmen's suit, excepting always the one who persists in wearing tights. But there are unfortunately many creatures in the world whose minds are unclean, whose instincts are wrong, and whose sense of refinement is lacking. The best statue, the most perfect picture, if not conventional in drapery, appeals not to their souls but to their baseness. There are other people, with honest intentions but narrow views, who never had a cycling suit on in their lives, and who judge everything from their own inexperience. Both of these classes, who are numerically many times stronger than the wearers of knee-breeches, are simply incapable of understanding the question. It is merely a case of evil to them who evil think.

Club headquarters are no longer deemed a mere luxury, but are possessed of many of the virtues of a necessity. During the winter months, when there is a scarcity of riding, some form of social intercourse is needed to keep alive the pleasant relations formed during other seasons. This need is more readily met by providing club rooms suited to the general purposes of business meetings, furnished with conveniences for storing wheels, and supplied with those little attractions, such as the files of various wheel papers, and perhaps a bath, piano, a pool table, a buffet, etc., which make the place inviting to club members. When spring and summer come, the club room still maintains its hold upon the members as it affords a meeting place, where one is always sure of finding a congenial companion for a quiet little run or an interesting chat. Verily, the pleasures of cycling are multiplied many fold by the presence of the club room. The annual expense of bicycle clubs is hardly of sufficient magnitude to deserve mention, and is amusingly small when contrasted with the anxiety concerning it shown by some of the unattached.

There is no difficulty financially in maintaining a club, however small, as good organism and a companionable feeling are the prime essentials, and these draw less upon a man's purse than upon his good nature and good sense. Compared with the large annual outlay made by other forms of social and athletic clubs, the expense of cycling organizations is at the bottom; and yet when the returns for the respective expenditures are compared, the cyclist has the upper hand. As the needs of a club grow, and there is a demand for greater conveniences and better accommodations, the means of meeting them without imposing a too heavy tax upon the members, will usually be found. No man has really enjoyed all there is in cycling who has not been a member of a wheel club.

A correspondent who has a higher opinion of my mathematical knowledge than it is deserving of, asks me to solve the following problem for him: "A pursues another wheelmen, B, who is eighty-two revolutions of his wheel in advance; while A makes nine revolutions of his wheel, B makes thirteen, but three revolutions of A's wheel equal five of B's. How many revolutions of his wheel must A make in order to overtake B?" Now I really like to be obliging always, and to air what little knowledge I have concerning wheeling, but I must draw the line somewhere and I draw it just short of this problem. If my correspondent though really wants to find out the number of wheel revolutions A must make to overtake B, why don't he get them both upon a track under the conditions he names, and then accompany A and count the number of times his wheel revolves before he overtakes B? This isn't the most scientific method of solving the problem, but it certainly will give my inquisitive friend the information he desires. "HAWKSHAW."



WE take pleasure in announcing the marriage on September 1st of Mr. C. C. Candy of Denver to Miss S. C. Brown of Philadelphia. The happy couple will be "At Home," Denver, Colo., after September 15. Our congratulations are extended.

A CYCLIST who was riding on a Philadelphia sidewalk was warned off by a "bobby," the cyclist became abusive, and the policemen hauled him in—Verdict $5.00 fine.

SAYS a writer in the *Evening Post* of Chicago: "A. J. Marrett, the manager of the Coventry Machinists' Company, though a new comer, is one of the most popular men in trade circles in the city. He is attached to the Lincoln Club." We know Mr. Marrett ourselves, and we can say that time passed in his genial company is by no means "irksome."

THE three Hartford Clubs will hold a church meet some time during September. The clubs will ride to the Church of the Good Shepherd, and the rector, the Rev. J. H. Watson, will preach a special sermon.

"DURING the annual encampment of the Connecticut National Guard held at Niantic last week, a sham battle was fought, the signal corps of the First Regiment of Hartford being mounted on safeties. One of the corps, Charles O. Shaefer, was sent in to the camp for a gatling gun, a distance of two and one-quarter miles, which he covered in five and one-quarter minutes, at least so it was reported in the New Haven papers the following day. How is that for "hustling?" as the roads in that section of the State are notoriously hilly and sandy. This is at an average of about a mile in 2.19." This is a good newspaper story, probably the man rode the distance in ten minutes thirty seconds.

THE members of the New Haven Bicycle Club entertained about thirty-five members of the Bridgeport Wheel Club at dinner at the Sea View House on the 23d. The visitors came up on their wheels and were met by their New Haven brethren near Milford. On their arrival an elaborate shore dinner had been prepared, to which they did full justice. The affair was a very enjoyable one. On Sunday the Brooklyn Bicycle Club will visit New Haven and participate in a run with the local club to Hartford.

MISS EFFA BRIGHTON of 11th street, Philadelphia, made her first century run August 23d. She left Broad and Columbia avenues at five A. M., riding 50 miles and returning, making 100 miles in 14 hours and 22 1-2 minutes.

THE tools and machinery formerly used by the Bullard Arms Co. of Springfield, Mass., will shortly be put to practical use in the manufacture of bicycles by John P. Spier & Co. of Worcester. The plant will be located in East Worcester, and it is Mr. Spier's opinion that cycle manufacturing can be kept as an important industry in that city. The building will be pushed to speedy completion, and will be ready for occupancy by November 1st.

A WRITER in a Buffalo, N. Y., exchange reports a very large increase in the use of bicycles in that city, and says that the first thing that a stranger in town remarks, when he takes a stroll during the early morning hours, or in the evening just as business closes for the day, is the remarkable number of cyclers that are seen upon the streets. One at least out of every thirty seem to be mounted upon a steel steed. Men, women and children take advantage of this method of locomotion in which both business and pleasure are combined. A visit to several of the leading bicycle houses in that city with a view of ascertaining the state of trade found a happy condition of affairs among the dealers, and they reported the business in a thriving condition with a happy outlook for next season.

MEMBERS of the Rhode Island Wheelmen, Providence Cycling Club and Narragansett Wheelmen are arranging a century run from Providence to Boston and return on September 13. The run will be open to all

paying the entrance fee, and every man who finishes will receive an appropriate souvenir.

"WHY don't the ladies ride here," asks the Nashville, Tenn., *American*. "Well, the Nashville belles have not caught the fever, that is all. Ladies are riding in Louisville, Evansville and other cities all around them, and when it becomes the proper thing in that city ladies will take to the wheel as naturally as a duck takes to water."

A MEET which attracts more than ordinary attention in Wheeling, W. Va., is that to be given this month at the Manhattan Field. A large number of entries have been received for the races, and from present indications the affair will be a very successful one.

THE Board of Park Commissioners of Bridgeport, Conn., held a meeting at the office of Col. William H. Stevenson Monday afternoon and considered the petition referred to them by the Common Council, asking for concrete walks alongside the roadway at Seaside Park for the exclusive use of bicyclists. The matter at present is held in abeyance.

SOLDIERS ON BICYCLES—A scheme is on foot in Kingston, N. Y., to organize a platoon of bicyclers from members of the Fourteenth Separate Company, there being about twenty expert wheelmen members of the company. The armory can be used as a drill room and the men put through a series of evolutions, which will greatly add to the proficiency of the company.

THE Buffalo Bicycle Club and the Press Cycling Club were both to have had moonlights on August the 27th.

THE illuminated parade of the Alameda, Cal., wheelmen on Saturday evening, August 11th, was the finest that has ever taken place in that locality. One hundred and thirty wheels were in line. There were visiting delegations from all the clubs of San Francisco and Oakland. Fully a dozen ladies turned out and rode the route with the greatest success. Every wheel was fancifully trimmed with Chinese lanterns attached to wooden or bamboo frames. The parade lasted an hour and a half and disbanded at Blanding Hall, where a lunch was spread. The lunch and dancing filled in the time till midnight.

THE ladies' annex of the San Francisco Bicycle Club is such a decided success that they now have a ladies' night on the last Thursday of every month. "Ladies' Nights" are voted a huge success by the San Franciscos.

MANY of the brokers on Wall street, New York, mount their messengers on safeties. The innovation has proved a success.

"I AM heart and soul against the safety bicycles," said an old wheelman. He admits the utility of the chain wheel, but he likes to "soar on a 56-inch." The safety is good enough for "superannuated preachers and boarding school misses." In spite of all this the concensus of opinion is against the "old wheelman."

THE Press Cycling Club and the Ramblers Bicycle Club, both of Buffalo, as base ballists will try conclusions shortly. The former wheel club has already defeated the "Playmates" by a score of 9 to 0.

MR. MICHAEL FURST and Mr. I. Isaacsen of the Long Island Wheelmen, Brooklyn, N. Y., were in Boston last week. These gentlemen did the editor of the BICYCLING WORLD the honor of calling on him, and it is our regret to have to record the fact that we were out at the time.

E. W. SOFTLY, of Wilkesbarre, Pa., has undertaken a 130-mile bicycle trip to Alfred Centre, N. Y.

CHESTER, Pa., is to have a fantastic bicycle parade next week and the cyclers are making extensive preparations for the event.

REV. GEORGE H. LORAH, of Harrisburg, Pa., pastor of the Doyleston M. E. church, has just returned from Europe. He spent four months in sight seeing and travelling, principally on his bicycle, covering 2,000 miles on the machine. His return was made the occasion for a reception and banquet.

THE Kalamazoo, Mich., wheelmen and women have organized, with Dr. O. A. La Crone as president.

CYCLING schools have been established in Belgium in connection with the garrison there.

TWENTY Holdredge, Neb, citizens have purchased bicycles and will organize a wheel club.

THE Bridgeport, Conn., Wheel Club will hold a track tournament at Seaside Park during the latter part of September. Many fine prizes will be offered.

THE Newton, Mass., Bicycle Club will hold its next meeting at the Woodland Park Hotel, Sept. 15th. The members will meet in Boston and make their trip out in a tally-ho.

THE Dayton, Ohio, Bicycle Club have arranged to have a lantern parade on Saturday evening, Sept. 19th.

W. H. PERRY, of Little Rock, Ark., started at 7.30 P. M., Aug. 24th, to break the six-hour State road record. The weather and roads were all a record breaker could desire and the ride was made without a single mishap. Distance covered as follows: First hour, 10 1-4 miles; second hour, 20 5-8 miles; third hour, 31 miles; fourth, 41 1 4; fifth, 51; sixth, 58 1-2. Former record held by H. P. Baird, 57 1-2 miles. This performance wins for Mr. Perry the six-hour road championship of the State and a handsome gold medal.

FIFTEEN members of the Roxbury Bicycle Club were the guests of the Bay State Bicycle Club on Sunday. The visitors went from Boston by train, carrying their machines with them. The original intention was to ride to Millbury and thence back to Lake Quinsigamond, but the roads were in such a bad condition that the programme had to be abandoned. Instead, a bus was chartered and the members of both clubs drove to the lake in the afternoon. Dinner was served at the Island House. The Roxbury men returned to Boston on the 7.20 P. M. train Sunday night.

MR. GEORGE H. DAY, Vice-President of the Pope Mfg. Co., and manager of their large factory at Hartford, has just returned from a trip to Europe, where he has been enjoying a well-earned rest, and at the same time has combined business with pleasure. He is looking well and hearty, and has evidently laid in store a stock of vitality that will last him well through the coming season. In connection with Col. Pope, whom he met there, he has made the rounds of the cycle manufacturing world, and has come back full of information and enthusiasm, and wheelmen may look for practical results to come out of this trip. The Pope Mfg. Co. are always on the alert to seize every point of vantage in their business, and not a year passes in which some of its best men do not make a trip across the water and endeavor to find out what our English cousins are doing in the way of bicycle making.

ON account of Parkside track being unfinished, the Cook County Wheelmen of Chicago will postpone their race meet with its eleven contests until Sept. 26th.

MR. J. H. ROBBINS, of the *Sporting Review*, is in favor of a liberal expense rule. The West will not be a unit on the question of this expense business.

THE Press Cycling Club, of Buffalo, N. Y., in harmony with all the world and with themselves, will have melody in the house when they get the new piano to be donated by some of its members.

AT Rochester the New York Division voted to favor the amendment governing expenses as presented by Mr. Bassett, and it also endorsed the amendment proposed by Mr. Luscomb in regard to three-fourths membership being sufficient proportion to enable a club to become a League Club.

THE Winnisimmet Cycle Club of Chelsea, Mass., was organized Aug. 19. The club will be a League Club. The charter list of the club was closed on Wednesday, Aug. 26, with fifty-five names on it, which is a good showing for a new club organized but one week. If Boston cannot support a live club her neighbor cities can, be it said to her shame.

THEY enforce the lamp ordinance in Washington and a man caught out after dark without a lamp lighted has to go up to the captain's office and settle.

MR. RANDALL'S friends will make some kind of a gallant fight at Hartford. They will be in force in person and through the medium of proxies.

THE Comrade Bicycle Club is the latest Buffalo Club; now has a membership of 35, which they hope to double before the season closes. They have headquarters at 1248 E. Genesee street.

RUMOR hath it that W. C. Seeds, the Wilmington rider, "will allow Cupid and Hymen to form a combine against his present state of single blessedness, and that, in lieu of seeing him scorching the roads on his bicycle, they will in the course of a year or so see him 'loafing' along the avenue trundling a crycycle."

EVERYTHING will be done on magnificent lines during the great fair at Chicago in '93. The cyclists do not intend to be behind and it is proposed to raise $30,000 for this branch of the big show. Of this sum $15,000 will be used for entertainment and $15,000 expended in prizes. A camp under the direction of the First Regiment will be placed at the disposal of visiting wheelmen and food will be furnished at low cost. At least so says the Chicago *Post*.

Bicycling News has this amusing incident to relate: "Between eight and nine o'clock on Wednesday evening, last week, a man fell into the water near the Drawbridge, Bristol. Mr. F. G. Rogers, of the West of England Cycle Works, was at the time cleaning a pneumatic safety in his front shop, having the front wheel in his hand. Hearing the cry of the man in the water, he ran over with the wheel and flung it to the drowning man, who took hold of the spokes. The wheel held him up until another man, who jumped off the bridge, came to his assistance, and a boat then put off and picked up the two men. Some hundreds of people witnessed the occurrence."

BY the way, as we frequently "clip and credit" from good old *Bicycling News*, and as the above is from that paper, we are moved to remark the curious way *Bicycling News* clips from us copiously and never credits direct. It is always "an exchange says," or "an American writer says," etc.

MR. FRANK G. SILVERS, in writing about his trip from Philadelphia through the New England States, says: "Providence has some fine places of pleasures within a half hour's boat ride of the city, where they have famous clam bake dinners. While on the road through Connecticut my party was held up by five "ruffians," who insisted upon the prompt production of our cash and valuables. Immediately upon this demand being made several of our party produced Smith & Wesson's, which prompt action caused the highwayman to vanish. I was very much surprised to hear some Pennsylvania wheelmen complaining about paying for the transportation of their wheels down East. This caused me to inquire further into the matter and I found the tariff on a wheel from New York to Boston is one dollar, any point between Providence to Boston, fifty cents. I was joined in Providence by Harry and John Holland, Edw. W. Lyon and Fred Parent of Moosup, Conn., who were touring in that vicinity. On meeting a a member of the Providence Wheel Club on the street, we accosted him and made ourselves known. He gave us a key of the club house and requested us to go there and make ourselves at home, which we did. That is hospitality for you! They showed us every courtesy during our stay in that city and we one and all voted them good fellows. We made three century runs on this trip.

SAYS a writer from Junction City, Kas.: "I can assure you that we are not all dead in Kansas. Our harvest of new riders this season far outnumber that of any previous year, and the League is receiving its share of recruits through the enthusiasm and energy of its hard working members of this Division. The State meet will be held at Parsons on the 14, 15 and 16 of October, and will exceed all those of the past, and I can assure every wheelman that he will miss a good time if he fails to show up at Parsons Wheelmen, we hope to see all of you who are not members of the League there also. Our Chief Consul, C. S. Davis, on the morning of the 25th of August took unto himself a better half Miss Eva Bradford, a rider and League member. They left for the East on their bridal tour, but will return in time for the State Meet.

C. J. RITTER, L. F. Jensen, and Dr. E. J. Hausle, members of the Ramblers Bicycle Club, completed their tour of the State, between Buffalo and New York; having had many times, some difficult ones, being altogether well satisfied with their trip awheel.

THE ELWELL TOURISTS.

FROM Bingen we wheeled slowly down the smooth road that followed closely the graceful curving of the Rhine as it wound about among the steep rocky hills clothed with the green and growing vines of to-day, and capped by grim, deserted castles of long ago. Not even the fear that we might miss our dinner could tempt us to "scorch" that pleasant morning and miss the beauty of the scene, but ever and anon we lingered to enjoy the sights, to take a few pictures, or to watch the numerous steamboats that plowed their way slowly and laboriously up stream against the swift and muddy current. Beneath the spreading branches of an old oak tree that stood beside the way, and where a projecting hill across the Rhine revealed a heap of crumbling walls almost hidden by the tall trees, I sat me down and thought that the brave, tin-plated knights who used to chase up and down this same road in search of dragons that belched forth fire or ate a famine in the country would have put off their goose chase until this later day they might have found a semblance of the much talked of monster in these puffing, screaching crafts that consume wood and coal, or perchance in these noiseless, glittering wheels and ther hungry riders who devour all that is set before them.

Coblenz was reached in the afternoon in time to take a swim in the Rhine before supper. This town is noted for its fortress, the Ehrenbreitstein, situated on the opposite side of the river and which is generally called the "Gibraltar of the Rhine." That evening, however, there was another interesting feature that attracted the tourists and seemed to add a home-like variety to the heretofore almost exclusively foreign aspect. It was a band of American Colored Minstrels that had sought a new clime where they could crack their chestnuts to their hearts' content. But "stop you laughing, boys," for we had listened to French opera and German opera and Italian opera, and applauded the first act because everybody did, and grew tired of the remaining acts because it was really tiresome when we could not understand toe language nor the motives which prompted the wild gestures of the actors when they sang their parts, but here was a tongue we knew, and we drank in the sublime music of "The Camptown Races," "Annie Rooney" and "Old Black Joe" with a joy that could have been exceeded only by the sudden appearance of a large size home-made pie.

Rotterdam was reached in due time. Holland is a flat, low country with a network of dykes and ditches, and a mixture of wooden shoes and windmills; a strange combination, you may think, but these are the principal features of Holland. An extra day here gave the tourists a chance to take the train to Brussels, and from there visit the famous battle-field of Waterloo. Many of the landmarks and a few relics of that great defeat are still seen there, but a calmness hangs over that once stormy plain and the peasants gather their ripening harvest. To reach England it was necessary to take a steamer. The tourists had almost come to believe that a passage across the channel embraced all the disagreeable features of an ocean voyage, and so many of them sought their staterooms early that evening. However the next morning saw us all landed none the worse for the trip, and we were soon in London, where we were to disband as a party. Our tour was o'er, and we all realized that our brightest anticipations in the beginning had been realized, and that the entire trip had been a most pleasant one, filled with the glad delights that perfect roads, unsurpassed scenery and jolly companionship bring to wheelmen. We wished that the time could be lengthened out, but it is the inevitable arrangement that all things must have an end, and so we had to submit. For nearly twelve weeks we had been companions where the language and customs were strange to us; we had shared together the pleasures of touring through sunny France, 'mid Switzerland's snow clad peaks and by beautiful lakes, and down the castellated Rhine; we had climbed together the same Alpine hills so high that the fleecy clouds lay below us, and together we had gone sailing down the long, winding "coasts" for miles at a stretch; we had wheeled through shady avenues and had quenched our thirst at the same refreshing mountain brook, and now that the time had come to say goodbye it seemed like parting with lifelong companions. On Monday evening, August 17th, we were seated around the festal board for the last time. McCutcheon presided, and each of the party responded in their turn to the various toasts that were proposed. Cutter and ye scribe were appointed historians of the tour, and after singing "Auld Lang Syne," and our old familiar song—"Whistle and Wait for Katie," we said good night.

Spielman, Marquard, Gilbert and Cutter sailed for New York on the 19th inst., McCutchen and Hoffman go the 25th, Shockley and Miller will return to Paris to spend a few months, Swan, Requa, Linn tour to Liverpool and take the steamer on September 2, Baker, Rupp and Eldridge tour through England and Scotland, and will return later; Higgins and Tuttle take a trip through Ireland, and Huggins goes to Australia. Thus are we divided after so pleasant a time, and Elwell's '91 European tour is finished.

GOODRICH.

London, August 20.

THE END.

A POSSIBLE ELECTRICAL BICYCLE.

Written for the Bicycling World.

"A SMALL electric storage battery and motor has been invented, which can be placed under the saddle of a bicycle. The idea is only to use it in cases of extreme fatigue, and when hard hills have to be climbed."

This item, clipped from the columns of the BICYCLING WORLD (Aug. 14, '91), leads the writer to believe that the time is not far distant when electricity will be employed to assist a rider in propelling a bicycle. By assist is meant (as stated in above paragraph) that the cyclist will be equipped with a medium with which he can for a time run his machine either independent of pedal propulsion or in connection with it. This could most easily be accomplished by attaching two sprocket wheels to the rear hub, and connecting an extra chain with the shaft of the motor. The motor in turn could be connected by means of suitably insulated flexible conductors with the poles of a storage battery. Switches for starting and stopping the motor could be placed wherever they would be convenient, on the left hand side of the handle bar for instance. All this has in fact already been done, since a tricycle or "invalid's chair" has been patented which is propelled in this manner. The most objectionable feature about an electrical mechanism of this kind is that storage batteries are very heavy, and the power supplied by one of these small enough to be carried on a cycle would last for but a short time, and the vehicle would come to a stand still until the battery could be replenished. If the machine were unprovided with the means for pedal propulsion in addition, the cyclist would have the pleasure of pushing it home by hand and mutter maledictions against electricity in general on the way.

There is, however, a possibility that a motor and storage battery can be attached to a bicycle (preferably a safety), and arranged in such a manner that the battery can be charged from time to time at the will of the rider by means of power applied to the motor through the medium of the rear wheel of the bicycle, and at suitable times the battery can be discharged through the motor, giving power and aiding the cyclist. To the non-electric wheelman this scheme may seem somewhat vague and bewildering, but a few words of practical information relating to electrical mechanisms will perhaps render it clear, and hence probably be not out of place even in a cycling paper. (1) A "storage battery," or more properly an accumulator, is a contrivance which will yield an electrical current after it has been "charged" by sending an electrical current into it for a sufficient length of time. When exhausted, or partly so, it can be replenished. (2) An electrical motor is a contrivance which yields mechanical energy (power), by converting electricity into magnetism, which is utilized to secure motion. (3) A "dynamo," or correctly speaking, a dynamo electric machine, produces electricity by converting mechanical energy (rotary motion) into magnetism, which in turn is converted into electricity. (4) A dynamo and a motor are mutually convertible, that is, a motor driven with power becomes a dynamo and yields electricity, and a current of electricity sent through a dynamo caused it to produce motion (power).

Now, returning to the bicycle, there are probably very few cyclists, even among the ladies, who would be content to keep their feet on footrests all of the time, and never have a chance to pedal. On the other hand there are few touring wheelmen or women who have not sometimes looked wistfully at a long hill which must be climbed either in the saddle or out of it, and not wished something would push them along a little. The electrical contrivance described, would, if successful, compromise matters, not by furnishing power indefinitely, but by furnishing assistance when it would be most needed, for instance in hill climbing, and over rough or sandy places, thereby dividing up the exertion required to propel the machine a little more evenly than the surface of nature permits at present. This would be accomplished as follows: Assuming the motor to be charged at starting, the cyclist when beginning to ascend a heavy grade turns on the current, and aiding the motor with the pedals, climbs the hill with ease. Then, since the ups and downs in life are pretty evenly divided, all that is necessary is to shut off the current on a level, and by means of a suitable mechanism reverse the action of the motor on a down grade, in order to get back part or all of the electrical energy expended in climbing the hill. The battery will be recharged by utilizing the motor (now converted into a dynamo) in place of a brake. The power absorbed in this way would check and regulate the speed of the machine and probably keep it under perfect control, although a spoon brake could of course be applied to one of the wheels of the machine as an extra precaution. Again, should the amount of electricity on hand be low and an unusually smooth piece of roadway present itself, advantage could be taken of it by throwing in the dynamo, and with but slight additional exertion replenishing the battery and providing against the next rough bit or hill. The storage battery will not necessarily be exhausted whenever a hill is climbed, and even if entirely inoperative when wanted, the cyclist could at any time cut out the entire apparatus and propel the machine in the good old way, the additional weight of the battery, motor, etc., (probably about twenty pounds), being the only drawback. The writer is not aware that any experiments in this line have been undertaken in connection with bicycles, but an attempt has been made to apply this principle of propulsion to street cars, in order to increase the "life" of the storage batteries employed, by utilizing the power wasted on down grades. There is certainly room for experimenting, and while "seventy-three miles per hour" will not be secured, it is quite possible than an electrical bicycle, operated in the manner described, will be both practical and convenient.

C. PERCIVAL.

CORRESPONDENCE.

☞ *The Editors of this paper do not hold themselves responsible for the sentiments expressed in this column.*

THE ELECTIONS IN KENTUCKY.

BICYCLING WORLD AND L. A. W. BULLETIN: If ever an attack upon gentlemen was unwarranted, that published in *Bearings* of August 7, 1891, in which a "prominent (?) Louisville cyclist" attempted to besmirch the character of Orville W. Lawson and William W. Watts of Louisville was so. As to Orville Lawson nothing need be said in his defence. He is a pioneer in cycling sport, would go his length for a wheelman, and is known to all members of this Division and elsewhere as having cycling interests at heart. Mr. Watts is not so well known to wheelmen as is Lawson, but his work for the interests of the League at the meet recently held at Louisville testifies to what he can and will do. To my knowledge he as chairman of the Louisville Cycle Club's reception committee, was indefatigable in his efforts to please and make the visitors enjoy themselves, and much is due to his efforts for the great enjoyment had. He gave up his law offices, turning them into headquarters for wheelmen, and for four days was constantly in attendance upon the large crowd of visitors there, from six A. M. until twelve midnight (except what time he spent at the race track as an officer), directing his assistants in efforts to give the visitors a good time. That they did have a good time all will testify. Now comes Mr. Castle's managers, and by the article above referred to, they would attempt to force Mr. Watts off the Election Committee, by saying, amongst other dirty things, he should not be a candidate for the office of Secretary-Treasurer, and at the same time remain upon that committee. They do not care for his dual position, he having no opposition, but they thus try to *force* him off that committee, knowing as they do that in his



UNSURPASSED!

That is the universal verdict on a trial of the

CUSHION TIRE EAGLE

The EAGLE is naturally, from its model and construction, an easy running machine. The Cushion Tire adds to its good qualities and makes the "Bird" better than ever.

Our Cushion Tires are made of the best quality of stock, and do not cut nor crack. They are 1 1-4 in diameter for the large wheel, and 1 in diameter for the small wheel.

THE FASTEST COASTER AND
THE BEST HILL CLIMBER
IS THE CUSHION TIRE EAGLE

Write for our second-hand list. Some bargains in second-hand Safeties, Ordinaries and Eagles.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

CLINCHER PNEUMATIC UNIVERSAL

ROVERS

IN STOCK. Price, $120,00.

The Most Practical PNEUMATIC TIRE Yet Produced,

AND A MACHINE UNEQUALLED BY ANY, AT THE PRICE.

Nearly all styles of Rovers can now be supplied on receipt of orders. Reports of victories won on Rovers continue to come from all directions.

The JOHN WILKINSON COMPANY, 269-271 STATE STREET, CHICAGO.

Circular, No. 18, June, 1891.

SINGER CYCLES

A NEW PATTERN.

SINGER SAFETY, 1888 make, damaged in an accident, June, 1891.

The above is taken from a photograph of the machine sent to us by Messrs. JNO. HOWES & SONS, our Cambridge Agents, who remark: "Slightly damaged, nothing broken except a spoke or two. Rider unhurt."

An unsolicited Testimonial as to the material used in SINGER CYCLES.



AMERICAN DEPOT, 6 and 8 Berkeley Street, BOSTON, MASS.

support of G. E. Johnson, our *next* Chief Consul, he will labor hard. Mr. Watts, in *Bearings* of August 14th at once announces that, although his resignation as member of the Election Committe had been arranged for, the attempt to bulldoze him into a resignation would prove of no avail; that the only honorable course now to pursue was for him to continue as committeeman, which he would do. The stand taken by him should be as heartily applauded as the scheme of Castle's managers should be condemned. I for one believe him to be the man for the place, and hope he will stay on the committee.

Respectfully,
ED. H. CRONINGER, Vice-Consul Ky. Div. L. A. W.
Covington, Ky., Aug. 20th, 1891.

THE AMATEUR QUESTION.

EDITOR BICYCLING WORLD: "Hawkshaw's Column" generally exhibits a fair combination of wit and wisdom, and usually contains more sound common sense of a practical turn thar is commonly found in bicycle literature. But he does himself injustice on the amateur question. His objection to the term amateur being applied to a racing member of the L. A. W., because that term when applied to a professional actor, artist or musician would not be a word of praise, but when applied to a wheelman is intended as a term of praise, indicates a misapprehension of the whole matter as treated by the L. A. W. Bicycle racing is a sport pure and simple. It is, I think, generally conceded by the great majority of business and professional men, those upon whom the world depends for sound judgment and business prosperity, including the founders of the L. A. W.,—that one who makes sporting a business, a profession, so far as he is concerned, makes a misuse of sport; that the highest and best use of sport is diversion, recreation. Now if this is true, it does not require a great amount of gray matter of one's brain to see that he who makes sport a business instead of a means of diverston does not make use of sport for its highest purposes, and consequently is not so praiseworthy as one who engages in sport simply for diversion, thus using it for its legitimate purposes. In other words, as regards sporting, it is more praiseworthy for one to be known as an amateur than as a professional.

It is plainly to be seen from the Constitution of the L. A. W. that it was not the intention of its founders, and presumably, those who have since joined the League, that its funds nor the time of its officers should be devoted to professional sporting. There does, however, seem to be a tendency of the L. A. W. to give more attention to sporting than to the more practical purposes of its organization. It will be a misfortune if the L. A. W. is ever given over to the domination of professionals. If that time should ever come the members who have given and do now give the organization its present noble standing and influence will lose their interest, and there is no better way to prevent this than by a strict enforcement of all existing rules concerning amateurs.

A. B. CHOATE.

"SETAGEC" TO "HAWKSHAW."

LOCALITIES differ, as well as individuals. Detroit is not Central Park. My dear "Hawkshaw," you don't know very much about the City of the Straits, yclept Detroit. Of course we will acknowledge that we in Detroit don't own the earth, but in our late agitation about lanterns and bells for bicycles, you are very much at sea, as no ordinance of any kind was passed, and the only persons who aired the question were two men and a boy, an editorial writer on the *Free Press*, President Bates and Master Wallace, President of a boys' bicycle club having seven members.

All these three writers appeared in three issues of the *Morning Free Press*, and the whole thing resulted from a stinging editorial in that paper, which was entirely uncalled for. You may be sure, friend "Hawkshaw," that I should have taken a hand in the matter if it had amounted to anything.

Of the three writers, the only one who showed any sense was President Bates who, as most of the WORLD'S readers will remember, is an old newspaper man and magazine writer, and for that matter was a reporter on a New York paper before you commenced writing. Mr. Bates does not think as you do, and he claimed if the wheelmen here were required to carry lanterns, light buggies should also. As for bells, horns, whistles and all that stuff, you know as well as I do that the human voice is away ahead of any of those catchpenny arrangements for all but those who are dumb.

Beg pardon, I was just going to say "you're talking through your hat, "Hawkshaw." Candidly, it does not look at all pretty for you to read, wheelmen in general and Detroit riders in particular, a lecture for not carrying a lantern and bell. You may have these things on your wheel, but I doubt it. You may do lots of riding and frequently get run down, but I still doubt it.

This last attack of yours reminds me of a scene in a burlesque which was played here last week. In the cave scene the soubrette comes on the stage to kill the villain, who has captured the heroine and carried her off to the cave. The villain sees the little soubrette and asks, "Who are you?" The soubrette replies: "I am Hawkshaw, the New York detective." Then the villain faints and the band plays creepy music to red fire accompaniment.

What we need more than a lantern ordinance of the kind desired by such writers as "Pendragon" and yourself, is a license to kill hackmen, reckless drivers, (some of these drive the cycle), and smart Alecks. We wouldn't kill you, because we enjoy much of your writing.

Now, my dear detective, you are way off on the tail of that article. The young lady who was killed on East Congress street a few weeks ago was not learning to ride, but had ridden some time, and the accident was not unusual at all, as hardly a day goes by here without some one being killed by our peculiar street cars. You have made enough stereotyped jokes to remember that the horse car accident is on the list, and as common as the rich plumber or iceman, or even the hired girl and kerosene accident. You say: "The streets shall not be used for such purposes, but what would happen to the man who used them for the purpose of breaking horses to harness or saddle?"

Now you know, or if you don't, there is no reason why you should not learn at once, that ninety-nine men out of the hundred who ever did or who now break horses, do it on the street. Come to this city and almost any day you can see horses being broken to harness on the Michigan avenue street car line. When I used to break colts, I never though of any other place to drive them except on the highways. Didn't think anything about hiring a hall for the purpose or going into the woods to do it. Where else could you break a horse to drive?

Before looking for a lantern ordinance in Detroit, read the papers and learn of some of the reckless road hogs we're going to murder in cold blood.

"SETAGEC."

CHICAGO'S CENTURY CRAZE.

CHICAGO has gone century mad; hundred-mile runs are the rule, not the exception as in Eastern cities. Every Sunday we have to credit a dozen, even two dozen century runs. Sometimes, indeed, most often these are over the famous Chicago-Elgin-Aurora course, a distance of five or six over a hundred miles. At other times they are over the Wheeling-Waukegan-and-return course, and again over the Joliet and Aurora road, or to Long Lake and return. All of these roads are fair, and for the most part gravel roads. The first named has one long stretch of mud roads, and over this eight of the Lincoln Club fought to a finish last Sunday, and from graphic accounts from the survivors I should judge it was a long and bitter fight to finish. Caught miles from any station, with no trains until late, on a road which a heavy dew makes impassable, with no side roads to walk on, and your only chance to foot it is to take to the stubble fields. The following men walked thirteen miles of the way: J. M. Erwin, A. G. Roux, Fred Tilt, E. M. Newman, A. D. Brewster, E. L. Canfield, F. Ed. Spooner, K. F. Peterson of the Lincolns, P. Stewart of the Douglas Club, and E. Ullbrecht of the Columbia Wheelmen.

The Century Road Club was first conceived of by F. Ed. Spooner, but on his being taken sick, Wm. Herrick and R. G. Betts took the thing in hand and on a more liberal basis have made it a rousing success. One hundred and twenty members are now enrolled. These are scattered through this country and England. The initiation fee is five dollars. The accepted member receives from the "Chief Centurion" a handsome Century Road Club badge and credit to one bar which he receives when he has successfully completed a century run in sixteen hours. When this is done, he must file a sworn affadavitt to that effect. The club is now at work on a scheme which is original and novel. They propose to place mile-stones along the principal roads for the guidance of wheelmen and others as well. These they ask prominent dealers, manufacturers, bicycle clubs and wheelmen in general to present to the club. On September 10th they hold a fifty mile road race from Chicago to Wheeling and return, the prizes for which, though not grand, will attract a large field of entries. To the first man the regular gold club badge will be given; to the second a silver club badge, and to all finishing inside of three and one-half hours bronze badges of the Century Road Club design will be presented. R. M. Johnson, a manufacturing jeweler, official manufacturer of the club pins, has presented to the club a handsome gold medal to be given to the man who finishes twelve century runs first. This will be hotly contested for, two members now having four bars. On September 13th the club holds its first annual century run, in which all of Chicago's forty odd clubs and non-club members from this and neighboring cities will participate. The course will be over the Elgin-Aurora and return circuit, and good pacemakers will cut the pace, so that all possible may be brought through. All club captains should notify Chief Centurion Herrick, 81 Madison street, Chicago, as to the number of men they will have in line, and all unattached wheelmen should also let him know if they are going, so that arrangements may be made along the road for feeding the hungry multitude. The size and number of hotels will easily accommodate them. Following as it does the Parkside tournament, September 11 and 12th, a large number of visitors will join.

"HIZONER."

WHEELMEN'S CARNIVAL AT THE COAL PALACE.

One of the novel attractions of that most unique of American Expositions, the Iowa Coal Palace, at Ottumwa, Iowa, is a wheelmen's carnival, which will be held on the 29th and 30th of September. The event will be looked forward to with great interest by wheelmen throughout the West, for it will be signalized by some novel features of its own. Another thing which will give it significance as perhaps the greatest gathering of wheelmen ever held in the West will be the presence of D. J. Canary. Mr. Canary will give exhibitions in the coal palace on both days, and there will be a lantern parade and runs during the day and all sorts of good things wherewith the visiting wheelmen will be entertained. Ottumwa has more wheelmen than any other city in Iowa, and they have shown a great deal of enterprise in the past. Their present carnival, which is arranged for the purpose of giving another feature of interest to the coal palace, will doubtless be attended by many hundred wheelmen, who will be attracted there by the fame of Mr. Canary, as well as by the prospect of a very pleasant time. For particulars address H. L. Kneedler, Secretary Coal Palace, or A. L. Eaton, Secretary Ottumwa Bicycle Club.

CAPT. A. S. RALPH, of the Sioux City (Iowa) Cycling Club, sends us the following interesting item: "The Sioux City Cycle Club has a little 'meet' arranged for during the coming 'Corn Palace' festivities in this city during the first two weeks in October. I enclose a clipping from one of our papers showing what we are going to do in the way of prizes. Bicycling has had a big boom in this vicinity this summer, and we are anticipating a very successful meeting. We want our brother cyclists who see this to keep a lookout for our announcement, which will be in the columns of the WORLD soon, and to make plans to visit our city If they don't know what the 'Corn Palace' is we will be glad to inform them. It is worth coming to see, aside from the bicycle meet. Come on, cyclers, and see how we do it in Sioux City."

MR. HENRY G. PRIEST of the Quadrant Cycle Co., Birmingham, England, expects to arrive in the United States about the commencement of October.

He will be glad to receive communications from any substantial firms desiring to represent the Quadrant Cycle Co. in any specified territory.

All letters to be addressed to Box 2225, General Post Office, New York, N. Y.



EXCERPTS FROM "THE GOSSIP OF GOOD ROADS."

It is a real pleasure to be able to reproduce some of the excellent things Mr. Potter has said in his pamphlet "The Gospel of Good Roads," than which a more able or interesting work on roads has never appeared in print. We will not waste time by a panegyric on Mr. Potter's work, but let it speak for itself in the excerpts we have taken therefrom. After a general introduction he says: "* * * You will agree with me that your roads are bad. You may not know that they are the very worst in the world; but you have never seen or heard of worse ones, nor, alas, perhaps of better. You live on the main road in an important county. I saw you one day last spring trying to drive your best horse through the pasty depths of that mysterious streak of public territory, and while the patient beast was pulling the harness in two, in his efforts to lift you and your scant load on to the little bridge near the mill, your photograph was taken, and here you are.

It is an honest picture—as honest as the sun; let us sit down together and look at it. You will notice that your face is turned the other way, and I promise not to tell anybody who you are; for I feel that the day is soon coming when every American farmer will look upon the picture with some regret, and I have no desire to humiliate a friend; besides, it is not your fault alone that this road is bad, nor is it this road alone that presents a sea of slush and slime throughout each rainy season.

There were 10,000 farm horses in your county on the day when this photograph was taken, and for about four weeks all the county roads had been in just this condition. Teaming was out of the question; to haul a load to town was impossible, and the 10,000 farm horses stood in their stalls "eating their heads off." At what cost to the farmers? Assume that the cost of keeping each horse is twenty-five cents per day, including labor, food, and all other items, and in half a minute we compute that it costs $2,500 per day, $17,500 per week and exactly $70,000 for the four weeks that these horses have been standing practically idle. A bad road, you see, is an expensive thing.

It is expensive not alone to the farmers of your county, but to the farmers of the entire country. The average rainfall in the United States is something over 40 inches per year. The dirt road absorbs these 40 odd inches of water, freezes and thaws, dries, pulverizes, changes from paste to powder and back again from powder to paste, and for weeks at a time is practically impassable. Farm traffic is tied up. You have produce to sell, purchases to make, grain to grind, timber to haul, bills to collect and obligations to meet, but all these must wait because your only avenue of travel is taking its annual soak. A dozen times a day you look out of your barn door with the hope of seeing some struggling vagrant of whom you can inquire, "How is the road?" * * *.

From official government sources I find that the farmers of this country, in the year 1890, had upon their farms, draft animals as follows:

	Number.	Value.	Average Price.
Horses	14,213,837	$978,516,562	$68.00
Mules	2,331,027	182,394,099	78.00
Oxen, etc	36,849,024	560,625,137	15.00
Total	53,393,888	$1,721,535,798	

Now to simplify matters a little, you see we have nearly $2,000,000,000 invested in motive power of a perishable, uncertain and expensive kind. Busy or idle these animals must be fed and cared for every day. They are boarders that you can't get rid of when the busy season is over and it stands you in hand to keep them at work. Two thousand millions of dollars make a large sum. Invested at 5 per cent interest it would produce nearly $2,000,000 per week. Then you see there are more than 16,000,000 of horses and mules alone, and to feed and care for these it costs the modest sum of $4,000,000 per day. A little while ago a very clever and intelligent citizen of Indiana estimated that bad roads cost the farmer $15 per year for each horse and mule in his service. This means a loss in the aggregate of nearly $250,000,000 per year. Add wear and tear of wagons and harnesses, $100,000,000; depreciated value of farm lands, $2,000,000,000; total, *twenty-three hundred and fifty millions of dollars.*

It will interest you to know about the roads of France. In that country there is no such diversity between the material progress of the farmer and that of the merchant—between the country and the town—as is found in this country. The farmers prosper and have always prospered. Every dollar spent by the French Government to bring itself more closely in touch with its rural population, has been well invested. You remember that terrible war when from Prussia, the King, the warrior and the statesman led the German legions across the breadth of the French empire and forced the capitulation of Paris; and how the brave Frenchmen were humiliated by the exacting terms of peace which their conquerors imposed. The immense tribute demanded by the Germans at the close of that war, now twenty years ago, was made up from moneys contributed in a wonderful degree by the French farmers, and the admiration of the world which their patriotism excited in the payment of that tribute, was not greater than the wonder which everybody felt at the ready thrift which had enabled them to meet such enormous demands.

* * * Of course these roads of France are not built by farmers who "work out" their highway taxes after the manner followed in this country, nor are they repaired by the use of plows, hoes or scrapers, like those which are brought into use at the annual farmer's picnic which takes place when you go out to "work the road" in your township. On the contrary, they are built and kept up under a system which is perhaps the most perfect in the world. There is an official-in-chief, who takes charge of all the main roads of the Republic and requires from his subordinates complete reports at frequent intervals. In this manner information is always at hand showing the condition of the roads in all parts of the country. Of course, the work is divided into different sections, which, in turn, are in charge of subordinate engineers or superintendents. Broken stone is furnished by contract, and considering the amount of labor accomplished each year on the French roads, the cost is surprisingly small. The roads of our own States, at least the important roads, should be maintained in the same way. The inefficient, haphazard and ridiculously expensive method which we have followed for the last hundred years should have convinced us by this time of the necessity of change.

Of course I may be wrong about this, because it has never yet been determined just how long it takes a great and intelligent people to twist itself out of the rut of an accepted and established blunder. Upon this point, a keen and witty observer of public affairs says: "A hundred years is a very little time for the duration of a national error, and it is so far from being reasonable to look for its decay at so short a date, that it can hardly be expected, within such limits, to have displayed the full bloom of its imbecility."

[TO BE CONTINUED.]



A COUNTRY ROAD IN FRANCE.



THE RAMBLER

AND ITS EASE OF RIDING IS MOST LUXURIOUS.



THE RAMBLER





GORMULLY & JEFFERY MFG. CO.,

MAKERS OF

"The American Cycles."

Chicago Retail Store, 85 MADISON STREET.

BRANCH HOUSES:
174 and 178 COLUMBUS AVENUE, Boston, Mass.
1325 4th STREET, N. W., Washington, D. C.

FACTORY AND GENERAL OFFICES:
222-228 N. Franklin Street, Chicago, Ill.



ORANGE WHEELMEN'S NEW CLUB HOUSE.

The above cut will show how the new club house of the Orange (N. J.) Wheelmen will look when finished. The ground was broken about a week ago. The club house will be erected on the lot owned by the club on the north side of Park avenue, just east of Parrow brook, Orange, N. J. The building is to be 29x38, and have two full stories and a basement, and finished with a mansard roof. On the first floor are to be a large assembly room, 22x25, with a fine open fire place; a large reception room, and a central hall running back to the assembly room. On the right of this will be the stairway, rising in two essy strings to the floor above; a large cloak room and a ladies' toilet room. On the second floor will be a committee room, a billiard room large enough for a pool table and a billiard table; a cloak room and the gentlemen's toilet room. In the mansard roof is to be a suite of rooms for the janitor. The basement will contain a large room for the storage of wheels, with a convenient sink for washing them, and a bowling alley 85 feet long. The entire club house is to be sided and ceiled with Georgia pine, no plaster being used in it. In the assembly room and in the billiard room are to be handsome open fire places, with tiled hearths. Provision is made for the addition of a gymnasium if desired at any time.

THE MANHATTAN A. C. MEET.

NEW YORK will have a first class race meet September 26th, as will be seen by reference to page 622 of this issue. This club has probably the strongest team of racing men in the country, and it consists of ". J. Berlo, E. C. Ahthony, G. M. Hendee, H. J. Hall, Jr., G. W. Banker, A. C. Banker, H. B. Arnold, G. M. Worden. J. W. Shoefer, A. E. Stilger, J. W. Judge, W. S. Campbell, E. A. Powers, C. A. Persons, Geo. and V. H. Muller. The track of the club has been built at a cost of $10,000, and this will be put in first class shape. It is the fastest 1-4 mile track in America. No expense or care will be spared to make this the first exclusively cycle event the Manhattans have ever held. It is expected that the results of the enterprise will encourage this club to make the affair an annual one. We hope and believe that the racing men and the public will come to the front, and by good racing and generous patronage give the Manhattans encouragement to repeat the affair in 1892. Success to the "Cherry Diamond!"

THE HARTFORD TOURNAMENT.

NEVER in the history of cycling has there been so much interest displayed in a two days' tournament as that shown in the races of the Hartford Wheel Club, which occurs at Charter Oak Park, September 7th and 8th. The list of entries numbers 375. Among those who ride in the various events are the record breakers of America, and for this reason the eighth annual of this famous club is aptly titled "the meeting of the champions."

With the Constitutional Convention, the meet of the Connecticut Division and the tournament combined, it is thought the attractions will be the means of drawing 3,000 wheelmen together from all parts of the country.

From the elaborate arrangements made it is a positive fact that the event will be a historic one, and will go down in the annals of bicycle tournaments as the most successful ever given in America. All the arrangements for the big "tourney" are now complete, and only favorable weather is wanted. Hotel accommodations have already been made for parties from fifty different cities.

The local men have taken every precaution to prepare themselves to properly entertain the visitors, and every one who does attend will be royally received and correspondingly treated.

Among the riders who have entered to take part in the tournament are W. W. Windle, P. J. Berlo, H. B. Arnold, H. J. Hall, Jr., C. M. and W. F. Murphy, A. A. Zimmerman, S. B. Bowman, H. Smith, C. W. Dorntge, Geo. K. Barrett, W. W. Taxis, G. M. Worden, L. Foster, H. Githens, W. M. Carmen, John H. Draper, W. D. Banker, F. M. Brinker, W. M. Harradon, H. C. Tyler, E. A. McDuffee, A. B. Rich, W. E. McCune, P. J. McDuffee, F. C. Graves, W. A. King, J. B. Fontaine, W. H. Ballou, C. L. Sage, and many others not so well known to fame. The West will be represented by two men only, but the cream of the Eastern racing contingent will be on hand. The entry list is very large and in one race there are no less than 55 entries.

MISSOURI DIVISION FALL MEET.

LOUISIANA was fairly alive with cyclists to-day, August 29, who had gathered to be present at the first day of the fall meet of the Missouri Division L. A. W. The day opened finely, and the morning was spent in visiting various points of interest in and about the city. The track was not put in condition until 12 M., and as the proper track machines were not at hand, the track was not what it should have been. The races were started at 2.45 P. M., and resulted as follows:

One mile safety, novice—E. J. Rotty, St. L. C. C., first; W. S. Hall, Louisiana, second. Time 3.20.

One mile ordinary, 3.20 class—Geo. M. Wilder, St. Louis, first; Frank A. Padgett, Jacksonville, second. Time 3.46.

Half-mile safety, dash—This was a close race, and Harding's spurt was the feature. A. G. Harding, St. Louis, first; R. M. Milford, second. Time 1.20.

One mile ordinary handicap—Four starters. This was the race of the day, as those red hot rivals, Harding and Rule, were at the scratch. Rule's terrific spurt carried him to victory on the last lap. A. G. Harding, second. Time 3 11.

Two mile safety, Missouri Division championship—The race was uninteresting until the last lap when Rule and Milford had it out for first place, Rule winning, R. M. Milford, second. Time 6.58.

Frank A. Padgett won the trick riding contest and rode an exhibition half-mile on a unicycle in 1.53.

The seventh event, the one mile safety handicap, had a big field of starters with handicaps varying from fifty to one hundred and fifty yards. The pace was very hot from the start to finish. W. J. Cox, ninety yards, first; R. M. Milford, fifty yards, second. Time 2.42.

Four men faced the starters in the two mile ordinary handicap. Harding, the only scratch man caught the field on the third lap and won first place. Geo. Wilder, two hundred yards, second. Time 6.38 1-2.

One mile Pike County championship brought out a large field of riders, and was won handily by E. J. Smith; W. S. Hall, second. Time, 3.25 3-4.

Five mile safety, Missouri Division championship was hotly contested by Harding and Rule, Milford dropped out. A time limit of 17m. was placed on the event, and Champion Harding won by three feet. Rule second. Time 15.49.

One mile safety consolation—J. W. Bowman, first; Val. A. Fath, second. Time 3.11.

One mile ordinary, consolation—Geo. Wilder, first; E. J. Rotty, second. Time 3.35.

To-night a smoker took place at which the prizes won during the day were presented to the successful contestants. Speeches were made, and a general good time was had. Large numbers of wheelmen are arriving from neighboring towns to take part in to-morrow's August 30, century run, which will have nearly one hundred starters. All visitors were well pleased with to-day's programme.

MORE RECORDS AT SPRINGFIELD.

THE old spirit of past records hovers over the famous Hampden Park track, and encourages the wheelmen training there to try for records, and in many instances the efforts have been successful. On Wednesday last, G. M. Worden, M. A. C., broke the two-mile safety record in 5m., 6 4-5 sec. He was paced by McDuffee, Githens, Taylor, and Berlo.

THE MILE IN 2.18 1-5.

P. J Berlo, M. A. C, made a successful attempt on the one mile safety record as follows: quarter-mile, 36 sec.; half-mile, 1 08 2-5; three-quarter mile, 1.42 (tie with Osmond); and one-mile in 2.18 1-5, which is American record, and just 2 1-5 sec. within Osmond's time in the same distance. The timing in these two events was done by O. N. Whipple, J. A. Bryant, O. A. McGarrett.

A CENTURY RUN FOR BOSTON.

THE Mount Washington Bicycle Club of South Boston, L. A. W. 345, will have a century run Labor Day, September 7, leaving Dorchester street and Broadway at five A. M. The run will be made to Newburyport, following route in Massachusetts Road Book after crossing Harvard Bridge. Returning over same route the finish will be made on the boulevard at Marine Park, City Point. Although a century run, not a race, the riders will be at liberty to make their own pace. Address Fred W. McArdle, Captain. 25 State street, Boston.



"IN DARKEST AMERICA."

. . . "The Way Out" is to Use a . . .

King of the Road Lamp.

Unequalled in Brilliancy of Light.

TWELVE PATTERNS, $1.50 to $8.00.

Beware of imitations. Genuine are stamped "Jos. Lucas & Son" and "Premier Cycle Co., New York" Your local dealer will supply you, or sent prepaid upon receipt of price from the

PREMIER CYCLE CO.,

SOLE U. S. AGENTS, - - - - - - NEW YORK.

SPECIAL NOTICE TO DEALERS—A Handsome Enamel Sign will be sent free of charge to any Cycle Depot selling King of the Road Lamps. Send for it with Catalogue and Discouts.

THE PEORIA TOURNAMENT BIGGER THAN EVER.

THE Peoria prize list is out at last and is given below. It is a surprise to the Peoria management itself, and if it does not prove an eye-opener to everybody we shall be disappointed. The actual value of the prizes is $5,335, exclusive of record medals and other special prizes, of which there will be several hundred dollars' worth. Our list might have been greater, as there seems to be no end to the liberality of Peoria business men and citizens when the city's pet organization is concerned. But "Enough is as good as a feast.'

The programme for the entertainment of visiting wheelmen will be as great in its way as the list of prizes, and everybody must admit that we use strong language when we say this. Full particulars will be published next week.

The track will be as near perfect as it will be possible to make it. No time, pains or expense will be spared, as it is our expectation that a mile will be ridden in 2.10 if the weather is favorable. Already very fast time has been made by men now in training on the track daily.

A fare and a third on the certificate plan has been secured from all points of the United States, excepting Michigan. Already the Western roads are advertising special trains, reduced rates, etc., and no end of interest is being taken. Reduced rates—actual and not fictitious reductions—will be given by all hotels and no pains will be spared in the entertainment of our guests. Particularly good care will be taken of each racing man and his trainer, and if each competitor does not leave Peoria with a very warm spot deep down in his heart for Peoria we shall feel that we have failed most disastrously in accomplishing our desire.

A strong feature will be made of the record-breaking contests to be held Monday and Tuesday following the tournament, as it was the unanimous opinion of those who saw them last year that they were equally if not more interesting than the best races. Extraordinary prizes are offered for records, our club being the forerunners in this line, as they have been in other matters of tournament enterprise.

The club extends to every wheelman a most cordial invitation to attend this its third tournament and to participate in the festivities connected therewith, as its guest and that of the Illinois Division L. A. W., as it will provide the entertainment for Friday evening. The programme of races and list of prizes is as follows:

FIRST DAY—Friday, Sept. 18, 1891.

One-mile safety, novice—1, gold medal, $50; 2, gold watch charm, $25; 3, 100 Emerson cigars, $10.

One-mile ordinary, novice—1, gold medal, $50; 2, fall overcoat, $20; 3, pair patent leather shoes, $7.

Quarter-mile safety, open—1, Model B, pneumatic Ormonde, $165, by Rouse, Hazard & Co.; 2, elegant quarter oak sideboard refrigerator, $60; 3, house coat, $18.

One-mile safety, 2.40 class—1, Rush pneumatic, $165, by Western Wheel Works, through Rouse, Hazard & Co., General Agents; 2, fine music box, $50; 3, 100 U. S. fine cigars, $7.

One-mile, ordinary, 3.10 class—1, silver tea set, $50; 2, fine engraving, "Perseoplis," $30; 3 pair patent leather shoes, $4.

Two-mile safety, handicap, open—1, gold medal, $100; 2, elegant side board, $50; 3, pair magnificent Lyndale blankets, $18; 4, fine meerschaum pipe, $10.

One-mile ordinary—For $500 Kimball piano, best two in three heats. $625 value in prizes. 1, Kimball upright piano, $500, by W. W. Kimball of Chicago; 2, Cushion Atlas Safety, $100, by Kirkwood, Miller & Co.; 3, pair pearl opera glasses, $20. Special medals will be given for the fastest quarter, half and three-quarter mile ridden in this race if done in .39, 1.18, or 1.57, or better respectively. (First Heat.)

One-mile tandem, open—1, two watches, $60 each; gold watch by Webb's Ticket Office, and fine stop watch, Union Cycle Co.; 2, two pair trousers, $15 each; 3, two handsome silk umbrellas, $10 each.

One-mile Peoria Bicycle Club (mixed) handicap—1, Singer sewing machine, $60; 2, dress suit, $40; certificate of laundry, $10.

(Second Heat One-mile ordinary.)

One-mile ordinary, handicap, open—1, fine quarter oak road wagon, $100; 2, fine field glass, $15; 3, pair fine shoes, $7.50; 4, one dozen Travelers cards, $5.

Five-mile safety, open—$410 value in prizes—1, Troy Carriage Co.'s fine Surrey, $250; 2, diamond studded gold watch, $125; 3, handsome rug, $25; 4, revolver, $10.

SECOND DAY—Saturday, September 19, 1891.

Two mile safety, 5.40 class—1, elegant suite parlor furnitare, $200; 2 Turkish couch, $25; 3, etching, $10.

Half-mile safety, open—1, full nickeled Victor, $150, by Overman Wheel Co., through Rouse, Hazard & Co. agents; 2, antique oak roll cabinet, $50; 3, split bamboo Kosmic rod and reel, $25, by A. G. Spalding & Bros.; 4, special box candy, $10.

Two-mile ordinary, handicap, open—1, pneumatic Rambler, $175, by Gormully & Jeffery Mfg Co., through Rouse, Hazard & Co., State agents. 2, road cart, $25; 3, handsome vase $10; 4, saddle and bridle, $10

One-mile safety, handicap, open—1, cushion Columbia, $135, by Pope Mfg. Co., through Rouse, Hazard & Co., agents; 2, elegant diamond stud, $60; 3, Peoria Grand Heater, $25; 4, two dozen travellers' playing cards and chips, $10.

One-mile ordinary, L. A. W. National Championship—1, L. A. W. championship, gold medal $50; 2, L. A. W. championship, silver medal, $35.

One-mile safety, open—$1431 value in prizes, best 2 in 3 heats. (First heat). 1, Sohmer Upright Grand Piano, $1250, by Mark Ament; 2, Sublimette piccolo zither, 12 air music box, $150; 3, handsome rug, $25; 4, two suits special underwear, $14. Special medals will be given for the fastest quarter, half and three-quarters ridden in the race if made in .37, 1.14 and 1.57 respectively.

One-mile, boys under 16, mixed—1, gold medal, $40; 2, Ideal Bicycle, $35, by Rouse, Hazard & Co.; 3, handsome box of candy, $7.50; 4, Ormonde bicycle lamp, $4, by Rouse, Hazard & Co.

Two-mile tandem, handicap, open—1, two mackintoshes, $25 each; 2, two pair trousers, $12 each; 3, two leather travelling bags, $6 each.

Two-mile ordinary, 6.00 class—1, fine quarter oak library desk, $50; 2, Davis road cart, $25; 3, silk vest, $10.

One-mile safety, 3.00 class—1, Union Cycle, $115, by Union Cycle Co.; 2, 200 Havana cigars, $16; 3, pair trousers, $12; 4, Persian rug, $6.50.

One-mile consolation, mixed—1, pair opera glasses, $15; 2, pair fine shoes, $7.50; 3, smoking set, $5.

THE SPRINGFIELD BICYCLE CLUB

WILL HOLD ONE OF THEIR

WORLD'S BICYCLE TOURNAMENTS

Hamden Park, Springfield, Mass., U. S. A.

SEPT. 10 AND 11, 1891.

W. W. Windle, W. F. Murphy, George M. Hendee, A. A. Zimmerman and P. J. Berlo, say the Springfield Bicycle Club have the best and fastest track in the world.

Don't fail to witness that One-Mile World's Record Race. This will be without doubt the greatest race the world has ever witnessed, and Springfield is the only place to see it.

LIST OF EVENTS AND PRIZES.

FIRST DAY SEPT. 10, 1891.

No. 1. Twenty Mile Road Race.
First, Split Second Chronograph Gold Watch, $200. Second, Shot Gun, $75 Third, Quartered Oak Library Chair, $35. Fourth, one pair silver plated Barney & Berry's Skates, $15. Time prize, $50 Diamond Stud.

No. 2. One-Mile Novice, Safety.
First, Gold Medal, $50. Second, Silver Medal, $25. Third, Aluminum Medal, $15.

No. 3. Quarter-Mile Safety, flying start.
First, Gold Watch, $75. Second, Onyx Clock, $50. Third, Shaving Stand, $20.

No. 4. Two-Mile Ordinary, Handicap, open.
First, Dinner Set of 142 pieces, $75. Second, No. 4 Kodak, $50. Third, Portmanteau, $35.

No. 5. Half-Mile Safety, Handicap, open.
First, Featherstone Bicycle, $135. Second, Sterling Silver Tea Set, $50. Third, Cabinet Stand, $35.

No. 6. One-Mile Safety, 2.50 class.
First, Lovell Safety Bicycle, $95 Second, Gun, $25. Third, Webster's International Dictionary, $15.

No. 7. One-Mile Ordinary, open.
First, Rambler Bicycle, $135. Second, Fishing Tackle, $25. Third, Etching, $15.

No. 8. One-Mile Safety, Handicap, open.
First, Full Nickel Victor Bicycle, Model C, $150. Second, Diamond Stud, $50. Third, Set of Dickens, $15.

No. 9. Half-Mile Ordinary, open.
First, Custom Made Suit of Clothes, $50. Second, Solid Gold Chain, $25. Third, Picture, $10.

No. 10. One-Mile Tandem, open
First, Two Banjos with Cases, $55 each. Second, two Alligator Travelling Bags, filled, $35 each.

SECOND DAY, SEPT. 11, 1891.

No. 1. One-Mile Ordinary, novice.
First, Gold Medal, $50. Second, Silver Medal, $25. Third, Aluminum Medal, $15.

No. 2. Two-Mile Tandem, Handicap, open.
First, Two Diamond Rings, $75 each. Second, Two Silver Timers, $50 each.

No. 3. One-Mile Safety, 2.40 class.
First, Warwick Safety Bicycle, $135. Second, Sterling Silver Pitcher, $50. Third, Pair of Opera Glasses, $25.

No. 4. Quarter-Mile Ordinary, open.
First, Diamond Stud, $50. Second, Onyx Table, $35. Third, Sleeve Buttons, $15.

No. 5. Half-Mile Safety, open.
First, Columbia Safety Bicycle, $135. Second, Music Box, $60. Third, Watch Charm, $30.

No. 6. One-Mile Safety, World's Record, open.
First, Haines' Bros. Upright Piano, No. 8, quartered oak, $1000. Second, Gold Watch, $125. Third, Gold Watch, $90. Additional prizes of $50 Diamond Studs for first at quarter, first at half and first at three-quarters.

No. 7. One-Mile Ordinary, Handicap, open.
First, Meteor Bicycle, $140. Second, Mahogany Desk, $40. Third, Piano Lamp, $30

No. 8. One-Mile Safety, Handicap, closed.
(Open to riders living in Springfield and 10 mile radius)
First, Quartered Oak Chamber Suit, $110. Second, Card Table Set, $50. Third, Pair Vases, $25.

No. 9. Half-Mile Safety, 1.20 class.
First, Steel Engraving, $50. Second, Easy Chair, $25. Third, Satchel, $15.

No. 10. One-Mile Consolation. Open to both Safeties and Ordinaries
First, Couch, $30. Second, Table Chair, $25. Third, Mackintosh, $20. Fourth, Gold Headed Cane, $15. Fifth, Custom made pair of Shoes, $6.

In addition to the above prizes each contestant breaking any world's record will receive a $50 diamond stud.

GEORGE M. HENDEE will ride at Springfield only.

EXCURSION RATES ON ALL RAILROADS.

Boston, $3 35. Worcester, $2.00 Albany, $3.50. Pittsfield, $1.95. Bridgeport, $2.75. New Britian, $1.55. New Haven, $2 25. Meriden, $1.70. Hartford, $1.10. New York City. 5-8 of regular fare.

RECORD BREAKING CONTESTS—Monday and Tuesday, Sept. 21-22, 1891, at 3 P. M. Last year's experience having shown that these contests are fully as interesting and exciting as races, especial attention will be given to same this year and every facility and inducement offered the flyers to lower as many amateur records as possible. The track will be put in the best possible condition; there will be no lack of the best of pace makers, and the experience of the past two years indicates that the best of weather may be expected.

Elegant gold souvenir record medals will be given for each world's or American record broken.

A $150 diamond record medal, donated by Rouse, Hazard & Co., will be given the breaker of the world's one-mile safety record. Elegant souvenir medals will be given each pace maker assisting if this record is broken.

A Sylph spring frame cushion tire $145 safety, donated by Rouse-Duryea Cycle Co., will be given the record breaker that is adjudged by the referee, three judges and manager, to have broken the most important record aside from the world's one-mile safety; and an elegant Italian marble statuette, worth $25, donated by Triebel & Sons, to the breaker of the second most important record; and Webster's International Dictionary, $15, donated by D. H. Tripp & Co., for the third most important record.

One record medal only will be given for each performance, but should more than one record be broken in a single performance the medal will be inscribed to indicate each record so broken.

SPRINGFIELD AQUATIC RACES AND FIREWORKS.

We give below a full list of the events on the water during the races at Springfield, September 10 and 11.

SEPTEMBER 10.

No. 1. Standing paddling canoe, single, 100 yards straightaway. First prize, chair; second prize, hunting knife.

No. 2. Whitehall double, two miles. First prizes, vase; second prizes, each one dozen photographs.

No. 3. Quarter-mile dash, single, canoe. First prize, Bruno guitar; second prize, lamp.

No. 4. Single gig, amateur, two miles. Overman Wheel race. Championship race. First prize, Victoria bicycle; Overman Wheel Co.; second prize, meerschaum pipe; third prize, vase.

No. 5. Tandem club canoe, one-half mile. First prizes, Stewart banjo; two pair rubber blankets.

No. 6. Four-oar amateur, two miles. First prize (to go to club), picture; second prize, table. Under prizes (to winning crew), silk shirt, silk shirt and cap, manicure set, set of books.

No. 7. Tip-over canoe race, 100 yards. First prize, fishing rod; second prize, smoking set.

No. 8. Club race, gig, two miles. Prize to be announced.

SEPTEMBER 11

No. 1. Hand paddling, canoe, tandem, 100 yards. First prize, pair woolen blankets; second prize, sweater.

No. 2. Amateur gig, quarter-mile dash, flying start. First prize, silverware; second brize, traveling bag; third prize, flesh towel.

No. 3. Single canoe, half mile paddle. First prize, racing canoe, plate centre-board, Barney rudder, mast tubes, all complete; second prize, revolver; third prize, silk umbrella.

No. 4. Single gig, professional, two miles. First prize, gold watch; second prize, watch chain; third prize, cuff buttons and necktie pin.

No. 5. Standing paddling canoe, double, 100 yards. Prizes to be announced.

No. 6. Four-oared professional, two miles. To winning crew, box Electric Light cigars, box B. B. cigars, pair of shoes, pair of shoes.

No. 7. Combination canoe race. Paddle 20 yards, standing paddle 20 yards, capsize, right and paddle 20 yards, overboard and swim 20 yards to finish. First prize, toilet set; second prize, silk banner; third prize, boating suit.

All races end at foot of Elm street.

THE FIREWORKS.

On the evening of August 10th, at 8 P. M., at Hampden Park, will be given one of the finest displays of fireworks ever seen. The programme covers a magnificent display of 30 pieces. The introduction will consist of salutes from cannon bombs, and maroon shells of immense size and calibre, when in radid succession will follow the pyrotechnic display of bewildering beauty and splendor. The salute will be followed by a grand illumination of the grounds of Hampden Park, the like of which has never been excelled. Then the "ariel work" and "set pieces" will follow, and there is nothing within the power of the firework manufacturers which will be omitted. The contract has been awarded to Messrs. Masten & Wells of Boston, and they will lay themselves out to make this one of the most magnificent displays that they have ever undertaken to make. We have the programme before us in detail, and upon a perusal of same we can say that the fireworks exhibition will be not the least attractive feature of the great meet It is marvellous in its varied splendor and brilliancy, and the realization will not fall short of the expectation.

CHICAGO RACING MATTERS.

WITH the annual field days of the Y. M. C. A. and Maywood Athletic Club, and the Lake View Cycling Club ten-mile handicap race and short distance contests, Chicago Wheelmen were busy Saturday and Sunday, for on the latter day the Columbia wheelmen held a ten-mile handicap race at 6 o'clock in the morning, and the Douglas Club held several interesting contests at Englewood on the hills.

The annual field day of the Y. M. C. A. took place at the west side ball grounds. C. D. Cutting of the Cook County Wheelmen, distinguished himself by winning both events, the first from the thirty and the last from the eighty yard mark Jno. Erickson, President of the Columbia wheelmen, was second in both.

The Maywood Athletic club also held their annual field day contests. The course was twelve blocks one mile square over Maywood streets. The results were: three-mile handicap—Hatch, O. P. C. C., first Parish, M. C. C., second; one-mile handicap, S. S. Kemp, first, A. Parish, second. Ten-mile handicap, Maywood Cycling Club, members only. Prize, a handsome $150 sterling silver cup presented by Norton Bros. First A. Parish, 39 1-2 m.; second, H. Staves, 41 1-2 m.. Will Maas won time prize in 33 19.

Over a north side course, the Lake View Cycling Club held a ten-mile handicap race. There were twenty-six entries and ten starters. Ten prizes in all, including a $50 time medal, which was won by Jee Stillwell in 32.19 2-5. Wescott, his only rival for this prize, ran too close and was thrown by striking Stillwell's back wheel. Both tumbled and Wescott was slightly hurt. The place men were Stein, 6m., first; Meade, 4m., second; Stillwell, scratch, third; and Thomas, Tilton, Payne, and Wescott.

The Columbia's race was started at a most unchristianlike hour, 6 A.M.! and the presence of a good field and a big lot of spectators speaks well for the enthusiasm of Chicago wheelmen. Pneumatics were handicapped 2m., inflated cushions 1 1-2m., and cushions 1m. There were 46 starters and 38 finished. The time of the first ten men were:

Name.	No. in Place.	No. in Time.	Handicap.	Time.
H. Brand	1	2	2.30	31.30
G. Paulson	2	10	4.30	34.20
O. E. Olson	3	7	2.15	32.25
M. Larson	4	19	4.45	36.00
G. Lindsay	5	14	4.00	35.25
W. Christiansen	6	11	4.30	34.57
E. Mitterhauser	7	17	3.30	34.35
H. Duckgelschel	8	22	5.00	37.40
E. Ulbrecht	9	1	Scratch	31.01
F. Nessel	10	5	1.00	32.01

THE LOUNGER.

RACING AND MEET NEWS AND GOSSIP.

AT PHILADELPHIA.—The races of the Quaker City Wheelmen were run off on the track built last year at the Philadelphia base ball grounds, Broad and Huntingdon streets, and as—contrary to all competent advice—the owners of the grounds had insisted on cutting down the banking, several nasty falls resulted, in one of which Mr. Fornwalt, of Columbia, was thrown with such violence that he had to be taken to the hospital in the patrol, being seriously bruised and cut about the face and head. The track is unsafe to ride on in its present condition and should be tabooed by all Philadelphia riders until the management have it put in proper condition. Draper and Kelley in the tandem event also went to grass, injuring the latter quite severely, and throwing them out of the race.

The 25-mile road race was an interesting feature, but the mistake was made of riding the last two miles on the track, and as it is a four lap one the contestants were badly mixed up before the finish. However, the best was done under the circumstances and the times made are remarkably fast. Summary:

Albert Beggs, Wilmington Wheel Club, handicap 11m., first, net time, 1.27.15; J. L. Hanley, Warren Athletic Club, 8m., second, 1.28; A. A. Gracey, Columbia Cyclers, 8m., third, 1.29.24; W. B. Venn, Wilmington Wheel Club, fourth; W. L. Welch, Wissahickon Wheel Club, fifth; C. W. Dalsen, Century Wheelmen, sixth; F. B. Marriott, South End Wheelmen, seventh. W. C. Seeds, Warren Athletic Club, the scratch man, covered the distance in 1h. 22m. 1-5s., beating the best previous records. Van Wagoner started, but his sore foot gave out and he quit. Seeds, the time winner, rode a pneumatic safety; Beggs, the first man, also rode a pneumatic safety; the second and third men in rode cushion safeties.

One-mile safety, novice—First heat—Won by Louis Wagner, O. W., in 3.16 3-5; C. W. Oakord, P. A. W., second.

Second heat—Won by D. A. Howard, W. W., in 3.5 4-5; C. D. Artman, Q. C. W., second.

One-mile safety, 3-minute class—Won by Louis Guyler, C. W., in 2.51 2-5; E. W. Bair, P. A. W., second.

Final heat in one mile safety, novice—Won by L. Wagner, O. W., in 3.8; D. A. Howard, W. W., second.

One-mile ordinary, open—Won by J. H. Draper, A. C. S. N., in 2.59 2-5; V. J. Kelley, A. C. S. N., second.

One-mile ordinary, ride and run—Won by J. H. Draper, A. C. S. N., in 3.22 1-5; E. W. Bair, P. A. W., second.

One-mile safety, 3.30 class—First heat—Won by R. H. Smith, P. A. W., in 2.51 4-5; F. Dunkelberger, C. C., second.

Second heat—Won by F. A. Tucker, C. W., in 3.1; W. Pollock, Y. M. C. A., second.

One-mile safety handicap, open—First heat—Won by V. T. Kelley, A. C. S. N., 100 yards, in 2.39; S. H. Bilyeu, P. A. W., 60 yards, second; Morris Newell, A. C. W., 135 yards, third.

Second heat—Won by Harry Gill, Jr., P. A. W., 130 yards, in 2 39; T. Grant High, C. C., 160 yards, second; E. R. Griehl, Lancaster, 180 yards, third.

One-mile Q. C. W. club championship, ten entries—Won by F. M. Dampman, in 3.2 2-5; J. A. Mead, second; James Artman, third.

Two mile ordinary handicap, open—Won by C. L. Lagen, unattached, 290 yards, in 6.3 4 5; W. W. Owens, C. C., 230 yards, second.

One-mile safety, open—Won by J. R. Hazleton, A. C. S. N., in 2.50 3-5; S. H. Bilyeu, P. A. W., second.

One-mile safety, Frankford Bicycle Club championship—Won by C. B. Cocker, in 3.16 2-5; H. Crankshaw, second.

Trial heat, one-mile safety, 3.30 class—Won by W. Pollock, Y. M. C. A., in 3.45 2-5; F. A. Tucker, C. W., second.

One-mile safety handicap, "Little Pennsylvania"—Won by G. R. Nichols, 70 yards, in 3 1; C. F. Cope, 50 yards, second; George Hellig, 110 yards, third.

One-mile safety, Pennsylvania Bicycle Club championship—Won by Frank K. Nelms, in 3.6 4-5; G. F. Wiese, second.

Half-mile safety, open—Won by J. R. Hazleton, A. C. S. N., in 1.19 1-5; S. H. Bilyeu, P. A. W., second; Harry Gice, Jr., P. A. W., third.

One-mile safety, 3.20 class—Final heat—Won by C. A. Elliott, W. W. C., in 3.2; E. W. Bair, P. A. W., second; J. H. Gibson, N. E. W., third.

Quarter-mile ordinary, open—Won by W. W. Taxis, A. C. S. N., in 42 1-5s; J. H. Draper, A. C. S. N., second; C. L. Lagen, third.

One mile Quaker City Wheelmen safety, handicap—Won by F. M. Dampman, in 2.54 1-5; J. A. Mead, second; James Artman, third.

"ARIEL."

AT ATTLEBORO FALLS, MASS.—The annual tournament of the Columbia Bicycle Club at Attleboro Falls, Aug. 22d, was a gratifying success. The races were as follows and were well contested:

One-mile ordinary, novice—E. G. Burns, Taunton, first; A. Banard, Taunton, second; J. A. Deacon, Woonsocker, third. Time 3.19 4-5.

One-mile safety novice—Robert Dughorn, Taunton, first; James A. Forles, North Attleboro, second; Carlos D. Freeman, Norton, third. Time 3.01 3-5.

Half-mile safety, open—E. C. Anthony, Taunton, first; D. Connelly, Dorchester, Mass., second; H. I. Egan, Foxboro, third. Time 1.18 1-5.

Half-mile ordinary, open—B. P. Hedges, Foxboro, first; George W. Brown, Woonsocket, second; T. I. Connolly, Dorchester, third. Time 1.25 4-5.

One-mile club championship—W. F. Packard, first; F. H. Waite, second; J. A. Forbes, third. Time 3.03.

Half-mile boys' safety—Frederic Devlin, Pawtucket, R. I., first; N. A. Forbes, North Attleboro, second; James White, Dorchester, Mass., third. Time 1.31.

Half-mile safety, open—D. Connolly, Dorchester, Mass., first; F. H. Waite, North Attleboro, second; W. F. Packard, North Attleboro, third. Time 2.17 4-5.

One-mile safety, open—E. C. Anthony, Taunton, first; D. Connolly, Dorchester, second; H. M. Copeland, Taunton, third. Time 2.49 4-5.

One-mile safety, old North Purchase championship—Henry D. Merritt, North Attleboro, first; Carlos D. Freeman, Norton, second; F. H. Waite, third. Time 4 03 2-3.

Special race, one-mile safety, two entries—Robert Gordon, North Attleboro, first; Frank Bosworth, North Attleboro, second. Time 3. 1 3-5.

Middletown Lovell Diamond safety, one-mile—Robert Gordon, North Attleboro, first; Borden Stevens, North Attleboro, second; Charles Sekowski, North Attleboro, third. Time 3.12 1-5.

The time of the course, which was 3.06, was beaten by E. C. Anthony of Taunton, who made the mile in 2.49 4-5.

AT NORRISTOWN, PA.—The Norristown Bicycle Club held its first annual meet at Oakview Park last Saturday, which was witnessed by over 2,000 people. The races for the championship of the county and of Norristown were closely contested. The track was 196 feet short of being a full quarter, and the fast time made is due to this. The results of the races were as follows:

One-mile for novices—Starters, J. L. Kimball, Eagle Wheelmen, Philadelphia; H. C. Beebe, West Chester; F C. Stannart and C. E. Persch, Philadelphia; R. Edmundson, Norristown. Kimble won with Beebe second. Time 2.41 1-2.

One-mile for the championship of the club—Starters John Cope, Clement Craft, Fred Preston, H. L. Smith, and Jacob Long. Winner, Cope; Craft, second. Time 2.39.

Half-mile, open to all—Rich won; Beebe, second. Time 1.20 3-4.

Quarter-mile, club—Three starters, finishing as follows: J. Cope, F. Preston, Clem. Craft. Time 37s.

One-mile, open—Craft, Kimball, and Beebe started, and fin'shing as given. Time 2.38 3-4.

One-mile, championship of Norristown—Won by John Cope, F. Preston, second, and R. Edmundson, third. Time 2.45.

One mile 3.20 class, open—R. P. Rich, C. Seavers, and R. H. Jenkins started, finishing as given. Time 2.36 1-4.

One-mile, championship of Montgomery and Chester counties—J. Cope, F. Preston, Clarence Craft started, finishing as given. Time 2.48 3-4.

Half-mile for boys—Three starters who finished as follows: J. Fenlin, O. N. Bergay, M. A. Reif, Jr.

Half-mile for club—Starters, F. Preston, J. Long, and H. L. Smith, finishing as given. Time 1 23 1-2.

Two-mile club handicap—Starters, J. Cope, scratch; J. Long, 100 yards; H. L. Smith, 160 yards; W. Derr, 300 yards. Cope won, Derr, second. Time 5.54 1-2.

AT HOUSTON, TEXAS.—The races of the Houston Bicycle Club at Magnolia Park on August 22d were witnessed by a large number of enthusiasts, and the event stimulated in no small measure the interest in cycling in that city. The races and results were as follows:

One lap, boys safety—A. Heidingsfelder, first; Dan Bright, second. Time 53 1-4 seconds.

One lap, boys, ordinary—C. Lumm, first; B. Ayers, second Time, 1 minute, 1 3-4 minutes.

Half-mile, men, safety—Dumble, first; Bering, second. Time, 2.08, 2.16.

Half-mile, men, ordinary—Ed. Spencer, first; Joe Taylor, second. Time, 1.56 1-4, 2.00 1-2.

One mile, men, safety—Dumble, first; Bering, second. Time, 4.42 3-4, 4.46 1-4.

One mile, men, ordinary—Ed. Spencer, first; Joe Taylor, second. Time, 4.38 1-4, 4.48 3-4.

Six miles on cushion tire wheels for the championship of the State of Texas.

Entries—F. W. Dumble and D. E. Kennedy. Dumble won. Time 31.10.

THE Middlesex, Mass., S. S. Agricultural Society are intending to have first day of the fair devoted almost wholly to bicycle races. The programme is as follows: Bicycle races first day Middlesex S. S. fair, Tuesday, September 15, commencing at 2.30 P. M. Races under the auspices L. A. W.

One-mile safety, novice—first prize, clock, $10; second prize, lantern, $5.

One-mile safety, open—first prize, china tea set, $15; second prize, silk umbrella, $5.

One-mile ordinary, open—first prize, silver cake basket, $10; second prize, bell, $5.

Half-mile safety and ordinary, novice—first prize, silver pitcher, $10; second prize, bicycle shoes, $5.

Half-mile safety and ordinary, open—first prize, gold medal, $15; second prize silver medal, $7.

One-mile, championship Middlesex S. S., open, safety and ordinary—prize, silver mug, $10.

Entrance fee 50 cents, to be refunded to all that appear at scratch.

Entrances close September 15 at noon.

Send to Henry T. Fales, So. Framingham.

IN connection with the fair to be held at Mystic Park, Medford, Sept. 17th and 18th by the Middlesex Agricultural Society, the Medford Cycle Club will conduct a race meet, having four races each day for two days, commencing at 1 P. M. sharp. L. A. W. rules to govern.

FIRST DAY—One-mile novice, safety; half-mile safety; one-mile open safety; three-mile safety, lap race.

SECOND DAY—One-mile ordinary; quarter-mile dash, open; one-mile safety; two-mile open, safety.

Entries close Sept. 15th; fee, 50 cents for each event, and may be sent to Wm. S. Barker, Jr., Franklin street, Medford. Track will be put in satisfactory condition, and the races are to be held before the trotting races of that day. Two hundred dollars will be spent for useful and appropriate prizes. The Medford Club will use every endeavor to make this a success.

HERBERT GITHENS of Chicago will be East and take part in the tournaments in this section.

THE following is a list of the races to be run during the fair to be given for the benefit of the Ohio Humane Society. The races will be run on the track at Chester Park, Cincinnati, on the afternoon of Saturday, October 17, 1891: One mile safety, novice; two mile safety lap, open; one mile ordinary, Cincinnati and vicinity; one mile safety, championship of Hamilton County; one mile ordinary, open; two mile ordinary, lap; one mile safety handicap; one mile ordinary handicap; half-mile safety for boys under 14 years; one mile safety, open; one mile ordinary, 3 minute class; one mile safety 2.50 class. The entry fee except in the boys' race which is free will be one dollar in each event. The Ohio Humane Society, or the Society for the Prevention of Cruelty to Animals and Children is a purely charitable institution. The prizes to the value of over $2000 have been donated by various dealers in that city.

THE Ravenswood Cycling Club of Chicago holds a five mile handicap road race September 26th. On September 20th they hold a century run.

ROAD RACES OF ORANGE WHEELMEN—The road races of the Orange Wheelmen took place August 22d on the centre Harrison street course, and were witnessed by a large number of interested spectators. The contests were the following: One mile, scratch—Won by Sidney Bowman, New York Athletic Club and Orange Wheelmen, in 3 29; second, Harry C. Wheeler. Three mile handicap—Won by F. G. Stone, actual time 10 minutes, with one minute handicap. Prize for fastest time—Won by George Coffin, 20 seconds handicap, in 9 23. Five mile handicap—Won by Coffin, 30 seconds handicap, in 16.17 actual time.

RACING AT NEW ORLEANS, August 24th—Masters Wm. D. Percy of the Crescent City Cycling Club, and Lawrence W. Brown of the Coliseum raced at the Audubon yesterday. Brown won, making the mile in 3 minutes and 38 seconds. J. D. Houston, Jr., covered a half-mile in 1.55, and B. W. Cason, Jr., a half-mile in 1.40. J. D. Davis, Jr., A. Van Horn and W. H. Davis participated in the two mile handicap. Davis was given 55 feet. Houston won easily in 8.19. The final event was for safeties at two miles. The starters were: G. Woeste, Gus Thomas, G. W. Stem, E. Van Horn, John Houston and H. Woeste. Thomas won the race in 8.40; C. Woeste, distanced.

AT BROOKLYN, N. Y.—[The above was among the items crowded out last week—ED.]. It was a gallant crew, that of the chanticleer of the Kings County Wheelmen in honor of the victory of the members of that club in the great 15 miles road race on the 15th. Harry Hall from scratch put up a good ten miles record in 29 41. Hall, however, did not finish the fifteen miles; he was satisfied with the ten miles record. The race took place on the Elizabeth-Plainfield course. The results were: C. Paige, 6m., first, 49.38; D. McLean, scratch, second, 49.07; M. Phillips, 3 1-2 m., third, 48.53; W. Young, 6m. fourth, 51.24; R. W. Steves, 4 1-2m. fifth, 52.57; M. Hawly. 5m. sixth, 54 31.

REPRESENTATIVES of the Birmingham Bicycle Club met representatives of the New Haven Bicycle Club, Saturday, and the latter club agreed to put a team in the field to race against a Bridgeport team at the field day, September 19. Representatives of each club will see the Bridgeport club shortly and learn their decision. This event will prove one of the most interesting at the Park.

CAPT. Bob Slusser and Mr. L. W. Gensinger, of the Louisiana Cycling Club, have made arrangements for the five-mile road race to take place at Bay St. Louis, Sunday, September 13. A handsome gold medal will be awarded the winner, presented by Mayor J. V. Toulme, of Bay St. Louis.

D. MCLEAN, of the Kings County Wheelmen, won the two-mile safety bicycle race at the Long Island championship last week in 5 minutes, 54 1-5 seconds. He beat his competitor by 150 yards.

THE New Britain, Ct., Wheel Club have arranged to give the following races at the Park association's grounds early in September: One-mile, novice; one-mile, club championship; two-mile, open handicap; half-mile, boys (under sixteen years); one-mile, clerks; one-mile, championship of New Britain; quarter-mile, dash and two-mile lap.

THE Lansing, Mich., Bicycle Club will hold its first annual race meet in connection with the State fair on Friday, September 11. There are nine events open to all recognized amateurs. The entrance fee is fifty cents, and entry blanks can be obtained by addressing R. B. Ransom, secretary of Lansing Bicycle Club, Lansing, Mich.

THE first annual race meet of the Lansing Bicycle Club is to be held at Lansing, Friday September 11. There are nine events on the program as follows: Half-mile, novice, safety; half-mile, novice, ordinary; one-mile, open, safety; same, ordinary; slow race, 200 yards, open, safety; two-mile, open, safety; one-mile club, L. B. C., safety; two-mile handicap, safety; three-mile handicap, safety. Diamond, gold, and silver medals will be given to the winners of the different events, and other prizes will be given to those finishing sixth or better. The meet is to be held in connection with the State Fair.

A RACE meet of the Elizabeth Wheelmen will take place on September 26, on the race track at North Elizabeth, N. J., which is likely to be the largest ever seen in the State of New Jersey. Special trains will be run from New York over the Central Railroad of New Jersey. All the officers of the Leagues of American Wheelmen will attend, and over $2,000 will be expended in prizes.

THE ten-mile handicap road-race of the Business Men's Cycling League over the Irvington-Millburn course on Saturday resulted as follows: Swartwout, five miles 20.10, ten miles 35.35; Brook, five miles 19.53, ten miles 35.10; Peck, five miles 20.30, ten miles 34.20; Holmes, five miles 21; Runk, five miles 23.20; Wyckoff, five miles 23 15.

THE events of the Riverside Wheelmen's race meet on October 3 are the following: One-mile, safety, novice; one-mile, ordinary, novice (pneumatics barred); one-mile, safety, scratch; two-mile, ordinary, handicap; one-mile, safety, 3.30 class; one-mile, ordinary, scratch; two-mile, tandem, handicap; one-mile, safety, 3 m. class; one-fourth mile, ordinary, scratch; three-mile team race, ordinary—three men, open to New York City Cycling Club; two-mile, safety, handicap; one-mile, ordinary, handicap; one-mile, safety, handicap; one-half mile boy's race (boys of 15 or under). This meet will be the greatest event of the season and will be held at Manhattan Field under the L. A. W. rules.

DISSATISFIED with the conditions under which the Jackson Club and Cook County Wheelmen of Chicago have been run as one, the wheelmen have decided to cut loose and paddle their own canoe. They start with 125 members and will ask for an equal division of property.

CONTINUED IN SUPPLEMENT.



A Shot with the Kodak.

Take a Kodak with you.

Send to The Eastman Company, Rochester, N. Y., for a copy of "Do I want a Camera," (illustrated) free by mail.



PRICE, - - - - - $100.00.

THE HARTFORD LADIES' SAFETY.

THE HARTFORD SAFETY.





MANUFACTURED BY—

THE HARTFORD CYCLE CO.,

HARTFORD, - CONN.

Ball Bearings, Interchangeable, Strong, Durable and Well Finished.

Send for 1891 Catalogue.



Send us your duplicate orders on Bicycle Shoes, Foot Ball, Sprint Running and Gymnasium. Sample out. Stamp for Catalogue.

PIERCE, SMALL & CO., RANDOLPH, MASS.

Solid Gold Regulation

L. A. W. PINS,

Price, $2.

Discount to jewelers only.

Martin Metzger & Co., 7 Maiden Lane, N. Y.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 20

ABBOT BASSETT, Secretary,

OFFICERS FOR 1890—91.

PRESIDENT,
JAMES R. DUNN,
40 Wall st., Room 65, New York

FIRST VICE PRESIDENT,
MAJOR CHAS. L. BURDETT,
Hartford, Conn.

SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN,
116 Broad Street, Elizabeth, N. J.

TREASURER,
W. M. BREWSTER,
117 No. 4th Street, Quincy, Ill.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass

Standing Committees.

Membership Committee.

Sanford Lawton.....Springfield, Mass.
George C. Pennell.....Elizabeth, N. J.
Howard L. Perkins.....Box 103. Providence, R. I.

Committee on Improvement of Highways.

Isaac B. Potter.....Potter Bldg., New York
W. M. P. Bowen.....Box 1513, Providence, R. I.
Charles W. Wood, 334 S. Salina St., Syracuse, N. Y

Committee on Rights and Privileges.

Geo. A. Perkins.....5 Pemberton Sq., Boston
J. S. Dean.....28 State St., Boston
Chas. F. Cossum.....Poughkeepsie, N. Y.

Committee on Rules and Regulations.

F. J. Kirkpatrick.....Springfield, O.
A. B. Richmond.....Grand Rapids, Mich.

Transportation Committee.

Albert Mott.....203 Lenox St., Baltimore, Md.
Joseph T. Chism....120 Mosher St., Baltimore, Md.
Burley B. Ayres, Rand, McNally Bldg, Chicago, Ill.
Thomas Savage Clay.....Savannah, Ga.
Amzi T. Dodd.....70 Park Place, Newark, N. J.
John B. Seward.....35 Milk Street, Boston
Chas. A. Sheehan....5 Vanderbilt Ave., New York

Racing Board.

George S. Atwater.....
.....1424 Penn. Ave., Washington, D. C.
George Collister....147 Ontario St., Cleveland, O.
Lewis A. Miller.....Meriden, Conn.
W. H. DeGraaf.....47 West 14th, New York City
A. J. Street.....599 West Madison, Chicago, Ill.

Constitutional Convention.

The Constitutional Convention called to meet at Hartford, Conn., Sept. 8, will assemble at 11 o'clock A. M., at a place to be hereafter announced.

JAMES R. DUNN, President.

Uniform Cloth and Buttons.

The regulation League uniform is made of a steel gray cloth manufactured for the League exclusively. This cloth and the regulation League buttons may be had of any League tailor or of the Secretary at the following prices: Cloth, 54 inches wide, $2.10 per yard. Metal buttons: large, five cents each; small, three cents each. Rubber buttons, either size, three cents each. Uniform has six large and ten small buttons. As the Secretary keeps no book of credit, all orders sent to him must have cash accompanying. No cloth supplied to tailors or to non-League men.

Appointments.

The following Chief Consuls are hereby appointed, and they will enter upon their duties at once: Montana, H. G. Duerfeldt, Helena. Georgia, Sam'l M. Whitesides, Savannah.

JAMES R. DUNN, President L. A. W.

Massachusetts Division Board of Officers.

Owing to a typographical error the name of Paul L. Hassenforder of Taunton was omitted from the list of members present at the last meeting of the Massachusetts Division Board of Officers.

CHAS. S. HOWARD, Sec.-Treas.

Rhode Island—Consuls.

I have appointed additional consuls as follows:

Providence—Walter B. Chafee.

East Greenwich—I. Edwards Eastman, in place of Arthur W. Howland, resigned.

GEO. L. COOKE, Chief Consul.

Ohio Membership.

The following list includes all localities in Ohio having ten or more members on August 28, 1891:

Cincinnati	232	Delaware	17
Columbus	167	Fremont	16
Dayton	140	Ravenna	16
Cleveland	104	Massillon	15
Canton	68	Sandusky	15
Steubenville	51	Deadince	14
Springfield	50	Lancaster	14
Chillicothe	33	Alliance	11
Troy	32	Norwalk	11
Fostoria	31	Salem	11
Toledo	31	Tiffin	11
Akron	29	Youngstown	11
Zanesville	28	Delphos	10
Mansfield	20	Painesville	10
Findlay	18		

Fraternally, WILLIAM D. KEMPTON,
Secretary-Treasurer.

Cincinnati, August 29, 1891.

New League Clubs.

The following clubs have qualified as League clubs and filed the certificate required in the office of the Secretary:

358—Chicago Cycling Club, Ill.

Connecticut Delegate.

I have in hand Mr. Chas. L. Burdett's resignation as Division Delegate to the Assembly of the L. A. W., same bearing date Hartford, Aug. 27th, 1891.

Mr. Burdett's resignation is accepted.

Mr. Joseph Goodman of Hartford is hereby appointed to the place made vacant by the resignation of Mr. Burdett.

ARTHUR ALLEN DEAN, Chief Consul.

Danielsonville, Aug. 28, 1891.

California.

Notice is hereby given of the following appointments:

As Vice-Consul, Arthur H. Wright of Stockton; as Delegate to National Assembly, Geo. Wetmore 1625 Bush street, San Francisco; as member of Finance Committee, Geo. R. Butler, San Francisco. The above vacancies are caused by resignation and non-renewal.

Members of this Division who have not received the Constitution and By-Laws should communicate with the Secretary-Treasurer, as copies have been sent to every member.

THOMAS L. HILL, C. C.

Utah.

C. A. Emise, Salt Lake City, has been elected Chief Consul of Utah in place of H. C. Creary, resigned. ABBOT BASSETT, Sec.

Fifth Annual Meet—Kansas Division.

In response to an invitation received from the Parsons Cycle Club, notice is hereby given that Fifth Annual Meeting of the Kansas Division, L. A. W., will be held at Parsons, Kansas, October 14, 15 and 16, 1891. The Parsons Fair Association will give one hundred and fifty dollars in trophies, and there will be, besides other races, three championship events, which will be recognized by the L. A. W., viz: half-mile, one mile and two mile. Diverging runs and tours are already planned, and wheelmen may rest assured that all possible arrangements will be made for their enjoyment. For entry blanks, programmes and other advertising matter address C. H. Baltzell, Local Consul (L. A. W. 22,601) or O. L. Hall, President and General Manager Parsons Fair Association, Parsons, Kans. The invitation to participate is extended to all.

CHAS. S. DAVIS,
Chief Consul, Kansas Division, L. A. W.

Kansas Appointments.

W. G. Cowles, of Abilene, Kans., has been appointed a member of the Racing Board of Kansas Division, to fill vacancy caused by removal of E. W. Bowles from the State. The Racing Board now comprises the following: A. Jos. Henley, Wichita; Wm. Taylor, Topeka; E. R. Jewett, Leavenworth; H. S. Hale, Junction City; and W. G. Cowles, Abilene.

Messrs. Austin Hawley, of Girard, and Thos. Stevens, of Hiawatha, have been appointed Local Consuls for their respective localities.

The Gladstone Hotel has been appointed League Hotel at Arkansas City, Kansas.

CHAS. S. DAVIS,
Chief Consul Kansas Division, L. A. W.

August 24, 1891.

Minnesota Election.

In accordance with the revised Constitution of the League, the election of officers in this Division will occur between October 15 and November 15.

The officers to be elected are a Chief Consul, Vice Consul, Secretary-Treasurer and Representative. League clubs of twenty or more members can also elect one Representative to the State Board of Officers.

That all members or sets of members may have an opportunity to bring their candidates before the Division membership, I will have published in the BULLETIN of October 9th, all the nominations for the several offices which I may receive by September 26th. Full particulars regarding the method of voting will be given at the same time. T. M. SLOSSON, Chief Consul.

Minneapolis, Minn., August 27, 1891.

Annual Meeting New York State Division.

The annual meeting of the New York State Division was held in one of the parlors of the Powers Hotel, Rochester, Aug. 20th. Chief Consul W. S. Bull presided and J. N. Williams acted as secretary *pro tem.* Mr. Bull made a statement of the condition of the Division, showing that the membership was over 100 in excess of last year at this date, and the financial affairs were very satisfactory.

On motion of Mr. C. H. Luscomb the following resolutions were unanimously adopted:

Resolved, That we, the New York Division, favor the proposed amendment to the L. A. W. Constitution providing that a three-fourth membership shall be sufficient to qualify wheeling clubs as League clubs.

Resolved, That the attachment of clubs to the L. A. W. is of great advantage and material benefit to the League: that the advancement, both of wheeling generally and of the L. A. W. will be promoted by such adherence, and that it is the duty of the L. A. W. to afford every facility to wheeling clubs throughout the country and to establish conditions which shall make it possible for all such clubs to join it.

Resolved, That the New York Division favor the adoption of the proposed amendment to the L. A. W. Constitution, making the presidential term one year instead of two.

After some discussion on State Division matters in general and the unanimous adoption of the following resolution the meeting adjourned.

Resolved, That the wheelmen who have attended the Rochester meet of 1891, tender to the wheelmen of Rochester, to the municipal authorities and citizens, their sincere thanks for the the excellent manner in which they have been welcomed and entertained, and for their hospitalities. J. N. WILLIAMS,
Secretary, *pro tem.*

New York State Division, League of American Wheelmen.

The Constitutional Convention of the L. A. W. to be held at Hartford, Conn., Sept. 8th, 1891, will consider measures of unusual importance to the League.

New York State must go to this Convention in its full strength that the interests of the Division may be protected.

Each member of the New York State Division should be present, in person, if possible, if not, by proxy.

In case you cannot go and have not managed to be represented by proxy, do not delay mailing your proxy to me, care of Hotel Henbein, Hartford, Conn.

As amendments to the Constitution of the greatest importance to every League club will be acted on, all of the League clubs of this Division are urged to be fully represented at this Convention. Yours fraternally,
W. S. BULL, Chief Consul.

Wisconsin Division, Notice.

A prize up.—To the member who secures twenty (20) applications for L. A. W. membership from date until the first day of January next, the officers of this Division will present a League pin of the approved style and quality. Send all applications to the State Secretary (Morawetz) so that your list may be credited with same.

Election Committee is hereby appointed, F. W. Hunt, chairman; B. T. Higgins, and G. M. Lindeman, all of Oshkosh.

Members will take notice that all ballots must be in hands of the Secretary before Nov. 16th; he will check them by membership list and deliver them unsealed to Election Committee, who will count and announce result. Fraternally,
W. L. SIMONDS, C. C.

Wisconsin.

Nominations made at Green Bay, July 22, 1891 for Division Board of Officers:

Chief Consul—W. L. Simonds, W. M. Foster, Milwaukee.

Vice-Consul—E. H. Paige, Waukesha; H. M. Baldwin, Kenosha.

Secretary-Treasurer—F. J. Morawetz, T. E. Hutchings, Milwaukee.

First Representative—H. Van Arsdale, Racine; W. J. Casey, Green Bay.

Second Representative—H. P. Andrae, Milwaukee; H. J. Warner, Madison.

Fill out ballot and mail to Secretary before September 15, 1891. Sign name and number on envelope.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsements of two League members in good standing, of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an intiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, Sept. 4, '91.

Total—193—21,466.

CALIFORNIA DIVISION—2—485.

29553	Mitchell, Geo. F.	29584	Lockwood, W. T.

CONNECTICUT DIVISION—16—2018.

29589	Willard, Sam'l P.	29590	Williams, PhilipK
29498	Douthwaite, H.W.	29592	North, James S.
29591	Moriarity, Thos. F.	29593	Wells, Eugene T.
29585	Leahy, Thos. J.	29570	Hurlbutt, F. S.
29586	Reynolds, Geo. A.	29499	Crabtree, Geo. W.
29587	Riley, John C.	29594	Fontaine, Henry J.
29588	Rollins, R. W.	29595	Payne, Erving W.
29589	Stevens, W. Hall,	29596	Gregory, Ralph B.

DISTRICT OF COLUMBIA DIVISION—2—178

29597	Brouner, Benj. N.	29598	Thrush, John H. W.

ILLINOIS DIVISION—37—1947.

29660	Beeker, E. B.	29571	Warren, Allyn D.
29661	Boyd, James,	29554	Barley, Frank C.
29662	Brandenburg, J.I.	29680	Gilchrist, Jno. F.
29663	Griswold, Harry S.	29681	Hansen, Hans P.
29664	Hislop, T. Geo.	29682	Hartmann, Dr. F. S.
29665	Rapp, Walter A.		
29666	Murray, Ed B.	29684	Hunter, Will B.
29667	Parkinson, Jos. G.	29683	Heinemann, Henry E.
29668	Soden, G. A.		
29669	Sorenson, O.	29685	Wilson, L. B.
29670	Vassall, S.	29686	Lump, Andrew,
29671	Wade, Jno.	29687	*Raab, Miss Mathilde*
29672	Wardrop, Walter		
29673	Wessels, Rob't S.	29512	Buttingham, J. G.
29674	Wilson, F. S.	29513	Bogardus, Chas. S.
29675	Wilson, G. V.	29514	Hay, Chas. E., Jr.
29676	Bottomley, Dr. S. H.	29515	Chamberlin, Marc S.
29677	Morris, F. M.	29516	Hix, L. P.
29678	Tuttle, Henry B.	29517	Olson, B. H.
29679	Hughes, Herb't J.	29572	Maze, Walter H.

INDIANA DIVISION—1—329.

29599	Mauzy, Lou R.		

KANSAS DIVISION—9—154

29500	Baird, Lot L.	29573	Hood, Charles
29501	Clark, Lee,	29600	Upshaw, Geo. S.

[SEE SUPPLEMENT.]

WARWICK PERFECTION CYCLES

SEND FOR CATALOG.

WARWICK CYCLE MAN'F'G. CO., - - Springfield, Mass.

When you have received tuition from experience, don't forget to graduate.—Heartsfield.



A good bicycle is a desirable thing to have, and if you bought a cheap machine from an agent who told you that it was "just as good" and you did not find it satisfactory, don't be discouraged; sell your crock and buy a PARAGON.

STOVER BICYCLE MANUFACTURING CO., - Freeport, Ill.

"Finest Quality Produced in the World."

TRADE "CREDENDA." MARK.

THE ✱ CREDENDA ✱ SEAMLESS STEEL ✱ TUBE ✱ Co., ✱ Ltd.,

W. C. STIFF, Managing Director. BIRMINGHAM, ENGLAND.

TELEGRAMS:—"CREDENDA" BIRMINGHAM.

SEPTEMBER—And a Stack of . . . .

NEW AND SECOND-HAND **BICYCLES**

Must skip with the month. We announced a Bargain Sale a few weeks ago. Quite naturally the demand for bargains came our way. We sold a lot of splendid wheels at way down prices. We shall keep it up until they are *all* sold.

DO—WRITE FOR BARGAIN LIST—NOW!

Agents wanted to handle the finest line of high and medium grade bicycles on earth. All sizes, styles and prices. Immediate delivery. The most liberal terms.

CHAS. F. STOKES MFG. CO.,

Milwaukee, Wis. Chicago, Denver, Colo.

"Union" Cycles are the aristocracy of all cycledom.

PARAGON IROQUOIS

SIDWELL & SABEN,

SOLE NEW ENGLAND AGENTS,

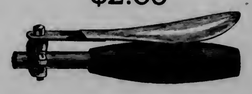
243 COLUMBUS AVE., BOSTON, MASS.

PHOENIX TOURIST

Use Carter's Handle Spring

To Absorb Vibration.

$2.00



☞Liberal Terms to Dealers.☜

SIDWELL & SABEN, - 243 Columbus Avenue, Boston, Mass.



"THE BELMONT."

The Best Value ever offered to the American Public. Highest Grade throughout. Credenda Steel Tube, Dropped Steel Forgings, Garford Saddle, and Best Cushion Tires. True Referee Frame. Price, direct spokes, $100. Tangent spokes, $110.

Agents Wanted.

Manufacturers,

THE SWEETING CYCLE CO., 639 Arch Street, Philadelphia.

THE TOURIST.



Simplicity in Construction. Ease in Running. Cushion Tires. Bown's Ball Bearings. No Cast Metal. Manufactured for us by Wm. Bown, Birmingham, Eng.

Also General Agents for the

Warwick, Kenwood, Psycho, Referee, and the St. Nicholas

Line of Medium Grade Wheels.

Manufacturers of the

Perfection Bicycle Alarm, Tire Heaters and Bidwell Cyclometer.

Good Agents Desired. Send for Catalogue and Terms.

George R. Bidwell Cycle Co.,

Chicago: 270 and 272 Wabash Avenue. 308 and 310 W. 59th St., New York City.

ATHLETIC GOODS!

KINGSTON KNITTING CO.,



Manufacturers for the

Trade and Clubs,

The most beautiful line of

Bicycle, Gymnasium, Tennis Costume and Sporting Goods

Made, in worsted, wool and best lisle thread stock. Unsurpassed for style, completeness, elasticity and durability, and at very low prices.

Send for catalogue and club price list, or order with entire confidence that our styles, material and prices will be entirely satisfactory.

No. 27 Kingston Street,

BOSTON, MASS

TWO PILGRIMS' PROGRESS, "From Fair Florence to the Eternal City of Rome—Delivered under the Similitude of a Ride, wherein is Difcovered the manner of their fetting out, their dangerous journey and fafe arrival at the Defired City." By Joseph and Elizabeth Pennell. A delightful book of travels on a tandem, and containing nearly 200pages of letter press by Mrs. Pennell, and numerous illustrations from the pencil of Jo Pennell. The book is elegantly bound, and is an ornament to any table or library. Price, $1.60, post paid. For sale by Bicycling World Co., 12 Pearl st., Boston, Mass.

☞Postage stamps not received in payment.



(No. 61.)

CHRONOGRAPHS!!

START, STOP AND FLY BACK

WARRANTED

AMERICAN LEVER WATCH.

ACCURATE TIME-KEEPER WITH INDEPENDENT FIFTH-SECOND CHRONOGRAPH ATTACHMENT.

No. 60	SILVERINE "CHRONOGRAPH"		Price $18.00
No. 61	GOLD FILLED	"	" 25.00
No. 62	COIN SILVER	"	" 22.00

Every watch is fully guaranteed and a certificate of our guarantee is packed with each one.

No. 60 is cased in Solid Silverine Case, hinged front and back, and thoroughly dust proof; the backs are beautifully engraved. Movements are made in both gilt satin finish and in nickel, handsomely damaskeened, and have finely lined porcelain dials marked to the fifth of a second.

No. 61 is cased in open face gold filled case, handsomely engraved; movements are same as in No. 60. They are very finely finished, STEM WIND and SET, QUICK TRAIN, STRAIGHT LINE AMERICAN LEVER, and reliable time-keepers No. 62 is cased in open face, 2 oz. coin silver case.

These are the best value ever offered in the Watch line. ☞Remember the Chronographs are guaranteed by the makers.☜ Remittances in Bank Drafts or P. O. Orders to

L. R. DAVIDSON & CO., Rooms 44 and 45, NO. 12 PEARL ST., BOSTON, MASS.

(References: WHEELMAN Publishers of BICYCLING WORLD AND L. A. W. BULLETIN.)



$135.00

Featherstone's Pneumatics $135.00.



$135.00

Speedy. Comfortable. Durable. Fully Guaranteed.

THIS INCLUDES THE TIRES.

WRIGHT & DITSON, Sole N. E. Agents, 578 & 580 Washington St., Boston, Mass., U.S.A.

TO THE TRADE

We have decided to make the following changes in the list price of our JUNO and CRESCENT Safeties, to take effect September first, 1891:

SOLID TIRE CRESCENT,	$75 00,	Former List,	$85 00
CUSHION TIRE "	85 00,	" "	95 00
SOLID " JUNO,	65.00,	" "	75 00
CUSHION " "	75 00,	" "	85 00

Other wheels are made only with Solid Tires and the List remains the same:

ROB ROY,	$50 00
GIRLS' JUNIOR,	35 00
BOYS' JUNIOR,	25 00
PET,	20 00

All discounts remain as before. Respectfully,

R. L. COLEMAN & CO., 35 Barclay Street and 40 Park Place, NEW YORK.

RECORDS GOING!

Rhode Island Wheelmen's Annual

TOURNAMENT.

Narragansett Park, Prov., R. I., Sept. 5.

TRACK STEAM ROLLED.

Big Prizes. Big Time. Everybody Hustling.

ENTRY BLANKS, J. H. TAIPE, 17 10TH STREET, PROVIDENCE, R. I.

THIRD ANNUAL 1891.

PEORIA

FALL RACE MEET.

FRIDAY and SATURDAY, SEPT. 18 and 19.

Exciting Record Breaking Contest Monday and Tuesday, Sept. 21 and 22

* $5335.00 ACTUAL VALUE IN PRIZES. *

Exclusive of Special Medals and Prizes. Elegant Programme for the entertainment of visiting wheelmen all five days.

REDUCED RATES.

A fare and a third on all railroads from any point in the United States on the Certificate Plan.

FASTEST TRACK IN THE WORLD.

LOOK FOR A MILE IN 2.10.

For further particulars, address C. V. ODEN, Sec'y P. Bi. C., Peoria, Ill.

Jersey Fitting

LADIES' EQUESTRIAN TROUSERS

originated with some sensible ladies for Horse-back riding, to do away with folds and plaits in skirts and drawers, which made a very uncomfortable cushion. Then followed the lady bicycle riders, who made the same complaint. Afterwards came a call for tennis, croquet, boating, yachting and all out-door sports, climbing mountains, and long tramps in the woods.

Then began light to dawn on the minds of some of the more sensible ladies, who said "How foolish we all are to burden ourselves with so many skirts, when one garment weighing only six or eight ounces, is warmer and so much more comfortable every way, giving better protection and perfect freedom to the whole body."

These garments are jersey-fitting, and made to fit, so there will be no more pressure on one part of the body than on the other. Ladies who have worn the Equestrian Trousers are very enthusiastic in their praise. These garments are fast coming into universal use; let every lady try them.

Wear the Equestrian Trousers for "Comfort and Health," and what you like over them to make you fashionable.

Before purchasing, see Holmes & Co's Patent, represented in the accompanying cut, then you will buy no others.

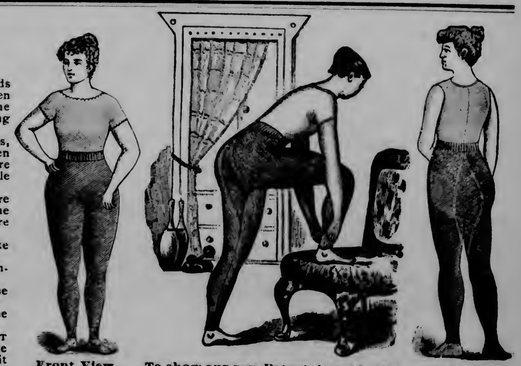
Ladies going abroad are buying them to wear on ship board; and a very wise thing to do.

Only one complaint has reached us and that has been the break away at the fork of the legs.

After a careful study for the best way to avoid this, we have KNIT, (NOT SEWED) in a piece of cloth, just the right shape to give it a proper fullness at the fork, making it heavier just where the strain and wear comes, which prevents it from breaking away.

We have taken out "Letters Patent" on this improvement, under date April 28, 1891, and consider it one of the most indispensable features of the "Equestrian Trousers."

We have them now perfection in every part, and every lady before buying should see and know for themselves how much this new patent adds to the value of the Equestrian Trousers.



Front View. To show our new Patent Apr. 28, 1891. Back View.

When this Garment is not found with your best dealers, send stamp for Catalogue and Price List to us. We do a large business through the mail, and warrant satisfaction.

ATHLETIC & GYMNASIUM GARMENTS Manufactured by HOLMES & CO., 109 Kingston St., Boston, Mass.



FINE TAPS AND DIES

For Bicycle Work.

Send for Price List.

WILEY & RUSSELL MFG. CO.,

Greenfield, - - Mass.



FOR TANGENT AND DIRECT SPOKES.

Nickeled. Price 75c., Postpaid.

Dealers send for Sample and Electrotype.

AVERY & JENNESS, 5756 Madison Ave., Chicago.

ADVERTISE NOW in the "Bicycling World."

FIRST ANNUAL BICYCLE MEET OF THE

MANHATTAN ATHLETIC CLUB

Under the Auspices of the Bicycle Department

To be held on the New Quarter Mile Bicycle Track, at Manhattan Field. Fastest Quarter Mile Track in the United States, 155th Street and Eighth Avenue, New York City,

Saturday Afternoon, September 26, 1891,

*——*AT 2 O'CLOCK. SHARP.*——*

LIST OF EVENTS.

1-mile open handicap, ordinary.
1-2-mile open scratch, ordinary.
2-mile open handicap, ordinary.
1-2-mile open handicap, safety.
2-mile open tandem, handicap (2 prizes only).
1-mile open scratch, ordinary, 2.50 class.
1-mile open novice, safety.
1-mile open handicap, safety.
1-mile open scratch, safety.
2-mile open handicap, safety.

2-mile, members of the M. A. C. only, scratch safety. For the Championship of the Club.

Entrance fee for each event, 50 cents Entries close Sept. 19, with C. O PERRY, Director of Bicycling, M. A C., Madison Ave. and 45th street, New York City. The right to reject any entry is reserved. 1st, 2d and 3d prizes will be given in each event. L. A. W. Rules to govern all Races.

RACING COMMITTEE.—Charles O. Perry, chairman; F. H Howland, R B. Moneypenny, J B. Anderson, J. A. Atkinson.

TICKETS, FIFTY CENTS. RESERVED SEATS, ONE DOLLAR.

Entry Blanks and Tickets can be had upon application to any member of the Racing Committee, at the M A. C. Club House, Madison Avenue and 45th street, New York City.

Handicapping by MR. F. P. PRIAL, official district handicapper of the L. A. W.

Learn to Ride
BY USING OUR
INSTRUCTION BELT
Price, with instructions for use, $1.25.
ST. LOUIS WHEEL COMPANY,
311 N. 14th St., St. Louis, Mo.

THE UNIVERSAL WHISTLE.



Patented Dec. 11, '88.

The Best Whistle for Cyclists, Hunters, Horse-car Conductors, and every one who has Mouth Whistles. The Patent Mouth-Piece enables one to hold it in mouth without use of hands. Price, by mail, 25c. or $2.00 a dozen. A chance for any smart boy to make money. WHITTEN, GODDING & CO., Providence, R. I.

MY CYCLING LOG BOOK. By "Papa" Weston. The transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a wel devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised. It fills a want often felt by the cyclist who values records of interest for future reference. Price, post paid, $1.25 For sale by Wheelman Co., 12 Pearl st., Boston.

☞ Postage stamps not received in payment.

HAVE YOU SEEN THE NEW
BUTCHER CYCLOMETER?
Ask Your Dealer to Show it to You.

For Ordinary Bicycles. Price $10.00. By Mail On Receipt of Price.



For Safeties. Price $11.00. By Mail On Receipt of Price.

The unprecedented demand for this Cyclometer this season is our apology to our many customers for delays in filling orders. With enlarged facilities, we can now fill all orders promptly.

The Butcher Cyclometer Co.,
338 WASHINGTON ST., BOSTON, MASS.

SECOND-HAND SAFETIES

I am selling out a number of them; good wheels a way down figures, to make room for a big lot of the famous REFERRES, which we will have this month.

W. J. NEWMAN, 46 Columbus ave., Boston
And HARVARD SQUARE, CAMBRIDGE.
☞Open evenings.

To Athletes, Cyclists, Baseball & Footballists, Horse-back riders, Boxers and Oarsmen; when you want to ride, run, walk, row, skate or swim a long distance, USE

ANTI-STIFF

To Strengthen the Muscles.



To Strengthen the Muscles.

It is a marvelous preparation for Strengthening the Muscular System. With Anti-Stiff there is no faith required; it goes straight for the muscles, and you can feel it at work. It has a peculiarly warming, comforting and stimulating effect on all weak or stiff muscles and sinews. Quick in action, cleanly and pleasant in use. Rub it into the muscles every night for a fortnight, and you will be pleased at its supporting and strengthening properties. There is not, nor has been, anything like it till now. It differs from all Oils, Embrocations, and Liniments, both in substance and effect.

Prices 20c. and 35c. per box.

Has a Large & Increasing Sale throughout Great Britian. E. FOUGERRA & CO., AGENTS FOR U. S., 30 N. WILLIAM ST., N.Y.

ADVERTISE in the Bicycling World and L. A. W. Bulletin
Circulation, 23,000.



Bicycles.—Over 1200 Bicycles in Stock. Special Bargains.

30 Inch, Full Ball Bearing Safeties, Good as New, $42.00
30 Inch Safeties, Balls both Wheels, Good as New, 37.00

Order quick and mention these prices, as they are not in our Catalogue.



A. W. GUMP & CO., - - Dayton, Ohio.



Makers of ALL STYLES OF UNIFORMS.

Plymouth Rock Pants Company.

HEADQUARTERS: 11 TO 25 ELIOT STREET, BOSTON, MASS.

Official State Tailors OF THE L. A. W.

Washington, D.C., Maryland, Pennsylvania, Connecticut, New Hampshire, Virginia and Missouri.

Authorized makers from the LEAGUE CLOTH.

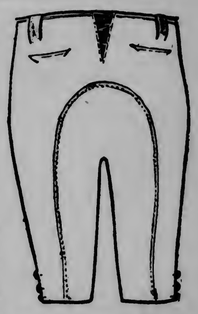
Coat, - - - $7.50
Breeches, - 4.75 } **Ordered Together, $12.25.**

As per *specifications required by the Uniform Committee.*

We have Branch Stores in the following Cities where your orders will be taken.

BRANCHES: 279 Broadway, New York; 943 Penn. Ave., Washington, D. C.; 74 Adams St., Chicago, Ill.; 914 Main St., Richmond, Va.; 217 19th St., Birmingham, Ala.; 201 Main St., Worcester, Mass.; 275 Meridian St., East Boston; 508 Mulberry St., Macon, Ga.; Room 4, Y.M.C.A. Bldg., Burlington, Vt.; 282 Second St., Memphis, Tenn.; 430 Church St., Nashville, Tenn.; 820 Main St., Dallas, Tex.; 629 Broad St., Augusta, Ga.; 108 W. 3d St., Davenport, Ia.; 1109 Broad St., Columbus, Ga.; 307 Tremont St., Galveston, Tex.; 143 So. 12th St., Lincoln, Neb.; 700 Austin St., Waco, Tex.; 110 Canal S., New Orleans, La.; 6 E. Government St., Pensacola, Fla.; 39 Whitehall St., Atlanta, Ga., 68 So. Main St., Waterbury, Conn.; 970 Elm St., Manchester, N. H.; 106 N. Main St., Concord, N. H.; 104 Montgomery St., Montgomery, Ala.; 706 Chapel St., New Haven, Conn.; Main St., opp. P.O., Springfield, Mass.; 16 W. 9th St., Chattanooga, Tenn.; 134 Thames St., Newport, R. I.; 606 Main St., Kansas City, Mo.; 244 Fourth Ave, Louisville, Ky.; Exchange St., corner entrance, 2 State St., Hartford, Conn.; 910 Congress Ave, Austin, Tex.; 406 Houston St., San Antonio, Tex.; 318 So. 15th St., Omaha, Neb.; 310 E. 5th St., Dayton, Ohio.

Also Agents at most all points in every State. We will call whenever and wherever needed by your notifying Headquarters, BOSTON, MASS.



Address POSTAL CARD For Samples.

New Edition Revised

—OF—

Mr. Porter's Excellent and Remarkably Successful Handbook of the Wheel and Everything Connected with its Use.

Brought down to date with Special Reference to Tires and Vibration.

CYCLING

—FOR—

Health and Pleasure

A Complete Guide to the Use of the Wheel.

Wheelmen as a rule are not slow to say a good word for the wheel, but they are not always equally prepared to give a convincing reason for "the faith that is in them." Constantly there comes up the question, "What will cycling do for me?" It is frequently answered correctly enough, but the truth is so much greater than the inquirer expects that he cannot believe it, and when he presses for answer "how can the wheel do so much," or "why is it that it does so much," a satisfactory reply is not forthcoming. The power of the wheel to promote health is an entirely unknown and unimagined quantity to the great lay multitude, who naturally expect cyclists to be able to answer all inquiries. In this book one chapter is devoted to this particular point; the effect of exercise on the system is examined, and medical men quoted. Every wheelman ought to have at his tongue's end the points here made.

230 Pages, Illustrated.

PRICE, 50 CENTS, POSTPAID.

WHEELMAN COMPANY,
PUBLISHERS.
12 Pearl St., - Boston.
Stamps not Received.

Official Outfitters to the League of American Wheelmen.

Authorized by the Executive Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.



466, 408, 410 & 412 Broome Street, NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.00, BREECHES, $5.25.
Cloth, $2.10 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk.....40
Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic. 4.00
No. 1, Canvas, leather trimmings. 2.50

Sent post paid on receipt of price.
Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,
241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia. 1039 Chestnut St.

THE NEW COLOR LEAGUE CLOTH IS NOW READY.

Samples of same can be obtained on application to

BROWNING, KING & CO., - New York.

The Billings & Spencer Co., Hartford, Conn. U. S. A.

Manufacturers of the Wheelman's Favorite, Billings Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents



Drop forged o bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.



FRONT VIEW

Indispensable to Bicyclists Athletes and the Gymnasium

Cail's No. 5 Supporters (jock strap) with elastic back, lace front and adjustable back straps. A sure fit. No. 5 (same as cut), 75c. No. 6, with pockets on each side of lacing, $1.00. No. 7, with hose supporter attached to sides, $1.00. Number 8, pockets and hose supporter, $1.25. Order by number and give tight measure top of hips. Postpaid on reciept of price. S. B. CALL, 358 Main Street, Springfield, Mass.



The "Popular"

All Ball-Bearings.

Price, $85.00.

A few shopworn at $75.

PERCIVAL TATTERSFIELD,

12th and Oxford Streets, Philadelphia, Pa.

$2.75.

I will out a single line, steel street die, monogram or cipher, with 5 quires fine writing paper and envelopes, paper stamped in colors for $2.75; all duplicate orders filled at $1.00 less, the die to remain in my possession; will mail samples on application.

M. R. WARREN

Stationer and Engraver,

336 WASHINGTON ST., BOSTON

Mention this paper.

The Lowville Cycle Club's

THIRD ANNUAL RACE MEET

Will be held at

Forest Park, LOWVILLE, N. Y.,

SEPTEMBER 17th,

In connection with the Lewis County Fair. Entries close Sept. 10th. L. A. W. rules to govern. Prizes of Unusual Value and Beauty.

W. S. Maltby will give an exhibition at our Meet. Address Charles E. Pelton, Lowville, N. Y.

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. **W. E. AUGHINBAUGH,** Baltic Building Washington, D. C.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜



L. A. W. BADGES

The official design in

SOLID GOLD.

Prices, $2.50, $3.50, $5.00 and upwards.

Members are cautioned against buying the interior imitations now being offered.

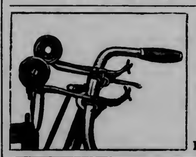
L. A. W. RINGS.

A heavy elegant Seal Ring, with plain or carved shank. The gold badge lies over a black onyx stone, and has a small diamond in the hub. Price, $15. Send for circulars to the original and only authorized maker,



C. H. LAMSON,

203 Middle St., Portland, Me.



LAMSON'S

Luggage Carrier

NO. 1.

Convenient, durable, noiseless, cheap. $1. Sold everywhere.

Made by

C. H. LAMSON,

Portland, - Maine.



JOHN HARRIOTT.

PRIZE MEDALS CUPS, BADGES AND PINS.

3 WINTER ST. BOSTON.

BAR PAT. APRIL 15, '90.



L. A. W. Pins

FROM $1.00 UP.

Discount to Bicycle Dealers and Agents.

Send for Full List, including Race Medals.

Duryea Jewelry Co.

194 BROADWAY, NEW YORK CITY.

1891 PNEUMATIC—B. & A. Humber racing safety, 26 1-2 pounds, Dunlop's latest (sewn canvas) pneumatic tires; machine and tyres absolutely new; enamel slightly marred; $150; owner going to England. H. O. STICKNEY & CO., 440 Harvard st., Cambridge.

WANTED.

A FEW DISTRICT AGENTS,

—OR A—

Sole American Agent,

FOR A HIGH-CLASS CYCLE.

Apply Immediately to

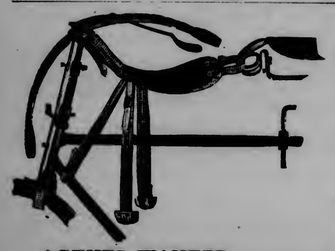
THE COVENTRY CYCLE MFG. CO., GROVE WORKS, Coventry, England.

CHOICE OF THE EXPERTS.

"U. S." Gallery Ammunition.

Manufactured by the

United States Cartridge Co., - Lowell, Mass.



JONES'

Suspension Bicycle Saddle

For carrying Children on Ordinary Safety Bicycles.

Simplest, Cheapest, Neatest and Best.

Price, $2.50.

For Sale by all Dealers.

—MANUFACTURED BY—

AGENTS WANTED. **A. H. GOETTING, - Springfield, Mass.**



SAFETY BICYCLE WHEELS.

We supply cycle manufacturers and others with any grade wheels in any quantity. Thousands in use.

The Most Durable Wheel Made.

We invite comparative tests with any or all others Write us for descriptive price-list.

I. A. WESTON & CO.,

JAMESVILLE, (near Syracuse) N. Y.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ *Cash must accompany the Order.*☜

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜

$100 BUYS Featherstone Pneumatic, or Kenwood Cushion Tired Safety, as good as new; cost $135. JOHN J. YOUNG, Joliet, Ill.

25 STEEL PLATE Scrip L. A. W. Cards. 15c. per post-paid. JACKSON'S QUICK PRINTING HOUSE, Waterbury, Conn.

54-INCH Eagle Light Roadster, 1891, good as new; cheap. Also pair ball pedals cheap. Address, B. A. GRAMM, Chillicothe, Ohio.

WANTED—Second-hand Safeties and Ordinaries in exchange for new Pneumatic and Cushion Tired Warwicks, Referees and Unions. DEAN & ROGERS, Taunton, Mass.

HE LEFT HIS WIFE

And five small children to go after a bottle of Wilson's Wonderful Nickel and Enamel Preserver. Price 50 cents. His Bicycle will look like new and never rust. Ask your cycle agent for it. WILSON MFG. CO., 15 Tremont Row, Boston, Mass.

FOR SALE—Singer Straight Steerer Tricycle; cost $185; not ridden over 50 miles; fine condition; best offer over $60; 1890 American Light Rambler Safety, for lady or gentleman; used but little; in perfect order; best offer over $75. M. CAMERON, No. 4 State street, Hartford, Ct.

FOR SALE—54 inch Eagle Roadster, in good condition; owner wants light roadster. R. M. RODGERS, 61 4th avenue, Pittsburg, Pa.

$60 BUYS a 52-inch Columbia Volunteer Rational, 1891 pattern, nearly good as new; or would exchange for type-writer. F. F. LATTA, Verndale, Minn.

FOR SALE AT BARGAINS—2 Model A Victors, good as new, $105 each; one Swift Tandem, $120; one Swift spring frame, $85; New Mail Safety, $85; two Giants, $65; 50-inch Victor, $40; 54-inch Champion, $45. Address A. B. WHITE, Fort Wayne, Ind.

$5 BUYS a Butcher Cyclometer for 32-inch wheel; run less than 200 miles. Address R. J. PEET, Bouckville, N. Y.

WANTED—Two wheels of standard make for lady and gentleman; not necessarily of 1891 pattern, but must be in good order and price reasonable. Address T. T. WILSON, Bergen Point, N. J.

WANTED—A 4x5 camera; must be cheap. Address "Hawkeye," Box 52, Reamstown, Pa.

EAGLE—50-inch, standard finish; used less than a season; fine condition; big bargain; must be sold; $55. F. B. CATLIN, Winsted, Conn.

ROB ROY SAFETY, new, only $35; new No. 12 Union, $100; Ladies' Columbia, $90; new Crescent, $60; New Giant, $60; Little Giant, ball, new, $35. F. B. CATLIN, Winsted, Conn.

BEST OFFER over $70 takes 52-inch Eagle, half nickeled; in fine running order; tires somewhat worn; Brook's cyclometer and lamp bracket; will send C. O. D. on receipt of $5. W. J. HOUCK, 106 1-2 Mt. Prospect avenue, Newark, N. J

51-INCH COL. L. R., L finish, 1890 pattern, new, $90; list $135; 54 Victor L. R., '90 pattern, new, $75; 54 Warwick, nickel finish, new, $60; 53 Apollo, new; $55; Columbia L. R. Safety, new, 1890 pattern, $110; Victor Safety, new, 1890 pattern, $100; Sped-well Safety, new, $80; Pathfinder Safety, new, 30-inch wheels, ball bearing, $37.50; Quadrant Tandem, No. 15, used one year, $75. The above must be sold; write quick if you want them; they won't last long. G. E. HANNAN, Bicycle Dealer, Denver, Col.

BEESTON HUMBER cushion safety, 40 lbs.; never been used; $110; sent C. O. D. privilege of examination on receipt of $5 00 to pay express charges, etc. HANLEY, 20 City Hall, Detroit, Mich.

PNEUMATIC RACING SAFETY—B. & A., Humber pattern, very light and strong and nearly new. P. W. DAVIS, Thomaston, Me.

$25 REWARD Stolen—Swift Safety, Model B, cushion tires, No. 1003SS. W. SHAKESPEARE, 6 Pine st., Waltham, Mass.

HUMBER Pneumatic, shop worn, $125, cost $175. Ormonde, cushion, $70, cost $140. Ladies' Safety ball bearings, $40. All warranted. Address "WILLIS," 73 Main St., Cortland, N Y.

YOU all need them, and the sooner you order the sooner you have them. We have reference to L. A. W. address cards. Drop a postal card for samples and prices to BRISTOL PRINTING CO., North Easton, Mass.

A HANDSOME, splendid running 1891 Columbia Safety for gent, solid tire; I bought it July 20 for $135; I will now sell it for $100 cash as I am going back to business and cannot use it. Will ship by express if charges are guaranteed. JOHN W. WILSON, Cottage City, Mass.

ALL MAY RIDE NOW.

NOTE THE PRICES.

Cruiser Safety, full ball, $45; Strong safety, full ball, $45; Crescent safety, full ball, $50; Victor safety, full ball, $60; Broncho L. R. safety, full ball, $70; Hartford cushion Tire, full ball, $80; Union No. 12, used 1 month, full ball, $100. All in good repair, some almost new. Send for full description.

KNIGHT CYCLE CO.,

207 N. 10th Street, - St. Louis, Mo.

WOULD Like to hear from some one wanting 50-inch Cushion Light Eagle, or Featherstone Pneumatic, both in perfect condition, at $100 each; $5 gets either on approval. O. W. SWIFT, Danbury, Conn.

WANTED—A position with some firm by a man who thoroughly understands all branches of the Bicycle business, either as Repairer, Salesman or new work in factory. Will give all my attention for the interest of my employers. Address "MACHINIST," Bicycling World office.

PNEUMATICS—One Featherstone Drop Frame Pneumatic, 28-inch wheels, with detachable bar; very little used; $100; one Quadrant Pneumatic, Diamond Frame, almost new, $110. Other wheels in proportion. WHITE CYCLE CO., Trenton, N. J.

25 CENTS BUYS Road Book and Map of Boston and Vicinity. CHAS. A. UNDERWOOD, Jamaica Plain, Mass.

FOR SALE—Or exchange for bicycles, patent on bicycle bearing Address O. L. SPAULDING, JR., St. Johns, Mich.

BARGAINS!!!

SALE of a bankrupt dealers' stock, 4 W. P. Ordinaries, new, $50 X. Y. Z. this office.



Bicycle Lock and Chain.

For Strength, Security and Neatness, the "CHICAGO" beats them all. Patent Bronze Metal Lock—3 tumblers—2 flat keys, (no two locks alike) with a tinned patent link chain made of tough, hard steel that cannot be cut with ordinary nippers or broken with a hammer. Length 18 in. Sent, postpaid on receipt of price, $1.25.—VICTOR BORN & BRO., 93 to 99 W. Randolph St., Chicago.

BE WISE!

Do you want to buy *any make* of "High Grade" BICYCLE at $4 per month, and at Reduced Cost? If so, call or address **The Bicycle & Supply Co., 225 East Baltimore St.,** for descriptive catalogue. AGENTS WANTED EVERYWHERE.

IT PAYS!

RARE BARGAINS.

6 Junos, '91 pattern, new, in crate; list $70, for $49, or $275 takes the lot. One Minnehaha, list $140, 1 1-4 inch Cushions; actual weight 46 pounds. The finest riding wheel I ever saw; as good as new, for $100.

One "Meacham High Grade," good as new; list $110, $55.

F. COLSON, Norwalk, Ohio.

WE ARE NOW APPOINTING AGENTS IN

New Jersey, Pennsylvania, Maryland, Delaware and Washington, D. C., for the new

FEATHERSTONE PNEUMATIC.

Just Arrived from Factory. Apply quickly.

Second-Hand Bicycles.

NOTICE.—Orders for second-hand bicycles can seldom be duplicated, and in ordering please give second choice in case first order is sold.

All second-hand bicycles are put in running order before leaving our shop. General wear excepted.

Don't delay by more correspondence than really necessary, as the bicycles are liable to be sold at any time.

If you do not find what you want on this list, state what make of bicycle you prefer, and what price you are willing to pay, and as we are daily receiving second-hand bicycles, can in all probability supply you.

NO.	SIZE.	MAKE, FINISH, ETC.	PRICE.
716	56	Harvard, full nickel, good condition,	$45
*723	54	Am. Club, 2-3 nickeled,	35
734	30	Swift Safety, '89 pat., model B, first-class,	75
*813	52	Light Champion, enameled, balls, slightly shopworn,	90
*8 6	28	Otto, enameled, shopworn,	9
*821	48	Sparkbrook, enameled, good condition,	35
*824	42	Otto, cowhorn bars, enameled, good cond'n,	10
845	56	Expert, dropped bars, plain pedals, good condition,	40
S69	44	Ideal, fair condition,	15
*855	28	Quadrant Ladies' Safety, first class,	85
888	54	Am. Club, nickeled and enameled,	55
S-4	48	Special Star, balls and rollers, good cond'n,	60
*897	30	Child's Tricycle, rubber tires, good cond'n,	10
*922	48	Spalding, balls both wheels,	30
*925	48	American Star,	25
*928	28	Ladies' Quadrant,	90
*930	30	Gentleman's Quadrant,	90
*931	30	Special Premier Safety, balls all over except head,	40
*938	52	British Champion, good condition,	40
*941	—	Sylph Safety, shopworn,	75
*942	52	Volunteer, new,	75
959	—	Ajax Safety, good condition,	80
*960	52	Expert, 1884 pattern, good condition,	30
*963	52	Expert, good condition,	35
*967	—	Columbia L. R. Safety, good condition,	75
*972	30	Swift, model A, cushion tire,	115
*976	30	Columbia Safety, 1890 pattern,	75
977	54	American Star, tool bag and tools, good condition,	20
981	54	Harvard, good condition,	35
*983	—	B. & A. Safety, cushion tires, 1891 pattern, good condition,	110
*986	45	Special Star, first-class,	50
*987	—	Ladies' Psycho Safety, 1889 pattern, good condition,	50
*988	—	Gendron, No. 1, good condition,	45
*989	—	Quadrant Safety, good condition,	75
*991	—	Swift Safety, 1890 pattern, good condition,	75
*993	--	Warwick, 1890 pattern, good condition,	75
*998	—	Warwick, " " "	75
*999	30	Ormonde Safety, 1891 pattern, good cond.,	100
1003	49	Columbia Light Roadster, good condition,	40
1004	30x24	Pony Star, good condition,	80
1005	30	Catford Safety, cushion tires, 1891 pattern, good condition,	125
*1008	30	Columbia Safety, 1890 pattern, good condition,	75
*1010	30	Victor Safety, spring forks, ball bearing, good condition,	60
1011	46	Facile, good condition,	40
*1012	30	Victor Safety, 1890 pattern, first-class,	75
*1014	30	Junior Safety, good condition,	20
*1015	30	Victor, model C, 1891 pattern, good as new, first-class,	120
*10.6	—	Little Giant, No 4, good as new, good condition,	50
*1017	--	Warwick, 1891 pattern, first class,	120
*1019	30	Crescent, 1889 pattern, good condition,	40
*1021	30	Columbia L. R. Safety, 1891 pattern, first-class,	75

☞Upon receipt of $5 any bicycle on above list will be sent C.O.D. for balance with privilege of inspection

The Eastern Depot for the Repairing of Pneumatic Tires.

HOWARD A. SMITH & CO

518 Broad St, Newark, N. J.

Safety Lantern OIL

The most perfect oil for any Lantern. Will not smoke; will not crust the wick; jar of wheel will not put it out. Put up in pints, quarts, gallons, also barrels; manufactured by

A. N. REYNOLDS & CO.,
382 Atlantic Ave., Boston Mass., U.S.A.

SEND $2 00 and get one of my L. A. W. Pins, (Official design), either size. Best for the money. Better quality S., $3.00; L., $3.50, etc. Ther. Charm, $2.00; Chain Bar, $1.25, etc.

SEAMLESS WIRE New Haven 40 CTS. CLUB PINS BADGES, MEDALS &c. C. O. REICHERT. 16 CROWN ST. NEW HAVEN CT.

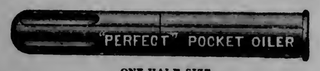
THE
COLLINS PRESS
15 MILTON PLACE, BOSTON.

One of the few large printing offices in the country entirely equipped with type on the point system.

Our Machinery plant embodies all the latest improvements in printing presses; and is ample for the production of the largest jobs of press work.

The *Bicycling World and L. A. W. Bulletin* is printed at this office, and some idea may be had of our facilities from the fact that we make over 100,000 impressions on this paper each week.

"PERFECT" POCKET OILER.



ONE-HALF SIZE.

For Bicycles, Guns, Fishing Tackle, etc. Throws only small quantity of oil at a stroke. No leakage. Handsomely nickel-plated. Best and neatest oil can in existence. For sale everywhere. Price 50c each. CUSHMAN & DENISON, 172 Ninth Avenue, New York.



THE "HAINES" WRENCH.

(Patented Sept. 17, 1889.)

The Most Complete Wrench for Bicycle riders in the market; made of Cast Steel, finished in black; combines Screw Driver with Wrench; length 4 1-2 in. Warranted first-class, strong and durable. Manufactured only by

AMERICAN SAW CO.,
TRENTON, N. J.

THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as THE CYCLIST does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmey. $2.50 per year, including postage. Office: Coventry, England.

Subscriptions received by the Wheelman Co.

Erie Knitting Mills,
Erie, Pa.

Are still making the very best goods for cyclers. We know this, and others are finding it out.

This is a copy of a letter just received from the champion road rider of the United States:

ERIE KNITTING MILLS—

I cheerfully recommend your knit goods for the use of bicyclers, especially hard road-riders, as from my experience with them I have found them well-fitting, elastic and durable as iron.

Yours very truly,
WM. VAN WAGONER.

FRANK FAIRBAIRN, 513 WEST 11TH ST., ERIE, PA.

Bicycle Tournament
OF THE
SPRINGFIELD BICYCLE CLUB

Springfield, Mass.

SEPT. 10 and 11.

Be sure and see that

1 Mile Worlds' Record Race,

To be seen at Springfield only.

Best Bicycle Track in the World.

W. J. Corcoran, N. Y. Athletic Team, and P. J. Berlo, Manhattan Athletic Team, say the Springfield Bicycle Club have the best and fastest track in the world.

Excursion Rates on all Roads.

Entry blanks mailed on application.

"Imperial Wheels" FOR ALL AROUND RIDING ARE POSITIVELY THE BEST



MANUFACTURED ONLY BY
AMES & FROST COMPANY
302-304 WABASH AVE, CHICAGO
CATALOGUE UPON APPLICATION

FITCHBURG RAILROAD

Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

HOOSAC TUNNEL ROUTE

THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

BICYCLES CARRIED FREE
FAST EXPRESS TRAINS

With elegant PALACE PARLOR and SLEEPING CARS to and from

BOSTON and CHICAGO and BOSTON and ST. LOUIS, via NIAGARA FALLS,
without change.

THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.
THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.
THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.

ELEGANT PALACE SLEEPING CARS
to and from
BOSTON and MONTREAL,
without change.

For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at

250 Washington Street, or
Fitchburg Railroad Passenger Station, Boston.
J. R. WATSON, General Pass. Agent.

Price List of Specialties
—MANUFACTURED BY—
ELASTIC TIP CO.

Mailed Postpaid on Receipt of Price.

Dropped Forged Steel Spade Handles, all nickeled and threaded to fit any machine, $2.50 per pair.
Soft Rubber Handles, pear shaped, $1.50 per pair.
Vulcanized Handles, pear shaped, $1.50 per pair.
Boys' Soft Rubber Handles, pear shaped, $1.00 per pair.
Double Grip Pedal Rubbers, No. A, 1 inch x 3 3-4 inches, $2.00 per set of four.
Double Grip Pedal Rubbers, No. B, 1 inch x 4 inches, $1.50 per set of four.
Double Grip Pedal rubbers, No. C, 1 1-4 inch x 4 inches $2.00 per set of four.
Pedal Rubber, round or square; made from white rubber, $1.00 per set of four. When ordering state size required.
Spade Grips, vulcanite, 50 cts. per pair.
Safety Handles, vulcanite, to fit any machine, $1.00 per pair.
Safety Handles, for Boys' Wheel, 50 cts. per pair.
Soft Rubber Grips for Safety, $1.00 per pair.
Soft Rubber Grips for Boys' Safety, 50 cts. per pair.
Soft Rubber Sleeves, to fit over vulcanite grip, 75 cts. per pair.
Steel Balls, 3-16 inch, $2.00 per C.; 1-4 inch, $2.40 C.; 5-16 inch, $3.00 per C.
Imported Tire Cement, 25 cts. per box.
Tire tape for holding on tire, 25 cts. per roll
Rubber Cement, for repairing cuts in tires, 25 cts. per can.
Bicycle Spokes. Price according to quantity.
BICYCLE TIRES, SOLID or CUSHION, either red or grey; price according to size. Send for Catalogue.

ELASTIC TIP CO.,
Cor. Cornhill and Washington Street,
BOSTON, MASS., U. S. A.

DETECTIVE! WE WANT a MAN in every locality to act as **Private Detective** under our instructions. Send stamp for particulars. WASHINGTON DETECTIVE AGENCY, Box 787, Washington, Iowa.

$85.00 LOVELL DIAMOND CYCLES. $85.00

High Grade Only.

All Ball Bearing,
Steel Tubing
—AND—
DROP FORGINGS.

NO BETTER MACHINE AT ANY PRICE.



Lovell Diamond,	$85.
With Cushion Tires,	95.
For Ladies,	85.
Convertible,	85

AGENTS WANTED.

BICYCLE CATALOGUE FREE.

MANUFACTURED BY
John P. Lovell Arms Co., Boston, Mass.



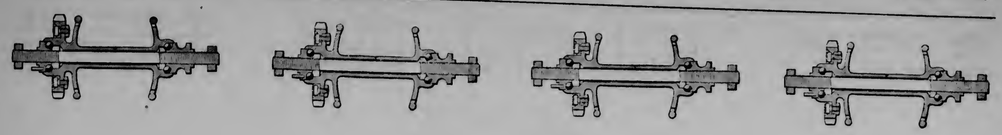
Poor Lo He never rode an ECLIPSE Bicycle. Hundreds of wheelmen in all parts of the U. S. will testify to the superior qualities of the Eclipse, as a road rider. Our Cushion tire must be the best, for the money, the market affords. Steel pulley rims. Write for catalogue.

OUR PNEUMATIC GIANTS



Are now ready for delivery, are thoroughly high grade and fitted with the Dunlop Tires. We also have the same machines fitted with **Cushion Tires.** Send for special circular describing them. We have in stock also a few Reform Safeties, fitted with the **Clincher Pneumatic Tires,** at a very reasonable price. The Clincher is hard to puncture and can be repaired by the novice on the road without loss of time. The demand for our regular line of Giant Safeties is as brisk as ever. Are now mailing a new edition of our catalogue.

H. A. LOZIER & CO., - - Cleveland, Ohio.



HOW ABOUT BEARINGS?

There has been considerable talk about tires and various other things connected with bicycles.

Among the most important parts of a bicycle are the bearings.

Good bearings may serve to carry fairly well any style of machine.

Poor bearings can never carry successfully any kind of machine, no matter how good the frame, or how easy the spring forks and cushions.

The best bearings are those about which the least is heard (in the way of complaint).

Riders of *Columbia Cycles* have found that they have had no trouble with bearings. The bearing surfaces are just right, the balls are true, the cones have the proper angle,—in short they are as near perfection as possible.

All that we have heard from them is in the way of praise and not of complaint.

Here is one of the secrets of success of these famous roadsters.

SEND FOR CATALOGUE.

POPE MFG. CO.,

77 Franklin Street, Boston.

12 Warren Street, New York. 291 Wabash Ave, Chicago. Factory, Hartford, Conn.



FOUNDED 1878

THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXIII. Number 20. BOSTON, 11 SEPTEMBER, 1891 $1.00 a Year. 5 cents a copy.

NOT ENOUGH.

NOTHING LESS THAN $135 will buy a Victor Bicycle, and the demand constantly exceeds the supply, even at that seemingly high figure.



Victors are cheap at $135, in comparison with second grade machines which are sold at from $50 to $130, and sometimes at $135.

Prices are often deceptive. There are many inferior or second grade wheels on the market with a list price of $135, but which, in reality, are sold for a much less sum. Old, experienced riders understand this hollow pretence, and are able to take advantage of such reductions when unable to buy the best, while the inexperienced buyer or beginner has to pay full price.

If you want the best bicycle in the world, fitted with Victor Cushion Tires and Victor Spring Fork, you must pay $135 to get it.

OVERMAN WHEEL CO., CHICOPEE FALLS, MASS.

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

CONCERNING "POEMS."

We notice, with ill disguised regret, a growing tendency among modern writers to speak of common, everyday, inanimate things as "poems."

A lovesick dude is smitten with some decent looking country girl who was standing by the fence as he passed, and he writes her down as "a poem in muslin."

A wagon maker finishes in flaming colors a new oxcart, and the local paper promptly refers to it as "a veritable poem."

A wandering Bohemian sees in an art gallery a daub, such as would not be tolerated if done by a novice. He notices at the bottom a well-known name and straightway it goes into the "Weakly Gusher" as "a delightful poem without words."

Mrs. Shoddy orders a dress made by some noted costumer, and it too gets into the "society notes" as a "poem." We admire attractive millinery, but when they describe a lot of "delerium trimmins' strung on a piece of circuitous bonnet wire, and then call the whole outfit a "poem," it is time for Tennyson and Bassett to look up a new name for verses.

We can stand this *poem* business all right while it is in the society column, because we rarely see it, but we *do* read the bicycle papers more or less, and hence we protest that a poem should be called a poem and that nothing else should.

We notice that several bicycle advertisers during the past year have called their product "poems in malleable iron," etc. Now we don't aspire to this sort of thing.

The

Hickory TRADE MARK

bicycle is not a poem, although it stanza great deal of wear and tear.

It is not a song, or a solo, or a metallic medley of guards and spokes and springs and things; it is much less noisy than *any* of these.

If it *was* a poem, however, it would be a *spring* poem, because it is elastic from the ground up.

Lacy Hillier says: "Had there been no inflated tires, there would have been a boom in Hickories." Well, what is the objection to having a boom in Hickories anyway?

You can't "puncture" a Hickory wheel, even with a large tack, but we can puncture most of the objections that are raised against it on *any* tack.

The principal trouble, so we are told, is that we don't claim enough (as advertising goes.)

We don't approve of getting on the housetop and yelling and swinging our old hat, (the same one.) We don't like to advertise *at all* in fact, it seems "unprofessional" to constantly shout and parade our product before an already fatigued and incredulous public. and yet we do it to some extent, else who would be there to meet us when we get off the train? "There are no eggs in last year's nests."

No bells are rung when any man is born, but only when he dies. We notice also, that most of the *free* advertising is after the beneficiary is "busted," so we reluctantly call your attention once more to the

Hickory TRADE MARK

bicycle, details of which we send alike to the just and also to believers in the old "amateur rule."

ELLIOTT HICKORY CYCLE CO.,
Newton, Mass.

P. S. Which are you?

CRESCENT and JUNO SAFETIES.



IN STOCK NOW. ORDERS FILLED PROMPTLY.

Dealers and Agents:—

If you wish popular, medium-priced safeties—machines that speak for themselves and sell easily—you cannot do better than to take hold of our job lot JUNOS and CRESCENTS of this year's make. They are proving by far the best selling medium-priced wheels we carry in stock, and are giving splendid satisfaction. We give

THE MOST LIBERAL DISCOUNTS

to dealers and agents, and invite you to correspond with us regarding same. We handle all makes of new and second-hand machines at lowest prices, and no matter whether you want one or one hundred wheels we will make it pay you to deal with us.

Catalogue, second-hand and job lot list, free.

ROUSE, HAZARD & CO., - - - 9 G Street, Peoria, Ill.

CYCLISTS, Attention! HERE'S A BIG GO!

CLEARANCE SALE OF SUPPLIES.

For the next 10 days we will sell our large stock at prices regardless of cost. The best $2.00 LAMP in the market will go for $1.

Coment, Enamel, Oils, etc., Will be sold at 50 per cent. discount. You can get supplies of any kind at prices unheard of before. If you want to purchase a BICYCLE, now is your chance. We have a number of this season's wheels, slightly used, good as new, which we will sell at second-hand prices. There are three months left of the riding season. Give us a call anyway.

A. O. VERY CYCLE CO., - - 173 Tremont St., Boston

LACTART
ACID OF MILK.

A REFRESHING DRINK WITH WATER and SUGAR.
Call for Orange or Raspberry Lactart at the Soda Fountains.

Benson, of Corey Hill fame, says:

AVERY LACTART CO., Boston.

Gentlemen—"For several seasons I have used your Lactart and found it very satisfactory, as a quencher of thirst." Respectfully,
A. P. BENSON, Newton Club.

The Howler Again Exults. . . . . .

PARSON vs. BIKE.

In our town there are some people who go about in sheep's clothing, but inwardly they are ravening wolves. We refer particularly to Parson Flipper, whose recent utterances against cycling have caused us infinite pain, more, in fact, than cycling itself has caused us.

Last Sunday, thinking that some business might be done there, we attended Sunday school. It may be proper to state here, that during the past month the Parson has repeatedly called on us and proposed that we present him with a Union Bicycle. He asserted that he was a shining light and that it would be an almighty good ad for us. Had the parson been a safe man, we would have gracefully acquiesced, but knowing him as we do for a confirmed liquor licker, and a very unsteady pedestrian to boot, (we tried booting him once) in addition to which he owes us for his third wife's coffin; we say that after considering all these points against him we declined to donate. We expected he would retaliate, and went to Sunday school prepared for an argument as well as for business.

After a brief prayer for the saving of souls and his apple crop, he said that he was grieved to note the propagation of a new evil in the town, to which both male and female were falling victims. He alluded to bicycles in general as aids to the Hades, Satan's wheelbarrow, etc., etc., and said that Jesse James was a canonized saint compared with the bicycle agent. He expected we should shrink, but we didn't nary a shrink.

Our patience is bounded on the north by common sense; on the south by lofty ideas of the dignity of our calling, and on the east and west by two forty-four calibre pop guns. Our safety valve is weighted to 100 in the shade, and when we reach this notch, we effervesce.

The Parson's vaporings riled us, and we called him to order; he ordered, and the order was for us to get out. Our singular bravery is well known through the United States, and we declined. There was a scrap in which we lost one side of our fair and graceful mustache and a Waterbury watch. We keep half of the parson's right ear preserved in spirits in our office, and are always happy to show same to reformers. It is labelled, "Saved from a warm hereafter." It will be offered as first prize at the coming races. Our money is up on Union riders. We have now learned what easy steering, easy riding and speedy wheels they are. We predict the Unions to be winners in the coming races. Watch them.

P. S.—Have a few more catalogues for those who mean business.

UNION CYCLE MFG. CO., - - - Highlandville, Mass

Mr. Stokes of Chicago looks after our Western Business.

FEATHERSTONE'S PNEUMATICS.

It has taken the best mechanics of Great Britain three years to bring the Dunlop Pneumatic Tire to its present state of perfection. In view of this, it is not reasonable to suppose that any one can bring out a satisfactory Pneumatic Tire that will stand up in much less time than this, unless they copy substantially the Dunlop patent construction, in which case we shall certainly look to the courts for a redress against the manufacturers, sellers and users.

We advised the trade some time ago that the price on our improved Dunlop Pneumatic Tire will be much less for 1892 than 1891, and we shall stand ready to supply the trade at these figures.

Our Dunlop Tire for 1892 will be as near perfect as it is possible to make a Pneumatic Tire. A great many valuable and new features enter into its construction.

The Pneumatic Tire Co. and ourselves have tested at least 100 different kinds of patent and other valves, none of which have proven satisfactory, with the exception of the one we have adopted.

We are advised that another house is now on the point of making Pneumatic Tires, the greater part of which is copied identically from the Dunlop construction, which is patented, and we advise all persons interested in the making, selling and using of Pneumatic Tires to buy nothing that is substantially like the Dunlop construction, as we shall proceed to protect our rights in every way.

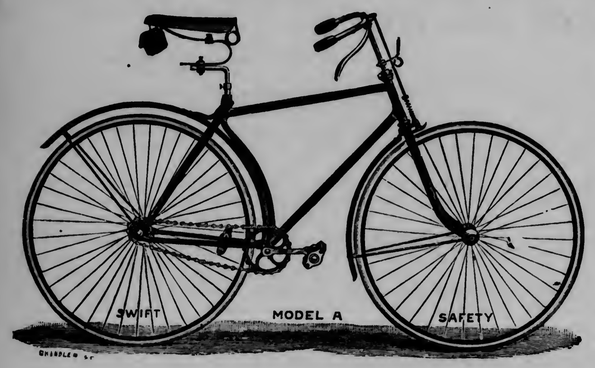
It probably will not be necessary to do this, however, as the Pneumatic Tire Co. and ourselves have rejected one after another of the experimental tires that are continually being patented and brought out, as being unsatisfactory and worthless for the purpose. We call your attention to these facts, as these infringing tires may fall into the hands of those who are not acquainted with the Pneumatic Tire and condemn the Dunlop without seeing it.

Be sure the Dunlop Pneumatic trade mark is on every tire you use, and you will not be compelled to pay for experiments which you will find either unsatisfactory or an infringement of our patents.

A. FEATHERSTONE,

Clark and 16th Sts., and Armour Ave., - - - Chicago.

Another Record Broken.



At Philadelphia, Aug. 29, under the auspices of the Quaker City Wheelmen, the 25-mile handicap road race was won by Albert Beggs, mounted on a Pneumatic Swift.

In the same race C. A. Elliott broke the world's record for 25 miles. Elliott also rode a Swift.

FACTS SPEAK FOR THEMSELVES.

COVENTRY MACHINISTS' CO., Ltd.

Chicago. **Boston.**

The Autumn is the Best Riding Season!



SEE

This Wheel! Tangent Spokes. Cushion Tires which stand Road Work. Garford Saddle, etc.

$100.00.

And what is the Best Wheel?

We put a NEW MAIL on the Market

This year at $100. What do they say about it?

Here are a few reports:

From a dealer in Indiana:

"The $100.00 NEW MAIL is giving the best satisfaction of any wheel in town."

From a dealer in Maine:

"The NEW MAILS are standing well, and will have a great run in this town next year."

From a gentleman in Virginia:

Wm. Read & Sons, Gentlemen:—I have just completed a tour through Holland, Belgium, part of France and part of Germany on one of your $100.00 Cushion Tired New Mails, and I am more than satisfied with its running qualities. I had good roads—cobblestone roads, mountainous roads and almost every road imaginable. and your wheel has stood them all. Neither cushion tire shows any wear, and both wheels are tight, not a loose place in the machine. You may use this as a testimonial with my name, and I am Yours truly, F. G. KIPPER.

Another writes as follows:

"I begin this third season of my NEW MAIL "in perfect condition. My only expense so far "has been for two balls, one broken and one lost "while cleaning. Good service this over our "rough country roads."

BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

—BY—

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5287, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN Co.

☞ *Postage stamps will not be accepted hereafter in payment for Advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.* ☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

Editorial Contributor, F. A. EGAN.

BOSTON, 11 SEPTEMBER, 1891.

OF course we cannot cover Springfield this issue, much as we would like to, It would make our issue all too late if we did so.

WE are constrained to express the opinion that the meeting of the National Assembly at Hartford was a failure. The bare quorum of faithful delegates who attended cannot be held responsible for this. They attended to such business as could be considered with intelligence and dispatch. The real blame rests with the careless but presumably well meaning gentlemen who demanded that a special meeting be called. It is apparent from the call, which was issued in accordance with the request, that those anxious for a special meeting were very ignorant of the requisites for one. We hope no more special meetings will be called unless it is necessary. The calling of the meeting has cost a great deal of money and has been of no benefit.

THE plan adopted by the Convention at Hartford to allow proxies to be voted whether the proxy himself was actually present or not is most pernicious. We certainly trust that this unheard of, and we believe, illegal action will not be regarded by anyone as a precedent for the future. The whole system of League proxy voting in Conventions is w ong, and utterly fails to produce the result intended. It was intended that each member should be represented by a personally designated proxy. The method now pursued of collecting proxies from everywhere and everyone signed in blank, and distributed around to Tom, Dick and Harry without even the name of the proxy written in is a farce so far as an intelligent consideration of any question is concerned. This matter should be attended to at once, and some plan devised to remedy the evil, We intend some day after a more careful consideration of the subject to offer some suggestions on this matter.

WE think, too, that it is in bad taste to say the least, to gather proxies from men present at the place of meeting. It is the duty, and should be the desire, of every member to personally attend the meeting. But while the custom which now prevails of asking a man for his proxy as soon as he comes to town, it is not surprising that a very small proportion of those who can attend do so. This, however, is purely a matter of taste, as there is no law against soliciting proxies.

THE decision of the National Assembly to accept proxies written on scraps of paper pinned or pasted on a proxy blank was most irregular. Any court of law would, we believe, have decided every one of them illegal and void. Mr. Potter, with his usual clearness, stated the case so that it is difficult to understand how any intelligent man could vote to admit such garbled documents as were presented; but a majority of those present did not agree with our acute legal friend. Potter was right, nevertheless.

WE might write more at length upon this proxy question, but would only weary our readers. The subject is a dry, but an extremely important one.

CAN it be that the preachings of Mr. Hicks many years ago in favor of flying starts for cycle races is bearing fruit? The fact that a novelty is to be introduced at Springfield in the form of one race with flying start would seem to indicate such was the case. Certainly it will be fair, when we get a little closer to Maud S.'s 2.08 3-4 from a standstill, and it would be a good idea to try some miles with a flying start and thus be able more intelligently to compare the relative speed of horse and cycle. The cycle is nearer to the horse than the wildest dreamer of two years ago deemed possible. There is not any eight seconds difference between the start from a standstill, but the difference must be considerable.

A man can not strike his gait from a standstill in less distance than one hundred yards and the effort to get under way at full speed in as short a distance as possible is tremendous. With a start of about one hundred and twenty-five yards behind the tape so that he could get his swing naturally, we think the 2.16 performance of Osmond would have gone down to 2.12 or thereabouts.

EVERY locality is "afflicted" with the century run fever. Perhaps "afflicted" is a hard word, and we should say permeated. Century runs properly planned and carried out can do no possible harm, though there are those who fail to see the charm of riding one hundred miles simply for the sake of saying that it had been done. There are hundreds and thousands of men, and women for that matter, who can roll off their little century without winking, and who really enjoy the physical exertion necessary to accomplish the feat. That is all right for such people, but there are many whose ambition far exceeds their physical ability, and to such it is well to point out the dangers of over doing.

It is simply absurd for us or any one else to lay down cast iron rules governing the use of the cycle as a means of pleasure, and if from time to time we have appeared to be censorius when alluding to the use, or what appeared to be the *mis*use of the cycle, it has only been our aim to preach rationalism as applied to the use of the bicycle. Under this comes the fact based on common sense that because "A" can ride a hundred miles within the twenty-four hours, it does not follow that "B" can with safety accomplish the same thing. There is no particular harm in starting with the scorchers in a century run providing pride is not allowed to goad one on beyond the natural powers of endurance. It is only because of the evident prevalence of a century epidemic that we touch on this subject and urge some of our ambitious readers to use reason and not over estimate their powers of endurance. A few cases where damage by over exertion may be done would work incalculable injury to the sport.

IT is a matter of universal comment with travellers, that country road-making in the United States is either a lost art or a to-be-acquired science. The average selectman or road-agent of a country town is usually deplorably ignorant of the first principles of making a good road, in fact it is no exaggeration to declare that in many instances the official has never even seen a first-class road, much less built one. Nothing will so surely advance the growth and well being of a town as well made and well kept roads, and if those who go in to "boom" certain cities and towns would but remember this fact and put part of the money they throw away in advertising advantages, which too often the place boomed does not possess, into good roads, we would hear of less cases of collapsed booms than we do at present. Nothing more bespeaks the intelligence and character of the citizens of a community than the construction and condition of the roads. Show one the roads of a country, and it is a poor observer who can not tell you the class of people who own them. It seems though as if the wheelmen of this country have taken upon their shoulders a thankless and hopeless task in endeavoring to convince those who would be most benefited by good roads of the necessity of them.

A WHEELMAN who has toured extensively both at home and abroad, says: "You can get more real enjoyment out of a day's ride over the average American road than you can in the same length of time and distance over the more perfect ones of France and England. Of course, if one wants to make a record and cover distance, give him the foreign roads; but for excitement give him a path about six inches wide where, if he loses his course, it is fatal. The comparison is as a mill-pond to the ocean with its varied moods." This may be all very true for your wide wandering tourist, but, for all he says to the contrary, the average cycler, is willing to dispense with the excitement derivative from riding a six inch foot path with danger lurking in every turn of his wheel, and to accept in its place the perfect roads whose pleasures lack appreciation by the rider who has travelled far and near, and appreciates a road simply as it affords him a test of his superior riding ability.

WHILE the unthinking visionary has had his eyes fastened upon aluminum as the metal destined to work wonders in the construction of all forms of machinery like bicycles, where great tensile strength is sought with a minimum of metal and weight, the cooler headed scientist has continued his more profitable labors in endeavoring to bring the forms of metals at present used into a greater state of perfection, so as to more fully meet the requirements of modern machinery.

The recent experiments at Annapolis to determine which was the best form of armor for the United States to adopt for the navy it is now constructing, has done much to stimulate the search of inventors and manufacturers to increase the tenacity and elasticity of the metals of commerce.

It was proven in the government tests that the finest steel plates offered but little resistance to the projectiles fired from modern ordnance, while plates composed of an alloy of steel and nickel almost defied the shots from the largest guns. This alloy is one of the most remarkable ones of a group placed at the service of war and industry during the last few years, and is the one most likely eventually to prove of benefit to wheel manufacturers, and the wheelmen who buy their wares. Iron has long been known to be greatly improved in both tenacity and elasticity when it appears in the form of steel, and steel is no other than a compound of iron and carbon. Now that steel in its turn is to be made still more elastic and strong by alloying it with nickel, it seems as if the advance long looked for in lightening and strengthening wheel construction was near at hand. With material of increased tenacity and strength the manufacturer will be able to give the rider a wheel of greater strength and less weight, and if not exactly building a machine that will carry everything and weigh nothing, as the admirers of aluminum declare a wheel made of that metal would do, the present quantity of metal needed in wheel construction will be greatly lessened without decreasing the strength of the machine itself. Let us hope that this fortunate state of affairs is much nearer than most of us think it is.

HAWKSHAW'S COLUMN.

IT has been estimated by competent authorities that the United States spends annually $450,000,000 for shoes. It would be interesting to know just how much of this enormous sum of money might be saved each year did the citizens of this country use the bicycle more than they do as a means of conveyance.

A new skirt for wheelwomen has made its appearance, which possesses many of the advantages of the so-called dress reform garments with none of their disadvantages. It is so constructed that it is impossible for any part of the drapery to become disarranged. It opens by means of a slit on each hip, instead of at the back. The openings are ornamented with buttons, so as to give the idea of pockets. By being made this way the skirt can be so scant that there is no portion of it left flying to catch in the wheels or gearing, or to become inflated like a balloon as the wearer of it rushes along on her wheel.

To the onlooker it sometimes seems as if the rapid transit of the wheelman was purchased at too great an expense of physicial energy and overstraining of the attention; but from the rider's side of the matter, the question of real value and utility seems to call out no dissenting voices; at least he who has once become a rider rarely, if ever, gives up the practice so long as his moral courage suffices to face a frowning world.

The bicycle has proven itself to be the swiftest means of self-locomotion yet acquired by man; the wheel is, moreover, used to advantage on all roads that are suitable for ordinary vehicles; it enables man to attain, unaided, the speed of the horse; its utility is no longer a matter of doubt, and it is proving to be something more than a means of amusement. It to-day fills a place in popular use which cannot be denied it by its most determined enemies.

There is a natural craving in the muscles for movement, as there is in the stomach for food and in the lungs for air. This feeling is the expression of a physiological need, which can best be supplied by cycling, and which can only be disregarded at the expense of health. Want of cycling means disuse of the muscles, and disuse is invariably followed by wasting. Any one who has seen a broken limb that has been kept motionless in splints even for a few weeks must have noticed how lean and shrivelled it appears—how "fall'n its muscles' brawny vaunt" by the side of its fellow member. Our zeal for cycling is not, however, always according to knowledge, and while our enthusiasm for it is often at fever heat when we are "juvenile and curly," it is apt to fall to zero when the waist has become simply a "geometrical expression." From excess as well as from insufficiency of cycling evils result. But to youth, maturity and age alike comes the cycle as a giver of pleasure and of health, and by none should it be either abused or forgotten.

Pneumatics are the big gooseberries of cycling literature, and the merits and demerits thereof the bicycular sea-serpents of contention; for no sooner does the average writer find himself short of "copy" than he proceeds to deliver himself of long essays on the pros and cons of pneumatics versus cushions, and both versus solids. When he has finished the "copy" has been supplied, but wherein lays the value of most of it from a practical point of view?

Your correspondent, Mr. A. B. Choate, in reviewing my article *in re* amateurs does not seem to clearly understand the position I take in the matter, a fault, I suppose, of my inability to clearly state to your readers my ideas on the subject, I claim that with all fast racing men, racing is a profession; it is almost impossible for one to find the time and money to devote to training and racing without making it a profession, disguise the emoluments of it as you please under the words "prizes," "expenses," etc. Such being the case, I claim that the laborer is worthy of his hire, and should be paid in coin not "crocks." Mr. Choate certainly does not mean to tell me that nine-tenths of the fast men of this or any other country that "bicycle racing is a sport pure and simple," for if he does, his credulity is greater than his experience.

In all the sports and pastimes of the world where a man's speed or physical superiority lift him above his fellow men, directly or indirectly he seeks to profit by it, and I claim in consequence that it is more honorable, more business like, and much fairer for all concerned to bring the whole affair down to the hard cash basis of dollars and cents. I grant that to turn the League over to the "domination of professionals would be a "misfortune," as Mr. Choate says, but really this is crying wolf when no wolf is nigh. The racing man, call him anything you please, amateur, professional or promateur, thinks of but one thing—racing; he don't want the L. A. W., couldn't have it if he did, and wouldn't know what to do with it if it was forced upon him. Should every racing man in and out of the League turn professional to-morrow, they would not number five per cent of the League's membership, so to speak of them ever dominating the other 95 per cent of the membership is hardly worth the time spent in alluding to it. I regret that I cannot in the present instance earn a continuation of Mr. Choate's good opinion by agreeing with him. I still claim that the present amateur law is an illogical position impossible of enforcement because it is illogical, and that the mere fact of a rider being paid in cash for the winning of a race, instead of in clocks or crocks as at present, in no wise alters the reputation of the man from what it was prior to the event. I claim it to be as honorable to race for money as for laundry bills, pianos, or eight-day stoves, and the limited amount of "gray matter" that finds lodgment in this "think box" of mine will, I much fear, prevent me from ever seeing it in any other light. "HAWKSHAW."



A WASHINGTON dispatch says: In his report to the War Department of the results of his inspection of the Connecticut National Guard recently encamped, Lieutenant W. H. C. Bowen praises the performance of the troops generally and especially calls attention to a special bicycle service organized by a corps of the First Regiment. Armed with Colt's repeating carbine and with a revolver a man mounted on a bicycle, according to Lieutenant Bowen, can travel in many places where it would be impossible to take a horse, and can beat the flag in sending messages. In his opinion the bicycle service will be advisable for messengers, patrol and advance guards, and he suggests to the War Department the feasibility of extended experiments in that line. The colored troops are specially commended as perfect soldiers and marvellous scouts.

WILLIAM F. MURPHY has promised the Riverside Wheelmen that he will endeavor to break the one-mile safety record at their race meeting at Manhattan Field Oct. 3. It is claimed that this track is the fastest four-lap track in the country, and some of the records may be cut at this meet. Many entries have already been received from all sections of the country, and this meet promises to be memorable. Windle, Zimmerman, Charles Murphy, Taxis, Draper, Smith, Berlo, Rich, Bowman, Blake, Stillger, Mastin and other crack riders have signified their intention of competing in the races. Over $2500 in prizes will be offered.

J. SCHILLSKOFFSKY of New Orleans is said to have invented an attachment for an ordinary road bicycle by which it can be turned into a water machine. In a trial-trip recently on a rough machine of his own construction he claims that he succeeded in making eighteen miles within the hour, and did not feel the fatigue as much as on land. The cost of construction will not exceed $25. He will not patent the invention, and any mechanic can make one in a few hours. He will give an exhibition at Bay St. Louis, Sunday, Sept. 13, the day of the Louisiana Cycling Club's excursion and road race at that place.—*Exchange.*

THE Bedford Wheelmen of Brooklyn, N. Y., assisted by a large number from other clubs, indulged in a parade on Tuesday evening, Sept. 1, upon the occasion of the opening of their new club house. The residences along the route were profusely decorated and the members were heartily cheered as they passed in review. Refreshments were served upon arrival at the new quarters, followed by congratulatory speeches from the officers.

THE Chester (Pa.) Bicycle Club indulged in a fantastic parade on the evening of Sept. 1st, and the decorations on some of the bicycles were novel and artistic. About 50 wheelmen participated, and the parade was an interesting spectacle to the throngs who gathered to witness it.

THE Winnisimmet Riding Club of Chelsea, Mass., has attained a membership larger than even its most sanguine supporters have expected, and the club is to be congratulated upon its phenomenal success. Through the efforts of Senator Champlin, its President, and Representative Gould, its Vice President, about 60 active riders have associated with the organization. The members have voted to become a League club.

CONN of the Press C. C., Buse of the Wanderers B. C., and Buss of the Tonawanda Rovers B. C., all of Buffalo, have each climbed the Lewiston twice, and are equal in honors, to a certain extent—Buss, perhaps, having the best odds in his favor, from the fact that while Conn used a pneumatic, and Buse a cushion, he made the double ascension on a solid tired wheel.

MR. AND MRS. J. E. FANNING of Norwich, Conn., have returned from a bicycling trip on Long Island. Going via steamer Manhassett from New London to Sag Harbor, then on their wheels west, they found the road from Sag Harbor to Bridge Hampton, through the woods very good, but the turnpike poor. The roads around Bridge Hampton, Sag Harbor, East Hampton and South Hampton were very fine, and also the roads on the South Shore down to Brooklyn. Any rider wishing a pleasant trip should not miss this one.

A. C. BATCHELLER a short time ago rode from Allston, Mass., to Portland, Me., in 11h. 52m. This beats Clough's record to Portland, Mr. Clough starting from Chelsea Ferry, eight miles nearer Portland, and the time he took was twelve hours. Mr. Batcheller after covering the distance between Allston and Portland in the time as above, continued on the same day to Brunswick, 26 miles beyond Portland. He covered the distance to Bangor, Me., 250 miles in two days.

TEN members of the Lincoln Cycling Club, Chicago, started and all finished a century run, Sunday, August 23d. These were A. D. Brewster, A. G. Roux, Fred Tilt, Frank Chase, F. Hewitt Smith, F. A. Brand, A. G. Radell, W. E. Skinner, Witt Stein and E. M. Newman. All are members of the Century Road Club. This is Newman's fifth run, and he is the proud possessor of five bars to his club badge. The course was to Elgin, Aurora and return.

THE Sante Fe Railroad comes out with a new departure for the carrying of cyclists to the meets. For the Peoria meet they propose to give each club having twenty-five or more in party, a special car to themselves from Chicago. These are reclining chair cars, and together with special baggage car will constitute a special train. This will be run at 7.30 o'clock Thursday evening, September 17th.

ALBERT SCHOCK, the holder of the six day go-as-you-please bicycle record, has received notification of the six day go-as-you-please contest at New York, Madison Square Garden. Starting Sunday evening, October 19th at 12.05 o'clock.

H. J. DANIELS of Norwich, N. Y., made 107 miles August 31 in 11 hours 15 minutes actual riding time. Considering the condition of the roads and the fact that the last part of the run was made after sunset the performance is noteworthy.

CYCLE racing is an immensely popular novelty in Spain. The attendance at recent meets has been about eight thousand. Racing in France is confined almost entirely to scratch events, and at a recent meeting, which included a handicap, it was necessary to explain in the advertisement what a handicap was.

SAYS the Rochester *Democrat:* "An enterprising member of a popular cycling club recently held a raffle of a valuable wheel. The tickets were $2 each, and among the purchasers was a clerk in an up-town store. The clerk was not present when the drawing occurred, but his ticket proved the winning number. Several hours later an acquaintance dropped into the store and casually asked the clerk what he would take for his ticket. He named $3 as the price, and the bargain was promptly completed.

"That ticket is the winner," said the purchaser gleefully, holding up the cardboard.

"I know it," was the response, "and I've just been down after the wheel."

The would-be sharper is still engaged in buying the silence of his friends at the various art galleries.

THE Boston *Herald* says: It is estimated that there are about as many bicycles as horses on the streets in the suburbs of Boston now, and the number of the former is increasing.

TREASURER BREWSTER was in Boston last week. He favored the WORLD office and Secretary Bassett with a call.

A PHYSICIANS' CYCLING CLUB will shortly be formed in Chicago. Dr. J. C. Wachter has the matter in charge.

ON Sunday, September 6th, the annual watermelon feast of the Baltimore Cycle Club took place at the country residence of Senator Gleason. On the arrival of the club, the host welcomed his guests and Chief Consul Mott responded in a happy manner. Both speakers were elected honorary members of the club. A pleasing incident of the occasion was the ceremony of christening the infant daughter of Mr. Jas. Johnson, overseer for Mr. Greason. She was named Marie Cycle Johnson.

THE members of the Rambler Bicycle Club, of Dayton, Ohio, met in social session Wednesday evening, September 2, at their cozy club house on Brown street in honor of their members who carried off prizes at the 4th of July bicycle races. The lawn fronting the house was brilliantly illuminated with Chinese lanterns, the interior of the club house tastily decorated and illuminated; all presenting a charming appearance. The members of the club were in their jolliest mood, and the evening's entertainment, which consisted of songs, recitations and music, was a complete success. President Reiger presided, and all members were expected to contribute to the evening's pleasures or suffer a fine. The members responded, and many were encored.

THE annual lantern parade of wheelmen at Portland, Me., took place on Wednesday evening, Sept. 3d, and it was as usual a complete success. There were many in line. The club house of the Portland Wheel Club, and residences along the line were finely decorated. There were many elaborate and novel features in the procession, and among the fine displays may be mentioned Man in the Moon, Wallace Robinson; Windmill, John C. Stevens. This design was unfortunately destroyed early in the parade. Mammoth Umbrella, Harry Stevens; Donkey, Mr. Hudson: Sunflower, H. B. Hart: Yacht, Walter Griffin: Ship, John Kilborn; Kite, H. R. Merrill; Butterfly, W. W. Jordan; Ship, M. E. Dunlap; Arch of Lanterns, A. Southworth; Decorated with Flowers, Charles Dyer, P. T. Tucker; Clown, W. H. Buxton. The success of the affair was due to the energetic efforts of the joint committee from the Portland Wheel Club and the Pine Tree Wheelmen. Many favorable comments were heard from those who witnessed the parade.

CORRECTION. In our account of the Lincoln (Chicago) Club road race, which was held August 15th, W. J. Bray's time was given as 33.25; it should have been 31.25, thus making Bray the winner of the time prize.

AT a meeting of the Bridgeport (Conn.) Wheel Club, it was decided to adopt the recommendation in the racing committee's report for the holding of a track tournament at Seaside Park instead of a 25-mile road race, open to wheelmen in that city. It was voted to have the tournament on Thursday afternoon, September 24th. A committee was appointed to make arrangements for the affair.

THE cycling races which were to have been held on the Parkside tracks, Chicago, Ill., Sept. 11 and 12, have been postponed until Sept. 25 and 26, thus giving the Eastern flyers an opportunity of contesting for the exceptionally fine prizes offered. The track is a fine one, being fashioned after the fastest one in the world, which is located in London, and is banked to a height of six and one-half feet. The entries will close Sept. 19.

THE Colt Firearm Mfg. Co. of Hartford, Conn., will soon commence the manufacture of bicycles. They propose to build a machine that will revolutionize the manufacture of bicycles and will be a surprise to wheelmen.

THOMAS J. STINE, electrician for the Edison company of Williamsport, Pa., has invented a novel electric alarm bell for use of cyclists, and Mr. Stine and Geo. Sharp have applied for a patent on the attachment. It is proposed to furnish the current from a dry battery, to be carried under the saddle or in the space provided for the tool bag, and by running the wires through the tubing and handle bars connect with the alarm bell attached either in front or in rear of the steering bar and to the button that can easily be pressed by the thumb while guiding the machine. The arrangement is very simple, and there is no doubt that it will come into general use.

THERE will be an attempt by the Chicago wheelmen, says the *Post-Despatch* of that city, to have a gigantic gathering of the devotees of the bicycle in Chicago during the World's Fair. The idea is to have the League of American Wheelmen hold their annual national convention there, which alone will bring an enormous number of delegates and their friends from all over America. There the local organizations have taken up the matter and intend to raise $30,000 or more, which is to be used in entertaining the visitors and providing for a great series of races with suitable prizes which would attract wheelmen from all over the world. The idea has already been taken hold of by the newspapers and the "pushers," who will make it an assured fact. Altogether it looks as if 1893 will be a great year for the bicycle.

A WRITER from Elkhart, Ind., says: "A few weeks ago a party of fifteen wheelmen from Elkhart took a run to Syracuse Lake, a distance of thirty miles. They were joined at Goshen by ten more wheelmen, and the party left for the lake from that point at about eleven o'clock P. M. After riding about four miles the moon went down, and then the fun began in earnest. One wheelman went over the bank into the river, but without doing himself or wheel any material damage. It took the party four hours to make the run of eighteen miles, and they arrived at Jones' landing at three o'clock A. M. The landlord, Mr. Jones, had informed us that he would make that special Sunday a wheelmen's day, but he refused when we arrived to do a thing to make the cyclers comfortable. About half a dozen were nearly starved, and he refused to allow them the crackers that were on his table. For all these favors the wheelmen in this vicinity feel very grateful. Although the roads were very sandy on account of exceedingly dry weather, the return run was made in a little less than three hours; the party having to run through mud and water, and then dry sand, on account of the local rains which would cover a limited space in streaks."

THE Rochester (N. Y.) Mutual Minstrels, who gave the wheelmen's entertainment August 19th, will by request repeat the performance in the Lyceum, September 9th. The company numbers eighty members and they are to appear with black faces in full dress.

"A TRICYCLE that can be used with almost equal facility on land and on water has lately been tried at Marseilles," says the San Francisco *Chronicle*, "with a success that demonstrates the complete practicability of the machine. It has the usual form of the tricycle with seat, axle, pedals and steering apparatus made in the usual manner. The wheels are large disks of sheet iron, made concave on one side, and having these concave sides joined and made watertight at the edges. The wheels are furnished with India rubber tires in the usual fashion. The two large ones are placed five feet apart, and have a diameter of five feet seven inches. The thickness of the axle is eight inches. The seat is two feet above the axle. For propulsion in the water the driving wheels are furnished with small paddles made of copper, attached to the outside not far from the edge."

ON Tuesday evening, Sept. 1st, the Pequot Wheel Club of New London, Conn., inaugurated the social season at the Opera House with a grand concert and ball. The affair was well planned and excellently carried out. The feature of the evening's exercises was the trick unicycle exhibition by Will Alexander, who was liberally applauded. The festivities continued until 2 o'clock in the morning, and the club members feel much gratified at the success of their first entertainment.

A BICYCLE which was advertised as stolen in the Plainfield, N. J., *News* was recovered in a somewhat peculiar manner. Early Sunday morning a lady noticed a wheel standing in front of her residence, and as it was raing at the time she took it inside. When she saw the advertisement she immediately sent word to the owner, and he is now in possession of his safety. It is thought that the person who stole the bicycle became frightened and abandoned it where it was found.

THE Providence Cycling Club met on Sept. 1st and considered the matter of joining the L. A. W. as a League club, and as nearly every member of the club was in favor of so doing, the matter was acted upon favorably.

THE Wanderers (Buffalo, N. Y.) had the club century on the 30th, claiming the record for bringing all through who started.

THE Cook County Wheelmen of Chicago, despite their recent troubles, are again on their feet. They expect to be located in a fine club house inside of a month with fully 125 members enrolled.

THE Bluegrass Cyclers of Frankfort, Ky., are reported in a Louisville paper to have hit upon a plan for working up interest in the sport that is meeting with great success. The club has provided a handsome medal and a race is run each week, the winner wearing the medal and title of champion until someone wins it from him. The races are mile handicaps, and are run on a good half-mile track every Thursday evening. The riders are all interested, and the public seems to enjoy the sport.

HENRY GEORGE, the single tax celebrity, is passionately fond of his bicycle, and may frequently be seen taking a spin on Riverside drive, New York.

TWO Philadelphia organizations, the Columbia Cyclers and the Penn City Wheelmen, are considering the subject of consolidation. A lantern parade will be held by all the Philadelphia bicyclists October 1.

THE North End Cycling Club of Chicago starts in very auspiciously. With twenty members all but seven hold office. Like the acorn they expect to one day grow into a mighty oak.

THE Milwaukee (Wis.) Wheelmen had its first annual century, starting from Milwaukee the route was to Waukesha, thence to Pewaukee, 25 miles; Oconomowoc, 47 miles; Watertown, 50 miles, return to "Coony" for dinner. Short stop at Waukesha, arrived at club rooms, 7 P. M.

HERE is an item cut from the *Review* of Portland, Ore., and we hope it is the last one of the kind we shall ever see. It is an unwelcome piece of news, and is the first of the kind ever brought to our notice. "One of the most interesting novelties of the Vancouver meet was the ladies' safety races for the championship of Washington. Mrs. Wash. Darrow, a sister of C. A. Brant, won the championship and first place in both races, with Mrs. Hunt second and Miss Hunt third. All three rode cushioned-tired safeties."

DR. J. C. WACHTER of the Douglas Cycling Club with great faith in the curative properties of the wheel, took Dr. F. S. Hartman on a two weeks' tour. Dr. Hartman return a well man (he was troubled with a severe case of dyspepsia), and able to eat such a meal as he had not eaten in many months. He now starts for an extended tour to New York and through the Eastern States.

MESSRS. PETTICORD AND LENZ of the Allegheny Cyclers, and who are now making a tour from Pittsburg, Pa., to New Orleans, La., August 28, arrived at White Sulphur Springs, Ala., 835 miles on their journey, making average runs of 45 miles a day. They were entertained by an ex-member of the Elizabeth, N. J., Wheelmen, who is manager at the Springs. A great part of the route was over a very rough mountainous country, but they seemed to be rugged and hearty. They rode ordinary 58 and 60 inch wheels and carried a fine photographic apparatus, having taken 150 views en route. They will return to New York via steamer.

FRED RICK and Mr. Timmins of the Roamers, Buffalo, made the century last Sunday, the 30th, in a little over nine hours. Rick is quite a sturdy little wheelman and you may meet him almost every Sunday in some distant part of the country.

THE inured wheelmen, Klipfel and Weinig of the Ramblers of Buffalo started on the 3d for a tour of 213 miles to Utica. They intend to make it in two days, thereby completing four centuries. They have entered the 20 mile road race to be held at Utica by the Utica C. C. on Labor Day, when they hope to do credit to themselves.

THE First National Bank Cycling Club has been formed in Chicago, with forty members, all employees of that bank.

SAYS the *Christian*: "Bishop Coxe's thirty words in denunciation of the woman upon the bicycle have won him more public attention than a whole year of able preaching."

THE DRINK QUESTION.

AMONG the first things acquired by a new rider on a run is a consuming thirst, to quench which he has to recourse to different liquids varying in strength from Adam's ale to the juice of the corn.

If he is alone there is nothing to compel him to imbibe more than he wants, but if he has several companions he will almost invariably ask them to drink at his expense and, as they will insist on reciprocating, he will be compelled to drink more than he wants even if it is no more stimulating than lemonade or ginger ale. When there are but two or three in the party the evil is not so apparent as it is when there are ten or a dozen.

In recognizing this evil and attempting to control it, some bicycle clubs have adopted the plan of collecting a certain sum from each member just before starting on a run, which fund is placed in the hands of the captain who makes all disbursements till the fund is exhausted, when another collection is raised, and so on till the run is completed.

If all of the members of a club were equally inclined to drink, this plan would work to perfection, but they are not and probably never will be. Some drink more than is good for them simply because they are paying for it, and one may drink too much lemonade, seltzer or ginger ale as well as stronger drinks. Again, one who drinks but little may find that he is paying at the rate of a dollar a glass for lemonade, while others are getting their drinks at even less than "League rates."

When the "Porkopolis" Wheelmen organized, just a year and a half ago, the following By-law was adopted: "There shall be no 'treating' between members while on a club run."

While each member by this rule pays for what he consumes he is not prohibited from drinking as much or as often as he wishes, neither is there any inducement for him to drink more than he desires. At the same time it effectually prevents "sponging."

Outsiders who did not understand its import greeted this rule with ridicule and much adverse criticism, but now after a trial of a year and a half it is doubtful if a motion to repeal it would receive one vote.

One noticeable result has been the small amount of drinking, in fact some members have declared that since they have united with the club they have saved more than their monthly dues in drinks alone.

"STAR."

CORRESPONDENCE.

☞ *The Editors of this paper do not hold themselves responsible for the sentiments expressed in this column.*

A QUESTION OF TRACK ETIQUETTE.

EDITOR BICYCLING WORLD: I wish your opinion on a subject which is the cause of some debate here in Rome. As some of our cyclers were riding up the home stretch on our track one evening last week, I drew near to one of them about fifty yards from the wire, and just as I turned to go by him he turned almost straight across the track. As I was going so much faster than he I could not turn out far enough, and the consequences were that we collided, my wheel getting the worst of it as I came on to his pedal, and it ripped out a few spokes and bent and cracked my rim badly. Most everybody blamed me, but I said nothing not wishing a dispute. I think that no person has a right to cross the track in the above manner, and if they do are liable for damages if there be any. I admit that I ran into him, but who could help it, for as I said before he crossed the track just as I was going by him.

I did not blame anybody but asked the party if he felt as though he ought to pay part of the damage, which was $2.40, his being 20 cents, and he said that if he thought he was to blame he would pay the whole, but not thinking himself to blame was not inclined to pay any.

I do not care for the money nor do I want any trouble or hard feelings, but what I do want to know is, who is at fault? Is a man at liberty to ride up and down the track or across and back at will? Are there no rules governing riding while on the track?

Understand we were not racing but training, and I wish your views, and by replying at once you will greatly oblige me. If a person is at liberty to ride any way that he pleases on the track it is not safe in my idea to be on it at all. Awaiting your response, I remain,

Very respectfully, JOHN K. CHAMBERLAIN.

Rome, N. Y., September 1, 1891.

[Taking it for granted that the above statements are correct, we do not hesitate to say that Mr. Chamberlain was in the right. If the collision had occurred in a race in the manner described above, Mr. Chamberlain's competitor would have been ruled out for foul riding. The man in the lead has no right to cut across the track and thus hinder competitors in the rear from passing. He must hold his course as straight and true as the condition of the track will allow. In cases of *accidental* swerving it would be for the officials to decide, but when a competitor deliberately or carelessly crosses the track of another, when he could have avoided it, and thus impedes his rival, it is a case of very foul riding whether in a race or training.—ED.].

GOOD WORDS FROM A CLERGYMAN.

EDITOR BICYCLING WORLD: Last April I joined the ranks of the army of American wheelmen, having arrived at the conclusion that there are no truer "means of grace" to a clergyman than the buoyant spirits resulting from a sound physical condition, and being convinced that there is no surer road to health than the way—not of the transgressor of municipal enactments against sidewalk riding—but of truly pious cyclers. Perhaps I have not had my safety long enough to decide whether my love for it is to run on, like Tennyson's brook, forever; but last evening, after a run of nearly forty miles over our excellent Union county roads, I concluded for the hundredth time that my wheel would be a "joy forever." Possibly, though, this judgment is like that of a minister I know, whom we will call Brown. A week after his marriage Brown met a brother minister, Jones, upon the train. Congratulations were given by the latter, who added feelingly that he had been married five years, but loved his wife more than on the day of his marriage. "Well," replied the husband of a week with great solemnity, "I guess I can say the same thing."

I hope every county in the land will sooner or later copy after Union county, N. J., in the matter of roads. Three years ago our roads were simply horrible. A truck with a piano aboard went down in the mire near here one spring day and never returned to the surface. Occasionally now if you stand over the right spot, you can hear faint strains of one of Mendelssohn's "Songs Without Words," from the direction of the centre of the earth. Well, to-day all the principal roads of the county are *Telfordized*, and you can go hundreds of miles without striking a dirt road. A town situated like ours with respect to roads ought to be a wheelman's paradise.

I don't agree with Bishop Coxe about women cyclers. The good Bishop is usually all right, but Homer nods this time. Perhaps he wouldn't have erred so sadly if he were a bishop of the (Presbyterian) church. You know his father was a Presbyterian minister, but the son early left the Presbyterian safety for the Episcopal ordinary, so to speak. Joking aside, if cycling contributes to the physical health of our American young women—God bless them!—I for one should be the last to forbid them. The more lady cyclers the better. Yours truly,

G. F. GREENE.

KENTUCKY POLITICS.

EDITOR BICYCLING WORLD: I take this method of thanking the members of Kentucky Division who have given me, as Chairman of G. E. Johnson's Organization Committee, much valuable assistance in our efforts to make him our next Chief Consul. I thank you for your prompt responses to my calls for work, and believe that the results attained were effected by you.

Mr. Castle has now withdrawn, and our candidate has a clear field. It is not much clearer than it was before the withdrawal, for out of the 300 votes in this Division, 235 have announced themselves as being unqualifiedly for Johnson. LONG live "Gx Ex Jx"

Fraternally yours, WILLIAM W. WATTS.



WON ON THE EAGLE.

Detroit, Mich., Sept. 4, 1891.

Eagle Bicycle Co., Stamford, Conn.

Gentlemen--I have this morning won the Championship of Michigan on my 52-inch solid tired Light Roadster Eagle, and which, without exception, I think to be the finest wheel there is on the market for all round use.

Yours resp., WM. C. RANDS, R. I. W.

Distance 14 miles; time 43 min. 15 sec.

For genuine merit as a wheel for all round use, the EAGLE is unrivalled, combining all the advantages of the ordinary and the safety, it takes the lead.

Catalogue Free. **Send for our Second-hand List.**

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

CLINCHER PNEUMATIC UNIVERSAL

· · ROVERS · ·

IN STOCK. Price, $120,00.

The Most Practical PNEUMATIC TIRE Yet Produced,

AND A MACHINE UNEQUALLED BY ANY, AT THE PRICE.

Nearly all styles of Rovers can now be supplied on receipt of orders. Reports of victories won on Rovers continue to come from all directions.

The JOHN WILKINSON COMPANY, 269-271 STATE STREET, + + CHICAGO. + +

Circular, No. 18, June, 1891.

SINGER CYCLES

A NEW PATTERN.

SINGER SAFETY, 1888 make, damaged in an accident, June, 1891.

The above is taken from a photograph of the machine sent to us by Messrs. JNO. HOWES & SONS, our Cambridge Agents, who remark: "Slightly damaged, nothing broken except a spoke or two. Rider unhurt."

An unsolicited Testimonial as to the material used in SINGER CYCLES.



AMERICAN DEPOT, 6 and 8 Berkeley Street, BOSTON, MASS.

EXCERPTS FROM "THE GOSSIP OF GOOD ROADS."

[CONTINUED.]

I was down at Hubmire's for a week last April, and we had an occasional friendly argument on this question of better roads. The wet weather had hung on and the wagon roads were then in a desperate condition. Things were dull about the old farm and Hubmire had been dividing his time between chores and trout fishing to keep off the blues. * * *



That night, when Hubmire had finished his work at the barn, we sat together and smoked. I thought it was a good time to talk with Hubmire about the roads; so I suggested to him that he could do all his plowing and farm work with two horses, and that if there was a good hard road running down to the village he might do all his teaming without adding to that number; that he was now feeding five horses when two or three ought to be enough.

"Now don't," said Hubmire, "don't tell me I've got too many horses; I think I know a thing or two about farmin', and I tell you I hain't got horses enough. My bay team will haul a smashin' good load of hay to town any day, and that's all any man's team 'll do. I tell you I ain't askin' for better roads than we've got right here in this township." Hubmire thinks a good deal of himself and is a hard man to convince. He never takes a drink at the town pump without first rinsing the dipper, inside and out, and in matters of argument he is just as cautious not to be contaminated by suspicious ideas. But I like Hubmire. We've had many a good day's hunt together in old times, and I've always found him a good companion and a humane sportsman. He is an honest man and a good husband, and there's always hope for a man like that.

So I kept up the fight. I said to him: "Hubmire, you are wrong. I know you keep good horses; there are none better in the country; everything about your farm is in the best condition, and there isn't a farmer in the country who has done more hard work in the last twenty years than you have done. Everything that you have found to be of value to the farmer you have added to your possessions, and if I could show you that a good road is the one thing necessary to improve your prosperity you would be the loudest preacher for improved roads in this State. In spite of all your hard work you are not clear of debt. There is a mortgage on your farm and it draws interest night and day; it eats into your prosperity; there is something wrong with you and with all your neighbors. Farming is no longer as prosperous as it was in times gone by. The population of many of our agricultural districts is less than it was ten years ago; the mortgage indebtedness of American farms is increasing at the rate of about eight and a half millions of dollars per year, and the decrease in farm values since 1880 is estimated at $200,000,000. In the single State of Ohio this loss amounted to about $7 per acre for the entire State and there are other States where the proportion shows a still worse condition of affairs.

"The country is losing and the towns are gaining; the farmers are growing poorer; the Government is growing richer. Every minute, night and day, the United States Government collects $178 more than it spends. Think of it. Ten thousand six hundred and eighty-six dollars per hour; $256,320 per day; $7,689,600 per month; $93,556,800 per year. Something is wrong. It is not so in other countries. I have been looking it up, and I have at home reports from more than twenty European countries relating to their internal affairs. In those countries the farmers prosper in about the same proportion that prosperity follows other lines of business; agriculture holds its own, and there is no more independent class of people in those countries than the farmers.

"Now, singularly enough, the most striking difference between those countries and ours is found in the condition of the country roads. With them communication is easy and quickly accomplished. Their governments, instead of rolling up and hoarding a ridiculous surplus, spend large sums in the building and repairing of the country roads. The result is that in Europe the farmers drive 20 to 30 miles from home to market with immense loads, in all kinds of weather, at all seasons of the year and return home the same day. A European horse hauls twice as much as an American horse, simply because the roads are much better. He can visit his neighbors at any time; drive to town; make social calls and enjoy all the personal advantages of a resident in the city and still maintain the independence and pleasures of country life."

"Nonsense," said Hubmire, "I'd like to see the fairyland you're talking about. I have got five as good horses as ever pulled a strap, and I know how to take care of them. I don't drive to town excepting when the roads are good, and then for hauling loads, my horses won't take a back seat for any man."

"Hubmire," said I, with some impatience, "I see we can never agree on this question till we settle one important difference. You say you never drive to town until the roads are good. Now, leaving out the fact that you are losing plenty of good time while you wait for the mud to dry up, just tell me what you call a good road."

"Well," said Hubmire, "any road is good enough for my horses when the mud begins to stiffen up so it will pack and roll under the wheel."

"Then let me tell you, Hubmire," said I, "that you don't know what a good road is. You never saw a good road in all your life. A good road has no mud to dry, roll or pack. It is made hard and stays hard and smooth at all times of the year, and when once made it is easier and cheaper to keep it in repair than any dirt road you ever saw." But Hubmire only smiled in his good-natured, doubting way, lighted his pipe and went out to do his evening chores.

That talk with Hubmire troubled me a good deal. He is counted a sensible man in the community where he lives, and I could see that his words reflected the judgement of thousands of farmers of whom he was an excellent type. The mud was then drying up in places, or, as Hubmire would say, it was beginning to "pack and roll under the wheel," and one day a week later Hubmire drove to town with his stout span of bays and a load of hay. It wasn't a very big load for the roads were still rutty, and after Hubmire had got into the village the big bays were "packing and rolling" the ruts with a little too much vigor when one of the whiffletrees broke. Hubmire drove down to the blacksmith's shop for necessary repairs, and while he was gone every horse and vagrant cow that came along nipped his load. It stood alone and unprotected, and here is a photograph of that load, showing it exactly as it was.

A month later I went up to see Hubmire again, feeling that I was somewhat better equipped to meet his peculiar style of argument. I showed him this photograph of his abandoned load of hay.

"Hubmire," said I, "whenever I see an American farmer with a load of hay like that, I feel ashamed for my country. You hauled that load to market with your big bays. You thought the road was in fair condition, and it was one of those roads which you say is good enough because the 'mud will roll and pack under the wheel.' Right here is where we disagree. I told you awhile ago that the farm horses of Europe hauled twice as much as your horses, simply because the roads of that continent are better than ours. You seemed to ridicule the idea. I could not convince you by observation or experience, and I have taken the trouble to bring you some pictures of European roads, showing them exactly as they are to-day. I have been fortunate enough to find one which admirably serves the case in hand. Here is a picture taken from a photograph of a French road, showing a French farmer with his load of hay, on his way to market, 9 miles distant.

"It will do you good to look at this picture, and I am going to leave it with you for a little while. There are something like 4 tons of hay in that Frenchman's load, or about 1 1-3 tons for each horse. Notice the surface of the road. It is hard and smooth, nicely sloped in both directions so as to insure quick drainage; the wheel tires are two and a half times as wide as those on your wagon and they roll over the surface of the road in a manner that tends to make it hard and smooth instead of cutting and creating ruts as is always the case when narrow tires are used. * *

"Now, I want to say to you, that the farmers of this country raised something like 45,000,000 tons of hay last year and every pound of that hay was moved at an expense of twice as much power as ought to be necessary; and you must know also, that this picture of a French road is by no means a special or uncommon one; such roads may be found anywhere among the better countries of Europe; France alone has about 130,000 miles of roads practically as good as this one, and yet her territory is only about four times as large as that of the State of New York. That Government spends $18,000,000 a year to keep these roads in repair. The French Republic has adopted an honest principle of state-craft by doing something from year to year in behalf of its farmers; it proceeds upon the theory that these roads are the property and care of all the people; that they are a public necessity and one of the institutions of the Government; that the farmers alone should not bear the burden of making and repair-



ing these lines of travel, which reach from country to town, since the prosperity of both town and country depend upon their condition in a most emphatic degreee; that agriculture is everywhere the gauge of national thrift and that the permanent enrichment of the Republic must depend upon the fullest development of its resources. There is a great deal worth thinking about in this matter of national policy. No country ever yet attained greatness whose farmers were not great, and in these days of improvement and driving competition, the farmer has the same right to demand a means for saving time, space, power, materials and expense as are accorded by the Government to other divisions of society."

[TO BE CONTINUED.]

NEBRASKA ROADS AND OTHER TOPICS.

A CORRESPONDENT from Alma, Neb., writes: "We are not dead in this far-away spot by any means. We cannot boast of century runs daily, nor can we give elaborate accounts of tournaments, but we all know the benefits to be derived from the wheel. Our roads are yet in the 'rough.' By speaking thus I mean to state that in many instances nothing has ever been done to them whatever. Nebraska, naturally, is covered with buffalo grass, a short, bushy substance, that is almost impenetrable, and only after years of travel does it cut through. When it does finally play out on the surface, persistent wear produces two ruts, one for each wheel of the vehicle, and eventually leaves a track similar in appearance to two deep troughs laid transversely. For miles our roads present this appearance, the bottom of the rut being comparatively smooth, and the rut varying in depth from four to fourteen inches.

Most wheelmen in the smallest villages ride ordinaries. The reason for this is the pedal being high enough to escape striking the sides of the rut. A safety rider must either take the high centre or be content to take the sod at the outer edge, neither being half so smooth as the worn bottom. I have repeatedly made 75 miles on these roads in one day, and did it quite leisurely. When I read of the splendid Eastern roads, I sometime wonder at the boast of a century run. I wonder whether the same individual would be able to keep us company on our trips? I can also imagine what splendid work we might be able to do when brought into association with these riders on their magnificent courses. We care not to be forgotten entirely. We confine ourselves not to record breaking, but to pleasures to be had only by correct usage of our bicycles, enjoying the sport in every way that our circumstances permit us to do. At some future time I will be pleased to send you "snap shots" of semi-"flower strewn" courses through which our road sometime lies; pictures which will make an Eastern rider feel how thankfully he should appreciate his good fortune of being blessed with good roads. ED MOCK.

FROM ANOTHER STANDPOINT.

HAVING read considerable about the poor form in which the ladies are riding, I concluded to take particular notice of all bicycle riders and see for myself if the ladies' riding was so much worse than their brothers'.

The result of my investigation has been a big surprise to me, and has brought out two things: first, that there are comparatively few first-class riders, as regards form, of either sex; and second, that in proportion to their numbers, the ladies are the better riders.

In the first place I had to find out what riding in "good form" really meant, and the best answer I could find was to ride so that the machine and the rider appeared as one; or, to put it more plain, so that the rider appeared to be a part of the machine.

In the majority of cases that came under my notice, the fact of their being two was only too evident. In looking for the cause of this, I find it is partly the riders' fault and partly the manufacturers'. I am aware that this last reason will surprise many, but it is even so.

In almost all high grade machines there are ample adjustments; but, with the exception of raising or lowering the seat-rod, the majority of machines are ridden just as they are taken out of the store.

A machine should be fitted by the dealer to a person just the same as a coat is. The tendency to "knee" is easy to overcome by raising the saddle, but it is the position of the handle bars that makes the crooked rider. A person's elbows should be as near their natural level as possible, but we seldom find them so. Now the whole trouble lies in a wrong system of adjustment for the handles, because, as they are now made, it is necessary to raise them in order to bring them farther back. This is practically wrong, for the perpendicular adjustment and the horizontal adjustment should be independent of one another. The only way we can overcome this now is to set the saddle nearer the handle bar, but that changes the point from which power is applied, and also changes the amount of vibration except in machines which have sliding seat rods; however, it's the only thing that can be done as the machines are now made. The backward and forward adjustment of the saddle is not called for anyway. There is only one place for a saddle, and that is directly over the pedals; the handles should be brought to the rider and not the rider to the handles. In the ordinary the handles were so placed that a person's arms were in nearly the same position they would naturally be in walking, but in the safety this is all changed; and if any one wants to know just how hard a position they are using let them walk a few miles with their arms in the position they assume in riding. Makers of loop frames are trying to get as much room in front as possible; but in doing so they only place the handles farther away and gain nothing that is of any real value. A good lady rider doesn't use more than half of the space now provided, and unless a lady wants it to "knee" in, it is unnecessary.

And now a word about the teachers, who are often to blame. I would suggest that they pattern after the dancing masters who are not satisfied when their pupil knows the steps but also brings out and develops what grace a person naturally has, besides giving lessons in deportment when necessary. In cycling the teacher is usually satisfied when the pupil can stay on the wheel and keep from running into fences. If they would only keep on with their instruction and correct various contortions, besides giving the rider the idea that the road was also somebody's else, we should meet with fewer "freaks" and boodlums. In conclusion I would say let all do a little missionary work in bringing about a higher standard of riding by first correcting your own riding and then helping others.

"HANDLE BAR."

THE GREAT PEORIA TOURNAMENT.

ARRANGEMENTS for the Peoria tournament are being completed very fast and everything points to this year's tournament far surpassing its predecessors in every particular. The prize list, aggregating $5,335, exclusive of special prizes, of which there will be many, was published last week. It includes two fine pianos, pneumatic and cushion safeties of the best makes, a $250 Surrey, and a host of other most attractive articles. All these prizes will be actually on exhibition before the tournament, so as to be delivered immediately at its close in the prompt manner for which we already have a reputation. The total value of prizes is $5,335. A rate of a fare and a third on the certificate plan has been secured from all parts of the United States, except Michigan. Our club extends to all wheelmen a most cordial invitation to attend their tournament and to participate in the festivities connected therewith, and guarantee all who come a most hearty welcome and a royal good time. Racing men will be particularly well cared for and special arrangements have been made whereby they will be taken care of in a manner particularly adapted to their needs and comfort at a very neat, homelike and modern hotel, directly across the street from the track, at very reasonable rates. The track is already very fast and our local men are making time on it that a year ago would have been considered extraordinary. Men and teams are constantly engaged on it, and in another week it will be in condition to make the expected mile in 2.10 on. The following is the programme for entertainment of visiting wheelmen condensed, and it is hoped its attractiveness will be such as to make irresistible the desire of every one of your readers to attend.

FRIDAY, SEPTEMBER 18.

All trains will be met and visitors escorted to headquarters at the club house or their hotels as desired. In this connection we desire to say we are proud of the excellence of our hotels, all of which have made reductions in their rates of fifty cents per day. At the club house our guests will register and all League members or applicants will be given Illinois Division L. A. W. souvenir badges, which badges will secure the wearer's entree to the various entertainments prepared by the Illinois Division for that evening. At 10 A. M. a ladies' and gentlemen's short run around the city will be made over well paved streets, much of the distance along the edge of our beautiful "bluffs," affording charming views of the city, river, lake, etc., beneath. At 10.30 A. M. our guests will be taken to the observatory tower, from which a fine view of the city will be had, and from there to Rouse, Hazard & Co.'s new cyclery—said by those competent to judge to be the largest and most elegantly equipped establishment of the kind in the world. At 1 P. M. a short parade, headed by a mounted band, ending at the park will be made, and at 2 the great races and the greatest events in the history of cycling will begin. Dan Canary, the celebrated trick rider, will give an exhibition of fancy riding. The entertainments of the evening will be wholly in the hands of the Illinois Division L. A. W. From 8.30 to 12 P. M. an L. A. W. reception and musical will be given at the club house. Vocal and instrumental music, cigars, light refreshments, etc., and ample opportunity for card playing, billiards, pool, etc., or a quiet, chat and a good time generally. At 9.30 P. M. an L. A. W. ball will be given at Rouse's Hall; full dress. The hall will be handsomely decorated and last years' most enjoyable and recherche ball will be eclipsed. Supper will be served to ladies and gentlemen free. Peoria is celebrated for the number of her beautiful girls, and it has been resolved by the club that no member shall bring less than two, while some will bring a 'bus load, hence gentlemen without ladies can attend feeling sure of finding pleasant company and that they will be taken care of in first-class style. Admission to the reception and ball will be by L. A. W. badge only, except that racing men and their trainers will be admitted on presentation of their contestant's tickets whether L. A. W. members or not. Nothing is too good for the racing men at Peoria, and they will be received everywhere with the most cordial hospitality.

SATURDAY, SEPTEMBER 19.

At 9 A.M. a ladies' and gentlemen's easy run will be made to Prospect Hill, nine miles round trip, and at 10 a scorching party will go to the same place, meeting the other party and indulging in lemonade. The view from Prospect Hill is rarely surpassed anywhere, and the road and run is one our visitors never fail to become enthusiastic about. The second day's races will begin again at 2 P.M., and at 8 P.M. will occur the smoker, presentation of prizes, etc. Last year this was the social event of the tournament, and more fun was crowded into a few hours than is usually had in a year. In fact it was the event of a lifetime, and if any participant can think of it without a smile he is a stoic indeed. Ladies who do not object to tobacco smoke and an uproarious good time can witness the fun from the ample gallery encircling the hall.

SUNDAY, SEPTEMBER 20.

Run to Chillicothe, 20 miles each way, starting at 9. Fine sandpapered road all the way, and a most picturesque trip. The road runs along the banks of the Illinois river and Peoria lake, and under the shadow of high bluffs the entire way. Dinner at Chillicothe, stopping at Rome on the way back for a watermelon feast. In the morning another party will leave at 9.30 for Big Hollow, 6 miles each way, and at 2 P.M. a party will leave for Mossville, 10 miles, to meet and return with the Chillicothe party. At 8 P. M. will be held a special wheelmen's service at the First Congregational church.

MONDAY, SEPTEMBER 21.

At 9.30 A.M. a buttermilk run to Wildwood farm and Jordan's spring, with a hill climbing contest on the "Big Hill" en route, with a box of fine candy given each climber. This hill has been climbed by Peoria riders, but is a bad one and the only one on the road. Seven miles each way. At 3.30 P. M. will be the record breaking contests for the $150 diamond medal, Sylph bicycle, and numerous other valuable prizes, and at 8.30 P.M. a reception will be tendered the victorious racing men at the club house for the purpose of giving the visiting wheelmen, prominent citizens, and our members an opportunity to meet the men we delight to honor. Tuesday informal runs will be inaugurated to various points of interest at the pleasure of our guests, and at 3.30 P. M. record breaking will continue. The music at all our various entertainments will be furnished principally



THE RAMBLER

AND ITS EASE OF RIDING IS MOST LUXURIOUS.



THE RAMBLER





GORMULLY & JEFFERY MFG. CO.,

MAKERS OF

"The American Cycles."

Chicago Retail Store, 85 MADISON STREET.

BRANCH HOUSES:

174 and 178 COLUMBUS AVENUE, Boston, Mass.

1325 4th STREET, N. W., Washington, D. C.

FACTORY AND GENERAL OFFICES:

222-228 N. Franklin Street, Chicago, Ill.

by Spencer's celebrated Seventh Regiment band or Spencer's full orchestra, and can be depended upon to be first class.

On Monday there will be a mile safety invitation race for fast men for a cushion nickeled Eclipse safety, donated by makers, and other prizes. Windle is to try for horse records, and the flyers are all coming.

Again we say come. And be assured you will receive a most cordial welcome.

Programme with full particulars will be sent free on application to H. G. Rouse, manager tournament, Peoria, Ill. H. G. R.

THE GREAT PROFESSIONAL RACE IN NEW YORK.

EDITOR BICYCLING WORLD: All the arrangements have been completed for the great International six-days' bicycle race, for the long distance championship of the world, to be run in Madison Square Garden, New York, October 18th to 24th. The riders to take one-half of the net receipts divided into seven prizes as follows, 35, 25, 12, 10, 8, 6, 4 per cent., and they must cover 1,300 miles to receive a share of the money. All the noted professional racing men of Europe and America are entered, and it will embrace the greatest field of racing men that ever faced a starter. The Garden is the finest amusement building in the world, and has a seating capacity for 15,000 people. An elegant row of boxes circle the arena where the track will be laid; nine laps to the mile, twenty feet wide and raised on the turns four inches to the foot, which will make it very fast, and no doubt all the records from 100 miles up to 1,405 will be beaten by considerable. There are some twelve men entered who can cover twenty miles within the hour and several who have or can do a mile in 2m. 32s. The race will be a fair and honest contest, and there will not be anything connected with the contest but what will command the respect of all bicyclists and their friends. This race will prove that there is honesty in professional racing and the best man must win. Mr. Henry Sturmey, editor *Cyclist*, who has secured the English racing men for the race, informs me that the men will be on hand, and he has secured the following champions and record holders of the Old World: Thos. English, North Shields, England; Willie Wood, North Shields, England; Thos. Battensby, New Castle, England; W. Lamb, New Castle, England; Geo. Edlin, Coventry, England; Fred Allard, Coventry, England; E. Oxborrow, Coventry, England; F. Hawker, Leicester, England; J. D. Lumsden, Aberdeen, Scotland; W. Stage, Aberdeen, Scotland; M. J. O'Flanagan, Tipperary, Ireland; Patrick Martin, County Clare, Ireland; Jules Dubois, Paris, France; M. J. Medinger, Paris, France; Chas. Terront, Dijon, France; Louis Catterow, Angers, France; John S. Prince, Boston, America; W. J. Morgan, New York, America; Albert Schock, Chicago, America; Ed Reading, Fort Omaha, America; Chas. Ashinger, Oklohoma, America. Richard Howell has also sent over his entry and will come if some short distance races are arranged for, which may be done, and with such an array of first-class racing men it is predicted the race will be a success. Yours very truly,

T. W. ECK, Manager.

BOSTON ATHLETIC ASSOCIATION 25-MILE ROAD RACE.

THE third annual bicycle road race will be given by this ASSOCIATION on Saturday, October 3, at 2.30 P. M., rain or shine. This race will be a twenty-five-mile handicap, with outside limit of ten minutes, and is open to all amateurs. The course will be over macadamized roads for twelve and one-half miles straightaway and return by same route, which makes it impossible for strangers to lose their course. Last year the twenty-five-mile road record was broken over this same course, and after a very heavy rain in the morning of the race. The roadbed is one of the hardest and best in the country, and good time should be made. The Boston Athletic Association will give the following special prizes: A gold medal will be given to the competitor who establishes a new twenty-five-mile road record. A silver medal will be given to the competitor who makes the next fastest time, provided he also breaks the record. Gold, silver and bronze medals will be given to the competitors making the first, second and third fastest times over the course. Silver medals will be given to the competitors making the fastest times on solid, cushion and pneumatic tired wheels respectively. In regard to special time medals, no one man shall be entitled to two medals. In case any one man qualifies for two medals, one of them will be given to the next best man. A silver cup will be given the winner of the race, actual cost $35. The following prizes have been contributed by persons interested in the race:

First prize. Columbia safety, 1891 pattern, either solid or cushion tires at option of winner. Presented by Pope Manufacturing Company.

Second prize. A solid silver and glass two-quart flask, actual cost $50. Presented by a member of the club.

Third prize. A lawn tennis set complete. Presented by Overman Wheel Company.

Fourth prize. An article not yet selected, value $20. Presented by "The Wheelman Company."

Fifth prize. Field glasses. Presented by William Read & Sons.

Sixth prize. Mantel Clock. Presented by Singer & Co.

Seventh prize. Bicycle suit, to be selected by the winner. Presented by Wright & Ditson.

Eighth prize. Sweater, knee pants, and pair of stockings, to be selected by the winner. Presented by Holmes & Co.

Ninth prize. Revolver. Presented by John P. Lovell Arms Company.

Tenth prize. A 44-caliber revolver and cartridges. Presented by W W. Stall.

Eleventh prize. Merritt typewriter. Presented by Gormully & Jeffery.

Twelfth prize. People's typewriter. Presented by Fairbanks, Sanborn & Co.

Thirteenth prize. Bicycle sundries to the amount of $10. Presented by Sidwell & Saben.

MR. HENRY G. PRIEST of the Quadrant Cycle Co., Birmingham, England, expects to arrive in the United States about the commencement of October.

He will be glad to receive communications from any substantial firms desiring to represent the Quadrant Cycle Co. in any specified territory.

All letters to be addressed to Box 2225, General Post Office, New York, N. Y.

In regard to the handicapping of tires, that will be left entirely to the handicapper.

All entries must be made on Boston Athletic Association entry blank, which can be obtained by applying as below.

Entrance fee $1, which must accompany each entry blank and will be returned to all starters.

Two numbers will be sent by mail to all men entering one week before the race, and these must be sewed on the shirt or jersey, not pinned.

No person will be allowed to compete unless this condition has been complied with. Dressing accommodations will be furnished at the club house. Admission to house will be by invitation only.

All starters must report to the clerk of course by two o'clock on day of race.

Pace-making will cause disqualification of both competitor and pacemaker.

Entries close on Saturday, September 26, at noon, with

A. D. PECK, JR.,
Chairman Bicycle Committee, Boston Athletic Association.

THE PARKSIDE (CHICAGO) TOURNAMENT.

THE Parkside tournament managers have changed the date from Sept. 11 and 12 to Sept. 25 and 26, and added to the programme, which was all handicap events, a number of scratch races. The former programme was very unsatisfactory to numerous racing men who objected to so many handicaps. The new list with its elegant line of prizes will make it well worth the Eastern men's staying over at Chicago a week. The Parkside track is now done. It is very speedy, harder and smoother than ever, and with its well banked turns is absolutely safe, except to those who prefer to ride a loafing race. Such must look for a smash-up on the steeply banked ends.

The Century Road Club will run its fifty-mile road race the Thursday previous to the Friday of the meet. Gold and silver Century Road Club medals will be given for the event, and a bronze medal of the same design to every man who finishes inside the limit of 3h. 45m. The route will be to Wheeling and return from Lincoln Park via Clark to Belmont to Elston road, Lawrence avenue and Milwaukee avenue; return via the same road.

On Sunday morning, Sept 27th, the Sunday following the meet, the first annual century run of the Century Road Club will take place. Assurances now in would place the number to participate as close to five hundred. It is hoped by the Centurions that this run will eclipse anything of the kind yet given, not excepting the great Newark, New Jersey, affair. Captains of clubs in Chicago and vicinity are requested to notify Chief Centurion Herrick, 81 Madison street, Chicago, the number of men they will have in line. Unattached wheeelmen and those from outside Chicago are asked also to do this. The start will be made at four o'clock in the morning; good pace makers will keep the pace always easy. The course will be over the famous Elgin-Aurora and return course, over which some two hundred centuries have been ridden this year by Chicago riders.

Poor riders, so considered, have repeatedly made this run inside sixteen hours, and no rider need hold back for fear he will not finish. It will be the members' duty to try and bring through as many as possible. Do not fail, dear reader, to participate. While no souvenir will reward you, your bar to your Century Road Club pin will serve you. What! not a member of the C. R. C.'s? Well! Well! Send for an application blank to Wm. Herrick, 81 Madison street, and join at once. This is an organization to which you and your friends should belong. "THE LOUNGER."

THE RIVERSIDE WHEELMEN'S CYCLING TOURNAMENT.

THIS club will hold an open tournament on Manhattan Field, 155th street and 8th avenue, on Saturday, October 3d at two P. M. The prizes will be of great value and beauty, amounting to a cash value of over $2500, and a large programme of events has been decided upon. The races will be held on the Manhattan Athletic Club's new quarter-mile bicycle track. The events are as follows: one mile safety, novice (pneumatics barred); one mile ordinary, novice; one mile safety, scratch; two mile ordinary, handicap: one mile safety, 3.30 class; one mile ordinary, scratch; two mile tandem, handicap; one mile safety, 3 minute class; quarter-mile ordinary, scratch: three mile team race, ordinary; two mile safety, handicap; one mile ordinary, handicap; one mile safety, handicap; and a half-mile, boy's race. Entries close September 26th with E. A. Powers, 232 W. 104th street, New York.

POSTPONED.

The rain played havoc with the Providence meet, and the races had to be postponed until Saturday next (to morrow).

ALL arrangements for the bicycle meet of the Manhattan Club on September 26 are now completed. The fastest men in this country have already entered, and close finishes and new records are expected to be the features of the day. The list of officials will be ready this week. P. J. Berlo, the present holder of the half and one mile American records, and G. Minturn Worden, holder of the two mile record, will compete, and endeavor to lower their present records. Berlo record for the mile is 2 minutes 18 1-5 seconds, being within two seconds of the world's record made by Osmond of England. With the advantage of the new track at the Manhattan field, this record should be lowered.

KEYSTONE BICYCLE CLUB'S annual road race will take place Friday, Sept 25th, at three o'clock P. M. The race will be a fifteen mile handicap event, over the Butler Plank Road, beginning at De Haven, thence 7 1-2 miles in the direction of Bakerstown, returning to starting point. Prizes will be awarded, viz.: Gold medal to first and gold time medal for best time, unless one person secures both positions, in which case but one medal will be given. Five other prizes to consist of cycling sundries will be awarded in the order of finish. An entry fee of one dollar will be charged. Entries close Sept. 23d at 12 noon, and should be made to the Secretary, J. W. McGowin, accompanied by the fee.



"IN DARKEST AMERICA."

. . . "The Way Out" is to Use a . . .

King of the Road Lamp.

Unequalled in Brilliancy of Light.

TWELVE PATTERNS, $1.50 to $8.00.

Beware of imitations. Genuine are stamped "Jos. Lucas & Son" and "Premier Cycle Co., New York" Your local dealer will supply you, or sent prepaid upon receipt of price from the

PREMIER CYCLE CO.,

SOLE U. S. AGENTS, - - - - - NEW YORK.

SPECIAL NOTICE TO DEALERS—A Handsome Enamel Sign will be sent free of charge to any Cycle Depot selling King of the Road Lamps. Send for it with Catalogue and Discounts.

PRICE, - - - - $100.00.

THE HARTFORD SAFETY.



-MANUFACTURED BY—

THE HARTFORD CYCLE CO.,

HARTFORD, - CONN.

Ball Bearings, Interchangeable, Strong, Durable and Well Finished.

THE HARTFORD LADIES' SAFETY.



Send for 1891 Catalogue.

PARAGON IROQUOIS

SIDWELL & SABEN,

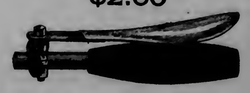
SOLE NEW ENGLAND AGENTS,

243 COLUMBUS AVE., BOSTON, MASS.

PHOENIX TOURIST

Use Carter's Handle Spring To Absorb Vibration.

$2.00



Liberal Terms to Dealers.

SIDWELL & SABEN, - 243 Columbus Avenue, Boston, Mass.

THE HARTFORD MEET.

HARTFORD profited by the rain at Providence to this extent, that the wheelmen, instead of staying over until Sunday morning, came down on the special provided by Joe Goodman, which left at 4.20 instead of at 7 as originally intended, and thereby hangs a tale. The journey in from the race track after the events were declared off was a perfect jam, the cars being crowded to such an extent that a number were obliged to get on the roofs, among them being several of the racers, who not only had to hold themselves on but also their machines, the whole contingent getting beautifully drenched. In addition, the time being so short it was impossible to notify all hands and a number were left, among them being Prial of the *Wheel*, Berlo, Taxis and others, who by a roundabout trip to Boston on Sunday came down that way.

At Hartford the rain had evidently followed from Providence, for Saturday's mists began hanging heavier and heavier, until on Sunday the skies wept a heavy downpour, and the prospects for Monday's races were extremely discouraging. By Sunday evening the hotels were filled up, and Monday found a throng of disgruntled riders, the rain showing no signs of ceasing. Regular pilgrimages were made by the riders to the headquarters of the different cracks, great interest being exhibited in the various styles of machines shown.

The unknown quantity among the racers was Tyler, there being a decided current in his favor, and among the talent he was freely quoted as being down to beat the hitherto invincible Windle. Zimmerman's friends were equally confident, and the knowing ones took considerably more stock in the Jersey lad than in Tyler, although Berlo was said to be going great guns.

All through Sunday and Monday League headquarters were filled to overflowing by information seekers and general visitors, and the great Moguls of the League were pointed out to strangers by interested friends.

Informal receptions were held at the rooms of the Hartford Wheel Club, where a set-out was provided for the hungry and thirsty, and it is a noticeable circumstance that even while the hotels were losing money by the inroads on their viands created by the appetites of the riders, these same riders would adjourn from a well-filled dinner table—to which ample justice had been done, be it noted—to re-commence on luncheon.

Monday's runs being called off on account of the rain, small squads of knickerbockered individuals set out to "do" the town, and some of them did it effectually. The programme of entertainment had of course to be considerably modified, and much of it cut out altogether.

The banquet on Tuesday evening was one of the successes. At ten o'clock a party of sixty-five prominent wheelmen sat down, the affair being tendered by Messrs. David J. Post, E. A. DeBlois, Joseph and Henry Goodman, Louis A. Tracy, James Grace, and the Pope Manufacturing and Hartford's Cycle Companies. The banquet was served in Putnam Phalanx Armory by Koch, and was a most elaborate affair. Two tables were placed lengthwise of the hall, while the head table connected the two at the west end of the hall. The floral decorations were profuse, large bouquets being placed on each table and boutonnieres being at every plate.

Col. George W. Pope acted as master of ceremonies. Seated at his right was Mayor Henry C. Dwight, while at his left was President Dunn. Other guests at the head table were Vice-Presidents Burdett and Brown, Treasurer W. M. Brewster, Secretary Bassett, I. B. Potter, chairman of the Highway Improvement Committee, and A. Kennedy-Child. The other guests were chief consuls of State Divisions and prominent League committee men. For three hours the wheelmen discussed the various courses of the menu and enjoyed themselves thoroughly.

When cigars were lighted, Chairman Pope rapped for order and in a neat little speech set the ball in motion. He was followed by Mayor Dwight, President Dunn, I. B. Potter, A. Kennedy-Child, Major Burdett, ex-President Kirkpatrick, Secretary Bassett, and J. S. Dean, associate editor of the BICYCLING WORLD, Boston, each in fitting words for the occasion.

The guests, besides those above named, were: Messrs. E. W. Pope, Patterson, Post, High, Shriver, Bridgman, Miles of the *Referee*, Prial, the *Wheel*; Dean, BICYCLING WORLD; Crowther, *Sporting Life*; Betts, Matterson, Bull, Day, Howard, Boston *Globe*; Peck, Sheridan, Marion, Perkins, Goodman (Henry and Joseph), Bunnell, Stewart MacMasters, Cooke, Robinson, Collister, Miller, Atwater, Richmond, Sloan, Gorman, Raisbeck, Wood, Scott, Davol, and others.

THE PARADE.

The parade took place on Tuesday at 10 A. M., and in numbers was not very imposing; however, it made up in enthusiasm what it lacked in numbers. The judges awarded the prizes as follows: the prize to the club having the largest number of men in line was awarded to the Rovers of New Haven, Ct. To the Bridgeport (Ct.) Club, second in members, was awarded the second prize. The prize for the best appearance was awarded to the Hartford Ladies' Wheel Club.

THE RACES, TUESDAY.

One-mile novice, pneumatics barred—First heat. This was an easy victory. P. J. McDuffee, first by 20 lengths; for second and third place a good race. E. A. Nelson, second; E. L. Lane, third. Time 2.52 4-5.

Second heat—The men remained bunched until the last quarter; then F. L. Warner cut loose and won by a good 20 lengths; G. N. Holden getting second, and J. F. Hubbard, third. Time 2.59 4-5.

Quarter-mile heats—First heat. Two false starts were made in this first heat and it was run later.

Second heat—The men came down in a straight line neck and neck, and when within 25 yards of the finish A. A. Zimmerman rushed to the front and finished first; A. B. Rich, second; W. M. Carman, third.

Third heat—About 200 yards from the start Tyler fell and Smith went over him and went down in a heap. The others came on, and G. W. Worden finished first, with W. W. Taxis, second, C. W. Dorntge, third.

First heat run over—P. J. Berlo finished the race first in the splendid record of 33 3-5. W. D. Banker, second; E. A. McDuffee, third. The men all kept together until about 100 yards from the tape, and then Berlo cut loose and led his field handsomely, a winner.

Final heat, one-mile novice—Great "head work" was shown on the first quarter. In fact it was a loafing race until two-thirds of a mile was ridden; then Nelson cut a hot pace and led the field at the 3-4 pole; but McDuffee, who had been waiting, moved up and took the lead about 1-8 of a mile from home, Warner taking third place, and thus they finished, with about a length between each. P. J. McDuffee, first; E. A. Nelson, second; F. L. Warner, third. Time 3.11 1-5.

Half-mile National L. A. W. Championship—G. M. Worden slipped a pedal, and the field got away from him 25 yards before he recovered. He caught up at the 3-4 pole. A. A. Zimmerman then made his effort, and he came down home like a whirlwind, Berlo trying hard to catch him. Murphy did not seem to move with snap, and the best he could do was third place, about two lengths separating each of the first three men. A. A. Zimmerman, first; P. J. Berlo, second; W. F. Murphy, third. Time 1.22 1-5. The record for last quarter was 29 4-5, which is world's record for flying start.

One-mile ordinary—A very slow race for three-quarters of the way. Zimmerman had been riding about fourth; did not commence to hurry until about one-eighth of a mile from home, and then he started to chase Githens, whom he caught about 200 yards from home, and finished, first, sitting up, C. M. Murphy, a fair third. A. A. Zimmerman, first; H. A. Githens, second; C. M. Murphy, third. Time 2.58 1-5.

Two mile, 5.40 class—Some fellow got excited at the start and cut out quite a pace, and so of course the others had to follow. The first mile was made in 2.49 with Wheeler in the lead, and Taylor second with the rest bunched and well up. The pace was kept up until the last half was reached, then they rested for the final effort. Graves cut out the pace for the finish and won the race. F. C. Graves, first; H. C. Wheeler, second; W. M. Haradon, third. First mile 2.49; two miles 5.32 1-5.

Final heat quarter mile—This was a splendid finish, and Berlo challenged gallantly for first place and he nearly got there, but the Jersey wonder got there by a few feet. A. A. Zimmerman, first; P. J. Perlo, second; W. D. Banker, third. Time 33 3-5.

Two mile, 6.10 class—There were 21 starters. Nothing very startling in the first part of this race; the men kept all together until the usual last quarter burst of speed. Then McDuffee took a hand, and the finish between the first three was most excellent, there being very little space between them. P. J. McDuffee, first; H. C. Wheeler, second; E. A. Nelson, third. Time 5.49 2-5.

One mile handicap open to members of the local clubs—This was a good exhibition of handicapping, and the men all finished well up, though some of the starters were run off their feet; Grant, one of the scratch men being one of them. The finish was very close and exciting. C. L. Sage, scratch, first; H. Starkie, 90 yards, second; F. Herman, 40 yards, third. Time 2.41 1 5.

One mile tandem—This race was practically a foregone conclusion, and Banker and Brinker had a "sure thing," the only team entered against them that had any show was Draper and Guyler of Philadelphia. The only other starters, local team, Herman and Fuller, were not in it. W. D. Banker and F. M. Brinker, first; J. H. Draper and L. Guyler, second; F. Herman and F. R. Fuller, third. Time 2.49 2-5.

One mile safety handicap, first heat—This race was worth coming to see, and when Windle showed up at scratch a shout of delight went up, and when Hoyland Smith also from scratch came up to the tape people prepared themselves for a treat. The exhibition given did not fall short of the wildest expectations. The way Windle and Hoyland went at it made it evident that the records would go, and it was simply marvelous to see the Milbury man pick up his field and fly past them as though they were standing still. After opening up a big gap he let up, and yet he came under the wire in 2.23 2-5, world's record for mile in competition. A perfect ovation awaited the winner on his return to the tape. W. W. Windle, scratch, first; W. M. Carman, 65 yards, second; Hugh Robson, 75 yards, third. Time 2.23 2-5.

Second heat—Was a good race and Murphy from scratch made a big effort to take first place, but was beaten at the tape. W. M. Harradon, 60 yards, first; G. M. Worden, 40 yards, second; W. F. Murphy, scratch, third. Time 2.32 3-5. (Murphy's time 2.32 1-5.)

Third heat—Was well handicapped and the finish was very close. Rich from scratch caught up the field but the pace had been too hot to allow of a fast finish for the New York man. It was a close finish for first and second, Rich being a good third.

H. B. Arnold, 65 yards, first; H. G. Wheeler, 90 yards, second; A. B. Rich, scratch, third. Time 2.30 1-5. Rich's time, 2.30 3-5.

Fourth heat—Berlo from scratch went along in great shape and by the time the three-quarters pole was reached he was up with the crowd. The heat was won on the tape by Berlo who made a pretty spurt.

P. J. Berlo, scratch, first; C. W. Dorntge, 25 yards, second; H. C. Tyler, 25 yards, third. Time 2.29.

One-mile ordinary, handicap—In this race Githens and Taxis marked 25 yards, were placed at scratch as the scratch men did not show up. Githens struck a good pace and walked through his field nicely winning by a couple of lengths. Taxis weakened on the finish and did not get a place.

H. A. Githens, scratch, first; J. H. Draper, 75 yards, second; C. M. Murphy, 35 yards, third. Time 2.38 1-5.

Final heat, one-mile safety—Great interest was centered on this race. Of course all named Windle as being the winner, but Worden rode the race of his life and the rush he made for the finish was a grand exhibition, in fact the whole race at the tape was splendid. Windle waited too long and when he got ready to spurt, Worden had got a way on that was too speedy for the Millbury man to get in front. It was a grand race and finish.

G. M. Worden, 40 yards, first; W. W. Windle, scratch, second; C. W. Dorntge, 25 yards, third. Time 2 37 3-5.

SECOND DAY, WEDNESDAY.

One-mile safety, 3.00 class, heats—The first heat was won by P. J. McDuffee, who ran away from the field and won, hands down. P. J. McDuffee, first; C. H. Wood, second; H. Starkie, third. Time 2.47 2-5.

Second heat—Was an excellent race, and had it been between crack men the close finish would have elicited great enthusiasm. W. H. Ballou, first; Geo. E Quinn, second; E. A. Nelson, third. Time 2.52 3-5.

Third heat—Was a very easy one for J. C. Donnelly, who led Herman over the tape by a good ten yards. J. C. Donnelly, first; F. Herman, second; Geo. N. Holden, third. Time 2.51 4-5.

Final heat—Nine starters came to the tape. They almost stood still in riding the first quarter; in fact it was the worst exhibition of loafing seen so far during the meet. Soon after passing the half-mile the pace was quickened, but the fast last quarter, 31 seconds, did not save the race from being a fearful exhibition of slow riding. F. Herman, first; W. H. Ballou, second; P. J McDuffee, third. Time 3.51 2-5.

One-mile, 2.40 class—Sixteen starters went away with the pistol. C. M. Murphy's machine went wrong a few feet from the start, and he stopped. A fairly good pace was set by the men, and on the last quarter they came down at a record clip, doing this in 29 4-5, which equals the time made by Zimmerman yesterday. Worden won the race with lots to spare. G. M. Worden, first; F. C. Graves, second; W. M. Carman, third. Time 2.37 4-5; last quarter, 29 4-5.

Two-mile safety, open, brought out a splendid field of fast men. They took it very easy for the first quarter. They rode slowly over the tape on the first mile, with C. M. Murphy leading. The last quarter was a fine race and the finish at the tape between Berlo and Windle was so close that the judges declared it a dead heat and no race, as the time made was not within the time limit. The last quarter was done in 30 3-5.

In the run off Windle did not appear, but at the pistol's shot Bowman cut out a rattling pace; they evidently did not want to ride the race again. Hoyland Smith took a clip at pace making on the second mile, and he made it warm for the men; he dropped to third place at the three-quarter post, and later to the fourth Then the men closed up and came down with a splendid rush. Within about 100 yards of the finish some pretty wild riding was done by Berlo, so much so that a protest was entered against him, which was allowed; and though he finished first he was ruled out, and the first place was awarded to Smith, and results were as follows: Hoyland Smith, first; A. B. Rich, second; W. M. Carman, third. Time 5.25 1-5.

Quarter-mile ordinary was a fairly good race, though Zimmerman had it about all his way, and Githens made a good effort to hold the N. Y. A. Club man.

A. A. Zimmerman, first; H. A. Githens, second; W. W. Taxis, third. Time 33 3-5.

One-mile tandem race was an exciting race; though the scratch men, Banker and Brinker, were handicapped, they put the mile tandem record in competition up to 2.30 1-5. The finish between Fuller and Herman and Draper and Geyler for first and second place was close.

F. Herman and F. R. Fuller, 150 yards, first; J. H. Draper and L. Geyler, 75 yards, second; W. D. Banker and F. M. Brinker, scratch, third. Time winners, 2.28. Time scratch men, 2.30 4-5, record.

The two-mile safety handicap brought out a large field. By the time the first mile was finished the men were pretty well bunched and a hot pace was kept up which looked like another record. The pace was so hot that W. F. Murphy, scratch, dropped out on the first mile. Rich also from scratch rode a magnificent race and came home only 1-5 second slower than the winner, Graves. It was one of the best races of the two days' meet.

F. C. Graves, 60 yards, first; A. B. Rich, scratch, second; H. Smith, 40 yards, third. Graves' time, 5.11; Rich's time, 5.11 1-5. Rich is American record for two miles in competition.

Two-mile ordinary. As there were no scratch men, Githens, 65 yards, and Taxis, 70 yards, were put on scratch and the rest of course were put back 65 yards also. The limit man Hudson, 260 yards, made a lively race, and for a time it looked as if he would win the race, but he weakened on the last half of the last mile. On the home stretch Draper challenged Githens, but Chicago got there with both feet, Taxis a good third.

H. A. Githens, scratch, first; J. H. Draper, 115 yards, second; W. W. Taxis, scratch, third. Time 5.46 4-5.

One-mile open—This was the race of the meet so far as entries were concerned, G. F. Taylor and Harradon set the pace for the special prizes and Taylor got all three. These men together with Zimmerman got an awful lead and it took some hard riding on the part of the men in the rear to catch up with the three leaders. But on the home stretch Zimmerman got to work and was passed by Windle, but "Zimmy" got there first and Taylor got second, with Windle third.

A. A. Zimmerman, first; G. F. Taylor, second; W. W. Windle, third. Time by quarters, 37 3-5, 1.16 3-5, 2.34 3-5.

The consolation race was the last one on the regular programme, and a very good race it was, and the time was most excellent as shown by the time and last quarter.

J. W. Shaefer, first; E. A. McDuffee, second; J. C. Donnelly, third. Time 2.54 4-5. Last quarter was run in 29 4-5.

RECORDS, SECOND DAY.

The second day the tandem record for one mile in competition was placed at 2.30 4-5 by Banker and Brinker. The time of flying start, 29 4-5, by Worden, is equal to the quarter made by Zimmerman Tuesday. A. B. Rich put the two mile record in competition up to 5.11 1-5 In the consolation race J. W. Shoefer rode the last quarter in 29 4-5.

NOTES.

Isn't Windle a wonder?

Yes, and isn't Zimmerman a wonder also?

Worden did himself proud.

Dorntge, the Buffalo man, seems to be a mover.

The timers got a bit mixed up on the last heat of the mile handicap. The enthusiasm of the crowd was awakened by the announcement that the mile had been made in 2.23, only to be squelched by the correction that the time made was 2.37 4-5.

Worden rides a surprise race once in a while, and on the occasion when he beat Windle from the 40 yard mark was one case in hand. That finish with Windle was as fine a bit of riding as was ever seen. Hartford management is always good, and the way the track was cleared of every one except the officials, was most satisfactorily and efficiently carried out.

Rich's graceful act of offering Windle the use of his machine after the latter had broken his was noticeable from the fact that the relations between these two men for the past year has not been of the most cordial nature. The act was appreciated by Windle, and now Rich and Windle are the best of friends.

President Dunn was suffering from indisposition, and only his pluck kept him up to the point of performing his duty. He had to give up, however, on Tuesday night.

Geo. Barrett of Chicago was not present, as it was hoped and expected he would be.

When Windle smashed his machine in the quarter-mile trial heat it was feared that he would not start again.

There were two bad falls during the racing, but happily no one was seriously injured. In the handicap race, however, when two of the contestants fell it looked for a moment as though some one was badly hurt.

Fred Jenkins was at Hartford, and nothing showed how much new blood had been infused into the League than the fact that not one in ten knew who Fred Jenkins was.

Githens was the only Western racing man present, and in his races he did his section proud.

It does not make much difference what Zimmerman rides, he gets there just the same. Think of a man being able to win races right along, first on a Starjand then on a chain safety! It is little short of miraculous.

There were 3500 spectators at the first day's racing, and it was an enthusiastic audience too. Zimmerman came in for a large share of applause, and he deserved it.

The weather on Tuesday and Wednesday did its level best to make up for the bad time it gave the cyclists at Providence and first day at Hartford.

We are indebted to Mr. A. Kennedy-Child of the Warwick Cycle Co. for many attentions and courtesies.

Col. George Pope presided most gracefully at the dinner tendered to some of the more prominent wheelmen on Monday.

Ex-President Luscomb is a most excellent presiding officer, and holds a meeting close to the matter in hand.

The question that seemed to bother a few gentlemen, who were discussing the matter within our hearing, was as to who would win the "Consultation" race.

THE CONVENTION.

The Convention was called to order at Allyn Hall at noon, Tuesday, by Vice President Burdett. As many members who had come with proxies could not remain over to the evening session which was to be held, the question came up as to how these proxies could be used; after a heated discussion it was:

Resolved, That in case of proxies, which have been duly presented and recorded with the Secretary, the Secretary be instructed to vote such proxies according to the instructions with them, even if the holders of the proxies are absent.

An adjournment was then taken until 7.45 P. M.

At that hour about 250 wheelmen were in attendance, and President Dunn called the meeting to order, and on account of indisposition asked to be excused from presiding. He therefore called to the chair Vice President Burdett.

The convention on motion of Mr. Shriver in order to expedite matters, proceeded to consider such amendments on which proxy vote should not be called for, as the Committee on Credentials had not yet reported. Under this vote many amendments were passed without a proxy vote being called for. These amendments were those in Article II and III, which had been found to be ambiguous in language, and the changes proposed were to make the meaning more clear. The amendment, however, to change the eligible age of membership from eighteen to seventeen was lost.

Mr. Perkins of the Credential Committee reported 5304 proxies accepted, and in the cases where certain irregularities were evident, asked for instructions. It was moved that the Credential Committee be instructed to reject all names other than those written upon the proxy blanks, and to reject all names pinned or pasted on the regular or usual proxy blanks. After a heated discussion Mr. McBride's motion that the Credential Committee be instructed to accept the proxies as instructed, was voted and passed 82 to 83. As some doubt was expressed as to the correctness of count, on motion of Mr. McBride the vote was reconsidered, and it was again passed by a vote of 108 to 100, and the Credential Committee were instructed to accept the proxies under the discussion, and the Committee reported on 5434 names.

Mr. Luscomb presented an amendment, which was adopted, and which allows of a club to be a League club when 75 per cent. of the members of the club are members of the League; provided only, that such club shall be entitled to representation based on the 75 per cent. membership, and provided that the non-League members shall have no voice in League matters.

The question of making the Hotel Committee a National one came up and was lost. Also was the amendment lost making it possible for National Assembly to fix the limit of Divisions and sub-Divisions. This amendment was really offered as the means of a possible relief to the California Division.

The amendment increasing the number of members from 100 to 200 necessary to obtain a Representative was lost.

Mr. Sheridan fought hard for an adjournment before the question of the amateur rules were reached, and it was stated that by securing an adjournment he hoped to be able to carry the matter over to the Peoria meet. Mr. Sheridan's actions in the convention certainly gave color to the above rumor. That his plan failed the report of the Convention shows. Spirted discussions followed, and in some cases some members seemed to favor the abolishment of the expense and prize rule entire, and thus allow members the right to take everything in cash, and as much of it as they could get. These views were, however, put out as feelers to stiffen the backbone of the members in favor of a strict rule. The rule as formally passed read as follows:

Art. III. Sect. 9. Erase all after the first paragraph of the section and substitute:

"An amateur is one who has not engaged in, nor assisted in, nor taught cycling or any other recognized athletic exercise for money or other remuneration, not knowingly competed with or against a professional for a prize of any description; or one who after having forfeited the amateur status has had the same restored by a competent authority having jurisdiction over the sport.

A cyclist ceases to be an amateur by:

(a) Engaging in cycling or other recognized athletic exercise, or personally teaching, training or coaching any person therein, either as a means of obtaining a livelihood, or for a wager, money prize or gate money.

(b) Competing with a professional, or making pace for or having the pace made by such in public or for a prize.

(c) Selling, pawning, or otherwise turning into cash or realizing upon any prize won by him.

(d) Accepting directly or indirectly for cycling any remuneration, compensation, or expense whatever from a cycle manufacturer, agent, or other person interested in the trade; or from any other person having a pecuniary interest in the sport, except that a cyclist may accept from the cycle or athletic clubs which he represents his necessary expenses in training for and in attending race meets.

(e) A cyclist does not forfeit his amateur status by teaching the elements of cycling solely for the purpose of effecting the sale of a cycle.

The amendments defining the powers of the National Assembly and the Executive Committee were adopted as follows:

Art. IV. Reconstruct Section 1 as follows: "The management of the League shall be vested in a National Assembly, consisting of all Chief

CONTINUED ON PAGE 650.



Send us your duplicate orders on Bicycle Shoes, Foot Ball, Sprint Running and Gymnasium. Samples out. Stamp for Catalogue.

PIERCE, SMALL & CO., RANDOLPH, MASS.



Solid Gold Regulation

L. A. W. PINS,

Price, $2.

Discount to jewelers only.

Martin Metzger & Co., 7 Maiden Lane, N. Y.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - - Room 20

ABBOT BASSETT, Secretary,

OFFICERS FOR 1890–91.

PRESIDENT,
JAMES R. DUNN,
40 Wall st., Room 65, New York

FIRST VICE PRESIDENT,
MAJOR CHAS. L. BURDETT,
Hartford, Conn.

SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN,
116 Broad Street, Elizabeth, N. J.

TREASURER,
W. M. BREWSTER,
117 No. 4th Street, Quincy, Ill.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass

Standing Committees.

Membership Committee.

Sanford Lawton.....Springfield, Mass.
George C. Pennell.....Elizabeth, N. J.
Howard L. Perkins.....Box 103, Providence, R. I.

Committee on Improvement of Highways.

Isaac B. Potter.....Potter Bldg., New York
W. M. P. Bowen.....Box 1513, Providence, R. I.
Charles W. Wood, 334 S. Salina St., Syracuse, N. Y

Committee on Rights and Privileges.

Geo. A. Perkins.....5 Pemberton Sq., Boston
J. S. Dean.....28 State St., Boston
Chas. F. Cossum.....Poughkeepsie, N. Y.

Committee on Rules and Regulations.

T. J. Kirkpatrick.....Springfield, O.
A. B. Richmond.....Grand Rapids, Mich.

Transportation Committee.

Albert Mott.....203 Lenox St., Baltimore, Md.
Joseph T. Chiam....120 Mosher St., Baltimore, Md.
Burley B. Ayres, Rand, McNally Bldg. Chicago, Ill.
Thomas Savage Clay.....Savannah, Ga.
Amzi T. Dodd.....70 Park Place, Newark, N. J.
John B. Seward.....35 Milk Street, Boston
Chas. A. Sheehan....5 Vanderbilt Ave., New York

Racing Board.

George S. Atwater.....
.....1424 Penn. Ave., Washington, D C.
George Collister.....147 Ontario St., Cleveland, O.
Lewis A. Miller.....Meriden, Conn.
W. H. DeGraaf.....47 West 14th, New York City
A. J. Street.....599 West Madison, Chicago, Ill.

Uniform Cloth and Buttons.

The regulation League uniform is made of a steel gray cloth manufactured for the League exclusively. This cloth and the regulation League Buttons may be had of any League tailor or of the Secretary at the following prices: Cloth, 54 inches wide, $2.10 per yard. Metal buttons: large, five cents each; small, three cents each. Rubber buttons, either size, three cents each. Uniform has six large and ten small buttons. As the Secretary keeps no book of credit, all orders sent to him must have cash accompanying. No cloth supplied to tailors or to non-League men.

Racing Board.

By a unanimous vote of the Racing Board, Messrs. R. H. Biegel, of Denver, Col., and W. A. Rhodes, of Lyndhurst, N. J., are hereby reinstated as amateurs.

GEO. S. ATWATER,
Chairman Racing Board.

Washington, D. C., Sept. 3d, '91.

Racing Board.

Charges have been preferred against Messrs. Dreghorn, Copeland, Barnard, and Burns, all of Taunton, Mass., for violation of Track Rule 12, of the L. A. W. Racing Rules. Pending investigation they are hereby suspended.

GEO. S. ATWATER,
Chairman Racing Board.

Washington, D. C., Sept. 5th, 1891.

Racing Board.

By a unanimous vote of the Racing Board, Mr. Stephen G. Spier of San Francisco, Cal., is hereby reinstated as an amateur. GEO. S. ATWATER,
Chairman Racing Board.

Washington, D. C., August 31, '91.

Nabraska.

Sterns Huchins is hereby appointed Local Consul for York and vicinity. C. B. NICODEMUS,
Secretary-Treasurer.

Fremont, Neb., Aug. 31, 1891.

Connecticut Consuls.

No. 109—Fred S. White, Plymouth.
No. 110—Clayton S. Boles, East Haddam.
No. 111—Walter F. Bliven, Wauregan.
Above members are commissioned as Local Consuls. Terms expire Nov. 30, 1891.

ARTHUR ALLEN DEAN, Chief Consul.

District of Columbia Division.

Mr. Norris Macdaniel having tendered me his resignation as Vice Consul of this Division, and having accepted same, I hereby appoint Mr. Frank L. Dyer to the above position for the balance of the ensuing year. Fraternally,

GEO. S. ATWATER, Chief Consul.

Washington, D. C., Sept. 3, 1891.

Illinois Local Consuls.

Alton—Prof. L. A. Haight.
Ashton—O. W. Griffith.
Auburn—Fred Whaler.
Bushnell—W. L. McGahan.
Blackstone—H. F. Adams.
Batavia—H. E. Crankshaw.
Capron—H. E. Kellogg.
Chrisman—Chas. O. Holden.
Yours, etc.,
W. A. DAVIS, C. C.

Chicago, Sept. 5th, 1891.

442—Missouri Division—500.

Only 48 more applications are needed to reach the 500 mark and constant activity is required to reach the desired end. We have gained new recruits in new riding centers and the consuls located in these towns will do their share of the work. There are still a large number of large cities in the State where we are entirely unrepresented. St. Joseph, Sedalia, and Carthage are way behind last year's figures in point of membership and local consuls residing in these towns should bestir themselves to place their respective membership ahead of last year. St. Louis dealers have promised to lend a helping hand in the work and applications are already coming in. Do not forget the offer of a fine gold League pin for twenty new members still holds good, and the only conditions are that applications must be sent to the undersigned. Fraternally yours,

ROBERT HOLM, C. C.

Pennsylvania Consuls.

Allegheny—W. O. McConnel.
Athens—T. J. Cheney.
Andeureid—J. M. Harry.
Altoona—A. B. Norton.
Bridgeville—Rev. V. G. Sheeley.
Bellwood—W. Y. Levengood.
Butler—D. L. Cleeland.
Bryn Mawr—C. E. Shank.
Blairsville—Jos. H. Rugg.
Bradford—C. E. Scheanck.
Bellefonte—Geo. T. Bush.
Blossburg—E. L. Russell.
Bristol—H. W. Boyd.
Clearfield—J. E. Hartler.
Carlisles—Elmer E. Waynes.
Clermont—A. L. Nichols.
Catasenqua...W. A. Riegel, M. D.
Coudersport—Sam'l Hartwell.
Carbondale—E. W. Pascoe.
Canton—W. M. Tolppe.
Catawissa—J. R. Sharpless.
Coatesville—Jno. M. Boyd.
Chester—Jos. H. Walley.
Clarion—Harry R. Wilson.
Corry—M. A. Atherby.
Chambersburg, W. G. Mixon.
Danville—Jno. G. Brown.
Dixmont—W. Brown Ewing.
Driftwood—Fred G. Kinyon.
Dingmans Ferry—Philip F. Fulmer, Jr.
Dunbar—H. Herzog, Jr.
Everett—H. E. Corbin.
Erie—Wm. Crane.
East Mauch Chunk—Jas. M. Hill.
Ephrata—H W. Fishburn.
Easton—Sam'l K. Green.
Emporium—C. H. Felt.
Gettysburg—G. H. Buehler.
Germantown—M. C. Morris.
Greensburg—Jno. V. Stephenson.
Harrisburg—H. W. Stone.
Huntingdon—D. S. Drake.
Honesdale—Dr. Chas. R. Brady.
Honey Brook—F. M. Dampman.
Haverford College—Wm. S. Vaux, Jr.
Irwin—R. E. Humphreys.
Jenkintown—Wm. S. Ambler.
Kennett Square—Jos. R. Gawthrop.
Kane—A. D. Clark.
Kittauming—J. M. Painter.
Lititz—Jno. G Zook.
Littlestown—J. W. Hickey, D. D. S.
Lebanon—C. D. Weirick.
Landsdale—Gilbert L. Thompson.
Lehighton—E. G. Zern.
Lansdowne—L. F. Shremaker.
Mt. Carmel—R. J. Wilson.
Media—Wm. R. Newbold, Jr.
Mauch Chunk—Ira G. Ross.
McKeesport—R. J. Caughey.
Monongahela City—A. C. Sampson.
Meadville—A. O. Hotchkins.
Milton—Bert Galbraith.
Mt. Joy—Clarence Schock.
Morrisville—Fred Taylor.
Millinburg—A. Z. Zimmerman.
Moore—E. F. Kenny.
Nanticoke—D. L. Morgan.
New Brighton—E. T. W. Craig.
New Berlin—W. E. Smith.
New Bloomfield—W. N. Seibert.
Norristown—Edward J. Wanner.
New Florence—Ernest Schaefer.
Newville—J. Clyde Smegert.
Nazareth—H. E. Clewell.
North East—Chas. A. Ensign.
Oil City—D. P. Vincent.
Pittsburg—Frank G. Lenz.
Pittston—Frank Snyder.
Pottstown—Horace Evans.
Pottsville—B. F. Patterson.
Paoli—E. C. Alsop.
Phoenixville—J. W. Sigman.
Ridgeway—W. L. Williams
Reedsville—Edwin Spanogle.
Reading—Geo. Scheele.
Shamokin—W. H. Ryan.
Shippinsburg—J. E. Sibbitt.
Selinsgrove—T. C. Kantz.
Sunbury—C. S. Bigony.
Sewickley—Walter B. Seymour.
Susquehanna—Henry C. Miller.
Tacony—Jos. F. McCulley.
Smithport—F. C. Pierce.
Tarentum—David Smith.
Tyrone—W. H. Scullin.
Titusville—H. Stenett.
Uniontown—Alf Johnson.
Weiseport—A. R. Snyder.
Wilkes Barre—Burt Voorhis.
Warren—Will F. Henry.
Waynesborough—W. B. Stewart.
Williamsburg—J. E. Patterson.
Williamsport—Edw. J. Fisher.
White Haven—Robt. P. Leonard.
West Chester—Holden C. Beebe.
Wellesborough—Frank A. Deans.
Utica—J. E. Gaston.
York—W. P. Swatrz.

Wanted—A Consul in each town in this State. If not on the list write Secretary-Treasurer,

JOHN J. VAN NORT,
610 Gibson street, Scranton, Pa.

Ohio Consuls.

Carthage—A. W. Connor.
Hartwell—S. Blackburn.
McConnellsville—F. C. Burkholter.
WILLIAM D. KEMPTON, Sec.-Treas.

Cincinnati, Sept. 5th, 1891.

Kentucky Division Election.

To the Officers and Members of Kentucky Division, L. A. W., Gentlemen:

The following letter which explains itself, has come to the hands of the Election Committee, to wit:

"Election Committee L. A. W. Kentucky Division, Louisville, Ky., Gentlemen: Kindly withdraw my name from list of nominees for the office of Chief Consul, L. A. W., Kentucky Division.

"Yours very truly, WM. E. CASTLE."

"Louisville, Ky., Sept. 3, '91."

At Mr. Castle's request, the committee withdraws his name from the list of nominees, which leaves Mr. G. E. Johnson the only other candidate for that office.

The list of candidates to be voted for at the election to be held for this Division, between the fifteenth days of October and November next, is as follows:

For Chief Consul, G. E. Johnson of Louisville.

For Vice Consul, W.W. Stephenson, of Harrodsburg.

For Secretary-Treasurer, W. W. Watts, of Louisville.

For Representatives: N. G. Crawford, of Louisville; C. O. Updike, of Lexington; and Col. E. H. Gaither, of Harrodsburg.

The Committee will, at the proper time, mail to each member a postal card containing the list of candidates which will also contain instructions as to how the card shall be marked by the voter and the same returned to the Committee as the ballot of the voter.

H. B. TILESTON,
Chairman Election Committee.

LOUISVILLE, KY., Sept. 5, 1891.

The following communication has been received by me, viz.:

"Mr. A. J. Lamb, Chief Consul Kentucky Division L. A. W., Louisville, Ky. Dear Sir: I hereby tender my resignation as a member of the Election Committee for this Division, to take effect at once.

"In taking this step, let me say that my resignation would have been tendered ere this, had it not been for the fact that Mr. Wm. E. Castle's friends, in his late candidacy for the office of Chief Consul Kentucky Division, knowing I had been doing some work for Mr. Johnson, Castle's opponent, tried to drive me off the Election Committee by calling attention, in a manner unbecoming wheelmen or gentlemen, to the fact that, although a candidate for the office of Secretary-Treasurer, I was yet a member of this committee. I at once announced that I would remain on the committee, refusing to be driven in the manner they proposed; but as Mr Castle has now withdrawn, I prefer to be relieved of my dual position. Please accept my resignation at once.

"Respectfully, WILLIAM W. WATTS."

In view of the above facts Mr. Watts' resignation is hereby accepted, and Mr. R. Lee Shannon, of Louisville, is appointed in his stead as a member of the Election Committee.

A. J. LAMB,
Chief Consul.

Maryland Division.

To the members of the Maryland Division:

In accordance with Article 3, Section 2, of the By-Laws, given below, the clubs will please elect delegates to the Nominating Convention, which is appointed to be held at the club house of the Chesapeake Cycle Club of Baltimore, 838 N. Fulton avenue, October 14, 1891, at 8.30 P. m.

The unattached members will please meet for the election of delegates to the Nominating Convention at 8.30 P. M., September 30, as follows:

At the City Hotel, Reisterstown; City Hotel, Westminster; River View, Oxford; Maryland Central, Cambridge; Brick Hotel, Easton; Hotel Hamilton, Hagerstown; Howard House, Ellicott City; Voshell House, Chesterton; club house of the Centaur Cycle Club, 2117 E. Pratt street, Baltimore; City Hotel, Frederick; Emmit House, Emmittsburg; and office of Hodson & Hodson, Crisfield.

It is suggested that several towns join forces, and by pre-arrangement meet at any one of the above places that can be agreed upon.

A. A nominating convention shall be held between the 10th and 15th of October in each year, which shall consist of delegates from each organized wheeling club in the State (whose League members exceed fifteen) and delegates from the unattached members of the Division.

B. Each club shall be entitled to a delegate for the first fifteen members of the League of American Wheelmen on their roll and in good standing on July 1st, and one additional delegate for each additional twenty-five (25) League members.

C. At the call of the Chief Consul a meeting of the unattached members shall be held prior to October 5th of each year, when they shall elect delegates in the same proportion as above.

D. This Convention shall meet at the call of the Chief Consul and officially nominate officers for the ensuing year. Two week's notice thereof to be given all organized wheeling clubs, in order that they may elect their delegates.

ALBERT MOTT, C. C. Md. Div.

Baltimore, Md., September 3, 1891.

California.

In the matter of the complaint of Mr. F. W. Wurster the Transportation Committee made the following report. THOS. L. HILL, C. C.

Dr. Thomas L. Hill, Chief Consul, California Division, L. A. W., San Francisco.

Dear Sir—The Committee on Transportation is in receipt of your letter of the 10th inst., enclosing letter of Mr. Arthur H. Wright, Local Consul at Stockton, and after due consideration of the latter, beg to make the following report:

The facts of the reference, as we understand them, are as follows: Mr. F. W. Wurster, a member of the League, purchased from the Southern Pacific Company a first class ticket at Stockton for Santa Cruz via Niles and San Jose, and took with him on his trip his wheel and a certain amount of baggage. The baggage he checked under the privilege allowed him by his ticket, but he was compelled to pay twenty-five cents for the transportation of his wheel on the portion of the road running from Niles to San Jose, although on all other parts of the route he was allowed free carriage.

Under the League's arrangement with the Railroad Company, was it a breach of contract on the part of the company in charging for such transportation?

Under the circumstances we are of the opinion that the baggagemen, who made the charge was the only employee of the Railroad company who did his duty, and that Mr. Wurster should have been compelled to pay, not only the said charge, but also charges over the balance of the route. When the Railroad Company agreed to allow us free transportation of our wheels it was with the understanding that it should be in lieu of baggage, or, in other words, that we would be permitted to class our wheels as baggage, and not that we would be entitled to baggage besides.

Mr. Wurster had both baggage and machine. He could treat his machine as baggage and thus escape its cost of transportation, or he could have his baggage checked, but he could not avail himself of both privileges under one ticket. In support of the view we have taken, we refer to the rules in vogue by that part of the Southern Pacific Company's system, which runs from San Francisco to San Jose via Menlo Park. At any point thereon it is not only necessary but compulsive on the part of a wheelman to produce his ticket and have it punched for baggage before he will be allowed to place his wheel in the baggage car.

The reason this rule is not enforced on other lines operated by the same company we are at a loss to know, unless it be ascribed to the fact that the baggage officials neglect their duty.

The Railroad Company up to date, so far as we know, has done all it ever promised, which is a great deal, when compared with the conduct of several of the Eastern Railroad Companies, accounts of which have appeared in late numbers of the LEAGUE BULLETIN, and no doubt will continue to do so in the future.

When we take into consideration the amount of room occupied by a few wheels in a baggage car, and also that the company has, when occasion demanded it, put on extra cars for us, we should consider that the League has been treated in a manner which is complimentary to the company and gratifying to wheelmen.

On the whole we think Mr. Wurster was very fortunate in escaping with such a low charge on such a long trip. Very respectfully,

FRED W. RAY, Chairman Trans. Com.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, Sept. 11, '91.

Total—227—21,693.

CONNECTICUT DIVISION—33—2051.

29817	Noble, Wilfred H.	29813	Huntting, Chas. H.
29825	Finch, Chas. A.	29814	Jackson, F. C.
29738	Sanborn, Geo. P.	29815	Kennedy, Wm.
29800	*Ferguson, Mrs. Emma*	29816	Lennox, Geo. S.
		29818	Patterson, W. J.
29801	Ferguson, T. I.	29819	Robinson, Edw.
29802	Morris, A. H.	29820	Shea, Frank E.
29803	McNamara, D. E.	29821	Seymour, F. P.
29804	Moulton, A. D.	29822	Sloan, James
29805	Thayer, Frank H.	29823	Tuttle, J. P.
29806	Bestor, Howard G.	29824	Welch, William
29807	Belden, Russell B.	29739	Symonds, Chas. H.
29808	Case, Miron J.	29740	Donner, Edw. H.
29809	*Chamberlain, Miss M. B.*	29757	Brooks, Wm. F.
		29826	Stow, Chas. L.
29810	Cole, John C.	29827	Toothe, Frank W.
29811	Christie, David,	29828	Nearing, Chas. H.
29812	Hall, James P.		

DISTRICT OF COLUMBIA DIVISION—2—180.

29691	Shannon, A. C.,	29829	Huntley, Wm. H.

ILLINOIS DIVISION—44—1991.

29831	Jenness, C. L.	29868	White, C. F.
29833	Boyd, H. L.	29870	Lovering, Harry
29834	Butterly, S. A., Jr.	29741	Smith, A. Phillip
29835	Bingham, J. H.	29798	Rees, Richard
29837	Church, W. L.	29843	Fox, C. A.
29838	Clarke, Fred R.	29799	*Funk, Miss Grace S.*
29840	Dick, Wm.		
29842	Enwright, W. J.	29830	Woody. Way
29845	Gano, J. S.	29832	Beck, R. A.
29846	Hallfake A. T.	29836	Cummins, B. F.
29847	Holmes, J. C.	29839	Dumelley, Reuben H.
29849	Lewis, H. F.		
29853	Hulvey, A. B.	29841	DeWolf, Wallace L.
29854	Moore, B. J.		
29856	Moore, Posey	29844	Guerino, W. R.
29857	Page, Chas. G.	29848	Loeb, J. Wm.
29858	Parker, R. W.	29850	Little, Wm. H.
29859	Reis, W.	29851	Murphy, R. J.
29861	Roarke, J. J.	29852	McNeil, J. V.
29862	Shepard, Geo. P.	29855	Marberry, Francis S.
29863	Stevens, H.		
29864	Smith, Luther L.	29860	Remmer, Oscar
29865	Turrell, J. S.	29866	Thrasher, Edw. S.
29867	Trowbridge, C. M.	29869	Waters, H. C.

INDIANA DIVISION—1—330.

29742	Hall, Dr. J. M.,		

KANSAS DIVISION—3—157.

29772	Finch, James C.	29774	Rogers, C. H.
29773	McGuire, Elmer E.		

KENTUCKY DIVISION—4—312.

29743	Hennen, Alfred	29872	Browne, J. H.
28871	Desha, Jo., Jr.	29873	Martin, Geo. H.

MAINE DIVISION—1—231.

29695	Dixon, Fred E., Box 212,		

MARYLAND DIVISION—2—577.

29758	Muth, John C.	29774	Stein, Will

MASSACHUSETTS DIVISION—21—3147.

29760	Howard, C. S.	29745	Forbes, T. C.
29791	Walker, Edwin D.	29697	Haskell, L. G.
29696	Connelly, M. R.	29762	Clement, Joseph W.
29699	Brophy, Owen		
29700	Hathaway, Harold	29763	Coffin, D. N. B.
29701	Mosher, Frank	29874	Miller, A. K.
29746	Jensen, F. G.	29875	Simonds, Walter A.
29775	Farwell, RuleffeH.		
29759	Dwyer, Daniel J.	29876	Stobbat, Fred,
26792	Mayo, Frank	29702	Lawton, F. A.
29761	Egan, Harry L.	29776	Coe, H. L.
29696	Milliken, W. B.		

MICHIGAN DIVISION—2—727.

29877	Mansfield, B. C.	29777	Robinson, H. W.

MINNESOTA DIVISION—2—167.

29714	Kelso, Walter C.	29764	Roberts, C. M.

MISSOURI DIVISION—7—450.

29692	Phillips, Eugene	29878	Wade, Frank E.
29693	Poundstone, A.W.	29879	Wade, W. S.
29765	Knight, J. P.	29880	Slason, W. E.
29694	Reynolds, W. H.		

NEW HAMPSHIRE DIVISION—1—350.

29881	Pray, Onsville L.		

NEW JERSEY DIVISION—24—1307.

29703	Renner, AdolphH.	29793	Morrow, John C.
29704	Thomson, F. J.	29794	Townley, W. W.
29780	Golding, John	29795	Barnett, A. H.
29717	Baker, Thomas	29796	Lewis, Chas.
29718	Ely, Newton	29715	Sander, Daniel B.
29719	Howell, Wm.	29716	Cook, Sam'l M.
29720	Johnson, Fred	29747	Stickel, Chas. A.
29721	Jones, Milford	29779	Van Cleef, Schuyler C.,
29722	Searing, E. M.		
29723	Searing, M. M.	29882	Suydam, Jesse H.
29724	Simpson, J. H.	29883	Pond, David, W.
29725	Tillyer, L. D.	29778	Clark, Edw. B.
29726	Wilson, E. B.		

NEW YORK DIVISION—24—2883.

29749	Maxwell, Wm. A.	29727	Gemunder, Oscar A.
29748	Halstead, Fred,		
29750	Pearce, F. E.	28903	Clarke, C. G.
29706	Sterne, E. J.	29728	Ryder, Edw. W.
29705	Nathan, Rob't. A.	29729	Meyer, Edw. R.
29781	McGauley, S. L.	29885	Collins, Frank W.
29707	Cheney, W. P	29732	Tozer, Chas. M.,
29708	Dexter, Leon D.	29730	Fox, Edw.
29709	Lohman, D. N.	29731	Avery, S., Jr.
29710	Wickens, F. A.	29752	Brownell, Herbert K.
29884	Armstrong, W. F. H.	29782	Dana, J. S.
29886	Bachrach, Arthur C.	29751	Owen, Albert C.
		29887	Baldwin, Frank C.

OHIO DIVISION—11—1607.

29888	Fuchs, W. H.	29890	Wollam, W. L.
29754	Chancellor, Harry J.	29892	Marlow, J. L.
		29766	Coen, Herman B.
29753	Bell, Walter H.	29733	Cockley, R. H.
29784	Van Horn, Geo. B.	29891	Nichols, A. I.
29889	Bumiller, Herman	29893	Van Gorder, F. G.

PENNSYLVANIA DIVISION—17—2335.

29769	Stahler, A. E.	29789	Lowe, A. W.
29712	*Anderson, Mrs. S. M.*	29695	Simon, Harry
		29785	Pack, Geo. E.
29713	Mansteller, W. B.	29768	Ronsdorf, Albert
29894	*MacMahon, Miss S. I.*	29711	Wood, Albert E.
		29797	MacCartney, Edw A.
29767	Chamberlain, W. J.	29787	Geer, Louie M.
29896	Haas, Mathew C.	29788	Glass, Harry W.
29786	Longstreth, Edw. T.	29773	Fassitt, Thos.
		29771	Hilbert, John C.

RHODE ISLAND DIVISION—11—645.

29900	Donkersley, Jas. A.	29898	Allen, Andrew J.
		29899	Gifford, Paul C.
29734	*Black, Miss Duvella F.*	29901	Deacon, Chas. F.
		29755	Worburton, Franklin E.
25736	Turck, Jos. H.		
29790	Otto, Robt. C., Jr.	29735	Everett, Edw. A.
29897	Harris, Frank L.	29902	Allen, Leon H.

TEXAS DIVISION—5—118.

29904	Southgate, C. L.	29737	Massengill, S. L.
29905	Oliver, G. W.	29907	*Gibbons, Miss Kate*
29906	Burget, Jess		

VERMONT DIVISION—1—104.

29908	Towsley, Geo. L.		

WISCONSIN DIVISION 9—314

29914	Crocker, Harry	29912	Vanvalkenburgh, F. P.
29915	Rohlfs, Aug.		
29909	Shephard, W. N.	29913	Zschaechner, Otto A.
29756	Jones, D. P.		
29910	Orth, W. P.	29916	Gates, A. F.
29911	McMammon, J. A.		

CANADA—1—11.

29917	Syer, W. E.		

NORTH CAROLINA—1—18.

29918	Boney, Cornelius		

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasurer, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1424 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

GEORGIA—Chief Consul, Samuel M. Whitesides, Box 76, Savannah.

ILLINOIS—Chief Consul, Wm. A. Davis, 1068 Washington Boulevard, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No. Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 507 No. Alabama street, Indianapolis.

IOWA—Chief Consul, H. L. Chase, Cedar Falls. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S. Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 142, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

MAINE—Chief Consul, John C. Stevens, 185 Middle street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, A. W. Robinson, 21 Milk street, Boston. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 880, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI—Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

MONTANA—Chief Consul, H. G. Duerfeldt, Box 226, Helena.

NEBRASKA—Chief Consul, A. H. Perrigo, 1315 Dodge street, Omaha. Secretary-Treasurer, C. B. Nicodemus, Fremont.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, R. H. Scott, People's Ins. Co., Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 116 Broad street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK—Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer, George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty., Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Chas. J. Sherer, 211 Main street, Memphis. Secretary-Treasurer, Thomas J. Dupree, 338 Front street, Memphis.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, C. A. Emise, Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro. Secretary-Treasurer, E. D. Whitney, Brattleboro.

VIRGINIA—Chief Consul, Law: L. Waring, Norfolk. Secretary-Treasurer, J. Hugh Henry, 140 Bute street, Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz, 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1892. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below:*

Date,..... *Name,*.....

Club,..... *St. and Number, or Box,*.....

References,..... *City,*.....

State,.....

Enclosed.....*for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. to April 30. Enclose $2.00 with this blank on any date between date of paper and October 30. Write plainly—Printing preferred.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptable for ticket, where it can easily be exposed to view, and pocket for personal cards, send 25 cents extra. If you want your name in gold, stamped on the holder, send 50 cents extra. *Leave the margin in using this blank.*

Mr. P. J. BERLO, M. A. C., who holds the

MILE RECORD OF THE WORLD,

RIDES A

WARWICK PERFECTION

SEND FOR CATALOG.

WARWICK CYCLE MAN'F'G. CO., MAKERS OF ELEGANT CYCLES

SPRINGFIELD, MASS.

When you have received tuition from experience, don't forget to graduate.—Heartsfield.



A good bicycle is a desirable thing to have, and if you bought a cheap machine from an agent who told you that it was "just as good" and you did not find it satisfactory, don't be discouraged; sell your crock and buy a PARAGON.

STOVER BICYCLE MANUFACTURING CO., - Freeport, Ill.

"Finest Quality Produced in the World."

TRADE **"CREDENDA."** MARK.

THE ✱ CREDENDA ✱ SEAMLESS

STEEL ✱ TUBE ✱ Co., ✱ Ltd.,

BIRMINGHAM,

W. C. STIFF, Managing Director.

TELEGRAMS:—"CREDENDA" BIRMINGHAM. ENGLAND.

CONTINUED FROM PAGE 645.

Consuls and Secretary-Treasurers, and the Vice-Consuls and Delegates from the several Divisions. It shall have power to make By-laws for the guidance of the League, to establish regulations for the government of Divisions in their relations to the League and to each other, and to generally direct and decide in all matters not provided for in this Constitution.

Sect. 8. The general management of affairs of the League while the National Assembly is not in session shall vest in the Executive and Finance Committee with full powers except the power of legislation. Said Committee at such times shall have the power and it shall be its duty to explain, define, and interpret any provision of this Constitution or any By-law, or any rule of any Committee of this League upon request of a member of the League.

After this important business had been disposed of an attempt was made to act upon the color line amendment of Mr. Wilson; but on motion of Mr. Shriver, who moved that as all the important amendments had been acted on the Convention adjourn, the Convention did adjourn *sine die* at 1.20 A. M. Wednesday.

All the amendments as passed will appear in the Official Department next week.

THE NATIONAL ASSEMBLY.

As the National Assembly had been called for Tuesday, September 8, the Constitutional Convention at 11.55 P. M., Tuesday, took a recess of five minutes, and during that recess the Assembly was called to order and at once adjourned to Wednesday, 9 A. M.

Nothing was done at the National Assembly, at which President Dunn himself presided, except to "postpone" and "refer." The question of discussion of Rule G, in all its bearings, was indefinitely postponed. The matter of defining the powers of the officers and committees was referred to the Rules and Regulation Committee, with instruction to report at the next National Assembly.

The matter of the Alliance was also laid over to some future date; the Seaboard question, also. The matter of revising By-Laws generally was ruled out of order. The Assembly adjourned after about one hour's session.

RACES AT BELLEVILLE (ILL.) FAIR.

THE much-talked of races, held in connection with the Belleville Fair, came off on September 1, and in spite of the costly prizes offered, the number of entries was small. The track was in poor condition, owing to trotting on it. The following is the summary:

One mile 3.30 class, safety—J. A. Esslinger, St. L. C. C., first; J. A. Darnell, M. B. and A. C., second. Time, 3.20.

One-half mile ordinary dash—A. G. Harding, St. L. C. C., first; Jno. Hurck, M. B. and A. C., second. Time, 1.40.

One mile safety, 3.10 class—W. J. Cox, St. L. C. C., first; E. A. Grath, M. B. and A. C., second. Time, 3.02.

One mile ordinary, open—L. J. Winckler, Belleville, first; A. G. Harding, St. L. C. C., second. Time, 3.20.

The two mile safety handicap was the race of the day, and it was marked by a terrific struggle between Grath and Milford for first place. E. A. Grath, 15 yards, first; R. M. Milford, scratch, second. Time, 6.29.

AT NEW BRITAIN, CONN.—The bicycle tournament at New Britain, Conn., on Wednesday, September 2d, was one of the most successful race meets ever held in that city. The track was in excellent condition, and it is estimated that over 1300 hundred people were in attendance. The events were contested and won as follows:

One mile novice—Won by H. W. Rice; S. B. Mallory, second; Guy Hicks, third. Time 3.06 2-5.

One mile club championship—Won by L. B. Norton; R. H. Page, second, and R. A. Moore, Jr., third. Time, 2.49 4-5.

Half-mile, boys under 16 years—Won by Richard Wood; Harry Damon, second; G. B. Gordon, third. Time 1.35 3-5.

The fourth event was an exhibition mile given by Harry B. Arnold, the champion of Connecticut. Time 2.43 3-5.

Two mile handicap—Won by Berman W. Ritz, scratch; G. A. Tyler, second; R. A. Moore, Jr., third. Time 6.06 3-5.

One mile, clerks—Won by C. A. Finch; H. W. Rice, second; Guy Hicks, third. Time 3.08.

Two mile lap—Won by H. W. Ritz; C. A. Finch, second; G. A. Tyler, third. Time 6.29.

One mile ordinary—Won by Charles Burdick; P. S. Smith, second; Daniel Waddell, third. Time 3.06 2-5.

One mile championship was hotly contested, and was the most exciting race of the day. It was won by L. B. Norton. H. W. Ritz took second place, and R. A. Moore, Jr., third. Time 3.00 2-5.

The eleventh and closing event was a quarter-mile dash won by R. H. Page. B. E. Carpenter won second place, and Guy Hicks third.

SEPTEMBER 23d has been set as the day for the Century Road Club's fifty mile road contest from Chicago to Wheeling and return. The first annual century run of this club will be run over the Elgin-Aurora course Sunday, September 27th, the day following the tournament. All wheelmen are asked to take part in this run.

THE Douglas Cycling Club of Chicago will hold a ten mile handicap road race over the West Side course Sunday morning, September 20. The start will be made from the Wisconsin Central tracks at six o'clock sharp.

AT the annual race meet of the Quaker City Wheelmen at the Philadelphia Base-ball Park on Saturday, August 29, the twenty-five mile road race was the special feature. There were fifteen starters and W. C. Seeds of Wilmington, Del., was one of the scratch men. The race was won by Albert Beggs of the Wilmington Wheel Club with eleven minutes' start. His time was 1 hour 27 minutes 1-5 seconds. Seeds, however, broke the record for the distance, the time being 1 hour 22 minutes 1-5 seconds.

THE 25 mile road race of the Zigzag Bicycle Club of Buffalo, N. Y., was held on the 29th ult. Cushioned tires were handicapped 3 minutes, and pneumatics 5 minutes. The starters were as follows: H. D. Gates, ordinary; W. Holden, safety; H. Werner, safety; S. Waterbury, safety, pneumatic; R. Wallen, safety; W. Sherk, safety, cushion; F. J. Valentine, safety, pneumatic. Valentine finished first, time 1h. 35m.; Sherk, second, time 1h. 43m. Gates was the favorite, but he finished second last.

ON September 19th, rain or shine, the Press Cycling Club of Buffalo, N. Y., will have a 25 mile road race, handicap. The course has not yet been made known, for which there will be three gold medals and a time trophy.

THE annual races of the Douglas Cycle Club were held at Hawthorne, Chicago, Aug. 30. Twenty-five mile was won by F. S. Schmitt; five-mile, H. B. Walker, first; O. C. H. Rellihen, second; three-mile, Dr. J. C. Wachter; two-mile, H. Klein; one-mile, H. B. Walker.

THE Douglas Cycling Club will hold a ten-mile road race Sept. 28, which will be of great interest to its members.

THE half-mile, one-mile, and two-mile ordinary State L. A. W. championships have been assigned to the Parsons Cycle Club, of Parsons, Kansas, to be ridden on the 14th, 15th, and 16th of October, 1891.

PNEUMATIC PREMIERS won all open events at the races of the Paterson Wheelmen, Labor Day, A. L. Withers, Jr., on a "Kitten," winning the ten-mile Inter-Club race in 26.15 2-5; the five-mile open in 18.06; and the five-mile championship in 17.31 2-5. The two-mile safety, open also was won on a cushioned "Kitten." The races were run on the road. Grosch on a pneumatic Kohinoor won the mile handicap from scratch over twenty-five competitors in 3.05, at Queens, Long Island. Track soft and rough. Wheeler won two prizes at Hartford on a Premier racing pneumatic, Tuesday.

MR. H. C. BALSBAUGH has purchased the interests and good will of the Harrisburg Cycle Co., and will enlarge the business by opening a large school for teaching the art and employing two expert repairers in his repair shop. He will also keep a full stock of wheels to rent by the hour or day. Everything will be run on the latest modern principles, and all the latest styles of pneumatic and cushion wheels will be kept in stock. It will be the largest concern of this nature in Central Pennsylvania.

ROUSE, HAZARD & Co., Peoria, Ill., make a specialty of job lot machines in which they offer extraordinary bargains. Already this season they have closed out immense job lots of three or four different styles of machines, showing that they must offer superior inducements.

MESSRS. HOWARD A. SMITH & Co., Newark, N. J., have undoubtedly the most superior facilities for repairing pneumatic tires east of Chicago, their repair shop being especially fitted up for this class of work. See advertisement on page 657.

L. O. GLOVER, former proprietor of the Harrisburg Cycle Co., accompanied by Mrs. Glover, President of the Harrisburg Lady Cyclers, and W. G. Hoffa, started for Columbus, Ohio, via Elmira, Jamestown, N. Y., Erie, Pa., and Cleveland, Ohio, on two Ramblers and a Singer, on Aug. 29. The distance to be traveled will be over six hundred miles, and they expect to arrive at destination not later than Sept. 14th. Mr. Glover will engage in the bicycle business in Columbus.

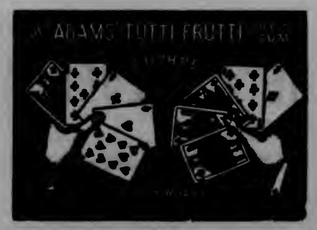
THE Premier Cycle Company are selling for a dollar and a half the complete Repair Outfit furnished by the Pneumatic Company. It contains cement, rubber, canvas, sospstone, benzine, brush and needle and thread, all in neat box. Every pneumatic rider should send for it. Postpaid on receipt of price.



A Shot with the Kodak.

Send to The Eastman Company, Rochester, N. Y., for a copy of "Do I want a Camera," (illustrated) free by mail.

Take a Kodak with you.





"THE BELMONT."

The Best Value ever offered to the American Public. Highest Grade throughout. Credenda Steel Tube, Dropped Steel Forgings, Garford Saddle, and Best Cushion Tires. True Referee Frame. Price, direct spokes, $100. Tangent spokes, $110.

Agents Wanted.

Manufacturers,

THE SWEETING CYCLE CO., 639 Arch Street, Philadelphia.

WELDLESS SOLID DRAWN STEEL

TUBES For Bicycles and Tricycles.

Imported to SPECIAL ORDER only.

PHILIP S. JUSTICE & CO., - - **14 N. 5th Street, Philadelphia, Penn.**

ATHLETIC GOODS!

KINGSTON KNITTING CO.,



Manufacturers for the

Trade and Clubs,

The most beautiful line of

Bicycle, Gymnasium, Tennis Costume and Sporting Goods

Made, in worsted, wool and best lisle thread stock. Unsurpassed for style, completeness, elasticity and durability, and at very low prices.

Send for catalogue and club price list, or order with entire confidence that our styles, material and prices will be entirely satisfactory.

No. 27 Kingston Street,

BOSTON, MASS.



VENTILATED INTER-AIR-SPACE CLOTHING.

Adapted to all climates and all variations of temperature. Sold by leading merchants in all principal cities. Illustrated catalogue mailed free on application to

HARDERFOLD FABRIC CO., Troy, N.Y.

Mention this Paper.



(No. 61.)

CHRONOGRAPHS!!

START, STOP AND FLY BACK

WARRANTED

AMERICAN LEVER WATCH.

ACCURATE TIME-KEEPER WITH INDEPENDENT FIFTH-SECOND CHRONOGRAPH ATTACHMENT.

No. 60	SILVERINE "CHRONOGRAPH"	Price	$18.00
No. 61	GOLD FILLED "	"	25.00
No. 62	COIN SILVER "	"	22.00

Every watch is fully guaranteed and a certificate of our guarantee is packed with each one.

No. 60 is cased in Solid Silverine Case, hinged front and back, and thoroughly dust proof; the backs are beautifully engraved. Movements are made in both gilt satin finish and in nickel, handsomely damaskeened, and have finely lined porcelain dials marked to the fifth of a second.

No. 61 is cased in open face gold filled case, handsomely engraved; movements are same as in No. 60. They are very finely finished, STEM WIND and SET, QUICK TRAIN, STRAIGHT LINE AMERICAN LEVER, and reliable time-keepers. No. 62 is cased in open face, 2 oz. coin silver case.

These are the best value ever offered in the Watch line. ☞ Remember the Chronographs are guaranteed by the makers. ☜ Remittances in Bank Drafts or P. O. Orders to

L. R. DAVIDSON & CO., Rooms 44 and 45, NO. 12 PEARL ST., BOSTON, MASS.

(References: WHEELMA Publishers of BICYCLING WORLD AND L. A. W. BULLETIN.)



$135.00

Featherstone's Pneumatics

$135.00.



$135.00

Speedy. Comfortable. Durable. Fully Guaranteed.

THIS INCLUDES THE TIRES.

WRIGHT & DITSON, Sole N. E. Agents, 578 & 580 Washington St., Boston, Mass., U.S.A.

TO THE TRADE

We have decided to make the following changes in the list price of our JUNO and CRESCENT Safeties, to take effect September first, 1891:

SOLID TIRE CRESCENT,	$75 00,	Former List,	$85 00
CUSHION TIRE "	85 00,	" "	95 00
SOLID " JUNO,	65 00,	" "	75 00
CUSHION " "	75 00,	" "	85 00

Other wheels are made only with Solid Tires and the List remains the same:

ROB ROY, - - - - -	$50 00
GIRLS' JUNIOR, - - - - -	35 00
BOYS' JUNIOR, - - - - -	25 00
PET, - - - - - - -	20 00

All discounts remain as before. Respectfully,

R. L. COLEMAN & CO., 35 Barclay Street and 40 Park Place, NEW YORK.

NEW YORK BELTING & PACKING CO Limited.

JOHN H. CHEEVER, D. CHEEVER, F. CAZENOVE JONES, } Managers. WM. T. BAIRD, Secretary. 15 PARK ROW, NEW YORK.

PATENTED JUNE 2, 1891. Oldest and Largest Manufacturers in the U. S. of PATENTED JUNE 2, 1891.

VULCANIZED-RUBBER FABRICS

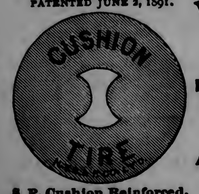
FOR MECHANICAL PURPOSES.

We are prepared to execute orders for the ONLY

TRUE CUSHION TIRES For SAFETY WHEELS.

AND ANY ARTICLES OF SOFT RUBBER FOR BICYCLES.

Correspondence Solicited.



S. P. Cushion Reinforced.



Showing our S. P. Cushion Tire under compression, making a double cushion.

THIRD ANNUAL 1891.

PEORIA

FALL RACE MEET.

FRIDAY and SATURDAY, SEPT. 18 and 19.

Exciting Record Breaking Contest Monday and Tuesday, Sept. 21 and 22.

* $5335.00 ACTUAL VALUE IN PRIZES. *

Exclusive of Special Medals and Prizes. Elegant Programme for the entertainment of visiting wheelmen all five days.

REDUCED RATES.

A fare and a third on all railroads from any point in the United States on the Certificate Plan.

FASTEST TRACK IN THE WORLD.

LOOK FOR A MILE IN 2.10.

For further particulars, address C. V. ODEN, Sec'y P. Bi. C., Peoria, Ill.

Jersey Fitting

LADIES' EQUESTRIAN TROUSERS

originated with some sensible ladies for Horse-back riding, to do away with folds and plaits in skirts and drawers, which made a very uncomfortable cushion. Then followed the lady bicycle riders, who made the same complaint. Afterwards came a call for tennis, croquet, boating, yachting and all out-door sports, climbing mountains, and long tramps in the woods.

Then began light to dawn on the minds of some of the more sensible ladies, who said "How foolish we all are to burden ourselves with so many skirts, when one garment weighing only six or eight ounces, is warmer and so much more comfortable every way, giving better protection and perfect freedom to the whole body."

These garments are jersey-fitting, and made to fit, so there will be no more pressure on one part of the body than on the other. Ladies who have worn the Equestrian Trousers are very enthusiastic in their praise. These garments are fast coming into universal use; let every lady try them.

Wear the Equestrian Trousers for "Comfort and Health," and what you like over them to make you fashionable.

Before purchasing, see Holmes & Co's Patent, represented in the accompanying cut, then you will buy no others.

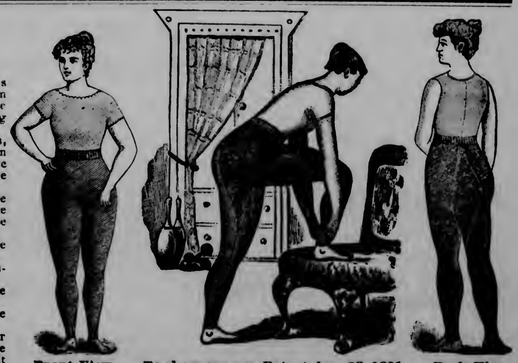
Ladies going abroad are buying them to wear on ship board; and a very wise thing to do.

Only one complaint has reached us and that has been the break away at the fork of the legs.

After a careful study for the best way to avoid this, we have KNIT, (NOT SEWED) in a piece of cloth, just the right shape to give it a proper fullness at the fork, making it heavier just where the strain and wear comes, which prevents it from breaking away.

We have taken out "Letters Patent" on this improvement, under date April 28, 1891, and consider it one of the most indispensable features of the "Equestrian Trousers."

We have them now perfection in every part, and every lady before buying should see and know for themselves how much this new patent adds to the value of the Equestrian Trousers.



Front View. To show our new Patent Apr. 28, 1891. Back View.

When this Garment is not found with your best dealers, send stamp for Catalogue and Price List to us. We do a large business through the mail, and warrant satisfaction.

ATHLETIC & GYMNASIUM GARMENTS Manufactured by HOLMES & CO., 109 Kingston St., Boston, Mass.

FINE TAPS AND DIES. For Bicycle Work.



LIGHTNING AND GREEN RIVER SCREW PLATES, Bolt Cutters, Hand and Power Drilling Machines Punching Presses and Other Labor Saving Tools. Send for Price List.

WILEY & RUSSELL MFG. CO., Greenfield, Mass.



FOR TANGENT AND DIRECT SPOKES.

Nickeled, Price 75c., Postpaid.

Dealers send for Sample and Electrotype.

AVERY & JENNESS, 5756 Madison Ave., Chicago.

ADVERTISE NOW in the "Bicycling World."

FIRST ANNUAL BICYCLE MEET OF THE

MANHATTAN ATHLETIC CLUB

Under the Auspices of the Bicycle Department.

To be held on the New Quarter Mile Bicycle Track, at Manhattan Field. Fastest Quarter Mile Track in the United States, 155th Street and Eighth Avenue, New York City,

Saturday Afternoon, September 26, 1891,

*——*AT 2 O'CLOCK, SHARP.*——*

LIST OF EVENTS.

1-mile open handicap, ordinary.
1-2-mile open scratch, ordinary.
2-mile open handicap, ordinary.
1-2-mile open handicap, safety.
2-mile open tandem, handicap (2 prizes only).
1-mile open scratch, ordinary, 2.50 class.
1-mile open novice, safety.
1-mile open handicap, safety.
1-mile open scratch, safety.
2-mile open handicap, safety.

2-mile, members of the M. A. C. only, scratch safety. For the Championship of the Club.

Entrance fee for each event, 50 cents. Entries close Sept. 19, with C. O. PERRY, Director of Bicycling, M. A. C., Madison Ave. and 45th street, New York City. The right to reject any entry is reserved. 1st, 2d and 3d prizes will be given in each event. L. A. W. Rules to govern all Races.

RACING COMMITTEE.—Charles O. Perry, chairman; F. H Howland, R. B. Moneypenny, J B. Anderson, J. A. Atkinson.

TICKETS, FIFTY CENTS. **RESERVED SEATS, ONE DOLLAR.**

Entry Blanks and Tickets can be had upon application to any member of the Racing Committee, at the M. A. C. Club House, Madison Avenue and 45th street, New York City.

Handicapping by MR. F. P. PRIAL, official district handicapper of the L. A. W.

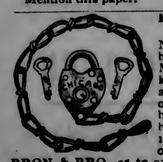
Learn to Ride
BY USING OUR
INSTRUCTION BELT
Price, with instructions for use, $1.25.
ST. LOUIS WHEEL COMPANY,
311 N. 14th St., St. Louis, Mo

WHEELMEN WEAR
THE NEW
CENTURY-BRACE
TRADE MARK
THE BEST SUSPENDER.

Non-elastic and yet perfectly elastic. Does not heat the body as a belt or tight-fitting trousers; nor the shoulders as do the elastic web suspenders.

If your furnisher does not keep them, send 50c., 75c or $1.00 for sample pair by mail, postpaid.

CHESTER SUSPENDER CO.,
No. 21 Decatur Avenue, Roxbury, Mass.
Mention this paper.



Bicycle Lock and Chain.

For Strength, Security and Neatness, the "CHICAGO" beats them all. Patent Bronze Metal Lock—3 tumblers—8 flat keys, (no two locks alike) with a tinned patent link chain made of tough, hard steel that cannot be cut with ordinary nippers or broken with a hammer. Length 18 in. Sent, postpaid on receipt of price, $1.25.—VICTOR BRON & BRO., 95 to 97 W. Randolph St., Chicago.

HAVE YOU SEEN THE NEW
BUTCHER CYCLOMETER?
Ask Your Dealer to Show it to You.

For Ordinary Bicycles. Price $10.00. By Mail On Receipt of Price.



For Safeties. Price $11.00. By Mail On Receipt of Price.

The unprecedented demand for this Cyclometer this season is our apology to our many customers for delays in filling orders. With enlarged facilities, we can now fill all orders promptly.

The Butcher Cyclometer Co.,
338 WASHINGTON ST., BOSTON, MASS.

SECOND-HAND SAFETIES

I am selling out a number of them; good wheels a way down figures, to make room for a big lot of the famous REFEREES, which we will have this month.

W. J. NEWMAN, 46 Columbus ave., Boston
And HARVARD SQUARE, CAMBRIDGE.
Open evenings

To Athletes, Cyclists, Baseball & Footballists, Horse-back riders, Boxers and Oarsmen; when you want to ride, run, walk, row, skate or swim a long distance, USE

ANTI-STIFF

To Strengthen the Muscles.



To Strengthen the Muscles.

It is a marvelous preparation for Strengthening the Muscular System. With Anti-Stiff there is no faith required; it goes straight for the muscles, and you can feel it at work. It has a peculiarly warming, comforting and stimulating effect on all weak or stiff muscles and sinews. Quick in action, cleanly and pleasant in use. Rub it into the muscles every night for a fortnight, and you will be pleased at its supporting and strengthening properties. There is not, nor has been, anything like it till now. It differs from all Oils, Embrocations, and Liniments, both in substance and effect.

Prices 20c. and 35c. per box.

Has a Large & Increasing Sale throughout Great Britain.
E. FOUGERA & CO., AGENTS FOR U. S., 30 N. WILLIAM ST., N.Y.

ADVERTISE in the Bicycling World and L.A.W. Bulletin
Circulation, **23,000.**



Bicycles.—Over 1200 Bicycles in Stock. Special Bargains.

30 Inch, Full Ball Bearing Safeties, Good as New, $42.00
30 Inch Safeties, Balls both Wheels, Good as New, 37.00

Order quick and mention these prices, as they are not in our Catalogue.



A. W. GUMP & CO., - - Dayton, Ohio.



Makers of ALL STYLES OF UNIFORMS.

Plymouth Rock Pants Company.

HEADQUARTERS: 11 TO 25 ELIOT STREET, BOSTON, MASS.

Official State Tailors OF THE L. A. W.

Washington, D.C., Maryland, Pennsylvania, Connecticut, New Hampshire, Virginia and Missouri.

Authorized makers from the LEAGUE CLOTH.

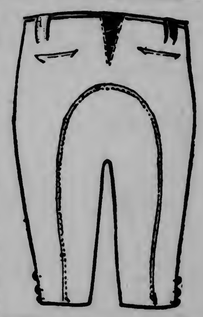
Coat, - - - $7.50
Breeches, - 4.75 } **Ordered Together, $12.25.**

As per *specifications required by the Uniform Committee.*

We have Branch Stores in the following Cities where your orders will be taken.

BRANCHES: 279 Broadway, New York; 943 Penn. Ave., Washington, D. C.; 72 Adams St., Chicago, Ill.; 914 Main St., Richmond, Va.; 217 19th St., Birmingham, Ala.; 291 Main St., Worcester, Mass.; 275 Meridian St., East Boston; 508 Mulberry St., Macon, Ga.; Room 4, Y.M.C.A. Bldg., Burlington, Vt.; 282 Second St., Memphis, Tenn.; 430 Church St., Nashville, Tenn.; 820 Main St., Dallas, Tex.; 629 Broad St., Augusta, Ga.; 108 W. 3d St., Davenport, Ia.; 1109 Broad St., Columbus, Ga.; 307 Tremont St., Galveston, Tex.; 143 So. 12th St., Lincoln, Neb.; 700 Austin St., Waco, Tex.; 110 Canal S., New Orleans, La.; 6 E. Government St., Pensacola, Fla.; 39 Whitehall St., Atlanta, Ga., 68 So. Main St., Waterbury, Conn.; 970 Elm St., Manchester, N. H.; 106 N. Main St., Concord, N. H.; 104 Montgomery St., Montgomery, Ala.; 706 Chapel St., New Haven, Conn.; Main St., opp. P.O., Springfield, Mass.; 16 W. 9th St., Chattanooga, Tenn.; 134 Thames St., Newport, R. I.; 606 Main St., Kansas City, Mo.; 244 Fourth Ave, Louisville, Ky.; Exchange St., corner entrance, 2 State St., Hartford, Conn.; 910 Congress Ave, Austin, Tex.; 406 Houston St., San Antonio, Tex.; 318 So. 15th St., Omaha, Neb.; 310 E. 5th St., Dayton, Ohio.

Also Agents at most all points in every State. We will call whenever and wherever needed by your notifying Headquarters, BOSTON, MASS.



Address POSTAL CARD For Samples.

New Edition Revised
—OF—
Mr. Porter's Excellent and Remarkably Successful Handbook of the Wheel and Everything Connected with its Use.

Brought down to date with Special Reference to Tires and Vibration.

CYCLING
—FOR—
Health and Pleasure

A Complete Guide to the Use of the Wheel.

Wheelmen as a rule are not slow to say a good word for the wheel, but they are not always equally prepared to give a convincing reason for "the faith that is in them." Constantly there comes up the question, "What will cycling do for me?" It is frequently answered correctly enough, but the truth is so much greater than the inquirer expects that he cannot believe it, and when he presses for answer "how can the wheel do so much," or "why is it that it does so much," a satisfactory reply is not forthcoming. The power of the wheel to promote health is an entirely unknown and unimagined quantity to the great lay multitude, who naturally expect cyclists to be able to answer all inquiries. In this book one chapter is devoted to this particular point; the effect of exercise on the system is examined, and medical men quoted. Every wheelman ought to have at his tongue's end the points here made.

230 Pages, Illustrated.

PRICE, 50 CENTS, POSTPAID.

WHEELMAN COMPANY,
PUBLISHERS,
12 Pearl St., - Boston.
Stamps not Received.

Official Outfitters to the League of American Wheelmen.

Authorized by the Executive Committee.

Browning, King & Co.,
Official Tailors of the L. A. W.

406, 408, 410 & 412
Broome Street,
NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.00, BREECHES, $5.25.
Cloth, $2.10 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

A. G. Spalding & Bros.,
Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk.....40
Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic.4.00
No. 1, Canvas, leather trimmings.2.50

Sent post paid on receipt of price,
Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,
241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia, 1032 Chestnut St.

THE NEW COLOR **LEAGUE CLOTH** IS NOW READY.

Samples of same can be obtained on application to

BROWNING, KING & CO., - New York.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents



Drop forged o bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.

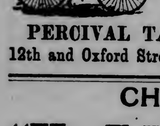


BACK VIEW

Indispensable to Bicyclists Athletes and the Gymnasium

Call's No. 5 Supporters (jock strap) with elastic back, lace front and adjustable back straps. A sure fit. No. 5 (same as cut), 75c. No. 6, with pockets on each side of lacing, $1.00. No. 7, with hose supporter attached to sides, $1.00. Number 8, pockets and hose supporter, $1.25. Order by number and give tight measure top of hips

Postpaid on reciept of price. S. B. CALL, 358 Mair Street, Springfield, Mass.



The "Popular"

All Ball-Bearings.

Price, $85.00.

A few shopworn at $75.

PERCIVAL TATTERSFIELD,

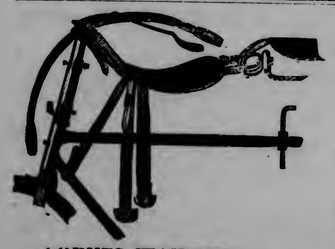
12th and Oxford Streets, Philadelphia, Pa.

CHOICE OF THE EXPERTS.

"U. S." Gallery Ammunition.

Manufactured by the

United States Cartridge Co., - Lowell, Mass.



JONES'

Suspension Bicycle Saddle

For carrying Children on Ordinary Safety Bicycles.

Simplest, Cheapest, Neatest and Best.

Price, $2.50.

For Sale by all Dealers.

—MANUFACTURED BY—

AGENTS WANTED. A. H. GOETTING, - Springfield, Mass.



SAFETY BICYCLE WHEELS.

We supply cycle manufacturers and others with any grade wheels in any quantity. Thousands in use.

The Most Durable Wheel Made.

We invite comparative tests with any or all others Write us for descriptive price-list.

I. A. WESTON & CO.,

JAMESVILLE, (near Syracuse) N. Y.

$2.75.

I will out a single line, steel street die, monogram or cipher, with 5 quires fine writing paper and envelopes, paper stamped in colors for $2.75; all duplicate orders filled at $1.00 less, the die to remain in my possession; will mail samples on application.

M. R. WARREN

Stationer and Engraver,

336 WASHINGTON ST., BOSTON

Mention this paper.

The Lowville Cycle Club's

THIRD ANNUAL RACE MEET

Will be held at

Forest Park, LOWVILLE, N. Y.,

SEPTEMBER 17th.

In connection with the Lewis County Fair. Entries close Sept. 10th. L. A. W. rules to govern. Prizes of Unusual Value and Beauty.

W. S. Maltby will give an exhibition at our Meet.

Address Charles E. Felton, Lowville, N. Y.

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. **W. E. AUGHINBAUGH,** Baltic Building Washington, D. C.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜



L. A. W. BADGES

The official design in

SOLID GOLD.

Prices, $2.50, $3.50, $5.00 and upwards.

Members are cautioned against buying the inferior imitations now being offered.

L. A. W. RINGS.

A heavy elegant Seal Ring with plain or carved shank. The gold badge lies over a black onyx stone, and has a small diamond in the hub. Price, $15. Send for circulars to the original and only au horized maker,



C. H. LAMSON,

203 Middle St., Portland, Me.



LAMSON'S

Luggage Carrier

NO. 1.

Convenient, durable, noiseless, cheap. $1.

Made by

C. H. LAMSON,

Portland, - Maine.



JOHN. HARRIOTT.

PRIZE MEDALS CUPS, BADGES AND PINS.

3 WINTER ST. BOSTON.

BAR PAT. APRIL 15, '90.



L. A. W. Pins

FROM $1.00 UP.

Discount to Bicycle Dealers and Agents.

Send for Full List, including Race Medals.

Duryea Jewelry Co.

194 BROADWAY, NEW YORK CITY.

1891 PNEUMATIC—B. & A. Humber racing safety, 26 1-2 pounds, Dunlop's latest (sewn canvas) pneumatic tires; machine and tyres absolutely new; enamel slightly marred; $150; owner going to England. H. O. STICKNEY & CO., 440 Harvard st., Cambridge.

WANTED.

A FEW DISTRICT AGENTS,

—OR A—

Sole American Agent,

FOR A HIGH-CLASS CYCLE.

Apply Immediately to

THE COVENTRY CYCLE MFG. CO., GROVE WORKS, Coventry, England.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ Cash must accompany the Order.☜

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜

FOR SALE—Singer Straight Steerer Tricycle; cost $185; not ridden over 50 miles; fine condition; best offer over $60; 1890 American Light Rambler Safety, for lady or gentleman; used but little; in perfect order; best offer over $75. M. CAMERON, No. 4 State street, Hartford, Ct.

PNEUMATIC RACING SAFETY—B. & A., Humber pattern, very light and strong and nearly new. P. W. DAVIS, Thomaston, Me.

HE'S IN THE ASYLUM

Is it possible that his friends did not tell him if he cleaned his Bicycle with Wilson's Wonderful Nickel and Enamel Preserver it would look like new and never rust. Price 50 cents. Ask your Cycle agent for it. WILSON MFG. CO., 15 Tremont Row, Boston, Mass.

FOR SALE—Cheap, 1890 pattern Quadrant Safety, in first-class condition, with bell and lamp. 2133 Camac Street, Philadelphia, Pa.

$110 Will buy my Rover Pneumatic, only been ridden 50 miles; just as good as new; not a scratch on it; perfect condition in every respect; must sell on account of my health. Sent C.O.D. on receipt of $5. J. R. PULSIFER, 68 and 70 E. Main street, Rochester, N. Y.

PNEUMATIC Tires repaired, solid tires changed to cushion, $1.8. MARK DOWLING, 94 Kingston, street, Boston.

LOOK—One Psycho Tandem Safety, in good condition; best offer over $70 takes it. Will exchange for high grade single safety. F. L. ARMS, Holyoke, Mass

CUSHIONED Tire Singer, never used; must have the money at once; make me an offer. C. A., this office.

"FORGET-ME-NOT" Saddle cover, Waterproof. No more shrunken and hard saddles. Everyone should own one, by mail 25c. CYCLE SUNDRY CO., Needham, Mass.

EXCHANGE—Cash diff., collection, coins 350 (100$) foreign U. S. gold, ($10,1799) silver, (Greek Tetredrachm) copper, etc., for New Columbia, cushion tire safety. J. L. WILSON, Greensboro, N. C., Box 48

VICTOR Safety, cheap; 1890 model; never been used; $100 will buy it. Address Box 602, Millbury, Mass.

FOR SALE—A 48-inch Expert Columbia, half nickeled; used but little; in perfect order; $40. F. LOVERS, 425 Nelson ave., Jersey City, N. J.

$51.51 Takes a $65 48 Special Star that shows all the mould yet on the tires, and is almost perfect. $49.99 takes a 45 Special that is almost as good and has cyclometer, foot rest, foot brake, lamp bracket, etc. Bargains that can't be matched. 50 Standard Col. $15. Good $125 48 L. R., balls, $25. 20 other bargains at BOX 27, Lititz, Pa. Lists free.

FOR SALE—1890 Columbia Safety in first-class condition for $90 cash. H. G. ROBERTSON, 105 E. Washington street, Fort Wayne, Ind.

$20 BUYS a 54-inch Royal Mail, hollow rims, tangent spokes; in good condition. $12 buys British Challenge, 50-inch, fair condition. $16 buys a 50-inch British Challenge, in fine condition. H. E. BATTIN & CO., Troy, N. Y.

COLUMBIA Safety, perfect order, best offer takes. J. MAGEE, Richmond Hill, L. I.

VICTOR Safety for sale cheap, 1890 pattern, in good condition, best offer over $100 takes it. D. E. OFFUTT, JR., Oakland, Md.

MONEY TALKS—First money gets the prize—A short story we have to tell. We want to sell these wheels. 1 second-hand Victor, good shape, $50; 2 second-hand Columbias, gent's and ladies', way up, $75 each; 1 ladies' Swift, very good, $70; 1 second-hand National, $40. Address the REDSHAW CYCLE CO., Ansonia, Conn.

"RATTLED." If there are loose particles of brass in the tubes of your Bicycle, causing an unpleasant jingle, I will send directions for positively stopping same without injury to part or finish, on receipt of 50 cents. A. S., Box 276, Needham, Mass.

$165 Pneumatic Ormonde, Model B; used one month. In perfect condition, $115. Correspondence solicited. Address "MODEL B," care of Bicycling World, 12 Pearl st., Boston, Mass.

$115 Buys a 50 inch Light Roadster Eagle, 1891. Brand new; run only about 20 miles; 2-3ds nickeled; cost $150. G W. BUGBEE, 605 Broad st., Providence, R. I.

RACERS—54 Rudge, $50; 2 Star Racers, each $50; perfect order. BOX 27, Lititz, Pa.

YOU all need them, and the sooner you order the sooner you have them. We have reference to L. A. W. address cards. Drop a postal card for samples and prices to BRISTOL PRINTING CO., North Easton, Mass.

A HANDSOME, splendid running 1891 Columbia Safety for gent, solid tire; I bought it July 20 for $135; I will now sell it for $100 cash as I am going back to business and cannot use it. Will ship by express if charges are guaranteed. JOHN W. WILSON, Cottage City, Mass.

FOR SALE—Ladies' Columbia, 1890 pattern; A No. 1 condition; only $110. Address immediately MRS. VENA S. THOMPSON, Watkins, N. Y.

$69.99 Buys a brand new '91 Light Broncho; never used; now hustle. 30 other mouth watering bargains by ZOOK, Lititz, Pa.

FOR SALE—A bargain New Swift, model A, cushion tire; never used; cost $140; price $100; want the money. Address Box 500, Kensington, Conn.

FOR SALE—Cheap, Premier Tandem Safety; good condition. Address Box 60, Waynesboro, Pa.

$99 00—A Featherstone Pneumatic; little used Address S. TAYLOR, Box 376, Springfield, Mass.

FOR SALE—48-in. Eagle, '91 pattern, full roadster, 2-3ds nickel, used 300 miles, $50. P. L. HASSENFORDER, Taunton, Mass.

PNEUMATICS—One Featherstone Drop Frame Pneumatic, 28-inch wheels, with detachable bar; very little used; $100; one Quadrant Pneumatic, Diamond Frame, almost new, $110. Other wheels in proportion. WHITE CYCLE CO., Trenton, N. J.

25 CENTS BUYS Road Book and Map of Boston and Vicinity. CHAS. A. UNDERWOOD, Jamaica Plain, Mass.

A FEW BARGAINS.

One New Mail, good as new,	$90 00
One Gales' Diamond, new,	70.00
One Giantess, as good as new, not run 25 miles,	60.00
One Giant, splendid order,	60.00

EVANS BICYCLE CO.,

19 E. Spring Street, Columbus, Ohio

ALL YE FELLOW CITIZENS

Who are foot-sore with walking, should note these prices: 28 in. Hero, $25; 28-in. Juno, $30; 30 in. Cruiser, $40; 30-in. Victor, $60; 48-in. Victor, $25; 54-in. Harvard, $20; 49-in. Columbia, $30. All full ball, good repair. Nothing the matter except the price.

KNIGHT CYCLE CO.,

307 N. 10th Street, - St. Louis, Mo.

BARGAINS!!!

SALE of a bankrupt dealers' stock, 4 W. P. Ordinaries, new, $50 X. Y. Z. this office.

STOLEN.

AN OWL Safety Bicycle, No. 1203. Brace to rear mud guard broken, or may have been repaired. Cushion tires. $25 reward to any one giving information leading to the conviction of the thief, or recovery of the wheel. Address W. SHAKESPEARE, 6 Pine street, Waltham, Mass.

BE WISE! Do you want to buy *any make* of "High Grade" BICYCLE at $4 per month, and at Reduced Cost? If so, call or address **The Bicycle & Supply Co, 225 East Baltimore St., Baltimore, Md.,** for descriptive catalogue. **IT PAYS!**

AGENTS WANTED EVERYWHERE.

WE ARE NOW APPOINTING AGENTS IN

New Jersey, Pennsylvania, Maryland, Delaware and Washington, D. C., for the new

FEATHERSTONE PNEUMATIC.

Just Arrived from Factory. Apply quickly.

Second-Hand Bicycles.

NOTICE.—Orders for second-hand bicycles can seldom be duplicated, and in ordering please give second choice in case first order is sold.

All second-hand bicycles are put in running order before leaving our shop. General wear excepted.

Don't delay by more correspondence than really necessary, as the bicycles are liable to be sold at any time.

If you do not find what you want on this list, state what make of bicycle you prefer, and what price you are willing to pay, and as we are daily receiving second-hand bicycles, can in all probability supply you.

NO.	SIZE.	MAKE, FINISH, ETC.	PRICE.
716	56	Harvard, full nickel, good condition,	$45
*723	54	Am. Club, 2-3 nickeled,	35
734	30	Swift Safety, '89 pat., model B, first-class,	75
*813	52	Light Champion, enameled, balls, slightly shopworn,	90
*8 6	28	Otto, enameled, shopworn,	9
*821	48	Sparkbrook, enameled, good condition,	35
*824	42	Otto, cowhorn bars, enameled, good cond'n,	10
845	56	Expert, dropped bars, plain pedals, good condition,	40
869	44	Ideal, fair condition,	15
*882	28	Quadrant Ladies' Safety, first class,	80
888	54	Am. Club, nickeled and enameled,	55
8c4	48	Special Star, balls and rollers, good cond'n,	60
*897	30	Child's Tricycle, rubber tires, good cond'n,	10
*922	48	Spalding, balls both wheels,	30
*928	28	Ladies' Quadrant,	90
*930	30	Gentleman's Quadrant,	90
*931	30	Special Premier Safety, balls all over except head,	40
*938	52	British Champion, good condition,	40
*941	—	Sylph Safety, shopworn,	75
*949	52	Volunteer, new,	75
959	—	Ajax Safety, good condition,	80
*960	52	Expert, 1884 pattern, good condition,	30
*963	52	Expert, good condition,	35
*967	—	Columbia L. R. Safety, good condition,	75
*972	30	Swift, model A, cushion tire,	115
*976	30	Columbia Safety, 1890 pattern,	75
977	54	American Star, tool bag and tools, good condition,	20
981	54	Harvard, good condition,	35
*983	—	B. & A. Safety, cushion tires, 1891 pattern, good condition,	110
984	52	Expert, good condition,	40
*986	45	Special Star, first-class,	50
*987	—	Ladies' Psycho Safety, 1889 pattern, good condition,	50
*988	—	Gendron, No. 1, good condition,	25
*989	—	Quadrant Safety, good condition,	75
*991	—	Swift Safety, 1890 pattern, good condition,	75
*993	—	Warwick, 1890 pattern, good condition,	75
*998	—	Warwick, " " "	75
*999	30	Ormonde Safety, 1891 pattern, good cond.,	100
1003	49	Columbia Light Roadster, good condition,	40
1004	30x24	Pony Star, good condition,	80
1005	30	Catford Safety, cushion tires, 1891 pattern, good condition,	125
1011	46	Facile, good condition,	40
*1014	30	Junior Safety, good condition,	20
*1015	30	Victor, model C, 1891 pattern, good as new, first-class,	120
*1019	30	Crescent, 1889 pattern, good condition,	40
*1021	30	Columbia L. R. Safety, 1890 pattern, first-class,	75
1023	54	Premier, double hollow forks, good condition,	35
1024	30	Victor safety, 1897 pattern, first-class,	85

☞Upon receipt of $5 any bicycle on above list will be sent C.O.D. for balance, with privilege of inspection

The Eastern Depot for the Repairing of Pneumatic Tires.

HOWARD A. SMITH & CO

518 Broad St, Newark, N. J.

Safety Lantern OIL

The most perfect oil for any Lantern. Will not smoke; will not crust the wick; jar of wheel will not put it out. Put up in pints, quarts, gallons, also barrels; manufactured by

A. N. REYNOLDS & CO.,
382 Atlantic Ave.. Boston Mass , U.S.A.



SEND $2.00 and get one of my L. A. W. Pins, (Official design), either size. Best for the money. Better quality $., $3.00; L., $3.50, etc. Ther. Charm, $2.00; Chain Bar, $1.25, etc.



H. H. BROWN,
Wappingers Falls, N. Y.
Patentee and Manufacturer of
Hard Rubber Bicycle Handles and Grips
FOR CYCLE MANUFACTURERS.

THE
COLLINS PRESS
15 MILTON PLACE, BOSTON.

One of the few large printing offices in the country entirely equipped with type on the point system.

Our Machinery plant embodies all the latest improvements in printing presses, and is ample for the production of the largest jobs of press work.

The *Bicycling World and L. A. W. Bulletin* is printed at this office, and some idea may be had of our facilities from the fact that we make over 100,000 impressions on this paper each week.

"PERFECT" POCKET OILER.



ONE-HALF SIZE.

For Bicycles, Guns, Fishing Tackle, etc. Throws only small quantity of oil at a stroke. No leakage. Handsomely nickel-plated. Best and neatest oil can in existence. For sale everywhere. Price 50c each. CUSHMAN & DENISON, 172 Ninth Avenue, New York.



THE "HAINES" WRENCH.
(Patented Sept. 17, 1889.)

The Most Complete Wrench for Bicycle riders in the market; made of Cast Steel, finished in black; combines Screw Driver with Wrench; length 4 1-2 in. Warranted first-class, strong and durable. Manufactured only by

AMERICAN SAW CO.,
TRENTON, N. J.

Erie Knitting Mills,
Erie, Pa.

Are still making the very best goods for cyclers. We know this, and others are finding it out.

This is a copy of a letter just received from the champion road rider of the United States:

ERIE KNITTING MILLS—
I cheerfully recommend your knit goods for the use of bicyclers, especially hard road-riders, as from my experience with them I have found them well-fitting, elastic and durable as iron.
Yours very truly,
WM. VAN WAGONER.

FRANK FAIRBAIRN, 513 WEST 11TH ST., ERIE, PA.

George R. Bidwell
Cycle Company.

BICYCLES.
Sole Importers of
Tourist Cycles
MANUFACTURERS
Cycling Specialties.

New York, - - 308-310 W. 59.h Street.
Chicago, - - 270-272 Wabash Avenue.

"Imperial Wheels" FOR ALL AROUND RIDING ARE POSITIVELY THE BEST



MANUFACTURED ONLY BY
AMES & FROST COMPANY
302-304 WABASH AVE, CHICAGO
CATALOGUE UPON APPLICATION

DETECTIVE! WE WANT a MAN in every locality to act as Private Detective under our instructions. Send stamp for particulars. WASHINGTON DETECTIVE AGENCY, Box 787, Washington, Iowa.

FITCHBURG RAILROAD
Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the
HOOSAC TUNNEL ROUTE
THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

BICYCLES CARRIED FREE
FAST EXPRESS TRAINS
With elegant PALACE PARLOR and SLEEPING CARS to and from
BOSTON and CHICAGO and BOSTON and ST. LOUIS, via NIAGARA FALLS,
without change.
THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.
THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.
THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.
ELEGANT PALACE SLEEPING CARS to and from
BOSTON and MONTREAL,
without change.
For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at
250 Washington Street, or
Fitchburg Railroad Passenger Station, Boston.
J. R. WATSON, General Pass. Agent.

Price List of Specialties
—MANUFACTURED BY—
ELASTIC TIP CO.
Mailed Postpaid on Receipt of Price.

Dropped Forged Steel Spade Handles, all nickeled and threaded to fit any machine, $2.50 per pair.
Soft Rubber Handles, pear shaped, $1.50 per pair.
Vulcanized Handles, pear shaped, $1.50 per pair.
Boys' Soft Rubber Handles, pear shaped, $1.00 per pair.
Double Grip Pedal Rubbers, No. A, 1 inch x 3 3-4 inches, $2.00 per set of four.
Double Grip Pedal Rubbers, No. B, 1 inch x 4 inches, $1.50 per set of four.
Double Grip Pedal rubbers, No. C, 1 1-4 inch x 4 inches $2.00 per set of four.
Pedal Rubber, round or square; made from white rubber, $1.00 per set of four. When ordering state size required.
Spade Grips, vulcanite, 50 cts. per pair.
Safety Handles, vulcanite, to fit any machine, $1.00 pair.
Safety Handles, for Boys' Wheel, 50 cts. per pair.
Soft Rubber Grips for Safety, $1.00 per pair.
Soft Rubber Grips for Boys' Safety, 50 cts. per pair.
Soft Rubber Sleeves, to fit over vulcanite grip, 75 cts. per pair.
Steel Balls, 3-16 inch, $2.00 per C.; 1-4 inch, $2.40 C.; 5-16 inch, $2.00 per C.
Imported Tire Cement, 25 cts. per box.
Tire tape for holding on tire, 25 cts. per roll
Rubber Cement, for repairing cuts in tires, 25 cts. per can.
Bicycle Spokes. Price according to quantity.
BICYCLE TIRES, SOLID or CUSHION, either red or grey; price according to size. Send for Catalogue.

ELASTIC TIP CO.,
Cor. Cornhill and Washington Street,
BOSTON, MASS., U. S. A.

RARE BARGAINS.
6 Junos, '91 pattern, new, in crate; list $70, for $49, or $275 takes the lot. One Minnehaha, list $140, 1 1-4 inch Cushions; actual weight 46 pounds. The finest riding wheel I ever saw; as good as new, for $100.
One "Meacham High Grade," good as new; list $110, $55.

F. COLSON, Norwalk, Ohio.

$85.00 LOVELL DIAMOND CYCLES. $85.00

High Grade Only.

All Ball Bearing,
Steel Tubing
—AND—
DROP FORGINGS.

NO BETTER MACHINE AT ANY PRICE.



Lovell Diamond,	$85.
With Cushion Tires,	95.
For Ladies,	85.
Convertible,	85

AGENTS WANTED.

BICYCLE CATALOGUE FREE.

MANUFACTURED BY
John P. Lovell Arms Co., Boston, Mass.



Lovers of a High Grade BICYCLE Are riders of the ECLIPSE.
The best road wheel on the market for the money!!
Steel Puller + Mob. Wks. Makers. Indianapolis, Ind.



OUR PNEUMATIC GIANTS
Are now ready for delivery, are thoroughly high grade and fitted with the Dunlop Tires. We also have the same machines fitted with **Cushion Tires.** Send for special circular describing them. We have in stock also a few Reform Safeties, fitted with the **Clincher Pneumatic Tires,** at a very reasonable price. The Clincher is hard to puncture and can be repaired by the novice on the road without loss of time. The demand for our regular line of Giant Safeties is as brisk as ever. Are now mailing a new edition of our catalogue.

H. A. LOZIER & CO., - - Cleveland, Ohio.



NO BOLTS.

For a moment kindly give your attention to our "Double Diamond Frame."

NOTE THESE POINTS:

Its extreme simplicity—only six pieces of tubing, and tubular wheel guard.

Its graceful design—the handsomest frame on the market.

Its rigidity.

Its unequalled strength.

Not a single bolt used in the construction of this frame. All the joints carefully brazed together.

From all sections of the country, and from large numbers of the best judges, we are constantly receiving the highest praises of this frame.

It is a fitting foundation for the Columbia Safety.

Not too late to get a Catalogue.

POPE MFG. CO.,

BRANCH HOUSES:
12 Warren Street, NEW YORK.
291 Wabash Avenue, CHICAGO.
Factory, HARTFORD, CONN.

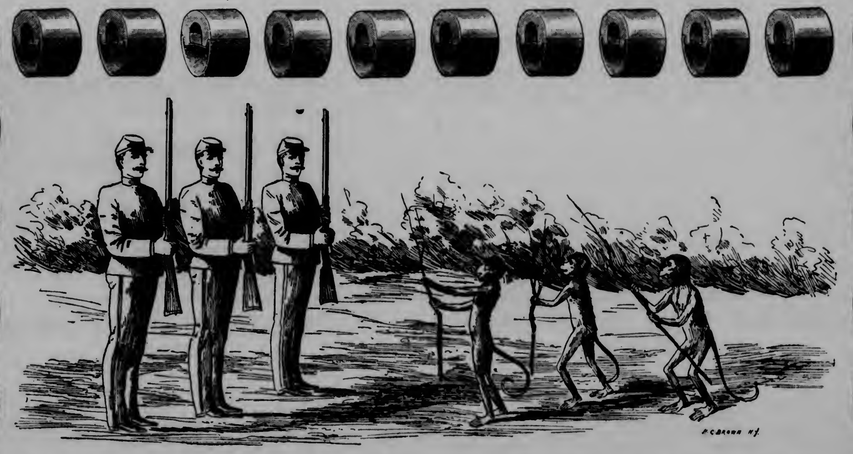
77 Franklin Street, BOSTON.

FOUNDED THE 1878

BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXIII. Number 21. BOSTON, 18 SEPTEMBER, 1891 $1.00 a Year. 5 cents a copy.



MEN ORIGINATE. APES IMITATE.

Do you know of makers who have a reputation for doing their own thinking---who originate methods?

Do you know of makers who never originate---who simply make weak imitations?

Pointer for you---Pin your faith to the maker who leads, and avoid the one who follows.

OVERMAN WHEEL CO., CHICOPEE FALLS, MASS.

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

That "$150 Hickory."

Mention has been made from time to time of a new style of Hickory safety which was to be sold at the (seemingly) high price of $150.

It is quite fully described and illustrated in our catalogue, but we have seldom mentioned it in any other way.

A considerable number of orders were booked for the new machine by men who had become satisfied that we were not joking.

A few have aired their scepticism by saying (in the language of one of them): "It is monumental gall to ask $150 for a wooden machine, while steel ones sell for so much less."

Our original idea was that there were enough people who would like to pay this higher price if they could feel that they were getting value received for their money, and having long since passed our chickenhood, we do not expect to sell anything for more than it is worth.

The writer was once offered for $3 an automatic machine which cost $2400 00, and on looking it over decided not to take it.

The most expensive bicycle to build is not necessarily the best machine, though if it be well designed the first cost would be an interesting factor.

This new $150 Hickory Bicycle (that is the only name we have for it at present) costs a lot of money to build. It is made "'pon honor," of good material and well finished.

We only mention it at all now for the reason that we are nearly abreast with our orders and could accept yet a few more.

We quote from a letter just received from an old wheelman who has owned and ridden all kinds. He is particularly a modest man, and we have not permission to use his name, but here is a part of his letter:

"Elliott Hickory Cycle Co.

Sirs — The new Hickory arrived on time and in good order. As you may have guessed by this time, I am inclined to be rather critical, but in this case I must say the machine is beyond criticism.

It is certainly the most beautiful specimen of bicycle in finish and adaption to the purpose for which it is intended that I ever looked on.

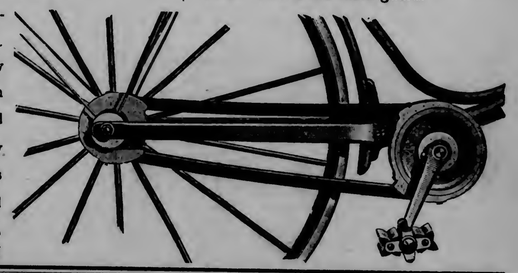
The chain guard is certainly worth $50 on any machine. If the *Bicycling News* could devote a column of editorial to the description of the $100 Hickory and consider no praise to high for it, I am certain if they saw this one they would devote the whole paper and then want a supplement to enumerate the 'points.'

'May its shadow never be less.'"

We also finish this same machine in black and nickel at $135.00.

ELLIOTT HICKORY CYCLE CO.,
Newton, Mass.

P. S. This is the chain guard.



ORDERS FILLED PROMPTLY.

Would Not Sell His Sylph for Double Amount of Cost If Could Not Get Another.

CHARLESTON, S. C., Aug. 18th, 1891.

Messrs. Rouse, Hazard & Co., Peoria, Ill.

Gentlemen—The Sylph gives perfect satisfaction; it is by far the easiest riding wheel I have ever been on. I have given it a thorough test over all kinds of roads; have ridden it over Belgian blocks, cobble Stones, and all kinds of roads found in a city, and have found it easy riding, no jolting as is the case with stiff frames. It also pedals much easier than any wheel I know of; as proof, yesterday one of my pedals came loose, and I rode three-quarters of a mile over the Belgian blocks, working only one pedal, as I did not have my wrench to tighten up the loose one. and I made the distance in 6 minutes. Wishing you much good luck with the Sylph, I remain

Yours very truly,
IRVIN J. CORBY, JR.

P. S.—I would not sell my Sylph for double the amount of cost if I could not get another.

We are prepared to fill orders promptly for these machines.

Send for descriptive catalogue free.

ROUSE-DURYEA CYCLE CO., - - - - 9 G Street, Peoria, Ill.

CYCLISTS, Attention!

HERE'S A BIG GO!

CLEARANCE SALE OF SUPPLIES.

For the next 10 days we will sell our large stock at prices regardless of cost. The best $2.00 LAMP in the market will go for $1.

Cement, Enamel, Oils, etc., Will be sold at 50 per cent. discount. You can get supplies of any kind at prices unheard of before. If you want to purchase a BICYCLE, now is your chance. We have a number of this season's wheels, slightly used, good as new, which we will sell at second-hand prices. There are three months left of the riding season. Give us a call anyway.

A. O. VERY CYCLE CO., - - 173 Tremont St., Boston

LACTART
ACID OF MILK.

A REFRESHING DRINK WITH WATER and SUGAR.
Call for Orange or Raspberry Lactart at the Soda Fountains.

Benson, of Corey Hill fame, says:

AVERY LACTART CO., Boston.

Gentlemen—"For several seasons I have used your Lactart and found it very satisfactory, as a quencher of thirst." Respectfully,

A. P. BENSON, Newton Club.

THE SUBMARINE BICYCLE; OR

20,000 Leagues Under the Sea.

By VOOLES JERNE.

CHAPTER XVII.

The natives, who, on my first appearance had fled in terror into the brushwood, began to gain courage on finding the strange visitor showed no signs of harming them, and beating their tom toms loudly, advanced in military order, evidently bent on mischief. Seeing that it would be foolish to attempt an explanation, I mounted my hydrocycle, and bending over the handle bars in the most approved racing fashion, plunged once more into the dark, blue waters of the Pacific, a disappointed and disheartened man.

Where was my mermaid, she, whom seventeen years before I had loved and lost; for whom I had searched the ocean's depths in the Arctic seas and equatorial waters?

Must I, after all these difficulties overcome, after having expended my whole fortune, give up my ideal, acknowledge my defeat and mourn myself into gray hairs and an early grave? Instinctively I shuddered and felt the sweat drop gathering on my brow. I looked at the gauge, which showed a depth of two hundred yards. An occasional bubbling in the air tubes warned me that the surface of the ocean was beating above me angrily, so shifting crank gearing, I started steadily to pump the reservoir full, a precaution which I found necessary in stormy weather.

This thrilling narrative will be continued in next week's issue. All rights reserved.

We are still mailing Catalogues to believers in progress.

UNION CYCLE MFG. CO., - - - Highlandville, Mass.

Mr. Stokes of Chicago looks after our Western Business.

FEATHERSTONE'S PNEUMATICS.

It has taken the best mechanics of Great Britain three years to bring the Dunlop Pneumatic Tire to its present state of perfection. In view of this, it is not reasonable to suppose that any one can bring out a satisfactory Pneumatic Tire that will stand up in much less time than this, unless they copy substantially the Dunlop patent construction, in which case we shall certainly look to the courts for a redress against the manufacturers, sellers and users.

We advised the trade some time ago that the price on our improved Dunlop Pneumatic Tire will be much less for 1892 than 1891, and we shall stand ready to supply the trade at these figures.

Our Dunlop Tire for 1892 will be as near perfect as it is possible to make a Pneumatic Tire. A great many valuable and new features enter into its construction.

The Pneumatic Tire Co. and ourselves have tested at least 100 different kinds of patent and other valves, none of which have proven satisfactory, with the exception of the one we have adopted.

We are advised that another house is now on the point of making Pneumatic Tires, the greater part of which is copied identically from the Dunlop construction, which is patented, and we advise all persons interested in the making, selling and using of Pneumatic Tires to buy nothing that is substantially like the Dunlop construction, as we shall proceed to protect our rights in every way.

It probably will not be necessary to do this, however, as the Pneumatic Tire Co. and ourselves have rejected one after another of the experimental tires that are continually being patented and brought out, as being unsatisfactory and worthless for the purpose. We call your attention to these facts, as these infringing tires may fall into the hands of those who are not acquainted with the Pneumatic Tire and condemn the Dunlop without seeing it.

Be sure the Dunlop Pneumatic trade mark is on every tire you use, and you will not be compelled to pay for experiments which you will find either unsatisfactory or an infringement of our patents.

A. FEATHERSTONE,

Clark and 16th Sts., and Armour Ave., - - - Chicago.

One Word to the Wise is Sufficient.

SWIFT

COVENTRY MACHINISTS' CO., Ltd.

239 Columbus Avenue, Boston, Mass. | 11 and 13 Madison Street, Chicago, Ill.

BARCAINS!

A FEW

SECOND HAND SAFETIES



Taken in part payment for NEW MAILS. In the lot is one Swift Safety, $85; also two Columbias, $85 each; two Victors, $85 each; one Quadrant, $90; one Raglan, $90, and other makes. ☞ Also two of our $135 grade NEW MAILS at $85 each, and some cheaper makes at $50, $60, etc.

This is an opportunity to secure a BARGAIN for this fall or next year's riding.

Will be quickly snapped up. Only a few of them.

Send for descriptive List of Second-Hand Safeties and Ordinaries. Just issued.

WM. READ & SONS, 107 Washington St., Boston, Mass

BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN Co.

☞ *Postage stamps will not be accepted hereafter in payment for Advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.* ☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

Editorial Contributor, F. A. EGAN.

BOSTON, 18 SEPTEMBER, 1891.

IF there were such an organization as "The Society for the Suppression of Cruelty to Racing Men," it could have got in some excellent work during the past week. Imagine five solid days of hard racing! and yet that is just what the racing men of the East have gone through with. Two days each at Hartford and Springfield, an all night railroad trip to Philadelphia, and some more racing there on Saturday. A man must be made of steel and rubber to stand such work, but luckily they will have a short breathing spell before Peoria is reached.

A REVIEW of the races at Hartford and Springfield last week show to what extent the racing men have improved so far as speed is concerned. This improvement is chiefly due to the use of the pneumatic tire, and this theory is strengthened by the fact that in the consolation race at Springfield, men who were not able to win a prize in the other events rode the mile in 2.36 to 2.37. Again, at Hartford in the consolation race Shoefer ran a quarter in .29 4-5.

WHILE on this question of increased speed among our racing men we desire to call the attention of racing men the world over to the unheard of proceeding in putting a time limit of 2.23 2-5 on a one mile race! Then please notice that the race was run within 1-5 of a second of the time limit! After having digested that fact, can one conceive why the dear reasonable Public rose in its mighty wrath and demanded that the race be run over again? We wish to say this to those who made themselves so obnoxious at Springfield, that the like of that race may never be seen again. It was the most magnificent race ever seen in this or any other country. Just think of eleven men starting scratch, seven (or eight) of whom rode the mile within 2.27. Such a thing has never been equalled in the history of cycle racing, and if the time made was 1-5 second below the record, the race itself will stand as a record, first for the preposterous limit fixed, and second for the fact that the time made by the seven or eight who finished has never been equalled or even approximated in one race.

THE howls and groans of the disappointed ones at Hampden Park last Friday when the decision of Referee Bull was made, giving the one mile record race to Windle, showed very poor sense on the part of the disgruntled ones. Judged not by the racing rules, but by the rules of common sense, Mr. Bull's decision was eminently correct. That every man "rode out" to the bitter end, not even the most prejudiced who saw the race would dispute. That the record would have been beaten, the editor of this paper has not the slightest doubt, had it not been for the fact that Windle had to ride outside the entire field, and he must have gone many yards over the mile; especially was the fact that Windle rode over a mile noticeable to those who saw the way he was forced still further out of his straight course by Zimmerman's wild riding on the last 300 yards. Nobody blamed Zimmerman, but the fact remains that his wheel shot off towards the grand stand, forcing Windle out of his course also. Under all the circumstances the performance of all the contestants was little less than miraculous, and had Windle not been forced yards out of his way, there would have been no complaint made by the spectators on the score of the time. All these facts influenced the just decision of Referee Bull.

IT is now many years since this paper has taken much notice of the doings of professionals. The painful recollection of the great Rowe-Temple fake have heretofore firmly fixed our determination to ignore as far as possible all professional races. We have from time to time briefly noticed the doings of the female riders, but we admit such notices have been given grudgingly. Having thus briefly exposed the condition of our mind during the past few years on the professional question, we want to say that our attention has been called to the fact that the management of the Madison Square Garden, New York, has decided to give a six days' professional bicycle tournament during the month of October. Strong evidence has been brought to bear to prove to us that this race will be on "the square" in more ways than one. The names of the promoters, both in England and the United States, should be sufficient guarantee that the race will be bona fide. All the most prominent professionals of America, England, Scotland and France will be present, and we desire to say that further notice in this paper will be evidence that nothing has developed to shake our awakened faith in the squareness of the undertaking. We believe in "live and let live;" and so long as the professionals are *honestly* in the business for a livelihood, we are with them every time.

THERE have been a few pretty bad failures in the bicycle trade during the past twelve months. The causes for these failures are the usual ones, lack of capital or lack of business ability. Concerns with unlimited capital can safely embark in any legitimate business, providing the brains are also forthcoming; but to start in to manufacture cycles with a capital not ample enough is reprehensible in the extreme. It requires a financier to do a manufacturing business of $100,000 on a capital of $1000; and though the comparison may be extreme, it may nevertheless cause some to think well before they act.

We want to see the trade boom, but we do not want a boom at the sacrifice of confidence and capital and the sport generally.

WE continue to receive kind words of commendation from our readers and advertising patrons, sent us in refutation of Mr. "Five Hundred and Twenty-Five" Wilson's absurd statements made a few weeks ago in these columns. We cannot allow ourselves to weary our readers by reproducing these pleasant letters, but it would be rank ingratitude if we did not in some way acknowledge the kindly interest shown in our behalf.

SWITZERLAND has learned the lesson that the presence of so many cycling tourists upon her superb roads has taught. She intends to make the cycling corps in her little army not a fancy attachment gotten up for the sake of novelty and its attractiveness to young soldiers, but an important and valuable addition to her system of defence. Perhaps there is no other country in the world that possesses such magnificent roads as does this sturdy little mountain republic, and yet in turn has few horses to use them. The reason of this is obvious. With but little arable land, and what there is given over to the cultivation of the grape and food products, Switzerland finds horses a luxury too costly for her frugal habits, and hence, as an adjunct to her military forces, cavalry has ever existed but in a very limited degree. Now the bicycle fills all of the requirements of the case as no horse animal could do, and the thrifty Swiss have determined that no small portion of their defenders shall in future bestride the steed that tires not, feeds not and fails not. The modern William Tell will be a wheelman.

BENEATH all of the many other advantages of cycling, and underlying every other claim it has upon popular favor, is that in which we find a sure foundation for its permanence, its adaptability and actual appropriation for practical conveyance. It is a ready means of travel. It is now used by the salesman, the agent, the lawyer, the doctor, the clergyman, in connection with business, and by all classes as an ever ready and inexpensive horse, a car at one's own command, a "rapid transit" held to no arbitrary rails, available with the utmost of freedom and exhilaration for social and business purposes. It is the most convenient and the least expensive vehicle in most parts of the country for such distances as a horse and buggy might be available, were they at hand instead. The bicycle is no longer to be looked upon as either a fad or a toy, as its deriders would have us believe; it is a fitting adjunct of the advanced age in which we live, and in its more improved forms will be handed down to those who come after us, as one of the greatest practical mechanical inventions of this inventive era.

THE parents of children should feel obligated to give to their offspring above all things, health. This does not mean that the children should alone be prohibited from swallowing tacks in their infantile ages or prevented from eating the deadly green apple in the latter years of juvenility, but it also means that it is the parent's duty to see that children lay up in the sunshine of youth a sufficiency of vitality, health and strength, to last them well along in the years of the sere and yellow leaf. How, then, are children to be made "good animals?" By the fullest development of their bodily powers. How is this development to be compassed? Adopting Danton's famous saying best answers it. By exercise, by exercise, and yet again by exercise. There can be no dispute about this; the only question is as to the form and amount of exercise. It would be no loss to the community if a few of the 'ologies with which the brains of poor little starvelings are at present forced into premature exhaustion were sacrificed to make room for the sound physical and moral training by cycling. Parents in their desire to protect their children from what they imagine the dangers of cycling to be, decline to allow them to have a wheel, fearing if they do that disaster will surely follow. If one-half the care and attention, in a sensible way, were given to exercising children that is devoted to doing the same for horses, and children were given a bicycle to amuse themselves with instead of stuffing them with candy or keeping them housed up with dolls to play with, we might hope to see Walt Whitman's prophetic vision of a nation of "forty millions of magnificent persons" realized.

METROPOLITAN MUSINGS.

THE Kings County Wheelmen have added another victory to their already large list of road conquests. On Saturday last their racing team finished one, two and three in the Wheelmen's Racing League contest on the Springfield (N. J.) course. As the Kings County Club had won the first race given by this organization they are entitled to the League's first prize. The Brooklyn Ramblers secured the second prize. The prizes were two handsome silver cups. The purpose in view at the organization of this League has been fulfilled. It was proposed to bring the clubs of New York and Brooklyn together semi-annually in a friendly contest for handsome prizes. All of this has been accomplished; the clubs have supported the event admirably, and although the entries in Saturday's race were rather small, this can be accounted for by the absence of many racers from the city which prevented their getting in form. The spring race will now be anxiously looked forward to.

It is to be deplored that the Manhattan Athletic Club should have seen fit to take Saturday, Sept. 26, for their bicycle meet. Their taking of this date was subsequent to the announcement by the Elizabeth Wheelmen that they would hold a meeting on the 26th. Now both tournaments, so close to one another, can not possibly flourish on the same day, and I believe that the Manhattan's meet will attract the racing talent. All the crack racing men have expressed their intention of riding at the M. A. C. games, so that consequently, from all indications, the Elizabeth Wheelmen's meeting will prove a purely local event.

The Riverside Wheelmen are striving to arrange every detail which shall insure of their running a successful tournament on Oct. 3. The aim of the Riverside men is to enthuse New Yorkers to the attractiveness of cycle racing. True, there is a great lacking of enthusiasm in New York. The recent Springfield bicycle meet demonstrates to what extent a city can be interested in an event if it be properly managed. Heretofore there has been some excuse for the absence of bicycle meets in this city, as there has been no fit track; but now the clubs, if they still maintain any real interest in cycling, can advance the interests of the sport by promoting race meetings at the Manhattan field.

In Brooklyn, New York and New Jersey, interest is becoming again awakened in bowling. The Wheelmen's Bowling League is to meet this week, when it is expected preparations for the opening of the season will be gotten under way. The League will be enlarged by the accessions of several new clubs. The Gotham Wheelmen propose joining, and it is not unlikely that the Kings County Wheelmen may again come in, with the addition of some New Jersey clubs.

A point that might be well considered by the clubs would be that they have their alleys in their respective cities as centrally located as is possible. This would greatly facilitate the early arrival of the players at the alleys each night.

The Chicago clubs are getting up a League, and a match between the winner of the Eastern and Western League is already on the tapis. R. G. Betts of the Lincoln Club, who is organizing the Chicago League, proposes that the game be played by telegraph. The matter is feasible and would create wide interest. Let the subject be pushed to a head by all means. "SPEC."



WE have received a letter of complaint from the manager of "The Great Divide" saying that a certain cut of an Indian head used in an advertisement of the Steel Pulley & Machine Works last week was the trade mark of "The Great Divide." On investigation we find that the *head* is an undoubted reproduction, though we did not know it at the time, but it lacks the bust and the surrounding "fixings." We desire to make this public explanation in justice to "The Great Divide."

THE members of the Dayton, Ohio, Bicycle Club have decided to have a lantern parade on the evening of September 19th, and have sent to the West side bicyclers a cordial invitation to join with them. The affair promises to be a success.

THE members of the Alameda Olympic Club have arranged to consolidate with the Alameda Bicycle Club, and the new organization will be known as the Olympic and Cycle Club.

IT is said that even in the far off country of Africa, cycling is very popular, and English manufacturers are kept busy constructing machines which have 35-inch front and 29-inch rear wheels for the people who are tired of riding, driving and walking.

THE question of road improvements has been taken up by the Century Road Club, Chicago, as has that of mile stones, which are to be placed along the most prominent roads of this country. Indeed this club will be one of national importance before many years have elapsed.

THE Treasury Department has authorized the collector at New York to admit to free entry a bicycle recently imported there by a resident of Kansas. The bicycle was purchased by the importer while abroad in July, 1890, and was used by him in travelling in Europe, he being crippled and entirely dependent upon the bicycle as a means of locomotion.

THE East Orange, N. J., Cyclers enjoyed a "smoker" at their club house on the evening of September 5th. The Union Co. Roadsters were present as the guests of the club.

THE little town of Arnheim, Holland, is said to have the fastest track in the world.

AN exchange in commenting on the increase of our fair cyclists says they are "Daughters of the Revolution."

A. H. RADELL of the Lincoln Cycling Club, Chicago, now holds the Elgin-Aurora and return century record. The distance, 104 miles, was ridden September 6th by him in 9 hours 29 minutes, 2 hours and 1 minute inside record time.

THE Orange Wheelmen will take possession of their new club house on October 1st. The event will be celebrated with a house-warming, reception and lantern parade, to which all the cycling clubs of the vicinity will be invited.

CHARLES C. MCBRIDE, a member of the Road Improvement Committee of the New Jersey Division L. A. W., is the author of a history on road reform entitled "Our Good Roads." The New Jersey Division L. A. W. has issued 4000 copies of the book in pamphlet form for free distribution among the State wheelmen.

THE Syracuse, N. Y., Cycle Club have received a communication from a newly organized Ladies' Cycling Club of that city, stating that it was their desire to enroll themselves as the ladies' auxiliary of the Syracuse Cycle Club. They were heartily granted the privilege, and at their own request will pay $2 a year each into their treasury. They will be allowed the privilege of the club house on Thursdays only, and the male members are not to be excluded at any time.

ON Friday, Sept. 11th, the Overman Wheel Co., Chicopee Falls, Mass. flung to the breeze one of the largest United States flags ever made (and possibly the largest), the dimensions being 41x71 feet. This monster flag was stretched from the top of two five-story factories, and gathered within the folds were numerous flowers, which fell into the crowd below when unfurled. The Mayor of Chicopee, the Overman Wheel Co. Band, and a large concourse of spectators witnessed the event. The flag is without advertising of any kind, being merely a national flag.

COL. POPE arrived in New York on Wednesday last, after a few months' absence in Europe. He made a "bee line" for Springfield, to attend the last day's racing. The Col. is looking hearty.

MR. F. R. GOODRICH, the member of the Elwell party who has written such interesting letters describing the tour, and which have been published in the WORLD, called at our office last Tuesday. He reports a glorious time.

E. H. COLGROVE of the Chicago Cycling Club and Frank Powen rode a century Sunday, September 6th. Leaving Chicago at six o'clock they reached Momence at 11 o'clock, Kankakee at 1 o'clock, and Joliet at 7.30, where three miles were ridden to complete the hundred. The roads were not very good.

SAYS "Jasper" of Buffalo, N. Y.: "I read the other day a letter in a Detroit daily, written by a wheelman, asking for less water upon the asphalted streets, so that cyclists might travel with less danger and more comfort. The same trouble exists here to a great extent, and those portions of Main street, above Chippewa street, might take their last 'flooding' about 4 P. M., thereby enabling the users of the wheel to have a dry passage after working hours. There is too much water used, and there is no necessity for it; if the streets were swept oftener, there would be less dust and fewer accidents from slipping, equally dangerous to wheelmen and horses."

A WOMAN who had dark blue eyes and professed to reside at Bedford avenue, Brooklyn, hired a bicycle of F. W. Aymar of that city on September 9th, and has not been seen since. She only wanted it for an hour. Mr. Aymar has notified the police. The machine is numbered 75,883 and is valued at $135.

REPEATED depredations and attacks on women and children have thoroughly aroused the residents in the outskirts of Bridgeport, Conn., and a young lady bicyclist has been the latest victim of their lawlessness. On the evening of September 9th, Miss Lillie Stegeman, a young lady who is employed at Langdon & Batchellor's in Bridgeport, and lives a few miles out in the country toward Fairfield, while returning home early in the evening was attacked by a rough looking stranger. Miss Stegeman was riding a bicycle. On the road she had passed a man who looked at her very sharply, but she did not think anything of it and rode along s owly. She had gone but a short distance when, glancing over her shoulder, she saw the man within a few feet of her running rapidly. Before she could start her wheel he had grabbed her around the waist. She struggled and fell from her wheel. In the fall, the hold of the tramp was broken, and he fell down a slight embankment at the side of the road, while Miss Stegeman fell from her wheel into the middle of the road. Before the man could recover Miss Stegeman drew a revolver she carried and fired one shot in the direction of where the tramp was. This was unexpected, and the man beat a hasty retreat, followed by another shot from the revolver in the hands of the young woman. Miss Stegeman was not further molested, and reached her home in safety. To-day she made a complaint to the authorities, and a move will be made to break up the gang. It is thought the tramps make their rendezvous in a cave in the woods in the Holland Hill district of the town.

M. BRUNNER, of the Ramblers Bicycle Club of Buffalo, is devoting most of his leisure time to "putting the shot" and to "hammer throwing."

SHERMAN KIMBELL and John Mason of the Illinois Cycling Club rode a century September 6th, from Chicago to Milwaukee. The former's time was 10 hours, the latter's, 9 hours and 30 minutes. They took the West road, which is eight miles longer than the East road.

THE Countess of Aberdeen rides a wheel.

THE Germans have caught the long distance racing fever. Just now they are contemplating a race from Dresden to Leipsic, on to Berlin and back again to Dresden, a distance of 500 miles.

SIX members of the Chicago Cycling Club started for a century September 6th. Four started back from Joliet to the club house. Three rode to Lincoln Park and back, thus completing the hundred. These were Chas. Thorne, H. P. Walden and J. S. Scheffner.

THE Baltimore cyclists are making extensive preparations for an illuminated parade, which is to take place this Saturday evening.

MR. NELSON BRADT is *too* modest. He claims to have invented a machine on which two miles a minute can be covered!!

CLARENCE MEAD, salesman at Geo. R. Bidwell & Co.'s, Chicago, has developed an unknown talent. His wheel recently disappeared from the store at the time of a burglary. A young man brought it in to have tires put on the next day. Clarence questioned him for a half hour and then followed him all over town to catch his accomplices. On returning to the store he found to his chagrin that a job had been put up on him by his fellow clerks. "Drinks and cigars."

THE following from our issue of two weeks ago: "Many of the brokers on Wall street, New York, mount their messengers on safeties. The innovation has proved a success." Some wag has been imposing on our credulity. Not only has the above alleged innovation not proved a success, but owing to the nature of the business and the conditions under which it is carried on, if any attempt were made to introduce the innovation, it would be foredoomed to failure and the innovator would be adjudged insane. There is not a single messenger in Wall street who mounts a bicycle during business hours, but on holidays and early in the morning children of the different janitors may be seen disporting themselves on safeties on the two or three blocks of asphalt about Wall street.

MRS. FRED MCEWEN is the second lady rider to successfully win a bar in the Century Road Club, Mrs H. F. Akin being the first. On September 6th Mr. and Mrs. McEwen rode from Elgin to Aurora twice, and twelve miles on the Elgin streets. Mrs. McEwen's ride was a plucky one on account of the poor weather.

R. H. GOODRICH, patentee of the Phaeton safeties, lost a $300 diamond pin at the Englewood on the Hill races, Chicago. This he had carried twenty-one years. Attending race meets is an expensive luxury to Mr. G.

WHEELING, W. VA., has a new bicycle club which was organized about three weeks ago under the name of the Wheeling Cyclers. It started out with nine charter members, has at present thirteen, with several new names under consideration. They have rented rooms on Thirty-third street, which they are fitting up for club purposes. They will be pleased to receive all local and visiting wheelmen; the outlook at present is very encouraging, so much so that the members are arranging for a series of hops during the winter months.

A CHICAGO policeman found a tricycle in an alley, and later found it had been stolen from Chas. F. Stokes and Co.'s Oakwood boulevard store. The thief being unable to dispose of it had abandoned the machine.

CENTURY riding has developed many new riders of much unknown ability in Chicago, notably K. F. Peterson of The Spooner, Peterson Co., A. D. Brewster of the Lincoln Club, Ed Canfield of the same club, Joseph Guinea, and most notable of all Chief Centurion Herrick of the Century Road Club who has ridden three centuries.

THE Jamaica Wheel Club was formed in Jamaica Plain, Mass., Wednesday evening, Sept. 9, at No. 1 Call street, starting with 18 members, and elected officers. The first run was Sunday, Sept. 13, starting from depot at 2.30 P. M. There are about 100 wheelmen in and around Jamaica Plain, and it is expected to have a club of 40 members before snow flies. All wishing to join can do so by addressing the Secretary, J. J. Summerville, at No. 1 Call street, Jamaica Plain, Mass.

THE Chicago *Herald* reports the particulars of the run made by Jay Goulds' special train of 350 miles in 400 minutes; and at one time the distance of 102 miles was made in the hour. The road over which these marvellous records were made was the Chicago and Northwestern.

HERMAN OSBORN of Detroit is taking his vacation on his pneumatic. He went to Saginaw Monday, and from there he rides to Lansing and back via Owasso and other towns. He expects to cover the 700 in seven days.

THE Detroit Wheelmen and the Business Men's Club, also of Detroit, are working to get a bicycle track on Belle Isle.

G. D. MOFFET broke the Chicago to Milwaukee record Sunday, September 6th, on a twenty-six pound machine. His time over the East road was 9.03, 57 minutes inside former record time.

SEVERAL miles of asphalt have been laid this summer in Detroit, and a number of streets are now being prepared for asphalt. Over a mile of fire brick has also been laid.

THE Detroit Wheelmen are looking up the club house matter, and now they are incorporated they expect to put up a modern club house down town.

THE Oak Park Cycling Club, Chicago, will occupy their magnificent new club house Oct. 1st. Their formal opening will occur in November.

CAPTAINS of clubs in the Western country should not let an opportunity slip by which recruits may be gained for the great annual century run of the Century Road Club, September 27, over the Chicago to Elgin to Aurora and return, course. Captains should report at an early date the number of men they will have in line. Unattached wheelmen will also be accorded a hearty welcome.

FREEPORT (Ill.) wheelmen can give Detroit cards and spades and beat her in the entertainment of visiting wheelmen. At the tournament Sept. 9th, the Chicago visitors and others as well were royally treated and, according to one who was there, "Chicago money was no good."

THE Rambling Wheelmen of Bridgeport, Conn., will hold their annual 15-mile road race on Sept. 15, at 3 P. M. on the outside road at Seaside Park. All of the fastest men in the club have entered; and there is likely to be some fast time made.

THE cyclers of Kalamazoo, Mich., have formed a club to be known as the Kalamazoo Cycling Club.

THE cyclists of St. Paul, Minn., had a lantern parade on the evening of Sept. 7th, and a spirit of inventive genius was manifested in the decorations, many of which were novel in the extreme. An exchange says: "The St. Paul Cycle Club received the first prize, $30, as the best organized club, and the Flour City Club, of Minneapolis, came in as second, to whom was awarded $20. Mrs. T. L. Bird was awarded $30 for being the most graceful lady rider, and Miss Steigen, of Hudson, Wis., carried off the second prize of $20. Adolph Giesen received $25 for having the best decorated wheel, and Miss Grace Andrews was awarded $25 for showing the best decorated wheel among the lady cyclists." Were cash prizes awarded? If so——?

"ONE of the most gratifying results of the recent organization of the wheelmen of our village," says the Fredonia (N. Y.) *Censor*, has been the almost entire diminution of the reckless riding on the sidewalks. The local club has taken the matter in hand in an energetic manner, giving the careless a word of advice, and it is thought that now there will be no more annoyance of that nature. So many of the club being business men it is safe to predict that the matter will be properly attended to in the future.

THE Associated Cycling Clubs of Philadelphia last Tuesday night decided to hold another Cycle Show next spring.

MR. AND MRS. KENNEDY-CHILD are being congratulated upon the birth of a pretty little blue eyed girl. Here's to you, Kennedy.

FOREIGN BICYCLISTS are very enthusiastic over the long ride of Charles Terront, who rode from Paris to Brest and return, a distance of 747 miles in 71 1-2 hours. He did not sleep during the ride, and his only refreshments were a few cups of bouillon.

WILLIAM SACHTLETER and Thomas Allen, the bicyclists who started from New York, and have been through Ireland and England on wheels, have traversed Europe. They passed through Stamboul, and then went on to Angora, Sivas and Erzeroum, and have now arrived at Tauris. A Tauris correspondent says they are going to Bokhara, via Teheran, Meshed and Samarcand.—*Exchange.*

THE Medford (Mass.) Cycle Club will take its annual dinner at Parker House, September 26.

HAWKSHAW'S COLUMN.

To the largest number of residents in our cities the rest of Sunday must ever be a relative one only. The assumption that one day of rest in seven is necessary to the preservation of bodily and mental health is no longer debatable. With this view of the case fixed in the public mind there must ensue a constantly decreasing opposition to the extension of rational, that is to say undisturbing, popular amusements, such as cycling. If Sunday, as it is, is the only day that the clerk, the man of business, or the bookkeeper, has at his disposal to spend as he pleases, who will say him nay when he chooses to use it in gaining health and strength on some pleasant trip awheel to supply those needed qualities for the six days of labor that follow. Wherever the rider may journey, if he violates no order, or interferes not with the liberty of others, it cannot be claimed that what he does is not proper to the day, and his conscience need not

reproach him for seeking in God's sunlight and pure air health or recreation. It is the omission, not the commission of such an act that is criminal.

It seems strange to read that the professors of a Western college have forbidden the bringing of bicycles into the college grounds, claiming that the attraction of the wheel offsets any chance that books might otherwise have for the students. There is a puny sentiment abroad that the time that is devoted in colleges to the strengthening of the muscles might be turned to better account in improving the mind, and this is an outcome of it. This is not only puny sentiment, but is arrant nonsense. There is always a percentage of young men in every school and college who are not and who never will be intellectual. Cycling has done much for the physical welfare of the last decade; it has stimulated reading men to think more of their bodies, and the youth now growing up will be taller, deeper-chested and longer lived than their fathers, and the mission of physical regeneration that cycling has so completely filled during its short but brilliant life, will not be stayed or retarded in the least by any such attacks as these "moss-backs" have aimed at it. Did they but recognize the greatness and irresistible power of the avalanche they are trying to hold back, with the penny broom of pedagogic prejudice they would, I am sure, see the utter folly of their action, and if not at least endorsing cycling, would be content to air their disike of it only among their intimate acquaintances, where they would be sure to have an appreciative audience, which I do not think they can secure from an intelligent public.

Mr. G. P. Wilson of Baltimore certainly ought to look up a Mr. Forster of his city, who, in the earlier days of the L. A. W., started in on a somewhat similar crusade to the one Mr. Wilson is now engineering. He would make a splendid running mate for the modern reformer, and might give him a few points from his personal experiences that would prove of value to Mr. Wilson in his present ruction.

"Detroit is not Central Park. My dear 'Hawkshaw;' you don't know very much about the City of Straits, yclept Detroit." There is a world of wisdom in these remarks of yours, "Setagec." I do not know much about Detroit. My latest information from there is from some wheelmen who attended the L. A. W. meet in that city, and they echo your remark—"Detroit is not Central Park;" but be that as it may, it matters not. It was not my intention to read your city a lecture; I simply quoted the attitude of its wheelmen against a lamp and bell ordinance as a moral to adorn a tale. My remarks were intended to be general, not specific; but since you seem to consider them aimed only at Detroit, well—if the cap fits, then let it be worn. That it should be to the credit of a boy to speak in favor of a sensible lamp and bell ordinance is something for him to be proud of, and shows that he is clearer headed and more abreast of the times than his elders are, another example of: "Forth from the mouths of babes cometh wisdom." I thoroughly agree with President Bates, that light buggies should carry lamps, though it does seem rather paradoxical that a light buggy should require a light. I am even more sweeping in my ideas. I think every vehicle of whatever kind and description should by law be compelled to carry a lighted lamp after dark when abroad upon the public highways. Paris, the most enlightened and progressive city in the world, strictly enforces this law, even compelling a wheelbarrow, if trundled along the streets, to show a light. England, the home of wheeling, has such a law and enforces it, too. Surely Detroit is not yet greater than these two. I thank you for your kind invitation to come to Detroit and see horses broken to harness in the public streets, also to witness you kill some people in cold blood, but I fear neither exhibition would prepossess me in favor of the advisability of allowing wheelmen or other users of public roads to travel upon them in any way that endangers either their own or the lives of any of the users of the highway, and must therefore decline your very kind invitation.

If there be any value at all in long distance road races, it is in the proof of the advantages of the wheel over other methods of locomotion put into figures which impress the ordinary reader as no amount of technical or scientific reasoning could do. For instance, any one knows that it would be an exceptionally good pedestrian who could upon the road walk 150 miles in 54 1-2 hours, elapsed time, and yet the winner of the recent road race in France covered 745 miles within that time, and finished in no wise used up by his performance. If it is as often claimed that figures will not lie, then there is a vast deal of truthful testimony in this lot for the superiority of the bicycle over the pedestrian.

Times change and people change with them. Not quite thirteen years ago a student made his appearance upon the streets of Berlin mounted upon a bicycle, and was promptly mobbed for doing so. To-day the German Union of Bicyclists has 14,000 members. From a smaller acorn a larger oak never grew than the cycling one. "HAWKSHAW."

A FEW MORE NOTES OF THE HARTFORD MEET.

THE management was as usual excellent and the details were carefully looked after.

Mr. Marion is a bang-up announcer, and if he had only been instructed to announce the starters, it would have helped the reporters wonderfully.

The races were run on time, and the waits were short, owing to the efficient work of the clerk of the course and his assistants.

The usual small dog made its usual appearance on the track, and was howled at by the audience with all due vehemence. The poor little beast scampered down the track and hid itself with becoming dispatch.

Henry Goodman did some excellent handicapping. None of the handicaps were bad, and in several cases the work rose to the point of perfection.

The officials had little to do in the way of deciding protests.

We had the pleasure of meeting no less than six of our five hundred and twenty-five readers.

Merrill of the Springfield *Union* was on hand, and evinced the old-time enthusiasm in witnessing the events.

Worden is a man that should not be underrated. He has a way of surprising folks. If he would correct the bad habit of riding with his right leg only he would get much more speed out of his wheel.

Every courtesy was extended to the race officials, and in consequence the burden of their duties were lightened, and their stay in the "City of Insurance" made most pleasant.

The people of Hartford ought to have shown better appreciation of the wheel club's efforts by showing up twice the number at Charter Oak Park.

Tom Eck, the old-time professional war horse, was at Hartford working up interest in his great six days' professional race, to take place at New York next month.

Almost every cycling and sporting paper was represented by its editor at Hartford.

Githens is a good rider and a gentleman withal. In speed he is outclassed by nearly all the Eastern cracks.

Zimmerman is one of the pleasantest and bonniest lads that ever strode a wheel. He always looks happy and has a smile on his face. Come to think of it, why shouldn't he?

THE Pope Band rendered most excellent music during the meet, and was the means of adding greatly to the enjoyment of the tournament.

CORRESPONDENCE.

☞ *The Editors of this paper do not hold themselves responsible for the sentiments expressed in this column.*

THE COLOR LINE IN THE LEAGUE.

EDITOR BICYCLING WORLD: As I was primarily reponsible for the defeat of the proposal at the Hartford Convention, to insert the word "white" as a qualification for League membership, by pressing a motion to adjourn when its consideration was reached, I would like to say a word to remove the resentment which I was rather surprised to find afterward some of the Maryland delegates felt on the subject; as to which I had not supposed they really cared very much. In doing so, I may point out that I was born in Maryland myself, lived there long enough to cast more than one vote, married a Maryland girl, and still have interests in Maryland that take me down there every few weeks, so it can hardly be said that I speak in any ignorance of local sentiment. At the same time I know what some of the Maylanders hardly seemed to understand—that the languid attention given the matter by other delegations was due more to their considering it a revival of a dead issue than to their not having any positive convictions on the subject, and that they would never have consented to being forced to a step which most of them would have looked upon as committing the League to a political stand. This objection was left in as full force by the modified form of the amendment (making it a question of local option) as by the original one, the real point being that it was not a proper thing to inject any declaration in our Constitution that would place us before the public as concerned with a color line which the logic of events in the past generation has so largely wiped out. The League has grown so far out of the conception of a social organization, and is so well recognized in its true character of a big business concern to look after the interests of cycling, that the function of scrutinizing applications has been pretty well allowed to become obsolete, since we all know perfectly well that the mere fact of League membership by no means forces upon us association with any League members whom we prefer to avoid, but it is entirely within the option of Maryland members to resume the practice of this scrutiny. It is certainly entirely proper that residents of each locality shall have something to say as to what requirements are commonly accepted as defining the good standing which our Constitution already states that an applicant must possess in such locality; and in the case of a condition of public opinion which may make this definition a peculiar one, it is not conceivable that the Membership Committee will not give the Chief Consul of a Division all the facilities that he may require to examine into applications on such points. If the members of the Maryland Division are not willing to organize the machinery by which this may be done, as was intimated at Hartford, then the feeling amongst them cannot be so strong as has been imagined. Most probably they do not consider that possession of a League ticket is necessarily a passport to their personal acquaintance, and therefore don't after all care so much about it. But if they don't care enough for this, they certainly have no right to ask that the whole of the rest of the League shall submit to be labelled in a way which is positively distasteful to other sections, as was made quite evident by the conversation on the subject whenever it was disussed.

Yours truly, E. J. SHRIVER.

ELECTRICITY AS APPLIED TO THE CYCLE.

EDITOR BICYCLING WORLD: The article by C. Percival in your issue of 4 September, commenting on a paragraph in the issue of 14 August, shows how at more or less regular intervals, we hear of the coming aluminum or electric wheel that is going to make the life of the ambitious, but lazy, wheelman easier.

Mr. Percival is evidently not an electrician, although he has a knowledge of some of the technical terms. He unfortunately does not state how much power he thinks should be applied to a safety to be of any practical help, otherwise I would be able to show the fallacy of this idea from his own figures.

I will therefore assume that a motor of 1-4 of a horse power would be large enough; this will weigh at least 50 pounds. The storage battery will, at the present time, weigh 215 pounds, switches and fittings one pound, making a total of 266 pounds.

The battery will run the motor for five hours at full power, or not quite so long if made to run slower, unless other appliances for controlling the current are added, which would again add to the weight. So, unless we have an aluminum wheel, battery and motor, I do not think that the demand for electric wheels will be very brisk. We cannot reduce the weight of the motor, as it requires at out so many pounds of iron and copper to develop a given power, and the lowest point in the weight of small motors has practically been reached, at any rate the saving could not be more than a few pounds. I consider the possibility of making wheels of aluminum to be a very nice thing to dream of, but nothing more, as the metal is very poor stuff to make anything of, it has little strength, is soft and, as yet, is difficult to work, being difficult to solder or braze, and apparently incapable of receiving a temper. It however can be plated on iron, and when polished will not readily tarnish. So that we must look to the battery for the reduction of the 266 pounds that the wheelman who needs a push must carry around with him in order to get the push.

No one knows when we will get a lighter storage battery; we constantly hear of new ones that are about to revolutionize the whole world,



WON ON THE EAGLE.

Detroit, Mich., Sept. 4, 1891.

Eagle Bicycle Co., Stamford, Conn.

Gentlemen--I have this morning won the Championship of Michigan on my 52-inch solid tired Light Roadster Eagle, and which, without exception, I think to be the finest wheel there is on the market for all round use.

Yours resp., WM. C. RANDS, R. I. W.

Distance 14 miles; time 43 min. 15 sec.

For genuine merit as a wheel for all round use, the EAGLE is unrivalled, combining all the advantages of the ordinary and the safety, it takes the lead.

Catalogue Free. **Send for our Second-hand List.**

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

CLINCHER PNEUMATIC UNIVERSAL

ROVERS

IN STOCK. Price, $120,00.

The Most Practical PNEUMATIC TIRE Yet Produced,

AND A MACHINE UNEQUALLED BY ANY, AT THE PRICE.

Nearly all styles of Rovers can now be supplied on receipt of orders. Reports of victories won on Rovers continue to come from all directions.

The JOHN WILKINSON COMPANY, 269-271 STATE STREET, CHICAGO.

Circular, No. 18, June, 1891.

SINGER CYCLES

A NEW PATTERN.

SINGER SAFETY, 1888 make, damaged in an accident, June, 1891.

The above is taken from a photograph of the machine sent to us by Messrs. JNO. HOWES & SONS, our Cambridge Agents, who remark: "Slightly damaged, nothing broken except a spoke or two. Rider unhurt."

An unsolicited Testimonial as to the material used in SINGER CYCLES.



AMERICAN DEPOT, 6 and 8 Berkeley Street, BOSTON, MASS.

but for some reason the revolution has been postponed each time. The recovery of power on down grades is also one of those delightful theories that engineers like to write papers upon and make columns of figures about, showing how that with a road all down hill it would cost less than nothing to run it, etc. But when it comes to the actual work of practice they are generally so busy getting a plain simple set of machinery to do the required work successfully, that all those little devices that were going to save every stray Dyne of energy are left in the draughting room to show to the capitalist, who knows more about the rise and fall of Union Pacific than he does about the operation of machinery. I almost forgot to state that as the wheel would have to carry a load of 266 pounds besides the rider, that it would have to be made heavier, probably 70 pounds.

Imagine the tourist with an auxiliary electric safety unexpectedly striking a level country after a long series of hills, up which he called upon his electric power to give him more than one push; imagine, I repeat, this tourist with his machine shop weighing 336 pounds, pumping along at a rattling (no joke) pace, replenishing the wasted energies of his battery, for he must put in one-half horse power in order to get one-quarter horse power out again.

Then again suppose he should fall, and get covered with the acid, and suppose something should break, or the armature of the motor burn out, and suppose—but I guess this is enough to show that the Auxiliary Electric Safety would be far ahead of the pneumatic tire as a producer of nervous prostration, "That tired feeling" and profanity.

Yours very truly, E. T. BIRDSALL.

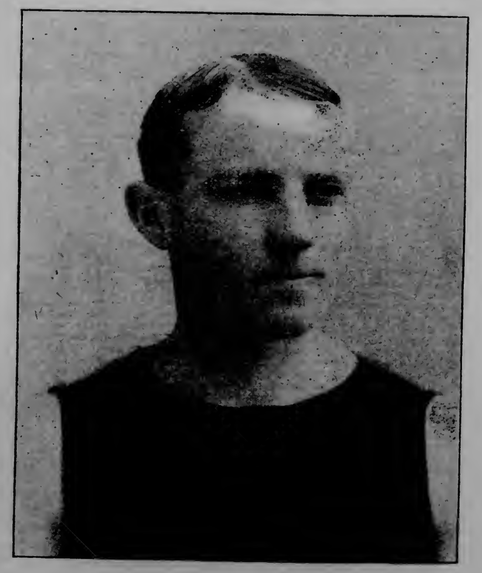
New York, Sept. 11.

THE USE AND THE ABUSE.

EDITORS BICYCLING WORLD: In reference to "Hawkshaw" column on "riding to hell on a bicycle," I would like to call your attention to the *Church At Home and Abroad* for Sept. '91, page 221. Mr. Ayres writing from Japan says: "The roads are unusually good, so that the missionaries find bicycling the most comfortable and expeditious method of reaching outlying points. There are plenty of places where I can go on my machine and return after holding service in the evening." Page 222: "Last Lord's day I preached at the afternoon service in Yamaguchi church, beginning at 2 P. M., and then went to Mitajiri, thirteen miles distant, and preached at 7 P. M. * * * My bicycle makes the long trips possible. I could not do it in the slow 'jinrikisha,' and even a good horse would be far slower and, what is more remakable, more tiresome than my bicycle."

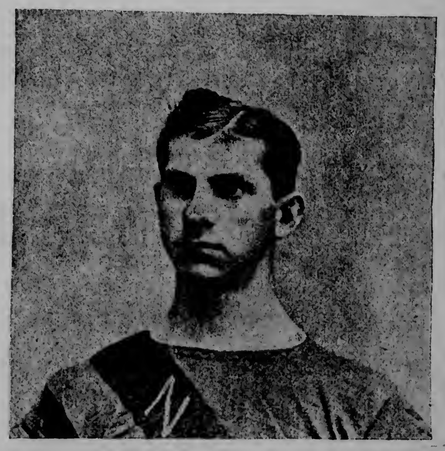
While men will forget the Sabbath and travel the broad road, we must not lay it to the machine but the men. It may be worth while to call attention to the use as well as the abuse of the bicycle.

Yours, L. A. W. 7323.



W. W. WINDLE.

W. W. WINDLE was born at Milbury, Mass., November 2, 1870. His first race was at Worcester, August 6, 1886. He has started in 77 scratch races, winning 68 firsts, 6 seconds and 3 thirds, a most wonderful record. He has started in 21 handicaps, taking 8 firsts and 2 seconds. In appearance he is rather undersized, though showing splendid development. He is a determined rider, and a square one withal. In manner he is very modest, and it is difficult to get him to talk of his achievements. Popular and gentlemanly, like his great rival Zimmerman, he is an ornament to the amateur ranks. He holds several records, the mile in competition, 2.23 2-5, being one of the most important.



A. A. ZIMMERMAN.

ARTHUR A. ZIMMERMAN was born at Camden, N. J., in 1869. His first appearance was at the Queens County (L. I.) races in 1888. He took to the Star as his mount, and on this machine has done work never equalled since the days of Webber. Last year he came particularly into prominence by beating W. W. Windle at Peoria, a feat which he duplicated and which at once stamped him as one of, if not the fastest ma America.

Mr. Zimmerman is simply a wonder in that he can ride race after first on a Star and then on a chain safety, and win right straight a His wonderful work at Springfield is recorded in this week's issu also at Hartford in last week's. In person and manner Mr. Zimmer most charming, and he is an honest, square, dyed-in-the-wool amateur and an honest rider. His only peer on the track to-day is Windle, and even that is doubted by many, who claim that if Zimmerman used better judgment and did not try to ride in so many races on two different styles of machines, that he would be invincible.

He met defeat at the hands of Windle on Friday last at Springfield, and it must be said in connection with this race that while Windle was a sick man Zimmerman had been riding hard races for four days in succession. Mr. Zimmerman is also a splendid all round athlete, and as a jumper he has a national reputation.

THE RECKLESS COASTER.

WITH faith in his luck, without bound,
No coast too steep could be found;
But he struck a cart end
As he swept 'round a bend,
And his spirit leap'd out through the wound.

WILLIAM D. KEMPTON.

LEGAL.

WE have received the following from the Overman Wheel Co.: "The Overman Wheel Co. has just won the last of a series of nine interference suits regarding the ownership of the Victor Spring Fork. Numerous infringements in various forms have been put out by bicycle manufacturers, but the final settlement of the ownership of this valuable device has been decided in favor of the Overman Co. The persecution they have been compelled to withstand for the title of the invention shows the opinion of of the trade of the importance of it."

MR. HENRY G. PRIEST of the Quadrant Cycle Co., Birmingham, England, expects to arrive in the United States about the commencement of October.

He will be glad to receive communications from any substantial firms desiring to represent the Quadrant Cycle Co. in any specified territory.

All letters to be addressed to Box 2225, General Post Office, New York, N. Y.

THE SPRINGFIELD TOURNAMENT.

THURSDAY—THE RACES.

THERE being so large a field of entries it was decided to run the trials off in the morning, and accordingly the men showed up at nine o'clock, the first event being the quarter-mile safety, flying start, first three to ride in final.

First heat—They started poorly the first time and were called back. On the second trip A. B. Rich took first; P. J. Berlo, second; McDuffee, third. Time 34 2-5 seconds.

Second heat—Zimmerman, Taylor, Murphy and Carman finished in order given. Time 33 4-5.

Third heat—Eight men in this. Hoyland Smith, Banker and Athony took first, second and third. Time 34 3-5.

First heat, one-half mile safety handicap—Five men from each heat in final. Fifteen starters, Murphy scratch man. W. C. Hatch, seventy yards, first; G. M. Hendee, 35 yards, second; W. M. Carman, 30 yards, third; F. Herman, 35 yards, fourth; W. F. Murphy, scratch, fifth. Time 1.09 4-5.

Second heat—Fourteen starters. G. F. Taylor, 35 yards, first; W. M. Haradon, 30 yards, second; G. E. Quinn, 60 yards, third; E. P. Burnham, 25 yards, fourth; A. B. Rich, scratch, and H. J. Hall, Jr., 25 yards fifth, tied for this position. Time 1.10 4-5.

Third heat—Eight starters. C. W. Dorntge, 20 yards, first; G. W. Coffin, 50 yards, second; G. M. Worden, 15 yards, third; E. C. Anthony, 115 yards, fourth; P. J. Berlo, scratch, fifth. Time 1.10 4-5.

Fourth heat—Twelve starters. A. A. Zimmerman, scratch,first; Hoyland Smith, scratch, second; G. N. Holden, 55 yards, third; J. Van Benschoten, 60 yards, fourth; F. R. Fuller, 25 yards, fifth. Time 1.10 1-5.

One mile safety, 2.50 class—Four men in final from heats. First heat—Eleven starters. G. E. Quinn, first; W. M. Haradon, second; J. W. Schoefer, third; J. Van Benschoten, fourth. Time 2.41.

Second heat—Six starters. E. A. Nelson, first; C. L. Sage, second; P. J. McDuffee, third; F. M. Brinker, fourth. Time 2.50 1-5.

Third heat—Seven starters. D. Connolly, first; S. H. Bilyeu, second; Jas. Wilson, third; S. W. Merrihew, fourth. Time 2.40 2-5.

One mile safety, handicap, open—Five in final from each heat. First heat—11 men lined up. W. F. Murphy, scratch, first; W. M. Carman, 75 yards, second; A. B. Rich, scratch, third; H. B. Arnold, 75 yards, fourth; C. M. Murphy, 70 yards, fifth. Time 2.22 4-5.

Second heat—Nine starters. Berlo was scratch man, but he did not ride the race out. E. A. McDuffee, 50 yards, first; G. M. Worden, 40 yards, second; H. J. Hall, Jr., 75 yards, third; C. L. Sage, 90 yards, fourth; J. C. Donnelly, 125 yards, fifth. Time 2.27.

Third heat—Eleven men. W. M. Haradon, 65 yards, first; G. E. Quinn, 135 yards, second; G. M. Hendee, 75 yards, third; P. J. McDuffee, 125 yards, fourth; H. Smith, scratch, fifth. Time 2.25. Hoyland did the mile in 2.25 2-5.

Fourth heat—Ten men. C. W. Dorntge, 40 yards, first; G. N. Holden, 180 yards, second; A. A. Zimmerman, scratch, third; G. F. Taylor, 75 yards, fourth; F. Herman, 140 yards, fifth. Time 2.23.

The 20-mile road race was the first event of the afternoon's racing, the following men starting: R. T. Donohue, Springfield, handicap, 9 minutes; F. B. Field, Wellesley, 9m.; C. R. Hilton, Springfield, 8m.; C. W. Willis, Springfield, 8m.; F. E. Battey, Newton, 7m.; F. Ryan, Springfield, 7m.; A. W. Olmstead, Springfield, 6m.; C. F. Seeley, New York, 6m.; F.J. McDuffee, Lynn, 5m.; G. B. Clark, Hartford, 4 1-2m.; J. Van Deusen, Jr., Philadelphia, 4m.; C. L. Bodfish, Chicopee, 4m.; E. J. Clark, Dorchester, 4m.; G. W. [illegible], Orange, 4m.; F. A. Wallace, Lynnfield, 4m.; A. W. Porter, Newton, 4m.; F. C. Hubbard, Springfield, 2 1-2m.; E. A. Weinig, Buffalo, 1m.; F. M. [illegible]man, Wilmington, scratch; W. Van Wagoner, Stamford; F. C. [illegible]s, Springfield; W. H. Penseyres, Buffalo; A. W. Palmer, Hamilton. [illegible]y one, or in groups the men rode out on the mile track and up over [illegible]ll at the north end of the park and out of sight toward Holyoke. [illegible]n started off at a stiff pace and disappeared one by one in a cloud [illegible], but before they had gone a mile Palmer, on his pneumatic safety, [illegible]rged off on a sharp clip and was never caught again. The course was across the North-end bridge and up the river road toward Holyoke to a turn, then back and around the track seven times. The explosion of two bombs announced that the road riders were returning, and at just 3.20 the first man came in sight. The rider was C. F. Seeley of New York, a six minute man. Close behind him came F. E. Battey, seven minutes, and then after a little space P. J. McDuffee of Lynn, who had five minutes' start. McDuffee had been for some time named as a winner by those who knew, and when he spurted by the grand stand in a determined way the crowd gave a cheer. Then the men came stringing on to the park, and finally in a little bunch of three the crowd saw its favorite, Graves. He was evidently dogging Van Wagoner, who towered up before him on his pneumatic. Palmer, however, was nearly a lap ahead of them, and they could not overtake him, and although he kept gaining on McDuffee and Battey the end, they were too far ahead, and he had to content himself with third place and the time prize. Result: P. J. McDuffee, 5m. first, time 21.00 3-5; Frank E. Battey, 7m., second; A. W. Palmer, scratch, third; C. Graves, scratch, fourth; W. Van Wagoner, scratch, fifth. Palmer's time was 1.04.19.

One mile novice, safety—Eleven starters. Warner started out with a decided lead, which he held to the three-quarter pole, when Hatch came on with a rush, taking first place. W. C. Hatch, first; E. L. Warner, second; E. A. Nelson, third. Time, quarter, .41 2-5; half, 1.22 1-5; three-quarters, 1.59 1-5; mile, 2.37 4-5.

Final, quarter-mile safety, flying start—This brought together Zimmerman, Murphy, Rich, Anthony and Taylor. Taylor started out with the lead and kept it till within a few feet of the finish, when Zimmerman, with one of his splendid bursts of speed, pushed by him just in time to avoid defeat. Time 32 3-5 seconds. A. A. Zimmerman, first; G. H. Taylor, second; A. B. Rich, third; W. F. Murphy, fourth.

Two mile ordinary, handicap, open—Twelve men lined up for the race, but W. W. Taxis did not get started in time, and so did not race. The handicap was too heavy for Githens, who did not make it half up in the two miles. As they rounded the upper turn for the last time, C. M. Murphy, 50 yards, pulled away from the bunch and won with extreme ease in 5.12 3-5. Githens finished in 5.32. The summary: C. M. Murphy, 90 yards, first; J. W. Robinson, 110 yards, second; J. H. Draper, 180 yards, third. Time, quarter, 40; half, 1.19; mile, 2.43; two miles, 5.12 3-5.

Half-mile safety, handicap, open—The audience was bent on Hendee's winning, this being his first appearance, and just before the quarter there was a cry of "Look at Hendee." But Hendee was not to have a place. Slowly and surely Zimmerman caught up with the leaders. At the last turn he was in the front bunch, and half way down the stretch he broke away from the crowd and rushed in over the tape alone. Again Taylor, who had 35 yards' handicap, distinguished himself by taking a close second. Zimmerman lowered the world's record for a half-mile by 4-5 of a second, having made it in 1.06 4-5. A. A. Zimmerman, scratch, first; G. F. Taylor, 35 yards, second; G. M. Worden, 15 yards, third. Time: first quarter, 35 2-5; second quarter, 31 2-5; half, 1.06 4-5.

One-mile safety, 2.50 class—Twelve starters. Schoefer set out with a warm pace, which he held until near the quarter, when Bilyeu caught the lead. In the finishing spurt Haradon beating Quinn out, taking first place. W. M. Haradon, first; G. E. Quinn, second; J. W. Shoefer, third. Time: quarter, 39 2-5; half, 1.15 2-5; three-quarters, 1.55 3-5; mile, 2.33 2-5.

One-mile ordinary, open—Eight men. The crowd was pleased to consider this a loaf, hissing the men as they came on the last lap, the racing not beginning until the final quarter. Taxis followed Zimmerman at the tape, and Robertson and Githens were tied for third place, the former coming up even by a final rush. A. A. Zimmerman, first; W. W. Taxis, second; J. W. Robertson (tied with H. A. Githens, but won on run off), third. Time: quarter, .48; half, 1.38; three-quarters, 2.25; mile, 2.59 2-5.

Here followed an intermission, during which Canary gave one of his wonderful exhibitions, the applause bringing down the house.

One-mile safety, handicap, open—Nineteen men got off in this, who rode from the word go, Zimmerman hurrying to catch the limit men. The brisk pace was kept up to the half where the men were well bunched. Between mile half and three-quarters, however, C. L. Sage of Hartford caught his wheel in that of the man before him, and went down at the outside of the track. The six men immediately behind him pitched over him. Zimmerman was thrown on the fence, which bruised his chest somewhat, but he was not seriously injured. Rich, however, who followed, was stunned for a moment by being hit in the head by the wheel of the rider following him and had to be carried to the dressing-room. Almost by a miracle all of the riders escaped serious injury. George M. Hendee, who had 75 yards, finished first amid the cheers of the spectators. His time was 2.19 2-5, which gives an idea of what might have been done if the scratch man had finished. The summary:

G. M. Hendee, 75 yards, first; H. B. Arnold, 75 yards, second; C. W. Dorntge, 40 yards, third. Time: quarter, 37; half, 1.11; three-quarters, 1.45; mile, 2.19 2-5.

Half-mile ordinary, open—Seven men were in this, Servis making the pace and getting quite a lead on the crowd, only to be headed on the last turn, where Zimmerman spurted in ahead winning, hands down. Taxis was pocketed at the corner and could not get out. A. A. Zimmerman, first; J. W. Robertson, second; H. A. Githens, third. Time: first quarter, 42 2-5; second, 35; half, 1.17 2-5.

One-mile tandem, open—W. D. Banker and F. M. Brinker, of Buffalo, started on a pneumatic tandem, with J. H. Draper and L. Geyler on a cushion, the former being looked upon as sure winners. The Buffalonians went off at a hot pace with the Philadelphia team hanging at their rear wheel, and it soon became evident that the men were riding in record time, the quarter, half, and the three-quarters being world's records, as also was the mile in competition. As they came round into the straight for the last time, Draper and Geyler answered the others' spurt, held them for a moment, passed them, and rushed in, the winners by twenty yards, creating a new world's record in competition. Draper and Geyler, first; Banker and Brinker, second. Time: quarter, 37 2-5; half, 1.11 3-5; three-quarters, 1.49 3-5; mile, 2.28 2-5.

In the run off of the tie between Githens and Robertson; the latter allowed Githens the lead until the three-quarters was reached, the pace to that time being very slow. At this point, however, the final spurt began and the men were coming around the last turn close together, when Githens's foot slipped from the pedal and he was forced to sit up, Robertson getting over first by 30 yards.

The crowd showed their interest in the programme by waiting to see the announced trials of Berlo and Zimmerman to lower the mile record. It was too much to expect of the men, however, after their hard day's work, and the record was not approached. Zimmerman made his trial immediately afterward with even worse luck, making the mile in 2.24. Windle came out as one of his pace-makers, and was heartily cheered. The fact was that Zimmerman had ridden too much before to make a record.

THE FIREWORKS.

A crowd of about 2500 assembled on Hampden Park to see the fireworks, and the display was worthy of a larger audience. The *Republican* has the following description:

"The festivities were ushered in by batteries of bombs, some of which in disseminating themselves, created a commotion as far away as Pecowsic. Then came an illumination by means of prismatic lights, suspended over the set pieces. This halo changed in complexion, and ended by tinting the enclosure crimson, thus taking the job off the wheelmen's hands. Later came golden rain (no infringement on Jerry Rusk's patent), Japanese thunder showers and chain lights that were slow to lose their gilded charm. Next came the bands of Orion with a revolving sun, amid which appeared broad bands of colored fires, and then came along more snakes than a man could possibly see for 25 cents in any other way. Quickly following came the protean revels, and afterward a star composed of amethyst, ruby and emerald jets, which gave way to golden fountains and scintillating geysers spouting sparks. The kaleidoscope with its countless circlets was a noteworthy piece, as were the magic rings which terminated in willow trees dripping with radiant spray and mists of silver. The fairies' frolic began with a centre of Chinese fires, which shifted into turning spirals of golden lance work, introducing curious evolutions. Waterspouts, silver streamers and Japanese spiders then chased themselves about in turn, retiring in favor of a flaming bicycle. 'Brother Jonathan' was shown by a wheel and finally took a header in the most natural fashion. A gorgeous set piece, bearing the words 'Springfield Bicycle Club,' ended the display with a golden glory."

SECOND DAY.

Springfield was certainly born under a lucky star, the weather continuing fair as the dawn of a June morning—ideal weather for record breaking. The time for the morning trial heats had been placed for 9.30, but it was fairly 10 o'clock when the bell called the first race up.

One-mile safety, 2.40 class, first heat.—First three in final. Six starters. Worden started in this heat, but did not get a place, finishing fourth. E. A. McDuffee, first; W. M. Haradon, second; Geo. F. Taylor, third. Time 2.52.

Second heat—Six starters. C. W. Dorntge, first; A. W. Palmer, second; H. J. Hall, Jr., third. Time 2.47 1-5.

Third heat—Six starters. F. C. Graves, first; C. M. Murphy, second; W. M. Carman, third. Time 2.42.

Half-mile safety, open—First four in first heat. Six starters. W. W. Taxis, first; P. J. Berlo, second; Geo. M. Hendee, third; G. M. Worden, fourth. Time 1.19 3-5.

Second heat—A. A. Zimmerman, first; A. B. Rich, second; C. W. Dorntge, third; H. C. Tyler, fourth. Time 1.20 2-5.

Third heat—W. W. Windle, first; Hoyland Smith, second; W. M. Carman, third; F. M. Brinker, fourth.

Half-mile safety, 1.20 class. First five men in final from each heat.

First heat—Seven starters. Geo. F. Taylor, first; F. M. Brinker, second; J. C. Donnelly, third; J. Van Benschoten, fourth; W. M. Haradon, fifth. Time 1.25 1-5.

Second heat—Ten starters. F. C. Graves, first; W. H. Penseyres, second; F. R. Fuller, third; D. Connelly and F. Herman, dead heat, fourth and fifth. Time 1.13.

One mile safety, world's record. First heat—first three in final. This was the preliminary canter of the great event of the meet, the prize being the $1000 Haines piano, offered by Taylor's Music House.

First heat—Murphy, Berlo, Worden and Banker started. Banker led at the half, Berlo starting out on the back stretch. Coming around the upper turn Worden spurted, holding first to the finish, Berlo right up; Murphy third. G. M. Worden, first; P. J. Berlo, second; W. F. Murphy, third. Time 3.04.

Second heat—First four in final. Zimmerman, Hendee and Graves were among the seven starters. At the half McDuffee led, followed by Zimmerman and Anthony, the latter shooting out on the upper turn. Swinging around into the finish Graves led with Zimmerman at his heels, the latter beating him on the tape. Two hundred yards from home Anthony had a bad fall, injuring himself quite severely. A. A. Zimmerman, first; F. C. Graves, second; E. A. McDuffee, third; C. W. Dorntge, fourth. Time 2.49.

Third heat—Windle, Rich, Hoyland Smith, Taxis and Taylor were the cracks in this. At the start Bilyeu shot out at a tremendous gait, securing a 100 yard lead on the field at the one half mile, but he could not hold it. W. W. Windle, first; H. Smith, second; A. B. Rich, third; G. F. Taylor, fourth. Time 2.36.

AFTERNOON RACES.

As early as 12 o'clock vast throngs of people were wending their way towards Hampden Park. Many of the stores suspended business at one o'clock, and the trains brought in hundreds from the neighboring towns and cities, Hartford sending up a large delegation. The hackmen did a thriving business, and the free 'buses generously provided by the Warwick Cycle Company were kept busily plying between the centre of the city and the park. Lieut. Gov. Haile, Adjutant General Dalton, Colonel Pope, and other distinguished guests went early to the Park, and were assigned seats in the private stand. The Overman Band discoursing fine music, the strings of flags stretched over the track at the tape waving lazily in the gentle breeze, the brilliant sunshine, and the magnificent crowd, were all important factors in infusing enthusiasm into the very air at 20,000, but a more conservative and no *doubt* correct estimate placed the figures at 14,000 to 15,000. The statement that Windle would be present to dispute the premiership of the race track with Zimmerman in the great one-mile race stimulated the interest to white heat, and we are sorry to report that thousands of dollars changed hands on the result. In a single case we heard of one man who lost $1400. It was to the fact that so much money changed hands that I ascribe the intense feeling shown by certain of the crowd on the decision of Referee Bull that the race be given to Windle. That the decision was in accordance with the rules, the following clause taken from track rule 23:

"The referee may place a time limit on any race. The time limit shall not be announced to the contestants until their arrival at the tape preparatory to the start of the race. If the competitors finish within the limit they shall receive the prizes. *If they fail to so finish, and the referee is convinced by their riding and the time made that they endeavored to reach the limit, he may award the prizes.* * * *"*
(Italics mine.)

Will any one who saw that race question the fact that the men "endeavored to reach the limit?" Referee Bull's decision was right, and I miss my guess if the cycling and sporting press do not practically unanimously endorse him.

The crowd present, with the exception of on the occasion of the one-mile record race, was unbiassed, and it applauded liberally all the favorites as they appeared. The races were started on the dot, and with one exception were run off without any delay.

One-mile ordinary, novice—Five starters. At the half four men were closely bunched. At the lower turn Rumrill spurted, getting a lead of ten yards, which, however, he could not hold, Landry out-running him at the finish. F. A. Landry, first; M. J. Rumrill, second; E. B. Smith, third. Time 2.50 4-5. Quarters, 43 2-5; 1.25 2-5; 2.10 1-5; 2.50 4 5.

Quarter-mile ordinary, open—Nine men started; run in two heats. First two in final.

First heat—Five men. W. W. Taxis, first; C. M. Murphy, second; H. E. Bidwell, third. Time 37 3-5.

Second heat—Four starters. A. A. Zimmerman, first; H. A. Githens, second; F. T. Servis, third. Time 38 1-5.

One mile safety, 2.40 class. Time limit of 2.50. Nine starters.—At the half Taylor and Graves led; the men going at a lively clip. It was a pretty race for tape, Dorntge still leading and winning by a length, Graves pushing him hard. C. W. Dorntge, first; F. C. Graves, second; C. M. Murphy, third. Time, 2.36 4-5.

Half mile safety, open, final heat—This was one of the races of the day, Zimmerman and Windle meeting. As the two came down the stretch to start, they were both applauded, but it remained for George M. Hendee to enthuse the crowd; he was cheered to the echo. At the pistol Berlo took pole and raced Hendee and Taxis right back, with Windle and Worden riding in the middle. At the turn they all spurted, and as they swung around the corner Zimmerman took first, winning by a length from Berlo, although Windle, who waited too long, made desperate efforts to overhaul the leaders, being beaten out by Berlo by six inches. A. A. Zimmerman, first; P. J. Berlo, second; W. W. Windle, third. Time, 1.13 1-5.

D. J. Canary then gave an exhibition of fancy riding, repeating the programme of yesterday, and adding a few new tricks to the delight of the crowd.

Two mile tandem, handicap, open—Draper and Geyler of Philadelphia, who won the tandem, open, yesterday, were not able to ride in this, their machine having broken during the contest yesterday. There were but three starters, Banker and Brinker being scratch men, Donnelly and Bilyeu of Philadelphia being at 125 yards, Hartford team at 220. The Philadelphians spurted too soon, doing themselves up, and in consequence they lost ground on the third lap and were passed by the Buffalonians on the last half. The leaders, however, could not close up on the Hartford men, but they broke the world's record in making their efforts. F. R. Fuller and F. Herman, Hartford, 220 yards, first; F. M. Brinker and W. D. Banker, Buffalo A. C., second. Time, 5.04 2-5. Scratch time, 5.09 3-5. quarters, 39 4-5, 1.15 2-5, 2.32 2-5.

One mile safety, world's record—Starters, Graves, Smith, Berlo, Rich, Worden, Windle, Zimmerman, Taylor, Dorntge, Murphy and McDuffee. The referee declared a time limit of 2.23 2-5. A great hum of voices indicated the suppressed excitement of the crowd as the men lined up, which burst into a perfect whirlwind of cheers as the men swept along at a pace that promised to bring the winner under the wire within the limit. As they rushed over the mark on the first, and 1.10 4-5 was checked, the people just howled themselves wild, and when they flew round the turn for the finish, all in a bunch, the excitement was never surpassed on Hampden Park, and that's saying a lot.

At the first quarter Taylor led, getting 30 feet away from his field. At the half Taylor again led, but dropped out on making the turn, having gone for the half mile, Dorntge taking lead at this point. He, however, was run off his legs and dropped out, leaving the race to the giants. As they lined up swinging around the turn into the straight, Windle was a trifle in the rear, Berlo leading at the pole, with Zimmerman coming at his wheel. The crowd went simply crazy, shouting and cheering until the din was simply awful, but amidst it all came the darting wheel of Berlo, nearly a length ahead, Zimmerman sparting desperately attempted to rush in, Millbury lad was equal to the occasion; swinging on the outside, he made the effort of his life, and catching Berlo literally at the finish, captured first by inches, getting 1-5 of a second inside of the limit. The referee, as was clearly proper, declared it a race, and although the crowd hissed vigorously, it went. W. W. Windle, Berkeley A. C., first; P. J. Berlo, M. C., third. Time, 2.23 3-5. Quarters, 35 2-5, won by G. F. Taylor; 1.10 4-5, won by C. W. Dorntge; 2.23 3-5, won by W. W. Windle.

One mile ordinary, handicap, open—Taxis and Githens were practically scratch men, starting from the 50 yard mark with no one behind them; they closed up with the field at the half, improving their position all the way around. At the lower turn Taxis and Githens came up even, but the narrowness of the track prevented their getting through and Githens captured third, with Taxis shooting out in the crowd. J. W. Robertson, Taunton, 75 yards, first; L. Forster, 140 yards, second; H. A. Githens, Chicago, 50 yards, third. Time, 2.26 4-5.

One mile safety, handicap, closed—Seven starters; Harradon and Graves on scratch, who rode for all they were worth, passing their men on the last turn. Graves won in a canter by 30 yards, Haradon three lengths ahead of Nelson. F. C. Graves, Springfield, scratch, first; Haradon, scratch, second; Edward A. Nelson, Springfield, 40 yards, third. Time, 2.29 1-5.

Half mile safety, 1.20, closed—Ten men started; Graves and Haradon just through from the last race, being among the number, Graves being second mat the finish; start, with Taylor ahead, who won by four lengths. George F. Taylor, first; F. C. Graves, second; W. H. Penseyres, third. Time, 1.11 2-5.

Run off quarter mile ordinary, open—The four winners of the two heats previous started. Coming into the straight, Taxis led, Zimmerman next, Githens third, Zimmerman getting in his spurt 50 yards from the finish and crossing the tape half a wheel ahead of Taxis, who was a length ahead of Githens. Time, 37 4-5.

Messrs. Banker and Brinker now made an attempt of the mile tandem record. Penseyres started the pace, going to the quarter with them, when they were picked up by Dorntge, who came around to the quarter again, when Merrill got them, bringing them into the finish. Time 2.27 1-5, breaking yesterday's record, but not breaking the world's record, which is 2.27. Quarters, 38 2-5, 1.13 3-5, 1.49, 2.27 1-5.

One mile consolation—Fourteen safety riders started in this. E. A. McDuffee, Lynn, first; F. T. Servis, Rochester, second; F. J. Hudson, Hartford, third; H. J. Pote, Lynn, fourth; J. Van Benschoten, Poughkeepsie, fifth. Time, 2.36 3-5.

"ARIEL."

NOTES.

Springfield, here's looking at you.

We wish to tender our grateful acknowledgement for the many courtesies extended the representatives of the WORLD by the Springfield Club, and especially do we wish to mention Messrs. Miller and Drown, who were tireless in their efforts and attentions. The two days we passed in Springfield last week will remain a happy memory for all time to come.

Palmer of Hamilton, Ont., is a hummer; any man that can do up Van Wagoner on the road is a good man. This is just what the Canadian did, and the foreigner's performance was a justly popular one. Palmer also did some splendid work on the track. The less said about that road race the better. It was awfully mixed.

A. H. Overman and Mr. Spalding were interested spectators from one of the grand stand boxes.

We have to thank President Brewer and others of the Warwick Cycle Co. for courtesies and hospitalities shown us during our stay in Springfield. The *musicale* we attended on the invitation of Mr. Brewer was one of the pleasantest incidents of the meet.

By the way that "Ghost" racer of the Warwick Co. was the machine that attracted most comment both at Hartford and Springfield. The comments were all most favorable, too.

The policing of the track was simply perfect, and the way the starters were hustled off the track was another evidence that the management meant business.

After "the great race" Windle and Zimmerman shook hands, as a public evidence of the cordial relations existing between the two men.

During the uproar resulting from the decision of Referee Bull in the one mile record race one wild man yelled; "its swindle, its swindle!!" "No" quoth a bright newspaper man, "its Windle!"

Col. Pope occupied a seat in the private stand with "Royalty" (i. e.), the Lieutenant Governor and Staff.

We were sorry to hear of the serious illness of Sanford Lawton. He was down for one of the judges, but he was unable to attend, being confined to his bed.

Old man Tom Eck was on hand, and his presence on the track made it seem more than ever like old times.

None of the flyers went to Providence. Windle went home to recu-



THE RAMBLER

AND ITS EASE OF RIDING IS MOST LUXURIOUS.

THE RAMBLER



GORMULLY & JEFFERY MFG. CO.,

MAKERS OF

"The American Cycles."

Chicago Retail Store, 85 MADISON STREET.

BRANCH HOUSES:
174 and 178 COLUMBUS AVENUE, Boston, Mass.
1325 4th STREET, N. W., Washington, D. C.

FACTORY AND GENERAL OFFICES:
222-228 N. Franklin Street, Chicago, Ill.

perate, and the others went on to Philadelphia to take part in the races on Saturday.

That was quite an idea of the Warwick Cycle Co., running free 'busses to and from the park.

R. G. Betts, with the Gormully & Jeffery Mfg. Co., was in attendance both at Hartford and Springfield.

Lon Peck as a starter is certainly a huge success.

Windle went home from Hartford down sick with a terrible sore throat, and his coming to Springfield was a notable piece of pluck.

The appearance of the Millbury boys on the track with brooms and horns after the one-mile record race was the signal of a perfect storm of mingled cheers and hisses.

The one fizzle of the meet was the road race. The men have not stopped protesting yet.

Another bad break was that made in the handicap two-miles race, when Githens went back to scratch instead of staying on his mark as the others did.

Hendee still occupies a warm corner in the heart of the Springfield men.

That green Canary is a rare bird on a bicycle.

President D. E. Miller of the Springfield Club has established for himself a name as a general manager of tournaments second to none. He is a genial gentleman and a business man from the ground up.

The Bridgeport Club was one of the liveliest organizations in town. Every one knew when the Bridgeports were on the move.

Where was the star badge of the oldest club in America? and where was the Massachusetts coat of arms which is the badge of another of Boston clubs? Alas, the days of the old Boston Club and the Massachusetts Club are practically numbered.

Did you get a corn cob pipe from the Overman Wheel Co.? Not only did that company furnish pipes but good tobacco also. We saw several juvenile looking males who, after smoking as though they were used to it, suddenly lost all interest in racing and all other mundane affairs.

EXTRA RACING AT PEORIA.

WE received the following dispatch from Peoria, Tuesday last: "Please announce that there will be an invitation race Tuesday, September 22, for a five hundred dollar Chicago lot, donated by Brown, Page & Hillman Company, agents Kroeger and Sons' Pianos. This in addition to invitation race Monday. H. G. ROUSE."

BOSTON ATHLETIC ASSOCIATION ROAD RACE.

THE entries for this race are still coming in, and the arrangements are well under way. For particulars see page 678 this issue.

THE LINCOLN'S CENTURY.

SUNDAY, Sept. 6th, the Lincoln Cycling Club's annual souvenir century run occurred. The Elgin-Aurora and return course as in former years was the course. The following gentlemen finished. Thirty-five started, 31 finished. Phil Chase, who had not ridden for a month, gave out; F. E. Crouse's rear wheel gave out; C. A. Servors' valve on his pneumatic gave out; and Charlie Vogt's tire exploded. These four, three for very excellent reasons, were all who dropped by the wayside. Following are the names and time of the 31 finishers: A. H. Radell, 9.29; H. M. Taylor, 10.09; E. M. Newman, 12.45; ——— Follette, 12.45; Fred Tilt, 13.50; F. J. McMahon, 13.50; F. E. Spooner, 14.35; Wm. Herrick, 14.35; Charles Sivinscoe, 14.35; F. Hewitt Smith, 14.35; Walter Bray, 14.40; Max Loescher, 14.52; J. M. Erwin, 15.00; C. C. Walton, 15.00; Aug Zeese, 15.00; Jos. M. Guinea, 15.00; Geo. H. Pratt, 15.00; Ed. Canfield, 15.00; C. R. Curtis, 14.25; F. L. Chase, 15.16; J. E. Templeton, 15.10; F. Morris, 15.10; W. Flinn, 15.00; H. G. Zauder, 15.50; Harry Pound, 15.34; John Thiele, 15.35; Tom Heywood, 15.35; James Josephi, 15.50; W. E. Skinner, 15.00; F. A. Brown, 15.21. "THE LOUNGER."

AT SACO, ME.—Last Saturday, September 12, the Maine Division held a race meet. The State mile record was forced down to 2.54 by Jno. G. Lawrence of Saco. Results as follows:

Half-mile novice, ordinary—Heats. H. B. Hart, Portland, first; C. F. Merriman, Portland, second; E. D. R. Morrill, Portland, third. Time 1.32 1-2, 1.39.

Half-mile novice, safety—Heats. L. G. Gibson, Portland, first; J. F. Dean, Portland, second; W. W. Jordan, Portland, third and fourth. Time 1.28 1-4, 1.25.

In the mile State championship ordinary, Berry, the York County Wheelmen's champion, took it easy and let the other two, Tobie and Scully, lead him until the last quarter, when he bent down on the handles and made a beautiful spurt for the finish, crossing the tape several yards ahead.

One mile State championship, ordinary—A. G. Berry, Saco, first; W. E. Tobie, Portland, second; E. J. Scully, Portland, third. Time 3.05 3-5.

In the one mile State championship safety, both the Portland men took Lawrence by turns and tried to tire him by spurting, but although both of them lead him at the half, and again at the three-quarters, he made a wonderful spurt coming down the stretch and was a good first, Liscomb at the same time spurting past Brown. The time for the last half was 1.24.

One-mile State championship safety—John G. Lawrence, Saco, first; F. M. Liscomb, Portland, second; Frank M. Brown, Portland, third. Time 2.54. Maine State record.

One-mile open ordinary—Heats. H. D. Hart, Portland, first; W. E. Tobie, Portland, second; E. J. Sculley, Portland, third. Time 3.21 1-4; 3.30 3-4.

The mile open safety had only two contestants, Brown and Liscomb.

One-mile open safety—Heats. F. M. Brown, Portland, first and third heats; F. M. Liscomb, Portland, second heat. Time 3.00 1-2; 2.57 1-4; 3.20 1-2.

One-quarter mile, safety—F. M. Brown, Portland, first; L. C. Gilson, Portland, second; W. W. Tarbox, Saco, third; G. H. Emery, Kennebunkport, fourth. Time 40 seconds.

The team race was contested by three clubs: the Portland Wheel Club, the Saco Cycle Club, and the York County Wheelmen. L. C. Gilson and W. W. Jordan were the Portland team; John G. Lawrence and Albert S. Boothby represented the Saco Cycle Club, and W. W. Tarbox and Fred Cobb rode for the Wheelmen.

The race was a two-mile one, and points were counted at each half mile, the first man at each half getting six points and the second one, five. Gilson took the lead at once and kept it throughout the race. Lawrence was second on each lap; Tarbox and Boothby fought for third position; and Fred Cobb tailed the procession for the whole race. The Saco Cycle Club won with 34 points; the Portland Club got second with 32 points; and the Wheelmen had to be satisfied with 18.

AT BUFFALO, N. Y.—The sixth and last of The Wanderers' series of club races took place on Labor Day. It was a 25-mile handicap road race, and because of the handicap was very interesting, attracting considerable attention from outside wheelmen. The course was from Pine Hill, through Bowmansville to Mill Grove, 12 1-2 miles, and return. This highway has a few grades, considerable gravel and some sand, so there was no attempt at making any remarkable time. The following is a summary of the race. There were six entries, but only four went in. Gus. G. Buse, scratch; Will Buse, 5m.; J. H. Christian, ordinary, 8m.; Will H. Beier, pneumatic safety, 20m. These handicaps were arranged some time before the race, and it was not known that Beier was going to get a pneumatic safety, as he generally rides an ordinary; but as it had been arranged that "the contestants might use what mounts they pleased," there was no use objecting. Beier came in first; time, 1h. 50m. 30s.; Will Buse was second; time, 1h. 47m. 30s.; Gus. G. Buse finished third; time 1h. 45m. 45s. Both the Buse's tried hard to gain on Beier, but could not, as the handicap was too much for them. The following is the time taken by the checkers:

	Start.	Bowmansville.	Mill Grove.	Bowmansville.	Finish.
Beier,	3.00	3.21	3.50	4.24	4.50 1-2
W. Buse,	3.15	3.35	4.03	4.34	5.02 1-2
G. Buse,	3.20	3.41	4.09	4.40	5.05 1-2

There were three silver badges. No time trophy. "JASPER."

AT WATERTOWN, N. Y.—Races at Riverside Park, September 12th.

One mile safety, novice—A. A. Copley of Lowville was first, but was ruled out according to association rules, having won a prize before; R. E. Van Dyke of Rome was declared winner in 2.52 1-2.

Quarter-mile dash, safety—C. N. Sherman, first; J. B. Paddon, second. Time 39 1-2.

One mile ordinary, open—W. A. Parke, first; E. S. Petrie, second. Time 3.47 1-2.

One mile safety—F. P. Hammes, first; A. S. Noonan, second. Time 3.07 3-4.

One mile ordinary, open—W. A. Parker, first; A. A. Copely, second. Time 3.07 1-2.

One mile tandem—F. P. Hammes and J. B. Paddon of the Utica team winning in 3.11; E. S. Petrie and A. H. Ryan of the Watertown team second.

One mile safety for the Watertown club championship—C. N. Sherman, first; A. H. Tyan, second. Time 3.15.

Two mile safety, open—F. P. Hammes, first; A. S. Noonan, second. Time 6.22.

Second race for the Jefferson county championship—A. H. Ryan, first; R. Williams, second. Time 3.21.

One mile safety—J. B. Paddon, first; C. N. Sherman, second. Time 3.03.

AT TRENTON, N. J., Sept. 7, Mercer Co. Wheelmen races—One-mile championship of Mercer County—A. H. Rogers, first. Time 3.15 1-5. John Golding, second; C. H. Rogers, third.

One-half mile safety handicap—A. H. Rogers, first. Time, 1.27. John Golding, second; L. F. Jones, third.

Boys' race for 26-inch wheels—John Howard, first. Time 2.08 1-5. Robert Burns, second.

One-half mile ordinary, handicap—A. H. Rogers, first. Time 1.36 1-5. C. H. Rogers, second; William Richter, third.

Half-mile run and ride—A. H. Rogers, first. Time 2.34. John Golding, second; W. H. Arnold, third.

Five-mile—A. H. Rogers, first. Time 18.50.

AT MINNEAPOLIS, MINN., Sept. 7. Races at State Fair Grounds—One-mile, novice, safety—F. A. Savage, of St. Paul, first; L. A. Merrick, second; D. Morton, distanced. Time 2.59 4-5.

One-mile novice, ordinary—R. H. Townsend, first; F. A. Reid, second. Time, 3.15 2-5.

One-mile, State championship, safety—J. S. Johnson, first; Colie Bell, second; B. B. Bird, third. Time 2.48 4-5.

Two miles, seven-minute class, ordinary—W. S. Day, first; C. C. Townsend, second; O. M. Hopkinson, third. Time 6.15.

One-mile, State championship, ordinary—J. S. Johnson, first; A. A. Graham, second; D. W. Van Vleck, third. Time 3.08 2-5.

One-mile, safety, open—J. S. Johnson, first; Colie Bell, second; M. A. Smith, third. Time 3.04.

One-mile ordinary, open—J. S. Johnson, first; A. A. Graham, second; C. C. Townsend, third. Time 3.06.

Quarter-mile, safety, three heats—Colie Bell, first; J. S. Johnson, second; B. B. Bird, third. Time 38 and 41 seconds.

Two-miles, seven-minute class, safety—F. H. Savage, first; L. A. Merrick, second; B.B. Bird, third. Time 6 16 2-5.

PROVIDENCE, September 12.—The races of the Rhode Island Wheelmen, postponed from September 5, were held this day. None of the flyers appeared and the meet was disappointing. The grand stand was pleased to see local favorites carry off the prizes, but the meet lacked the "go" which the fast men always give to an affair of this kind. Canary was down for an exhibition, but he did not appear. Following is a summary:

One mile novice—C. G. Rogers, first; Elmer Lingill, second; Roger W. Polk, third. Time, 3.19 3-5.

One mile safety, novice—Ben Smith, first; H. C. Farnum, second; G. W. Herrick, third. Time, 3.14 4-5.

One mile open—Monte Scott, first; Ludwig Forster, second. Time, 3.48 3-5.

One mile safety State championship—Time limit, 3.05. Monte Scott, first; J. E. Hull, second; Ben Smith, third. Time, 2.57.

Quarter mile National L. A. W. Championship—Monte Scott, first; H. B. Arnold, second; M. Shippee, third. Time, 43s.

One mile safety—E. A. McDuffee, first; E. C. Anthony, second; H. B. Arnold, third. Time, 2.55.

Three mile team, State championship—Rhode Island Wheelmen, 57 points; Auburn Bicycle Club, 42 points; Narragansett Wheelmen, 36 points. Rogers, of the R. I. W., finished first. Time, 10.43.

Quarter mile safety—E. C. Anthony, first; H. B. Arnold, second; E. A. McDuffee, third. Time, 39 3-5s.

Two mile handicap—M. Shippee, 150 yards, first; J. Clark, scratch, second; T. L. Connelly, 60 yards, third. Time, 5.40 1-5.

One mile tandem—Time limit, 3 minutes. Fuller and Herman, first; Sage and Wood, second. Time, 3.10. Race allowed to stand.

One mile team—Hartford Wheel Club, 12 points; Columbia Cycle Club, 9 points. C. H. Wood finished first in 3.17.

One mile, 3.20 class—Geo. E. Quinn, first; F. L. Bowles, second; Elmer Langill, third. Time. 3.06 3-5.

One mile safety, handicap—E. A. McDuffee, scratch, first; H. B. Arnold, scratch, second; J. E. Martin, 70 yards, third. Time, 2.41 2-5. An attempt to beat the track record of 2.39 3-4 was made in this race, but failed.

AT INDIANAPOLIS, IND.—The two Labor Day races at Indianapolis were interesting in spite of a poor track and the fact that none of the riders were in condition. The results were as follows:

One mile scratch, safety, won by Walter Marmon, pneumatic, in 3.05; Carl Koerner, pneumatic, second; George Lazarus, cushion, third. Six starters, four of whom rode pneumatics.

Three mile handicap—The riders crossed the tape as follows: Carl Koerner, 225 yards, first; Eugene Minor, cushion, 250 yards, second; Walter Marmon, pneumatic, scratch, third; Ellis Hunter, pneumatic, 125 yards, fourth; George Lazarus, cushion, 225 yards, fifth. Koerner having fouled a rider on the fourth lap, the race was given to Minor. Time, 10.35. The track was hard but very rough.

I. Z. C.

AT GRAND RAPIDS, MICH.—Labor Day, was the scene of merry making in Grand Rapids. We had a general good time with a big parade independent of the regular parade, which had too many conditions in its invitation. Besides the parade we had races and banquet at North Park; everything passed off without a hitch in any respect, except that a few thought that the prize for fancy and trick riding was given the wrong man, but the judges were three men that knew what they were about. The races were as follows: First, a half-mile safety, won by Wm. Liefingwell, with F. N. Hyman tight on to him. Time 1.37.

Second was a one mile ordinary—Won by Geo. Chase in 3.17 1-5, with Chas. Richmond, second.

Third was a three mile handicap—Won by Wm. Liefingwell, with A. H. Apted a very close second; both were scratch men. Time 10.35.

The fourth was a 200 yard slow race—Won in the remarkable fast time of 5.45 by Geo. Chase, he being the only man to finish.

After this came the fancy and trick riding, Chas. Matheson carrying off the prize.

Then everybody adjourned to the Pavilion where a banquet was in waiting. Toasts and responses were well taken care of. "ROVER."

AT DAYTON, OHIO—The Y. M. C. A. Athletic Park was formally opened September 7th. There were three bicycle events on the programme, and fifteen hundred people witnessed the races. Summary:

One mile safety—John Hillier, first; Howard Whiteside, second. Time, 3.03 2-5.

One mile ordinary—L. C. Worthington, first; I. V. Allen, second. Time, 3.23.

Two mile safety—Walter Keenan, first; Jno. Hillier, second. Time, 6.24 2-5.

AT PHILADELPHIA, PA.—The five mile handicap road race of the Philadelphia North End Wheelmen was held Saturday, September 5, and resulted as follows:

J. H. Gibson, scratch, first, actual time 16 minutes; R. E. Howard, 2 minutes, second, actual time, 18 minutes 4 seconds; Jas. Sheridan, 2 1-2 minutes, third, actual time, 18 minutes 43 seconds; O. F. O'Neil, 1 minute, fourth, actual time, 17 minutes 18 seconds; Al. Winterboler, 30 seconds, fifth, actual time, 16 minutes 50 seconds.

AT PHILADELPHIA, PA.—The Oxford Wheelmen ran their 5-mile handicap road race September 7, and much dissatisfaction was shown in consequence of a laxity in the timing. The time was given as 14.40, but there seemed to be serious doubts as to its correctness. The men finished in the following order: W. McCue allowed a handicap of 2 minutes 30 seconds; J. Hunter, 1 minute; J. Heath, 3 minutes; E. Schmidt, 1.30; C. Uhler, 1 minute; Martin Stoltz, 3 minutes; Louis Wagner, scratch; W. Heath, 3 minutes; Charles Haag, 4 minutes; F. Garrigues, scratch; D. R. Perkenpine, scratch; T. Richards, 2 minutes; S. Warner, 2 minutes; W. Smith, 4 minutes; S. Trout, 4 minutes.

AT ENGLEWOOD, N. J.—The road races of the Manhattan Bicycle Club were held on the road between Englewood and Tenafly. The weather was clear and a strong head wind prevailed.

One mile handicap—C. E. Clemens, first; W. J. Monahan, second; H. Ausbuettel, third. Time, 2m. 51s. In this race safety and high wheels were used, resulting in a victory for the safety.

Two mile safety handicap—T. Mallison, first; G. W. Cushman, second; J. B. Barchfield, third. Time, 8m. 33s.

Two mile ordinary, handicap—W. H. Pedersen, first; W. J. Monahan, second; F. L. Washburne, third. Time, 6m. 56s.

Five mile safety and ordinary handicap—C. E. Clemens, first; W. H. Pedersen, second; R. H. Borsch, third. Time, 19m. 14s.

AT FREEPORT, ILL.—The races held at Freeport Sept. 9th were largely attended, and the Chicago cracks formed a quiet corner while the Easterners were having it out all by themselves. Barrett, who expected to be in the East to attend the big meets, decided to patronize Freeport, and they were well treated. The results were as follows:

One-mile safety, novice—W. F. Hewman, first; J. E. Parks, second; H. H. Scoville, third. Time 3.02 1-2.

One-mile, Stephenson County championship, ordinary—Bucks, first; Nessler, second; Bertsch, third. Time 4.24.

Two-miles open, safety; G. K. Barrett, first; E. C. Bode, second; C. Swanson, third. Time 6.45.

Two-miles ordinary, handicap—G. K. Barrett, scratch, first; E. D. Bamberger, 70 yards, second; E. W. Ballard, 50 yards, third. Time 6.23.

One-mile, Stephenson County championship, safety—B. Miller, first; R. C. Lennie, second; D. H. Bokhoff, third. Time 3.24.

One-mile handicap, open—C. Swanson, 80 yards, first; G. K. Barrett, scratch, second; E. C. Bode, scratch, third. Time 2.44 3-5.

One-mile ordinary, handicap—Barrett started in this but quit before the half had been reached. E. W. Ballard, 50 yards, first; N. H. White, 120 yards, second. Time 2.57.

One-mile safety, 3.10 class—C. Swanson, first; J. E. Park, second; R. Lennie, third. Time 3.37.

Five-miles ordinary, handicap—E. D. Bamberger, 160 yards, first; Geo. K. Barrett, scratch, second; H. W. White, 300 yards, third. Time 16.50. Barrett led the field at the third mile, but Bamberger caught his fellow townsman napping, and finished first by a couple of feet.

AT ELIZABETH, N. J.—The Union County Roadsters held a meeting at the New Jersey Jockey Club grounds, Sept. 7. There were nearly 4000 spectators present. Summary:

One-mile race for ordinaries—Won in 3 38 1-4 by W. J. Finn; Edwin Miller, second; F. M. Grant, third.

One-mile safety race—Won by R. G. Laggren; D. McLean, second; F. E. Endswork, third. Time 3.18.

Two-mile ordinary—Won in 7.42 by W. J. Finn; F. M. Grant, second; J. S. Lodge, third.

Two-mile safety—Won by G. W. Coffin in 6.51 1-4; J. Willis, second; A. E. Stetger, third.

Five-mile ordinary—Won in 17.49 by J. Blake; Edwin Miller, second; F. M. Grant, third.

Five-mile safety—Won by G. W. Coffin in 16.55 1-2; D. McLean, second; J. Willis, third.

AT ELIZABETH, N. J.—The Atalanta Wheelmen held a ten mile handicap road race September 7, over the Elizabeth-Springfield course. The results were: First, Harry Mills, five minutes handicap, time, 37m. 45s.; second, F. Brock, one and a half minutes handicap, time 33m. 25s. Brock obtained the gold medal for fastest time. Third, Charles B. Vaughan, five minutes handicap, time 37 m. 45s.

MONDAY, the 7th, there were four bicycle races in the Labor Day celebration at Saginaw, Mich. Will Rands, of Detroit, won the mile ordinary and second place in the mile safety. In the team race Osborn and Rands rode against Marr Brothers of Saginaw. The first heat was a dead one, and Rands and one of the Marrs ran it off, the Detroit representative winning.

THE 2-mile safety race at the Acton (Indiana) Fair was won by F. E. Hunter, E. V. Minor, second. Thos. Hay could not hold the pneumatics and dropped out. All the starters were of the Indianapolis Zigzags.

WE received a long letter from John S. Prince, the old time professional; he is moving east towards Denver, and will be interested in a building being put up there for athletic purposes. He revives the old times when he appeared at Hingham and when he raced at the Exhibition Building on Huntington avenue. It is to be hoped that Jack will appear at the great 6 days' race at Madison Square Garden, New York, next month.

THE Somerville Cycle Club will hold its first annual road race Saturday, September 26, at four P. M., over the following course: Start on Boston and Lowell Railroad bridge, Medford street, Walnut street, Highland avenue to Davis square, Holland street, Broadway, straight out to turning point in Arlington, returning down Broadway to Pollard square, turning to right, Medford street to the finish in front of the club room.

THE Kansas City, Mo., cyclists met on the evening of September 8th, and made arrangements for a meet on the first day of the Interstate fair, October 2d. The events will be: One mile novice, safety; one mile novice, ordinary; one mile club championship; one mile ordinary and club championship; two miles handicap, safety; two miles handicap, ordinary; one mile safety, open; one mile ordinary, open; one mile, boys under 16 years.

THE annual meet of the Elizabeth Wheelmen will be held at that place on the Dwyer track on Saturday, September 26, at three P. M.

AT the request of a number of racing men entered for events in the tournament at Parkside, Chicago, and who saying that a 50-mile race would be too hard a run on the evening of the tournament, the Century Road Club's race will be run on September 23d instead of the 24th, starting on Oak street and Sheridan drive at 1.30 P. M. Limit 50 minutes. The annual run of the club will occur on Sunday, 27th inst., over the Elgin-Aurora course.

THE first annual 25-mile handicap road race of the Barre, Vt., Bicycle Club will take place over a course between Barre and Montpelier on September 22.

RECORDS MADE AT HARTFORD.

One-quarter mile, flying start competition—A. A. Zimmerman, 29 4-5.

This time was duplicated after by G. M. Worden and J. W. Shoefer.

Two miles in competition—A. B. Rich, 5.11 1-5.

One-mile in competition—W. W. Windle 2.23 2-5.

One-mile tandem in competition—W. D. Banker and F. M. Brinker, 2.30 4-5.

THE Moffat Safety, Model B, weight 34 pounds, is one of the liveliest selling machines on the Chicago market. Hundreds of them are in use, and in every race in which a Moffat machine is ridden, it is sure to come to the front, usually a winner.

THE Coventry Machinists' Co. supply a neat pneumatic tool bag, which will doubtless meet with a large sale, for $1.50.

SWIFT pneumatic tired and cushion tired safeties are favorites now with the Lincoln Cycling Club, Chicago. Nearly one-third of the riders on that club's recent century ride rode Swifts, and not an accident resulted.

CHARLIE CUTTING won a gold mounted pneumatic tired Humber safety in the five-mile handicap race at Englewood-on-the-Hills, Chicago. For this he received a lot in trade, located in a prominent sub-division. Thus may his prize increase in value.

AT Springfield races, Mr. G. M. Hendee rode a Swift pneumatic racer.

HARRY DRULLARD, of the Press Cycle Club, who has been for the past two seasons a salesman with J. C. and G. B. Sweet, the Victor agents, will go into business for himself as a builder, about the first of the coming month.

THE diamond prize fob charm presented to W. F. Murphy, the amateur champion of America, by the Columbia Bicycle Club of Hartford, Conn., has just been finished. It was made by John Harriott of 3 Winter street, Boston, and is a splendid specimen of work. The medal commemorates the one-mile record in competition, won by Mr. Murphy at Hartford, July 4.



WARWICK CYCLE MANUFACTURING COMPANY.

As an evidence of the stability of the cycling industry, we are glad to present to our readers, an illustration and description of the Warwick Cycle Mfg. Co.'s factory, now in course of construction which, when completed, will be one of the most extensive and perfect cycle plants in the world, together with a brief record of the Corporations that have made the term "Built on Honor" a guarantee of high class work wherever cycles are used.

The Corporation was organized in April, 1888, with small capital, its titular founder and first president being Mr. Geo. T. Warwick, whose family name is a household word wherever cycles are built, and in October Mr. A. Kennedy-Child associated himself with the Company as General Agent.

The first wheels were of the Ordinary pattern, but they embraced so many points of exceeding value to riders that their introduction was eagerly looked for by the trade. The Ordinary was speedily followed by a Safety Wheel constructed on lines of marked originality, it being the pioneer of the now popular Combination which cannot now be made nearly fast enough to supply the demand.

In September, 1889, the demand for Warwick Perfection Cycles reached such an extent that it became necessary to call in large capital and extend the plant. Many very flattering offers were made by enterprising Western cities for the growing industry, but the sound judgment of local capitalists induced them to undertake the organization of the corporation.

Messrs. Brewer, Chamberlain, Wallace, Bill, Russell, and Myrick, all representative business men of Springfield, secured the controlling interest, and immediately paid in additional money, making a full paid up capital of $100,000, choosing Mr. E. S. Brewer, President; Mr. Geo. D. Chamberlain, Treasurer and Business Manager; Mr. Geo. T. Warwick, Mechanical Engineer; and A. Kennedy-Child, General Agent, with instructions to vigorously exploit the business.

How well they have executed their commission is a matter of trade history; the product of the Company is recognized the country over as of the highest grade, and each wheel bearing the words "Built on Honor" carries the endorsement of thousands of critical riders. From its first inception those who have been responsible for the control of its affairs have had the high ambition of making the best wheel that skill, experience and capital could continue to produce. No detail has ever been sacrificed on the score of economy, and to-day the Warwick Cycle Mfg. Co. make the proud claim (as an acknowledgement of their efforts) that the Warwick Cycle is the only wheel officially endorsed by the Government of these United States.

Twice has the existing plant of the Company been doubled, and the limits extended, but the demand for these wheels has so steadily increased that present facilities are totally inadequate.

Taking the past as an experience to guide them for the future, Directors after careful investigation, are erecting a factory, the dimensions of which will permit the Company putting on the market as large a product as any factory in this country or England. In February of this year, Mr. Joel H. Hendrick, a gentleman of large and varied mechanical knowledge, assumed the office of Vice President, and with it the superintending of manufacture, thus permitting Mr. Warwick to devote his time exclusively to perfecting many details of cycle construction.

The general plan of the building, which is situated within a few minutes' walk of the Union depot, directly facing and parallel with the main line of the Boston and Albany Railroad, is as follows:

The main building will be constructed of the best quality of pressed brick laid in red mortar; the length, 325 feet, by 50 feet wide, with three stories, and the basement under a portion of the building. The building adjoining this, running at right angles, 60 by 75, will be used by them as a blacksmith, forge and rim shop. The boiler and engine house will be 40 by 50 feet. There will be, probably, one or two smaller buildings for storage, and their plan is to have a building such as you see at the extreme end of the cut, one floor of which will be used by the workmen as a lounging place during the noon hour, and in which they can eat their dinner and read the papers, which will be kept on file. The offices will occupy a space of some 60 or 70 feet of the end of the building at the right on the first and second floors. The first and second floor of the main building, outside of the offices, will be occupied by the machine room, filing and fitting, assembling, nickelling, enamelling and other departments. The third floor will be largely used as a riding school. They expect to have the building fitted throughout with the very best appliances of every kind, and will have it heated with a hot air system, thereby securing not only a uniform heat, but the very best ventilation. They expect to have the building equipped throughout with sprinklers, as a protection against fire. Will probably put in an electric plant for lighting.

In the office, in addition to the thorough heating, ventilating and lighting, they are to have a system of electric signals connected with the different departments, also with the engineer, and propose putting in a system that will enable them to switch off the power from the main building almost instantly in case of an accident of any kind. This they propose to do in this way: There will be distributed throughout the building at intervals, electric buttons that connect with the signal in the engine room, and in case of an accident of any kind or belts breaking, one of these buttons will always be within convenient reach for a man to press and almost instantly the signal is received and understood by the engineer who is enabled, with absolutely no loss of time to stop his engine.

The entrance will be into the main office, which will be occupied by the book-keeper, stenographer and clerks.

At the right of the entrance will be the office of the Treasurer and Business Manager, the next office on the right will be used by the President, Vice President and Directors' room.

Beyond these offices they will have a series of closets and files, together with well equipped wash rooms, etc.; the same space on the second floor directly over the main offices, will be occupied by Mr. Warwick for experimental work, also by the draftsman, and General Agent Mr. Child.

Owing to a delay in getting Southern pine, thye are not going to get into the building as early as expected, and it will be well into December before they are ready to move into it.

HUMBER & CO.'S AMERICAN AGENCIES, ETC.

WE received the following notice from Humber & Co., which we take pleasure in printing: "It has come to our knowledge that statements have been made and paragraphs have appeared in your cycle press to the effect that we have transferred the whole of our American agency to one firm. We hasten to inform you that there is no truth whatever in this report, and we beg to confirm the appointment made with you by our Mr. Golder.

We are now busy with our new patterns, Mr. Golder has returned, and we are embodying all his suggestions emanating from the experience formed of the American requirements during his stay in your country. We hope and believe that we shall be able to submit at an early date, machines that will give you every satisfaction; at the same time if you have any suggestions to make we should be most happy to consider the same, and should be obliged if you will send them at the earliest possible date.

In consequence of wishes expressed by Mr. Golder, it is our intention to place upon the American market a safety tandem, which we feel convinced will be the fastest machine yet built for two riders. This will be suitable for two gentlemen, or lady and gentlemen, or if desired, for two ladies.

We have spared no time nor expense in endeavoring to perfect the suspension tire; we believe that we have now succeeded, but do not purpose placing any upon the market before next season, as we are determined that it shall have a thorough and extensive trial before we will allow our agents to risk supplying machines to their customers fitted with a tire that would not give entire satisfaction.

We have also invented and patented a band brake for safeties, which we purpose applying to the front hub. This is a double action brake of enormous power, and when not in use there is no possibility of the band failing to clear the drum.

FOR HUMBER & CO., LIMITED,
M. D. Rucker, General Manager.

AT the lantern parade last Saturday night of the Passaic Wheelmen of Passaic, N. J., it was noticed that the number of pneumatics ridden by members of the Business Men's Cycle League of Newark, N. J., and other clubs has increased wonderfully. Messrs. Howard A. Smith & Co., Newark, N. J., the agents for New Jersey, Pennsylvania, Maryland, Washington, D. C., etc., for the Featherstone pneumatic, are a wide-awake firm. See their list of second-hand bicycles on page 689.

THOS. KANE & Co., Chicago, are rebuilding their stock of Bronchos, putting cushion tires on them, and Jno. Palmer's patent lever. Welton Flinn, formerly of Detroit, late of Geo. R. Bidwell & Co., has charge of their shop.

FIXTURES.

SEPTEMBER.

22—Rockland County (N. Y.) Wheelmen's race meet, Spring Valley, N. Y. N. Gardenier, Spring Valley, N. Y.
24—Penn Wheelmen's road and track races. H. Y. Yost, Box 193, Reading, Pa.
26—Ten-mile Road Race of Somerville Cycle Club.
26—Bicycle Meet of the Manhattan Athletic Club, New York.
26.—Elizabeth, N. J., Wheelmen's race meet.
26.—Wilmington (Del.) Wheel Club's third annual handicap road race. S. W. Merrihew, 906 Jackson street, Wilmington, Del.
29-30—Wheelmen's Meet at Ottumwa, Ia. A. L. Eaton, Ottumwa, Ia.

OCTOBER.

3—25-mile Road Race of the Boston (Mass.) A. A. A. D. Peck, Jr., B. A. A., Boston, Mass.
3—Riverside Wheelmen (New York) tournament.
7—The twenty-five mile road race at Murfreesboro, Tenn.
17—Race Meeting at Cincinnati, Ohio.

PRICE, - - - - - $100.00.

THE HARTFORD SAFETY.



—MANUFACTURED BY—

THE HARTFORD CYCLE CO.,

HARTFORD, - CONN.

Ball Bearings, Interchangeable, Strong, Durable and Well Finished.

THE HARTFORD LADIES' SAFETY.



Send for 1891 Catalogue.



"THE BELMONT."

The Best Value ever offered to the American Public. Highest Grade throughout. Credenda Steel Tube, Dropped Steel Forgings, Garford Saddle, and Best Cushion Tires. True Referee Frame. Price, direct spokes, $100. Tangent spokes, $110.

Agents Wanted.

Manufacturers.

THE SWEETING CYCLE CO., 639 Arch Street, Philadelphia.

BOSTON ATHLETIC ASSOCIATION—25-Mile Road Race.

The Third Annual Bicycle Road Race will be given by this Association on

SATURDAY, OCTOBER 3, AT 2.30 P. M., RAIN OR SHINE.

This race will be a twenty-five-mile handicap, with outside limit of ten minutes, and is open to all amateurs.

The course will be over macadamized roads for twelve and one-half miles straightaway and return by same route, which makes it impossible for strangers to lose their course. Last year the twenty-five-mile road record was broken over this same course, and after a very heavy rain in the morning of the race. The roadbed is one of the hardest and best in the country, and good time should be made. The Boston Athletic Association will give the following special prizes: A gold medal will be given to the competitor who establishes a new twenty-five-mile road record. A silver medal will be given to the competitor who makes the next fastest time, provided he also breaks the record. Gold, silver and bronze medals will be given to the competitors making the first, second and third fastest times over the course. Silver medals will be given to the competitors making the fastest times on solid, cushion and pneumatic tired wheels respectively. In regard to special time medals, no one man shall be entitled to two medals. In case any one man qualifies for two medals, one of them will be given to the next best man. A silver cup will be given the winner of the race, actual cost $35. The following prizes have been contributed by persons interested in the race:

First prize. Columbia safety, 1891 pattern, either solid or cushion tires at option of winner. Presented by Pope Manufacturing Company.

Second prize. A solid silver and glass two-quart flask, actual cost $50. Presented by a member of the club.

Third prize. A lawn tennis set complete. Presented by Overman Wheel Company.

Fourth prize. An article not yet selected, value $20. Presented by "The Wheelman Company."

Fifth prize. Field glasses. Presented by William Read & Sons.

Sixth prize. Mantel Clock. Presented by Singer & Co.

Seventh prize. Bicycle suit, to be selected by the winner. Presented by Wright & Ditson.

Eighth prize. Sweater, knee pants, and pair of stockings, to be selected by the winner. Presented by Holmes & Co.

Ninth prize. Revolver. Presented by John P. Lovell Arms Company.

Tenth prize. A 44-caliber revolver and cartridges. Presented by W. W. Stall.

Eleventh prize. Merritt typewriter. Presented by Gormully & Jeffery.

Twelfth prize. People's typewriter. Presented by Fairbanks, Sanborn & Co.

Thirteenth prize. Bicycle sundries to the amount of $10. Presented by Sidwell & Saben.

In regard to the penalizing of tires, that will be left entirely to the handicapper.

All entries must be made on Boston Athletic Association entry blank, which can be obtained by applying as below.

Entrance fee $1, which must accompany each entry blank and will be returned to all starters.

Two numbers will be sent by mail to all men entering one week before the race, and these must be sewed on the shirt or jersey, not pinned.

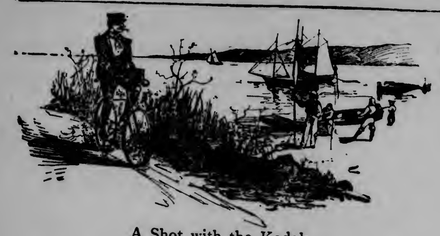
No person will be allowed to compete unless this condition has been complied with. Dressing accommodations will be furnished at the club house. Admission to house will be by invitation only.

All starters must report to the clerk of course by two o'clock on day of race.

Pace-making will cause disqualification of both competitor and pacemaker.

Entries close on Saturday, September 26, at noon, with

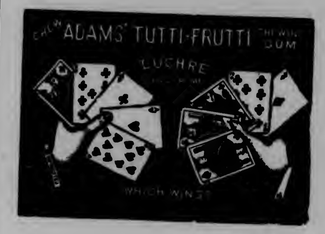
A. D. PECK, JR.,
Chairman Bicycle Committee, Boston Athletic Association.



Take a Kodak with you.

A Shot with the Kodak.

Send to The Eastman Company, Rochester, N. Y., for a copy of "Do I want a Camera," (illustrated) free by mail.





Send us your duplicate orders on Bicycle Shoes, Foot Ball, Sprint Running and Gymnasium. Samples out. Stamp for Catalogue.

PIERCE, SMALL & CO., RANDOLPH, MASS.



Solid Gold Regulation

L. A. W. PINS,

Price, $2.

Discount to jewelers only.

Martin Metzger & Co., 7 Maiden Lane, N. Y.

THE UNIVERSAL WHISTLE.



Patented Dec. 11, '88.

The Best Whistle for Cyclists, Hunters, Horse-car Conductors, and every one who use Mouth Whistles. The Patent Mouth-Piece enables one to hold it in mouth without use of hands. Price, by mail, 25c. or $2 00 a dozen. A chance for any smart boy to make money. WHITTEN, GODDING & CO., Providence, R. I.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - - Room 20

ABBOT BASSETT, Secretary,

OFFICERS FOR 1890—91.

PRESIDENT,

JAMES R. DUNN,

40 Wall st., Room 65, New York

FIRST VICE PRESIDENT,

MAJOR CHAS. L. BURDETT,

Hartford, Conn.

SECOND VICE PRESIDENT,

DR. G. CARLETON BROWN,

116 Broad Street, Elizabeth, N. J.

TREASURER,

W. M. BREWSTER,

117 No. 4th Street, Quincy, Ill.

SECRETARY,

ABBOT BASSETT,

12 Pearl Street, Boston, Mass

Standing Committees.

Membership Committee.

Sanford Lawton.....Springfield, Mass.
George C. Pennell.....Elizabeth, N. J.
Howard L. Perkins.....Box 103, Providence, R. I.

Committee on Improvement of Highways.

Isaac B. Potter.....Potter Bldg., New York
W. M. P. Bowen.....Box 1513, Providence, R. I.
Charles W. Wood, 334 S. Salina St., Syracuse, N. Y

Committee on Rights and Privileges.

Geo. A. Perkins.....5 Pemberton Sq., Boston
J. S. Dean.....28 State St., Boston
Chas. F. Cossum.....Poughkeepsie, N. Y.

Committee on Rules and Regulations.

T. J. Kirkpatrick.....Springfield, O.
A. B. Richmond.....Grand Rapids, Mich.

Transportation Committee.

Albert Mott.....208 Lenox St., Baltimore, Md.
Joseph T. Chism....120 Mosher St., Baltimore, Md.
Burley B. Ayres, Rand, McNally Bldg. Chicago, Ill.
Thomas Savage Clay.....Savannah, Ga.
Amil T. Dodd.....70 Park Place, Newark, N. J.
John B. Seward.....85 Milk Street, Boston
Chas. A. Sheehan....5 Vanderbilt Ave., New York

Racing Board.

George S. Atwater.....
.....1424 Penn. Ave., Washington, D. C.
George Collister....147 Ontario St., Cleveland, O.
Lewis A. Miller.....Meriden, Conn.
W. H. DeGraaf.....47 West 14th, New York City
A. J. Street.....599 West Madison, Chicago, Ill.

Uniform Cloth and Buttons.

The regulation League uniform is made of a steel gray cloth manufactured for the League exclusively. This cloth and the regulation League Buttons may be had of any League tailor or of the Secretary at the following prices: Cloth, 54 inches wide, $2.10 per yard. Metal buttons: large, five cents each; small, three cents each. Rubber buttons, either size, three cents each. Uniform has six large and ten small buttons. As the Secretary keeps no book of credit, all orders sent to him must have cash accompanying. No cloth supplied to tailors or to non-League men.

Constitutional Convention.

HARTFORD, Conn., Sept. 8, 1891.

Pursuant to a call issued for a Constitutional Convention to be held at Hartford, September 8, 1891, same was called to order by Vice President Burdett at twelve o'clock, noon, of this date, in Ailyn Hall.

C. H. Luscomb moved the following resolution which was passed without a dissenting vote.

Resolved, That in case of proxies which have been duly presented and approved by the Credentials Committee, the Secretary be directed to cast such proxy votes on all questions, as instructed by the Representatives of the several Divisions from which the proxies have been sent.

The convention then took a recess till evening.

EVENING SESSION.

Called to order by President Dunn who asked the indulgence of the Convention and stated that on account of ill-health he would be unable to preside. He called Major Burdett to the chair. Pending the arrival of the Committee on Credentials the following amendments offered by Mr. Bassett were taken up and passed.

Article II. Reconstruct the entire article making it to read as follows:

Section 1. The League shall be a confederation composed,

First: Of States having one hundred or more resident League members, to be called Divisions.

Second: Of States having not less than fifty resident League members, to be called Subdivisions.

Third: Of States having not less than twenty-five resident League members, to be called Consulates.

Section 2. Divisions shall organize on the basis of this Constitution, and by the election of a Chief Consul, a Vice Consul and Secretary-Treasurer and Representatives as hereinafter provided.

Sect. 3. When there shall be fifty League members in any State they may organize a Subdivision by the adoption of Rules and Regulations made and provided by the Executive Committee, and elect a Chief Consul and Secretary-Treasurer.

Sect. 4. Twenty-five League members in any State shall be constituted a Consulate, to be governed under rules made and provided by the Executive Committee, and the President shall appoint a Chief Consul.

Art. III. Sect. 4. After the word "member" in fourth line insert "or by this Constitution." Strike out "such dues to be payable on or before May 1st in each year." Make remainder of section to be Section 10, same article.

Art III. Sect. 4. Add new clause. (c) If the applicant be resident elsewhere than in a Division, or if the Division in which he is resident has failed to fix its dues, he shall pay one dollar in addition to the initiation fee ($2.00 in all) if he applies in the first part of the year, and fifty cents in addition to the initiation fee ($1.50 in all) if he applies in the second part of the year.

Art. III. Add new paragraph to Sect. 4.

Any person making application for membership during the month of April and paying the full yearly dues may be entered upon the rolls for that month and the full year succeeding.

Art. III. Sect. 5. Add "except as provided in clause (c) Sect. 4," after "November" in last line but one.

Art. III. New Section 6. "All memberships shall expire on April 30th of each year, except as hereinbefore provided (Sec. 4, clause 6). Each and every

member shall pay at any time during the two months from May 1st to June 30 in each year the sum fixed by his Division or by this Constitution for annual dues. (b) If the member be resident elsewhere than in a Division, or if his Division fails to fix its dues, he shall pay annually the sum of $1.00.

Art. III. Sect. 6 reconstructed and numbered 7. "Any member failing to renew his membership, as above provided, before the first day of July shall forfeit the same and the Secretary shall cause his name to be stricken from the rolls. Any member having thus defaulted, can again become a member only in the manner provided in the case of applicants in Section 1 of this article."

Art. III. Sect. 8, last line. After "shall" insert "fully set forth the reasons why the candidate should be denied admission, and."

Art. IV. Reconstruct Sect. 1, as follows: "The management of the League shall be vested in a National Assembly consisting of all Chief Consuls and Secretary-Treasurers and the Vice-Consuls and Delegates from the several Divisions. It shall have power to make By-laws for the guidance of the League, to establish regulations for the government of Divisions in their relations to the League and to each other, and to generally direct and decide in all matters not provided for in this Constitution."

Art. VIII., third paragraph. After "Representatives" insert "to the Division Board of Officers." Make "Secretary" to read "Secretary-Treasurer of the Division." After "represent" insert "and the Secretary-Treasurer shall announce the election in the official organ.

The Credentials Committee reported 5304 proxies presented in proper form, and a number of others in which the names of signers were pasted or pinned to the paper bearing the proxy form, and they asked the convention to decide if same should be received.

The Convention voted to receive the pasted and pinned proxies by a vote of 83 to 82, and a second vote was taken on the same motion, which resulted the same, 108 to 101.

It was voted also to receive a proxy in which the name of the principal was erased and another name written in.

The total of proxies then became 5441.

Mr. Luscomb called up his amendment to Article VIII., which was as follows:

Amend Article VIII., Section 1, as follows: strike out words, "that shall have in its By-laws a provision requiring every active member to be a member." And insert in place thereof, "three-fourths of whose members shall be members."

He moved the following substitute: Add new paragraph to Art. VIII. to read as follows:

"The Board of Officers of any Division may adopt a By-law providing that any club within such Division, at least seventy-five per cent. of whose members are members of the League, may become a League Club. And upon such Club filing a certificate thereof with the Secretary of the League it shall become a League Club and entitled to all the privileges accorded League Clubs under the Constitution. Provided, however, that such Club shall be entitled to representation to the extent of its League membership only, and that no action on League matters shall be taken except by the League members of such club."

The substitute was adopted by a proxy vote of 5180 to 315.

The amendment to the amateur rule was then taken up. It was offered as follows:

Art. III. Sect. 9. Erase all after the first paragraph of the section and substitute:

"An amateur is one who has not engaged in, nor assisted in, nor taught cycling or any other recognized athletic exercise for money or other remuneration, nor knowingly competed with or against a professional for a prize of any description; or one who, after having forfeited the amateur status has had the same restored by a competent authority having jurisdiction over the sport."

A cyclist ceases to be an amateur by:

(a) Engaging in cycling or other recognized athletic exercise, or personally teaching, training or coaching any person therein, either as a means of obtaining a livelihood, or for a wager, money prize or gate money.

(b) Competing with a professional, or making pace for or having the pace made by such in public or for a prize.

(c) Selling, bartering, pawning, turning into cash or realizing upon any prize won by him.

(d) Accepting directly or indirectly for cycling any remuneration, compensation, or expense whatever from a cycle manufacturer, agent, or other person interested in the trade; or from any other person having a pecuniary interest in the sport, except from a cycle or other athletic club.

(e) A cyclist does not forfeit his amateur status by teaching the elements of cycling solely for the purpose of effecting the sale of a cycle.

(f) The League recognizes as athletic exercises, in addition to cycling, all sports over which the Amateur Athletic Union, the National Association of Amateur Oarsman and other Amateur Athletic organizations have jurisdiction.

During the discussion of the first paragraph Mr Sheridan of Illinois moved to adjourn. Not a vote.

The first paragraph and clauses (a) and (b) were then adopted.

It was voted to take the word "bartering" out of clause (c). Carried, and the clause as amended was adopted.

During the discussion of clause (c) Mr. Sheridan moved to adjourn and called for a proxy vote.

Mr. Shriver made the point of order that inasmuch as the question of adjournment interested only those present a proxy vote was improper.

The chair ruled the point well taken and sustained it.

Mr. Sheridan appealed from the decision of the chair and called for a proxy vote on the appeal.

The chair was sustained by a vote of 3010 to 1074.

The convention then took a recess of five minutes, during which time the National Assembly was convened and adjourned.

Clause (d) was taken up, and Mr. Prial offered the following amendment. Add the following after the word "except" in the last line but one: "that a cyclist may accept from the cycle or athletic club which he represents his necessary expenses in training for and attending race meetings." Adopted and as amended the clause was adopted.

Clauses (e) and (f) were adopted.

Art. IV. was then taken up. It was offered as follows:

Art. IV. Reconstruct Sect. 1, as follows: "The management of the League shall be vested in a National Assembly consisting of all Chief Consuls and Secretary-Treasurers and the Vice Consuls and Delegates from the several Divisions. It shall have power to make By-laws for the guidance of the League, to establish regulations for the government of Divisions in their relations to the League and to each other, and to generally direct and decide in all matters not provided for in this Constitution.

Sect. 2. It shall have the power to fix the limits of as many Divisions, Subdivisions and Consulates within the borders of any State as it may deem expedient to establish.

Sect. 3 The general management of affairs of the League while the National Assembly is not in session shall vest in the Executive and Finance Committee with full powers except the power of legislation. Said Committee at such times shall have the power and it shall be its duty to explain, define, and interpret any provision of this Constitution or any By-law, or any rule of any Committee of this League upon request of a member of the League, and its decisions on such points shall be final.

Sect. 2 to be Section 4.

Voted to adopt Sections one and three to strike out Section two, and renumber the sections.

Art. III. Sect. 1, second line. Expunge "eighteen" and insert "seventeen." Rejected.

Art. VI. Sect. 3. Add to the list of National Committees "VIII. Hotel." Rejected.

Art. IV. Cut out all of this artice, following Sect. 2, and make Sects. 1 and 2 of Article V. to be Sects. 5 and 6 of this article.

Article V. Make new article of the sections taken from Article IV. as above, and reconstruct them as follows:

Sect. 1. (a) Each Division shall elect annually a Chief Consul, Vice Consul and Secretary-Treasurer; and shall also elect one Representative for each 200 League members on its roll October 1st.

Clause (a) amended to read 100 instead of 200.

(b) Each League club located under the jurisdiction of a Division shall be entitled upon joining the League, and annually thereafter, to elect one Representative for the first twenty members on its roll, and an additional Representative for each fifty members thereafter.

(c) The Chief Consul of a Division may appoint and League clubs may elect Representatives from time to time, as the increase in membership of the Division or club may warrant.

Sec. 11. Each Subdivision shall elect annually a Chief Consul and Secretary-Treasurer.

Sec. III. These officers shall constitute the Division and Subdivision Boards of Officers, and shall be elected between the 15th day of October and the 15th day of November at such time and place, and in such manner as is provided by the Constitution and By-laws of the Division and the Rules and Regulations of the Subdivision.

Sect. IV. The President shall appoint annually between the 15th day of October and the 15th day of November, a Chief Consul for each Consulate.

Sect. 5. Vacancies in the office of Chief Consul of a Division shall be filled by the succession of the Vice Consul. Vacancies in the office of Chief Consul of a Subdivision shall be filled by the President. All other vacancies in Divisions or Subdivisions shall be filled by the Chief Consul.

Sect. 6. Each Division shall adopt for its guidance a Constitution and By-laws not inconsistent with the National Constitution and By-laws.

Sect. 7. The term of office of all Division, Subdivision, and Consulate officers shall commence on the 1st day of December, in each year.

Sect. 8. (a) Each Division Board of Officers shall hold its annual meeting in the month of December, and shall then elect from the Division one Delegate for each four hundred members upon its roll on December 1st.

Clause (a) amended to read two hundred instead of four hundred. As amended the article was adopted.

The Convention adjourned *sine die*.

ABBOT BASSETT, Secretary.

National Assembly L. A. W.

Pursuant to a call issued by President Dunn a special meeting of the National Assembly was held at Allyn Hall, Hartford, Conn., Sept. 8, 1891.

H. L. Perkins, T. F. Sheridan, Henry Crowther and E. F. LcCato were appointed a committee on credentials.

Without transacting any business the Assembly adjourned to Wednesday, Sept. 9, 1891.

ADJOURNED MEETING.

The National Assembly was called to order by President Dunn in Allyn Hall at 9 A.M. Wednesday, Sept. 9.

The Credentials Committee reported 49 members represented by proxy and 15 members present in person.

The meeting took up the business specified in the call for the meeting:

1. To consider in all its bearings Rule G adopted at the Chicago meeting of the Racing Board and the various questions which have arisen in connection therewith, and, if necessary, to adopt or recommend to the proper committee the adoption of a suitable rule.

Laid on the table without debate, and later taken from the table and indefinitely postponed.

2. To define the powers of the President, Executive Committee, Rights and Privileges Committee, Secretary and Officers and Committeemen of the League, and to make such recommendations as may be deemed advisable.

Question divided. The first part laid on the table.

The second part was taken up, and Mr. Dean made the following motion:

Moved, that the Committee on Rules and Regulations be instructed to consider the By-laws of the League, which define the powers of the several officers, and report at the annual meeting of the Assembly such alterations, additions and amendments as they may deem it advisable to make, giving proper notice in the BULLETIN in order that the amendments may be legally acted upon. Carried.

3. To consider the legality and desirability of the alliance with the Amateur Athletic Union, and decide upon a course of procedure in connection therewith.

Indefinitely postponed without debate.

5. To thoroughly revise the By-laws and to amend them in such manner as may be deemed expedient.

Ruled to be improper and out of order.

4. To ascertain and consider the League's relations with the Seaboard Road Association and make recommendations thereon.

After an explanation by President Dunn, the Assembly adjourned without taking action.

Adjourned to an hour to be fixed by the President, who was instructed to call the Assembly together upon the request of five members, provided such request was received prior to seven o'clock P.M. of that day.

ABBOT BASSETT, Sec'y.

Roads Improvement.

To the Chief Consuls and Highway Improvement Committees of the several State Divisions:

Gentlemen: The National Committee on Improvement of the Highways is now engaged in sending out to the several State Divisions pamphlet publications relating to improvement of the public roads. It is expected that others will soon follow. These pamphlets have been prepared at the end of some care, labor, and expense and are designed to have a substantial and permanent value. The amount of good which they render will depend in the largest degree upon the way in which they are used.

In order that your work may harmonize with the efforts of the National Committee, and as the result of a somewhat extended experience, we beg to offer the following suggestions:

To push the movement for better roads in a systematic and effective way it will be necessary for you to have, first, a

MAILING LIST.

Upon this list you should enter in alphabetical order the names and addresses of prominent newspapers and persons in your State known to be in sympathy with your work. You should also in a separate list enter the names and addresses of manufacturers, merchants and others who are largely engaged in using the public roads, and who have a pecuniary interest in their improvement. These persons will be likely to respond by financial subscription to aid of our work when requested to do so. This list will be a most important one, and can by a little care and by an intelligent reference to business directories, etc., be made to cover an extended and important field.

Your mailing list should also include, in a separate class, names and addresses of boards of trade, agricultural societies, State and county farmers clubs, associations belonging to the different departments of trade and commerce, and other organized bodies composed of intelligent and representative men in all parts of the State.

In preparing this list you might also profitably include the State and prominent county officers and members of Congress and of your State legislature.

DISTRIBUTION OF PAMPHLETS.

The National Committee is constantly receiving letters from the different States asking for copies of various publications issued by the League. These letters are at once forwarded to the Chief Consuls of the separate States from which they are received. Our intent in doing this is to put the officers of the State Divisions in immediate touch with persons at home who are interested in this work, and also, as much as possible, to relieve the National Committee of a portion of its already burdensome work.

In distributing these pamphlets we earnestly urge upon you the importance of placing them first in the hands of the prominent newspapers of your State, especially those having large circulation among the manufacturing and farming communities. With each copy so sent, enclose a formal request that the publication be noticed in the newspaper with the announcement that copies may be obtained from the proper officer of your State Division. Remember that every newspaper having a circulation of a thousand copies adds to the force of your work by every line of favorable mention printed in approval of your efforts.

Besides the newspapers, send copies to prominent speakers, civil officers and able men in all parts of the State, not omitting the educational institutions.

Keep copies of all letters sent and a file of all letters received.

Write to the National Committee from time to time, and inform us of the condition of the work in your State. Fraternally yours,

ISAAC B. POTTER, Chairman.

The Annual Election.

The annual election of Division and Subdivision Officers is provided for in the following extracts from the Constitution:

Art. V, Sec. I. Each Division shall elect annually a Chief Consul, Vice Consul and Secretary-Treasurer; and shall also elect one Representative for each 100 League members on its roll October 1st.

Sec. III. These officers shall constitute the Division and Subdivision Boards of Officers, and shall be elected between the 15th day of October, and the 15th day of November at such time and place, and in such manner as is provided by the Constitution and By-laws of the Division and the Rules and Regulations of the Subdivision.

Sec. IV. The President shall appoint annually between the 15th day of October and the 15th day of November, a Chief Consul for each Consulate.

Below we give a list of Divisions, the total membership October 1st, and the number of Representatives each is entitled to:

	Members.	Reps.		Members.	Reps
California,	484	4	Missouri,	450	4
Connecticut,	2051	20	Nebraska,	194	1
D. of Columbia,	180	1	N. Hampshire,	350	3
Illinois,	1991	19	New Jersey,	1307	13
Indiana,	329	3	New York,	2883	28
Iowa,	228	2	Ohio,	1609	16
Kansas,	157	1	Pennsylvania,	2335	23
Kentucky,	312	3	Rhode Island,	645	6
Louisiana,	134	1	Tennessee,	134	1
Maine,	231	2	Texas,	118	1
Maryland,	577	5	Vermont,	104	1
Massachusetts,	3147	31	Virgina,	111	1
Michigan,	727	7	Wisconsin,	314	3
Minnesota,	167	1			

SUBDIVISIONS.

Sub-divisions may elect a Chief Consul and Secretary-Treasurer. Members in Subdivisions should prepare their ballots and send them to the Secretary of the League in envelopes marked "mail vote" on the outside. Put nothing else in these envelopes. Polls will close at Secretary's office at six P. M., November 15. Nominations made by any club or by any five members will be published in BULLETIN. Below we give list of Subdivisions: Colorado, 60; Delaware, 47; West Virginia, 82; Utah, 50.

CONSULATES.

A State or Territory having twenty-five members is recognized as a Consulate. Its Chief Consul will be appointed by President Dunn, who will be glad to receive nominations from clubs or individuals.

Georgia, 25; Montana, 35.

LEAGUE CLUBS.

Article V. Sect. 1 (b) Each League club located under the jurisdiction of a Division shall be entitled upon joining the League, and annually thereafter, to elect one Representative for the first twenty members on its roll, and an additional Representative for each fifty members thereafter.

League Clubs must elect Representatives in the manner provided by the Constitution of the Divisions in which they are located.

Wisconsin.

To fulfill the requirements of League Constitution, the time for voting for officers of this Division is hereby extended to November 15, 1891.

See notice of prize for 20 membership applications in BULLETIN of Sept. 4, also nominations on same page.

"Hotel Tower" is appointed League headquarters at West Superior, rates $2.00 per day.

R. P. Wheeler with the Rosencrans & Thatcher Co. is appointed Local Consul, east side, Milwaukee. W. L. SIMONDS, Chief Consul.

Sept. 8. 1891.

New York State Division.

Mr. Geo. R. Bidwell is hereby appointed a delegate to the National Assembly L. A. W. from the New York State Division, vice Dr. J. E. Danelson resigned. W. S. BULL.

Buffalo, September 1st, 1891.

Utah.

The first annual meet and tournament of the Utah Division will be held at Salt Lake City October 2d and 3d. A splendid new half-mile track has just been completed at Calder's Park, and the annual meet and races will hereafter be held at that place. All wheelmen are invited to attend. Fraternally, C. A. EMISE, C. C.

Salt Lake City, September 0, 1891.

443—Missouri Division—500.

To members: Only 57 more members are needed to reach the 500 mark, and the applications published this week should bring us near the 450 mark. Active recruiting work is needed to do the business, and I again call your attention to the fact that September is the best month in the year to gather in recruits. All the circulars which have been sent out have done their share of the work, and it now remains to you to do the rest. This week a start has been made at St. Charles, and next on the list are Monroe City and Harrisonville. Don't fail to remember that the Division offers a fine gold L. A. W. pin to the member securing twenty new members. The competition is active. Are you in it? Fraternally yours,

ROBERT HOLM, C.C.

Missouri Appointments.

The following appointments have been made:
Local Consul, W. L. Hyer, Warrensburg.
Local Consul, Oscar Delly, St. Charles.
J. R. Bettis has been appointed Representative vice T. W. Deal resigned.

Fraternally yours,
ROBERT HOLM, C. C.

Michigan Division.

At a recent mass meeting of the wheelmen of this city, the four local clubs elected one member each on a committee to nominate a State L. A. W. ticket, and at a meeting of this committee held Thursday evening, Sept. 3, the following ticket was nominated:

Chief Consul, A. B. Richmond, Grand Rapids.
Vice-Consul, W. E. Metzger, Detroit.
Sec.-Treas., C. A. Conover, Cold Water.
For Representatives at large (seven in all):
J. E. Beal, Ann Arbor.
Clarence Smith, Detroit.
G. W. Smith, Saginaw.
H. R. Huntington, Benton Harbor.
J. D. Patterson, Port Huron.
H. B. Morgan, Lansing.
Henry H. Bisbee, Ludington.

Fraternally,
P. S. HURT, Chairman Com.

Grand Rapids, Mich., Sept. 7, 1891.

West Virginia.

I have made the following appointments of Local Consuls:
Morgantown, W. Va.—Phil. A. Schaffer.
Wheeling, W. Va.—Jason C. Stamp.
Huntington, W. Va.—Robt. L. Archer.

Fraternally yours,
J. M. BELLEVILLE, C. C.

New League Clubs.

The following clubs have qualified as League clubs and filed the certificate required in the office of the Secretary:

359—Douglas Cycling Club, Chicago, Ill.
360—Oak Park Cycling Club, Chicago, Ill.
361—Columbus Cycling Club, Ohio.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an intiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, Sept. 18, '91.

Total—145—21,837.

CALIFORNIA DIVISION—1—485.

29941 Haviland, P. A.

CONNECTICUT DIVISION—63—2114.

29976	Evert, William	30005	Grennan, L. J.
29989	Benedict, F. T.	30006	Harper, J. W.
30023	Pratt, S. A.	30007	Havens, F. S.
29977	Hinsdale, J. H.	30008	Hines, S. F.
30029	Howell, W. A.	30009	*Johnson, Miss Grace*
29978	Brown, Arthur B.		
29979	Lord, Chas. O.	30010	Kibbe, Frank M.
29980	Russell, Arthur B.	30011	Knox, D. W.
29981	Simmons, Geo. H.	30012	Langdon, Geo. M.

29962	Stener, O. H.	30018	Lennox, Arthur
29963	Washburne, W. A	30014	Lotze, Otto H.
29964	Mussell, A. R.	30015	Mahoney, M. H.
29965	Duff, George	30016	Mahoney, Michael
30034	Collett, W. T.	30017	Moore, L. L.
29966	Johnson, FrankC.	30018	*Packard, Mrs. M. A*
29967	Kneeland, Clarence H.	30019	Pollard, Fred
		30020	Root, Lyman
29968	Wallace, Louis G.	30021	Sherman, J. T., Jr.
29990	Andersen, David	30022	Smith, J. Arthur
29991	Bertini, Wm.	30024	Woodward, Richard W.
29992	Boyce, John		
29993	Campbell, Chas. F.	29926	Wetherell, M. S.
29994	Carleton, Bernard S.	30025	Stanley, M. L.
		30026	Edgar, F. E.
29995	Chapman, Jno. W.	30027	Brush, E. L.
29996	Cooper, W. F.	30030	Smith, F. E.
29997	Conkey, D. Frank	30031	*Twitchell, Mrs. F. M.*
29998	Denison, L. B.		
29999	DeLorme, Fred	30032	Andrews, FrankS.
30000	Elmer, Edw. O.	30033	Barber, D. L.
30001	Emrie, A.	30035	Cottrill, Jno. R.
30002	Flagg, Frank S.	30036	Goodrich, W. A.
30003	Fuller, Edw. S.	30037	Porter, Louis C.
30004	Gompf, Willard C	30028	Turner, Chas. G.

DISTRICT OF COLUMBIA DIVISION—2—182

29942	Babb, C. C.	29943	McMahon, JohnW

ILLINOIS DIVISION—6—1997.

29944	Westcott, OliverJ	29962	Paul, Rosetta
29961	Drayton, Geo. E.	29928	Weyrich, Rudolph
30038	Wise, Albert A.	29927	Shifflett, A. W.

INDIANA DIVISION—2—331.

30039	Rough, Frank F.	29963	Lyons, Harry

IOWA DIVISION—1—229.

29945	Trenton, Frank H.		

KANSAS DIVISION—2—159.

29946	Arrington, Jay H.	29947	Trinder, I. W.

KENTUCKY DIVISION—1—313.

29919	Offutt, M. D.		

MAINE DIVISION—2—233.

29969	Littlefield, Wm. H	29929	Barrows, Chas. O.

MARYLAND DIVISION—2—579.

29948	Lohmeyer, F. H.	29930	Boggs, C. M.

MASSACHUSETTS DIVISION—17—3164.

29920	Brown, CharlesA.	29965	Pope, E. F.
29949	Seavey, A. G.	29966	*Fisher, E. Maybelle*
30041	Plummer, AlbertR		
30045	Cutler, Arthur D.	29953	Sutherland, Chas. E.
29931	Gale, Geo.		
30043	Castillo, F. M.	29960	*Winward, Annie A.*
30040	Johnson, G. M.		
29950	Waterman, E. Wm	30042	Endres, Frank J.
29951	Hall, Ernest H.	30043	Robbins, G. Eugene
29952	*Dunham, Miss Edith E.*	30044	Putnam, W. A.

MICHIGAN DIVISION—4—731.

29932	Phillips, Harry J.	30047	Hibbard, W. L.
30046	Beyer, Al	30048	Lowe, Arthur

MISSOURI DIVISION—3—453.

30051	Broughton, E. N.	30053	Delly, Oscar
30052	Drumm, Prof. A.L		

NEW JERSEY DIVISION—6—1313.

29933	Schafer, F. L.	30049	Hegeman, H. B.
29954	Kissam, Daniel S.	29955	Doane, Geo. W.
29967	Homberger, Alfred	30050	Myers, R. C.

NEW YORK DIVISION—18—2901.

29958	Bishop, Wilbur L.	29935	Klinck, Jacob C.
29938	Stewart, James D.	29936	Mager T. Robert
29957	Alexander, C. G.	29937	Mager, G. H.
30054	Constantine, A. J. Jr.	29969	Tiemann, H. N.
		20056	Smith, Fred W.
30055	Janton, H. G.	39968	Schmidt, Otto
30057	Clark, J. Lewis	29922	Durrell, John U.
29956	Balck, F. O.	29970	Blossom, David
29921	Day, Charles	29959	*Willett, Mary A.*
29934	Jones, Edwin W.		

OHIO DIVISION—2—1611.

29971	Edwards, Francis E.	29939	Shipley, R. R.

PENNSYLVANIA DIVISION—3—2338.

29924	Holbrook, Walter L.	29923	Baer, Jacob M.
		29925	Lambert, Julius P

RHODE ISLAND DIVISION—4—649.

29972	Richmond, Chas.	30061	Taylor, Wm. R.
30060	Brownell, Geo. H.	30062	Prescott, Geo. M.

TENNESSEE DIVISION—2—136.

29973	Newson, Jay	29974	Parker, Harry

WEST VIRGINIA DIVISION—1—83.

29940	Hoffheins, Wm. E.		

WISCONSIN DIVISION—3—317.

30058	Bevier, S. Pomeroy, D. D. S.	29975	Wellstein, Joe
		30059	Hall, E. H.

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasurer, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1424 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

GEORGIA—Chief Consul, Samuel M. Whitesides, Box 76, Savannah.

ILLINOIS—Chief Consul, Wm. A. Davis, 1068 Washington Boulevard, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No. Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 507 No. Alabama street, Indianapolis.

IOWA—Chief Consul, H. L. Chase, Cedar Falls. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S. Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 142, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

MAINE—Chief Consul, John C. Stevens, 185 Middle street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, A. W. Robinson, 21 Milk street, Boston. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 380, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI—Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

MONTANA—Chief Consul, H. G. Duerfeldt, Box 226, Helena.

NEBRASKA—Chief Consul, A. H. Perrigo, 1315 Dodge street, Omaha. Secretary-Treasurer, C. B. Nicodemus, Fremont.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, R. H. Scott, People's Ins. Co., Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 116 Broad street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK—Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer, George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty., Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Chas. J. Sherer, 211 Main street, Memphis. Secretary-Treasurer, Thomas J. Dupree, 338 Front street, Memphis.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, C. A. Emise, Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro. Secretary-Treasurer, E. D. Whitney, Brattleboro.

VIRGINIA—Chief Consul, Law: L. Waring, Norfolk. Secretary-Treasurer, J. Hugh Henry, 140 Bute street, Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz, 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1892. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below:*

Date,..... *Name,*.....

Club,..... *St. and Number, or Box,*.....

References,..... *City,*.....

State,.....

Enclosed.....*for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. to April 30. Enclose $2.00 with this blank on any date between date of paper and October 30. Write plainly—Printing preferred.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptable for ticket, where it can easily be exposed to view, and pocket for personal cards, send 25 cents extra. If you want your name in gold, stamped on the holder, send 50 cents extra. *Leave the margin in using this blank.*



PERFECTION BICYCLES. "Built on Honor."

Last Week was a Great Week for WARWICKS.

RECORDS BROKEN. RACES WON.

And the Result? The other fellows all green with envy.

AS A RULE we believe in simply advertising our goods, but we must be pardoned if we take this opportunity to refer to the events of the past few days. "The Ghost" (well named, isn't it?) created a great sensation at Hartford and Springfield among racing men and wheelmen generally. AND WELL IT MIGHT. World record, 1-4, 1-2, 3-4 and mile. A winner in the great 20-mile road race. It carried George Hendee to victory; and Hendee pronounced it the finest machine he had ever ridden. In Friday's races it won for its riders more prizes than did any other one wheel. The Warwick stock machine—42 lb. Diamond Frames carried off some good prizes.

We have not expended a large amount of time, energy and money in "shouting our wares." THEY SPEAK FOR THEMSELVES. All things being equal, we prefer to put a limited amount of money into advertising in order to be able to pay for good material, and workmanship. You know a manufacturer cannot expend two-thirds the value of a given article, in advertising it, without causing the purchaser of that article to suffer, for we all know the labor and material must be paid for. We shall continue in the old way, ADVERTISING INTELLIGENTLY AND HONESTLY, and every working day making the best bicycle that can be produced.

Warwick Cycle Mfg. Co., · Springfield, Mass.

When you have received tuition from experience, don't forget to graduate.—Heartsfield.



A good bicycle is a desirable thing to have, and if you bought a cheap machine from an agent who told you that it was "just as good" and you did not find it satisfactory, don't be discouraged; sell your crock and buy a PARAGON.

STOVER BICYCLE MANUFACTURING CO., - Freeport, Ill.

"Finest Quality Produced in the World."

TRADE **"CREDENDA."** MARK.

THE ✱ CREDENDA ✱ SEAMLESS

STEEL ✱ TUBE ✱ Co., ✱ Ltd.,

BIRMINGHAM,

ENGLAND.

W. C. STIFF, Managing Director.

TELEGRAMS:—"CREDENDA" BIRMINGHAM.



$135.00

Featherstone's Pneumatics

$135.00.



$135.00

Speedy. Comfortable. Durable. Fully Guaranteed.

THIS INCLUDES THE TIRES.

WRIGHT & DITSON, Sole N. E. Agents, 578 & 580 Washington St., Boston, Mass., U.S.A.

TO THE TRADE

We have decided to make the following changes in the list price of our JUNO and CRESCENT Safeties, to take effect September first, 1891:

SOLID TIRE CRESCENT,			$75 00,	Former List,		$85 00
CUSHION TIRE	"		85 00,	"	"	95 00
SOLID	"	JUNO,	65 00,	"	"	75 00
CUSHION	"	"	75 00,	"	"	85 00

Other wheels are made only with Solid Tires and the List remains the same:

ROB ROY, - - - - - -	$50 00
GIRLS' JUNIOR, - - - - - -	35 00
BOYS' JUNIOR, - - - - - -	25 00
PET, - - - - - - - -	20 00

All discounts remain as before. Respectfully,

R. L. COLEMAN & CO., 35 Barclay Street and 40 Park Place, NEW YORK.

ATTENTION, CO.!!

WE MAKE A SPECIAL

FINE SILK WATCH GUARD, GOLD TRIMMED,

An Elegant Thing for Evening Dress, or Daily Wear.

Sixty inches Long. Goes Around Neck. Can Use to Attach to . . . . Bicycle Whistle. . . . .

75 Cents and $1.00 . . Postpaid.

UNION BRAIDING CO., Sandwich, Mass.



Carter's Handle Spring.

ABSORBS VIBRATION.

Price, - - $2.00 per pair.

SIDWELL & SABEN, 243 Columbus Ave., BOSTON, MASS.

Jersey Fitting

LADIES' EQUESTRIAN TROUSERS

originated with some sensible ladies for Horse-back riding, to do away with folds and plaits in skirts and drawers, which made a very uncomfortable cushion. Then followed the lady bicycle riders, who made the same complaint. Afterwards came a call for tennis, croquet, boating, yachting and all out-door sports, climbing mountains, and long tramps in the woods.

Then began light to dawn on the minds of some of the more sensible ladies, who said "How foolish we all are to burden ourselves with so many skirts, when one garment weighing only six or eight ounces, is warmer and so much more comfortable every way, giving better protection and perfect freedom to the whole body."

These garments are jersey-fitting, and made to fit, so there will be no more pressure on one part of the body than on the other. Ladies who have worn the Equestrian Trousers are very enthusiastic in their praise. These garments are fast coming into universal use; let every lady try them.

Wear the Equestrian Trousers for "Comfort and Health," and what you like over them to make you fashionable.

Before purchasing, see Holmes & Co's Patent, represented in the accompanying cut, then you will buy no others.

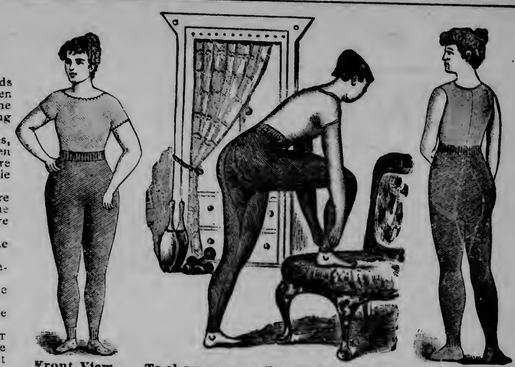
Ladies going abroad are buying them to wear on ship board; and a very wise thing to do.

Only one complaint has reached us and that has been the break away at the fork of the legs.

After a careful study for the best way to avoid this, we have KNIT, (NOT SEWED) in a piece of cloth, just the right shape to give it a proper fullness at the fork, making it heavier just where the strain and wear comes, which prevents it from breaking away.

We have taken out "Letters Patent" on this improvement, under date April 28, 1891, and consider it one of the most indispensable features of the "Equestrian Trousers."

We have them now perfection in every part, and every lady before buying should see and know for themselves how much this new patent adds to the value of the Equestrian Trousers.



Front View. To show our new Patent Apr. 28, 1891. Back View.

When this Garment is not found with your best dealers, send stamp for Catalogue and Price List to us. We do a large business through the mail, and warrant satisfaction.

ATHLETIC & GYMNASIUM GARMENTS Manufactured by HOLMES & CO., 109 Kingston St., Boston, Mass.

ATHLETIC GOODS!

KINGSTON KNITTING CO.,



Manufacturers for the

Trade and Clubs.

The most beautiful line of

Bicycle, Gymnasium, Tennis Costume and Sporting Goods

Made, in worsted, wool and best lisle thread stock. Unsurpassed for style, completeness, elasticity and durability, and at very low prices.

Send for catalogue and club price list, or order with entire confidence that our styles, material and prices will be entirely satisfactory.

No. 27 Kingston Street,

BOSTON, MASS.



VENTILATED INTER-AIR-SPACE CLOTHING.

Adapted to all climates and all variations of temperature. Sold by leading merchants in all principal cities. Illustrated catalogue mailed free on application to

HARDERFOLD FABRIC CO., Troy, N.Y.

Mention this Paper.



FINE TAPS AND DIES

For Bicycle Work.

Send for Price List.

WILEY & RUSSELL MFG. CO.,

Greenfield, - - Mass.



CHRONOGRAPHS!!

START, STOP AND FLY BACK

WARRANTED

AMERICAN LEVER WATCH.

ACCURATE TIME-KEEPER WITH INDEPENDENT FIFTH-SECOND CHRONOGRAPH ATTACHMENT.

No. 60	SILVERINE "CHRONOGRAPH"	Price $18.00
No. 61	GOLD FILLED "	" 25.00
No. 62	COIN SILVER "	" 22.00

Every watch is fully guaranteed and a certificate of our guarantee is packed with each one.

(No. 61.)

No. 60 is cased in Solid Silverine Case, hinged front and back, and thoroughly dust proof; the backs are beautifully engraved. Movements are made in both gilt satin finish and in nickel, handsomely damaskeened, and have finely lined porcelain dials marked to the fifth of a second.

No. 61 is cased in open face gold filled case, handsomely engraved; movements are same as in No. 60. They are very finely finished, STEM WIND and SET, QUICK TRAIN, STRAIGHT LINE AMERICAN LEVER, and reliable time-keepers. **No. 62** is cased in open face, 2 oz. coin silver case.

These are the best value ever offered in the Watch line. ☞ Remember the Chronographs are guaranteed by the makers. ☞ Remittances in Bank Drafts or P. O. Orders to

L. R. DAVIDSON & CO., Rooms 44 and 45, NO. 12 PEARL ST., BOSTON, MASS.

(References: WHEELMA Publishers of BICYCLING WORLD AND L. A. W. BULLETIN.)



FOR TANGENT AND DIRECT SPOKES.

Nickeled, Price 75c., Postpaid.

Dealers send for Sample and Electrotype.

AVERY & JENNESS,

5756 Madison Ave., Chicago

ADVERTISE in the Bicycling World and L.A.W. Bulletin

Circulation, 23,000.

$.50

FOR a set of the finest BANJO STRINGS made, or a dozen for a Dollar. The popular song "Four Little Curley Headed Coons," banjo or piano, goes with each order. Talk quick or you will miss it.

Alphonzo Smith, Jr., - - 435 Bedford Ave., Brooklyn N. Y.

FIRST ANNUAL BICYCLE MEET OF THE

MANHATTAN ATHLETIC CLUB

Under the Auspices of the Bicycle Department.

To be held on the New Quarter Mile Bicycle Track, at Manhattan Field. Fastest Quarter Mile Track in the United States, 155th Street and Eighth Avenue, New York City,

Saturday Afternoon, September 26, 1891,

—— AT 2 O'CLOCK, SHARP. *——*

LIST OF EVENTS.

1-mile open handicap, ordinary.
1-2-mile open scratch, ordinary.
2-mile open handicap, ordinary.
1-2-mile open handicap, safety.
2-mile open tandem, handicap (2 prizes only).
1-mile open scratch, ordinary, 2.50 class.
1-mile open novice, safety.
1-mile open handicap, safety.
1-mile open scratch, safety.
2-mile open handicap, safety.

2-mile, members of the M. A. C. only, scratch safety. For the Championship of the Club.

Entrance fee for each event, 50 cents. Entries close Sept. 19, with C. O. PERRY, Director of Bicycling, M. A. C., Madison Ave. and 45th street, New York City. The right to reject any entry is reserved. 1st, 2d and 3d prizes will be given in each event. L. A. W. Rules to govern all Races.

RACING COMMITTEE.—Charles O. Perry, chairman; F. H. Howland, R. B. Moneypenny, J. B. Anderson, J. A. Atkinson.

TICKETS, FIFTY CENTS. **RESERVED SEATS, ONE DOLLAR.**

Entry Blanks and Tickets can be had upon application to any member of the Racing Committee, at the M. A. C. Club House, Madison Avenue and 45th street, New York City.

Handicapping by MR. F. P. PRIAL, official district handicapper of the L. A. W.

HOW DO THESE STRIKE YOU?

We offer ONE ONLY of each the following sample wheels at special closing prices. They are in every particular GUARANTEED good as new; never off our sample floor.

	Regular price.	To close we offer at
Ladies' Referee, 1891 pattern,	$140	$108
Ladies' Paragon, 1891 pattern,	135	100
Ladies' Vassar, 1891 pattern,	100	65
Referee, solid tire, 1890 pattern,	125	95
Referee, Webb cushion tire, 1891 pattern,	140	105
Salvator, cushion tire, 1891 pattern,	115	92
Salvator, Dunlop Pneumatic, 1891 pat.,	140	105
Belmont, cushion tire, 1891 pattern,	110	85
Ivanhoe, diamond frame, tangent spoke,	100	75
Dashaway, diamond frame,	85	60
Rocket, 24-inch, drop frame, all ball,	35	25

These prices contemplate prompt cash. They will move lively; order at once; goods are exactly as represented.

REDHEAD, NORTON, LATHROP & CO.,
Western Bicycle House,
Des Moines, Iowa.

Well! Well!

1891	Columbia Safety, used two months, shows no wear	$85.00
1891	Ladies' Columbia, used one month, as good as new	90.00
1891	American Light Rambler, used one week, in perfect condition	95.00
1891	Cushion Diamond Frame Warwick, ridden 50 miles, in perfect condition	85 00
1891	Ladies' Cushion Hartford, perfect order	70.00
1891	Crescent, good condition	30.00
1890	Juno, new in June this year, good order	25 00
1891	Giantess, ridden 5 miles	45.00
	One new 30-inch Climax	42 00
	One new 28 inch Climax	35 00
	One new 28-inch Princess	45 00

Last three wheels perfectly new.

One Swift Tandem, for lady and gent; cost $200; in good condition 95.00

This is the finest bargain list in America. Write us at once.

DUNHAM & PAINE, Evansville, Ind.

HAVE YOU SEEN THE NEW

BUTCHER CYCLOMETER?

Ask Your Dealer to Show it to You.

For Ordinary Bicycles. Price $10.00. By Mail On Receipt of Price.



For Safeties. Price $11.00. By Mail On Receipt of Price.

The unprecedented demand for this Cyclometer this season is our apology to our many customers for delays in filling orders. With enlarged facilities, we can now fill all orders promptly.

The Butcher Cyclometer Co,
338 WASHINGTON ST., BOSTON, MASS.

"PERFECT" POCKET OILER.



ONE-HALF SIZE.

For Bicycles, Guns, Fishing Tackle, etc. Throws only small quantity of oil at a stroke. No leakage. Handsomely nickel-plated. Best and neatest oil can in existence. For sale everywhere. Price 50c each. CUSHMAN & DENISON, 172 Ninth Avenue, New York.

To Athletes, Cyclists, Baseball & Footballists, Horse-back riders, Boxers and Oarsmen; when you want to ride, run, walk, row, skate or swim a long distance, USE

ANTI-STIFF

To Strengthen the Muscles.



To Strengthen the Muscles.

It is a marvelous preparation for Strengthening the Muscular System. With Anti-Stiff there is no faith required; it goes straight for the muscles, and you can feel it at work. It has a peculiarly warming, comforting and stimulating effect on all weak or stiff muscles and sinews. Quick in action, cleanly and pleasant in use. Rub it into the muscles every night for a fortnight, and you will be pleased at its supporting and strengthening properties. There is not, nor has been, anything like it till now. It differs from all Oils, Embrocations, and Liniments, both in substance and effect.

Prices 25c. and 50c. per box.

Has a Large & Increasing Sale throughout Great Britian.
E. FOUGERRA & CO., AGENTS FOR U. S., 30 N. WILLIAM ST., N.Y.

DETECTIVE! WE WANT a MAN in every locality to act as Private Detective under our instructions. Send stamp for particulars. WASHINGTON DETECTIVE AGENCY, Box 787, Washington, Iowa.

WE HAVE ACTUALLY SOLD OVER
12,000 GIANT BICYCLES UP TO DATE
AND ARE STILL RUNNING OUR FACTORY TO
ITS UTMOST CAPACITY

So that the popularity of these machines is seemingly manifest. Facts like the above are well worth the consideration of energetic and successful agents and dealers generally. ☞ Don't forget that our supply of Catalogues is by no means exhausted.

H. A. LOZIER & CO., - - Cleveland, Ohio.



Makers of ALL STYLES OF UNIFORMS.

Plymouth Rock Pants Company.

HEADQUARTERS: 11 TO 25 ELIOT STREET, BOSTON, MASS.

Official State Tailors OF THE L. A. W.

Washington, D.C., Pennsylvania, Connecticut, New Hampshire, Virginia and Missouri.

Authorized makers from the LEAGUE CLOTH.

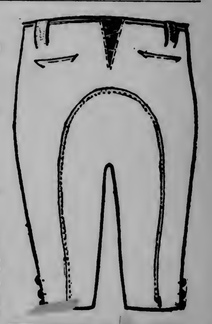
Coat, - - - $7.50 } Ordered Together, $12.25.
Breeches, - 4.75 }

As per *specifications required by the Uniform Committee.*

We have Branch Stores in the following Cities where your orders will be taken.

BRANCHES: 279 Broadway, New York; 943 Penn. Ave., Washington, D. C.; 72 Adams St., Chicago, Ill.; 914 Main St., Richmond, Va.; 217 19th St., Birmingham, Ala.; 291 Main St., Worcester, Mass.; 275 Meridian St., East Boston; 508 Mulberry St., Macon, Ga.; Room 4, Y.M.C.A. Bldg., Burlington, Vt.; 282 Second St., Memphis, Tenn.; 430 Church St., Nashville, Tenn.; 820 Main St., Dallas, Tex.; 629 Broad St., Augusta, Ga., 108 W. 3d St., Davenport, Ia.; 1109 Broad St., Columbus, Ga.; 307 Tremont St., Galvestor, Tex.; 143 So. 12th St., Lincoln, Neb.; 700 Austin St., Waco, Tex.; 110 Canal St., New Orleans, La.; 6 E. Government St., Pensacola, Fla.; 39 Whitehall St., Atlanta, Ga.; 68 So. Main St., Waterbury, Conn.; 970 Elm St., Manchester, N. H.; 106 N. Main St., Concord, N. H.; 104 Montgomery St., Montgomery, Ala.; 706 Chapel St., New Haven, Conn.; Main St., opp. P.O., Springfield, Mass.; 16 W. 9th St., Chattanooga, Tenn.; 134 Thames St., Newport, R. I.; 606 Main St., Kansas City, Mo.; 244 Fourth Ave, Louisville, Ky.; Exchange St., corner entrance, 2 State St., Hartford, Conn.; 910 Congress Ave. Austin, Tex.; 406 Houston St., San Antonio, Tex.; 318 So. 15th St., Omaha, Neb.; 310 E. 5th St., Dayton, Ohio.

Also Agents at most all points in every State. We will call whenever and wherever needed by your notifying Headquarters, BOSTON, MASS.



Address POSTAL CARD For Samples.

New Edition Revised

— OF —

Mr. Porter's Excellent and Remarkably Successful Handbook of the Wheel and Everything Connected with its Use.

Brought down to date with Special Reference to Tires and Vibration.

CYCLING

— FOR —

Health and Pleasure

A Complete Guide to the Use of the Wheel.

Wheelmen as a rule are not slow to say a good word for the wheel, but they are not always equally prepared to give a convincing reason for "the faith that is in them." Constantly there comes up the question, "What will cycling do for me?" It is frequently answered correctly enough, but the truth is so much greater than the inquirer expects that he cannot believe it, and when he presses for answer "how can the wheel do so much," or "why is it that it does so much," a satisfactory reply is not forthcoming. The power of the wheel to promote health is an entirely unknown and unimagined quantity to the great lay multitude, who naturally expect cyclists to be able to answer all inquiries. In this book one chapter is devoted to this particular point; the effect of exercise on the system is examined, and medical men quoted. Every wheelman ought to have at his tongue's end the points here made.

230 Pages, Illustrated.

PRICE, 50 CENTS, POSTPAID.

WHEELMAN COMPANY,
PUBLISHERS.
12 Pearl St., - Boston.

Stamps not Received.

Official Outfitters to the League of American Wheelmen.

Authorized by the Executive Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.



406, 408, 410 & 412
Broome Street,
NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.00, BREECHES, $5.25.
Cloth, $2.10 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation 1.25
Shirts. League Regulaton 2.00
No. XX Fine Cheviot for hot weather wear 1.00
Stockings. Our celebrated Linen Sole Stocking, League color 1.00
Belts. No. X Silk ..... .50
Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic. 4.00
No. 1, Canvas, leather trimmings. 2.50

Sent post paid on receipt of price.
Send for Catalogue Knit, Racing and Training Suits

A. G. SPALDING & BROS.,
241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia. 1033 Chestnut St.

THE NEW COLOR LEAGUE CLOTH IS NOW READY.

Samples of same can be obtained on application to

BROWNING, KING & CO., - New York.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billings Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents



Drop forged o bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.



FRONT VIEW

Indispensable to Bicyclists Athletes and the Gymnasium

Call's No. 5 Supporters (jock strap) with elastic back, lace front and adjustable back straps. A sure fit. No. 5 (same as cut), 75c. No. 6, with pockets on each side of lacing, $1.00. No. 7, with hose supporter attached to sides, $1.00. Number 5, pockets and hose supporter, $1.25. Order by number and give tight measure top of hips. Postpaid on reciept of price. S. B. CALL, 358 Mair Street, Springfield, Mass.



The "Popular"

All Ball-Bearings.

Price, $85.00.

A few shopworn at $75.

PERCIVAL TATTERSFIELD,

12th and Oxford Streets, Philadelphia, Pa.

$2.75.

I will out a single line, steel street die, monogram or cipher, with 5 quires fine writing paper and envelopes, paper stamped in colors for $2.75; all duplicate orders filled at $1.00 less, the die to remain in my possession; will mail samples on application.

M. R. WARREN

Stationer and Engraver,

336 WASHINGTON ST., BOSTON

Mention this paper.

Learn to Ride

BY USING OUR

INSTRUCTION BELT

Price, with Instructions for use, $1.25.

ST. LOUIS WHEEL COMPANY,

311 N. 14th St., St. Louis, Mo.

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. **W. E. AUGHINBAUGH,** Baltic Building Washington, D. C.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜



L. A. W. BADGES

The official design in

SOLID GOLD.

Prices, $2.50, $3.50, $5.00 and upwards.

Members are cautioned against buying the inferior imitations now being offered.

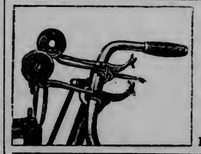
L. A. W. RINGS.

A heavy elegant Seal Ring, with plain or carved shank. The gold badge lies over a black onyx stone, and has a small diamond in the hub. Price, $15. Send for circulars to the original and only authorized maker,



C. H. LAMSON,

203 Middle St., Portland, Me.



LAMSON'S

Luggage Carrier

NO. 1.

Convenient, durable, noiseless, cheap. **$1.** Sold everywhere.

Made by

C. H. LAMSON,

Portland, - Maine.



BAR PAT. APRIL 15, '90.



L. A. W. Pins

FROM $1.00 UP.

Discount to Bicycle Dealers and Agents.

Send for Full List, including Race Medals.

Duryea Jewelry Co.

194 BROADWAY, NEW YORK CITY.

1891 PNEUMATIC—B. & A. Humber racing safety, 26 1-2 pounds, Dunlop's latest (sewn canvas) pneumatic tires; machine and tyres absolutely new; enamel slightly marred; $150; owner going to England. H. O. STICKNEY & CO., 440 Harvard st., Cambridge.

WANTED.

A FEW DISTRICT AGENTS,

—OR A—

Sole American Agent,

FOR A HIGH-CLASS CYCLE.

Apply Immediately to

THE COVENTRY CYCLE MFG. CO., GROVE WORKS,

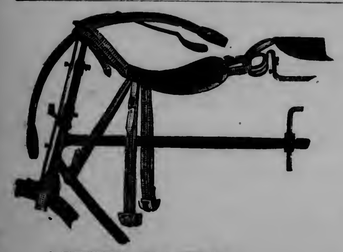
Coventry, England.

CHOICE OF THE EXPERTS.

"U. S." Gallery Ammunition.

Manufactured by the

United States Cartridge Co., - Lowell, Mass.



JONES'

Suspension Bicycle Saddle

For carrying Children on Ordinary Safety Bicycles.

Simplest, Cheapest, Neatest and Best.

Price, $2.50.

For Sale by all Dealers.

—MANUFACTURED BY—

A. H. GOETTING, - Springfield, Mass.

AGENTS WANTED.



SAFETY BICYCLE WHEELS.

We supply cycle manufacturers and others with any grade wheels in any quantity. Thousands in use.

The Most Durable Wheel Made.

We invite comparative tests with any or all others Write us for descriptive price-list.

I. A. WESTON & CO.,

JAMESVILLE, (near Syracuse) N. Y.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ *Cash must accompany the Order.*☜

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜

HE'S IN THE ASYLUM

Is it possible that his friends did not tell him if he cleaned his Bicycle with Wilson's Wonderful Nickel and Enamel Preserver it would look like new and never rust. Price 50 cents. Ask your Cycle agent for it. WILSON MFG. CO., 15 Tremont Row, Boston, Mass.

FOR SALE—Cheap, 1890 pattern Quadrant Safety, in first-class condition, with bell and lamp. 2133 Camac Street, Philadelphia, Pa.

LOOK—One Psycho Tandem Safety, in good condition; best offer over $70 takes it. Will exchange for high grade single safety. F. L. ARMS, Holyoke, Mass

---

$51.51 Takes a $165 48 Special Star that shows the mould yet on the tires, and is almost perfect. $49.99 takes a 45 Special that is almost as good and has cyclometer, 200 rest, foot brake, lamp bracket, etc. Bargains that can't be matched. 50 Standard Col. $15. Good $125 48 L. R., balls, $25. 20 other bargains at BOX 27, Lititz, Pa. Lists free.

$165 Pneumatic Ormonde, Model B; used one month. In perfect condition, $115. Correspondence solicited. Address "MODEL B," care of Bicycling World, 12 Pearl st., Boston, Mass.

$100 BUYS EITHER—Diamond Cushioned Rambler, bought July 1st, 1891, and ridden about 100 miles; cost $140; or Model A Swift, extra light, cushion tire; cost $145. Address M. C. HITCHCOCK, Ansonia, Conn.

FEATHERSTONE PNEUMATIC—Good as new, $100; 50-inch Cushion Light Eagle, perfect order, $100; 54 half nickel roadster Eagle, good order, $75. Apply at once to O. W. SWIFT, Danbury, Ct.

FOR SALE—52-inch Columbia Light Roadster, with lamp; used but little and in excellent condition; will sell for $90. F. B. EISENBRANDT, 12 S. Broadway, Baltimore, Md.

$110 BUYS a Featherstone Pneumatic, $145 grade, in excellent condition. Address Box 364, Casey, Iowa,

---

TYPEWRITER—Rare bargain, $40 buys a slightly shopworn Automatic Typewriter, regular price $65. You can have it sent C.O.D. if $5 comes with order. Don't miss this chance. MR. BARNES, Box 450, Newark, N. J.

HAVE you one of the finest? If not send 40c for the finest photograph, boudoir size, of the L. A. W. meet at Detroit. Also have several fine pictures of the races. W. C. STINE, Sycamore, Ill.

FOR SALE—Having poor health and wishing to go into the county, I will sell my bicycle repair shop at half price. I have the best trade in the city. For further particulars address PAUL BERG, Springfield, Ill.

WANTED—I have a Cushion Tire New Mail, '91 pattern, has not been used two months. I want to get a tandem safety, Columbia preferred. Address, Box 1261, Orange, Mass.

$125 BUYS 1891 Rover Semi-Racer, Pneumatic Tires; used one month; excellent condition; cost $165. EDWARD J. GARLAND, Springfield, Ill.

SOMETHING different. A $100 New Mail Safety (new); a 52 in. Eagle, A1 condition; a 53 in Rudge Racer, cushion tires. The best offer takes them all or any one of them. Must be sold. A. IRVING FULLER, Rome, N. Y.

FOR SALE—52-inch Victor Light Roadster, with nickeled hub lamp; good condition; this is a bargain; $55; send five dollars. GUSTAVE LIEBSCHER, 312 Clinton street, Milwaukee, Wis.

VICTOR SAFETY, 1891, Model C, *brand new, never ridden*, and O. K.; $116; must sell. R. E. SMITH, Wilkesbarre, Pa.

KODAK, No. 2; loaded for 60 exposures; never been used; will sell for 20 per cent. below manufacturer's price. GEO. CHINN, 15 Vandewater st, N.Y.

WANTED—50 inch ordinary bicycle. WILLIS R. CHAPPELL, Eau Claire, Wis

---

$60 WILL buy the finest 52-inch Victor Light Roadster in the market; cost $140; nickel finish and as good as new. A great bargain.

GEORGE B. WATERS,

212 Calyer Street, Brooklyn, E. D.

$115 Buys a 50 inch Light Roadster Eagle, 1891. Brand new; run only about 20 miles; 2-3ds nickeled; cost $150. G W. BUGBEE, 665 Broad st., Providence, R. I.

RACERS—54 Rudge, $50; 2 Star Racers, each $50; perfect order. BOX 27, Lititz, Pa.

A HANDSOME, splendid running 1891 Columbia Safety for gent, solid tire; I bought it July 20 for $135; I will now sell it for $100 cash as I am going back to business and cannot use it. Will ship by express it charges are guaranteed. JOHN W. WILSON, Cottage City, Mass.

$69.99 Buys a brand new '91 Light Broncho; never used; now hustle. 30 other mouth watering bargains by ZOOK, Lititz, Pa.

PNEUMATICS—One Featherstone Drop Frame Pneumatic, 28-inch wheels, with detachable bar; very little used; $100; one Quadrant Pneumatic, Diamond Frame, almost new, $110. Other wheels in proportion. WHITE CYCLE CO., Trenton, N. J.

---

25 CENTS BUYS Road Book and Map of Boston and Vicinity. CHAS. A. UNDERWOOD, Jamaica Plain, Mass.

BUSINESS LOOKS UP.

In the inverse ratio that our prices look down. Note how low they have got: Victor Safety, $40; Broncho L. R., $60; New Mail Safety, $135 list, now $70; Rush safety, $40; Eagle L. R., 50-inch, like new, $75; all in fine condition; write for full description.

KNIGHT CYCLE CO.,

207 N. 10th Street, - St. Louis, Mo.

$50 COLUMBIA Safeties, 1891 pattern; one cushion; one solid tire; accepted for debt; never uncrated; only $50 each. Sent C.O.D. upon receipt of $10 (money order or postal notes) to guarantee express charges. Remit in first letter. A. WELLS & CO., 604 8th avenue, New York City.

48-INCH Special Star, enamel finish; balls to front wheel; hollow levers; power traps; first-class running order, $50. Sent C. O. D. on receipt of $5. R. P. RANDALL, dealer, New Orleans.

AN Apollo Safety Singer, No. 69,036, was stolen Aug. 14, in East Orange, N. J. EDWARD C. HALL, Jr., Union, N. H. League No. 27,080

A FEW BARGAINS.

One New Mail, good as new,	$90 00
One Gales' Diamond, new,	70.00
One Giantess, as good as new, not run 25 miles,	60.00
One Giant, splendid order,	60.00

EVANS BICYCLE CO.,

19 E. Spring Street, Columbus, Ohio

BARGAINS!!!

SALE of a bankrupt dealers' stock, 4 W. P. Ordinaries, new, $50 X. Y. Z. this office.

STOLEN.

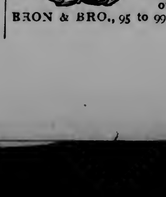
AN OWL Safety Bicycle, No. 1203. Brace to rear mud guard broken, or may have been repaired. Cushion tires. $25 reward to any one giving information leading to the conviction of the thief, or recovery of the wheel. Address W. SHAKESPEARE, 6 Pine street, Waltham, Mass.

BE WISE!

Do you want to buy *any make* of "High Grade" BICYCLE at $4 per month, and at Reduced Cost? If so, call or address **The Bicycle & Supply Co., 7 North Calvert Street, Baltimore, Md.**, for descriptive catalogue.

IT PAYS!

AGENTS WANTED EVERYWHERE.



Bicycle Lock and Chain

For Strength, Security and Neatness, the "CHICAGO" beats them all. Patent Bronze Metal Lock—3 tumblers—2 flat keys, (no two locks alike) with a tinned patent link chain made of tough, hard steel that cannot be cut with ordinary nippers or broken with a hammer. Length 18 in. Sent, postpaid, on receipt of price, $1.25. — VICTOR BRON & BRO., 95 to 99 W. Randolph St., Chicago.

WE ARE NOW APPOINTING AGENTS IN

New Jersey, Pennsylvania, Maryland, Delaware and Washington, D. C., for the new

FEATHERSTONE PNEUMATIC.

Just Arrived from Factory. Apply quickly.

Second-Hand Bicycles.

NOTICE.—Orders for second-hand bicycles can seldom be duplicated, and in ordering please give second choice in case first order is sold.

All second-hand bicycles are put in running order before leaving our shop. General wear excepted.

Don't delay by more correspondence than really necessary, as the bicycles are liable to be sold at any time.

If you do not find what you want on this list, state what make of bicycle you prefer, and what price you are willing to pay, and as we are daily receiving second-hand bicycles, can in all probability supply you.

NO.	SIZE.	MAKE, FINISH, ETC.	PRICE.
716	56	Harvard, full nickel, good condition,	$45
*723	54	Am. Club, 2-3 nickeled,	35
734	30	Swift Safety, '89 pat., model B, first-class,	75
*813	52	Light Champion, balls, slightly shopworn,	90
*816	28	O.to, enameled, shopworn,	9
*821	48	Sparkbrook, enameled, good condition,	35
*824	42	O.to, cowhorn bars, enameled, good cond'n,	10
845	56	Expert, drop bars, plain ped., good cond'n,	40
859	44	Ideal, fair condition,	15
*882	28	Quadrant Ladies' Safety, first class,	80
888	54	Am. Club, nickeled and enameled,	55
894	48	Special Star, balls and rollers, good cond'n,	65
*897	30	Child's Tricycle, rubber tires, good cond'n,	10
*922	48	Spalding, balls both wheels,	30
*928	28	Ladies' Quadrant,	90
930	30	Gentleman's Quadrant,	90
*931	30	Special Premier Safety,	40
*938	52	British Champion, good condition,	40
941	—	Sylph Safety, shopworn,	75
*942	52	Volunteer, new,	85
959	—	Ajax Safety, good condition,	60
*960	52	Expert, 1884 pattern, good condition,	30
*963	52	Expert, good condition,	35
*967	—	Columbia L. R. Safety, good condition,	75
*972	30	Swift, model A, cushion tire,	115
*976	30	Columbia Safety, 1890 pattern,	75
977	54	Am. Star, tool bag and tools, good cond'n,	20
991	54	Harvard, good condition,	35
*983	—	B. & A. Safety, cushion tires, 1891 pattern,	110
984	28	Expert, good condition,	40
*986	48	Special Star, first-class,	50
*987	—	Ladies' Psycho Safety, '89 pat. good cond'n,	50
*988	—	Gendron, No. 1, good condition,	25
*989	—	Quadrant Safety, good condition,	75
*991	—	Swift Safety, 1890 pattern, good condition,	75
*993	—	Warwick, 1890 pattern, good condition,	75
*998	—	Warwick, " " " "	75
999	30	Ormonde Safety, 1891 pattern, good cond.,	100
1003	49	Columbia Light Roadster, good condition,	40
1004	39x24	Pony Star, good condition,	80
1011	46	Facile, good condition,	40
*1014	30	Junior Safety, good condition,	20
*1015	30	Victor, model C, 1891 pattern, first-class,	120
*1019	30	Crescent, 1883 pattern, good condition,	10
*1021	30	Columbia L. R. Safety, '90 pat., first-class	75
1023	54	Premier, hollow forks, good con,	35
1024	30	Victor safety, good condition,	75
*1025	30	Victor Safety, Model B, first-class,	130
*1026	30	Columbia Safety, good condition,	75

☞Upon receipt of $5 any bicycle on above list will be sent C.O.D. for balance, with privilege of inspection

---

The Eastern Depot for the REPAIRING of PNEUMATIC TIRES.

HOWARD A. SMITH & Co

518 Broad St., Newark, N. J.

Safety Lantern OIL

The most perfect oil for any Lantern. Will not smoke; will not crust the wick; jar of wheel will not put it out. Put up in pints, quarts, gallons, also barrels; manufactured by

A. N. REYNOLDS & CO.,
382 Atlantic Ave., Boston. Mass., U.S.A.



SEND $2.00 and get one of my L. A. W. Pins, (Official design), either size. Best for the money. Better quality S., $3.00; L., $3.50, etc. Ther. Charm, $2.00; Chain Bar, $1.25, etc.



THE
COLLINS PRESS

15 MILTON PLACE, BOSTON.

One of the few large printing offices in the country entirely equipped with type on the point system.

Our Machinery plant embodies all the latest improvements in printing presses, and is ample for the production of the largest jobs of press work.

The *Bicycling World and L. A. W. Bulletin* is printed at this office, and some idea may be had of our facilities from the fact that we make over 100,000 impressions on this paper each week.



THE "HAINES" WRENCH.

(Patented Sept. 17, 1889.)

The Most Complete Wrench for Bicycle riders in the market; made of Cast Steel, finished in black; combines Screw Driver with Wrench; length 4 1-2 in. Warranted first-class, strong and durable. Manufactured only by

AMERICAN SAW CO.,
TRENTON, N. J.

"Imperial Wheels" FOR ALL AROUND RIDING ARE POSITIVELY THE BEST



MANUFACTURED ONLY BY
AMES & FROST COMPANY
302-304 WABASH AVE, CHICAGO
CATALOGUE UPON APPLICATION

Erie Knitting Mills,

Erie, Pa.

Are still making the very best goods for cyclers. We know this, and others are finding it out.

This is a copy of a letter just received from the champion road rider of the United States:

ERIE KNITTING MILLS—
I cheerfully recommend your knit goods for the use of bicyclers, especially hard road-riders, as from my experience with them I have found them well-fitting, elastic and durable as iron.
Yours very truly,
WM. VAN WAGONER.

FRANK FAIRBAIRN, 513 WEST 11TH ST., ERIE, PA.

George R. Bidwell Cycle Company.

BICYCLES.

Sole Importers of

Tourist Cycles

MANUFACTURERS

Cycling Specialties.

New York, - - 308-310 W. 60th Street.

Chicago, - - 270-272 Wabash Avenue.

THIRD RACE MEET
OF THE
Elizabeth Wheelmen

On the one mile track of the
NEW JERSEY JOCKEY CLUB
Elizabeth, N. J.

SATURDAY, SEPTEMBER 26th, at 3 P. M.

TEN EVENTS.

$1,000 in Prizes, including Watches, Diamond Rings, etc.

A special train will leave foot of Liberty St., (C. R. R. of N. J.) at 2.15 p. m., direct to Grand Stand. Fare for round trip $1.00. Grand Stand only 50 cts.

For entry blanks and full information, address F. C. GILBERT, 206 Broad St., Elizabeth, N. J.

Entries close September 19th.

FITCHBURG RAILROAD

Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

HOOSAC TUNNEL ROUTE

THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

BICYCLES CARRIED FREE
FAST EXPRESS TRAINS

With elegant PALACE PARLOR and SLEEPING CARS to and from

BOSTON and CHICAGO and BOSTON and ST. LOUIS, via NIAGARA FALLS,
without change.

THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.
THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.
THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.

ELEGANT PALACE SLEEPING CARS
to and from
BOSTON and MONTREAL,
without change.

For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at

250 Washington Street, or
Fitchburg Railroad Passenger Station, Boston.
J. R. WATSON, General Pass. Agent.

Price List of Specialties

—MANUFACTURED BY—

ELASTIC TIP CO.

Mailed Postpaid on Receipt of Price.

Dropped Forged Steel Spade Handles, all nickeled and threaded to fit any machine, $2.50 per pair.
Soft Rubber Handles, pear shaped, $1.50 per pair.
Vulcanized Handles, pear shaped, $1.50 per pair.
Boys' Soft Rubber Handles, pear shaped, $1.00 per pair.
Double Grip Pedal Rubbers, No. A, 1 inch x 3 3-4 inches, $3.00 per set of four.
Double Grip Pedal Rubbers, No. B, 1 inch x 4 inches, $1.50 per set of four.
Double Grip Pedal rubbers, No. C, 1 1-4 inch x 4 inches $2.00 per set of four.
Pedal Rubber, round or square; made from white rubber, $1.00 per set of four. When ordering state size required.
Spade Grips, vulcanite, 50 cts. per pair.
Safety Handles, vulcanite, to fit any machine, $1.00 pair.
Safety Handles, for Boys' Wheel, 50 cts. per pair.
Soft Rubber Grips for Safety, $1.00 per pair.
Soft Rubber Grips for Boys' Safety, 50 cts. per pair.
Soft Rubber Sleeves, to fit over vulcanite grip, 75 cts. per pair.
Steel Balls, 3-16 inch, $2.00 per C.; 1-4 inch, $2.40 C.; 5-16 inch, $3.00 per C.
Imported Tire Cement, 25 cts. per box.
Tire tape for holding on tire, 25 cts. per roll
Rubber Cement, for repairing cuts in tires, 25 cts. per can.
Bicycle Spokes. Price according to quantity.
BICYCLE TIRES, SOLID or CUSHION, either red or grey; price according to size. Send for Catalogue.

ELASTIC TIP CO.,
Cor. Cornhill and Washington Street,
BOSTON, MASS., U. S. A.

SECOND-HAND SAFETIES

I am selling out a number of them; good wheels at way down figures, to make room for a big lot of the famous REFEREES, which we will have this month.

W. J. NEWMAN, 46 Columbus ave., Boston.
And HARVARD SQUARE, CAMBRIDGE.
☞Open evenings

$85.00 LOVELL DIAMOND CYCLES. $85.00

High Grade Only.

All Ball Bearing,
Steel Tubing
—AND—
DROP FORGINGS.

NO BETTER MACHINE AT ANY PRICE.



Lovell Diamond,	$85.
With Cushion Tires,	95.
For Ladies,	85.
Convertible,	85

AGENTS WANTED.

BICYCLE CATALOGUE FREE.

MANUFACTURED BY
John P. Lovell Arms Co., Boston, Mass.



No Bicycle has ever had a better record than the Eclipse. Its record does not consist in its being the best racing wheel, but the strongest, and one of the best road wheels ever made. The Spring Fork, Saddle, and Cushion Tires gives the Eclipse relief from rigidity & jarring that is a comfort to riders. The Eclipse is the wheel that gives the repairer no work. Nearly one thousand of these wheels in use, and not ONE broken spring fork or frame. Steel Balls, Ball Bearings, Detachable

REDUCED FALL PRICES.

	REGULAR PRICE.	OUR PRICE.
FEATHERSTONE PNEUMATIC, like new,	$135.00	$100.00
LADIES' FEATHERSTONE, like new,	135.00	100.00
1891 LITTLE GIANT, perfectly new,	35.00	21.00
NEW CYCLONE SAFETY, 30-inch, full ball,	125.00	75.00
52-inch EAGLE, second-hand, in fine shape,	....	65.00

Send for Bargain List "D." Special Discounts to Dealers.

A. W. GUMP & CO., - - Dayton, Ohio.

THREE GREAT MEETS.

LIKE OLD TIMES.

COLUMBIAS IN THE LEAD.

Three great meets—Hartford, Springfield, Providence—followed each other in quick succession last week.

All the good riders, and many of the old racers were there.

COLUMBIAS were there.

At Hartford 361 wheels were in the parade, and 221 of them were Columbias.

At Springfield the 20-mile road race was won by P. J. McDuffee on a COLUMBIA SAFETY, with COLUMBIA PNEUMATIC TIRES, his actual time being 1 hour, 9 minutes, 20 2-5 seconds.

These tires were as full of air after the race as they were before.

At the three meets the prizes were distributed as follows:

Total number of prizes at Hartford,	57
Total number of prizes at Springfield,	60
Total number of prizes at Providence,	27
Total number of prizes won,	144
Total number of prizes won on COLUMBIAS,	47

COLUMBIA riders won 32 per cent. of all the prizes at these three meets, taking two special time prizes at Hartford, and two out of three at Springfield.

At Philadelphia on Saturday, Sept. 12, G. F. Taylor won the quarter-mile safety, open, on a pneumatic tired Columbia.

Pretty much the same in local races, as for instance at New Britain, Conn., Sept. 3, when, in nine events, COLUMBIAS won five firsts and four seconds.

DRAW YOUR CONCLUSIONS.

CATALOGUE FOR THE ASKING.

POPE MFG. CO.,

77 Franklin Street, Boston.

12 Warren Street, New York. 291 Wabash Ave., Chicago. Factory, Hartford, Conn.

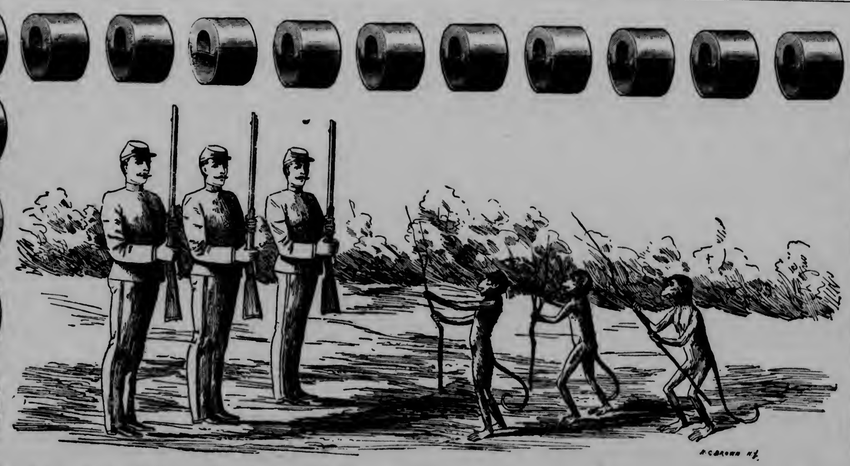
P. S.—At Meriden, Sept. 15, COLUMBIAS won 4 out of 7 firsts; 3 out of 7 seconds; 2 out of 7 thirds; none out of 3 fourths--a total of 10 in 24.

FOUNDED THE 1878

BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXIII. Number 22. BOSTON, 25 SEPTEMBER, 1891 $1.00 a Year. 5 cents a copy.



MEN ORIGINATE. APES IMITATE.

Do you know of makers who have a reputation for doing their own thinking---who originate methods?

Do you know of makers who never originate---who simply make weak imitations?

Pointer for you---Pin your faith to the maker who leads, and avoid the one who follows.

OVERMAN WHEEL CO., CHICOPEE FALLS, MASS.

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

DETROIT.---Second Growth.

When we arrived at the Niagara River the "custom house inspectors" (those innocent representatives of that barbarious relict of a moss covered past the "protective (?) tariff") came through the train, and by means of common ordinary saliva they pasted on each piece of baggage that was to go *through* Canada, a small 'sticker" the presence of which is supposed to indicate to the gentleman of similar iniquity at the other end that they may pass it along without examination. The

Hickory TRADE MARK

badges contained in our carpet bag, unlike the hairs of our heads, were not numbered, and as we moved on through the Queen's dominion and decorated her subjects with these little mementos, we didn't realize that we were smuggling goods into Canada. However, judging from the calls we have since had from there for duplicates they were evidently pleased with them and we sincerely hope that no harm was done to any "home industry."

When our train arrived at the Detroit river we (train and all) were placed on board of a boat and floated to the American side, meanwhile two blue-coated customs officers, each wearing a Hickory badge "went through" the train inquisitively to see what the people had with them. It is always a very impressive sight to see a couple of able bodied men take a satchel away from a timid old lady, and in the presence of the unfeeling throng pull out her night-gown, under clothing, toilet utensils, etc., and scatter them over the car seat, then allowing her to put them back as best she may. All for what? Why, in the interest of protection to the American laborer of course, a most laudable thing certainly, and as we take up our paper and read of innumernble "cut downs," "strikes" and "lock outs" we feel so glad to know that the American workman is protected. For him to get along without such fostering care would indeed be tough (even tougher than Hickory wheels). It is said that they once had at Detroit a collector of customs who could tell by a man's breath whether the "enemy that he had taken into his mouth to steal away his brains," had had the duty paid on it or not. That man is dead now, else we would try and get him to tell an anxious wheeling public when the amateur rule is to be placed on all fours with common sense. But we wander.

When we reached the Detroit side of the finest river in the country we were pushed and pulled into the Brush street station, and there, standing in line, his face all radiant with compressed joy stood "Griff," his coat tightly buttoned over a consciousness of honest effort; his eyes beaming that ever pleasant how-do-you-like-it sort of a beam, and his hand out-stretched to all who seemed likely to grasp it. We got into a "Bus" (the Hub contingent did) and the driver after being fitted out with a Hickory badge, acted on the instructions of Griff, who was similarly decorated and stood on the rear step. The open window forming an appropriate frame for his classic features.

That he was glad to see us there could be no doubt. He delivered us at the Hotel Cadillac, and hastened away to perform the same office for some other party.

It is the normal tendency of man to find fault, and so we take especial pleasure in recommending what seemed to be one of the best managed hotels at which we have ever stopped.

The tea was strong and the butter wasn't. The eggs were fresh instead of the clerk. They didn't charge extra for lights burned after dark, and the whole outfit seemed to be working smoothly. Of course we fixed a Hickory badge on every waiter and bell boy. And the waiter who was detailed to provide beans for the "Cyclers from the Hub" had his sable form decorated with still other insignia to an extent that reminded us that "all things come to him who waits."

He had so carefully preserved and worn these silken souvenirs that we were surprised to see him appear Sunday morning unadorned, and inquired why. He told us that he had "let de little girl take 'em to wah to Sunday school, sah," and thus we first became aware that the Hickory badge "goes as well in the sanctity of the Sunday school as it does in the rush of the race track."

And that leads us to say that we have just got in another carload of those

Hickory

badge pins and they may be had on the same terms as before, viz.: for a new two-cent stamp (unlicked) Of course we understand that this is bodering on recklessness to give such a fine thing for simply the postage on it, and several conscientious people evidently sharing our feelings in the matter have sent sums of money and stamps, much more, nearly representing the cost of it, than 2 cents does.

To all such we say "thank you" in accordance with the early teachings of our mother. But a 2-cent stamp will be perfectly satisfactory, and if you are in hard lines and still don't want to be conspicuous by not having the badge, send us a postal card.

ELLIOTT HICKORY CYCLE CO.,
Newton, Mass.

P. S.—A catalogue goes with each badge.

MORE LIBERAL DISCOUNTS THAN EVER BEFORE.

The GREATEST BARGAINS of the Season

TO BE HAD NOW.

We have altogether too many Bicycles in stock for this season of the year, and in order to reduce same we are offering more liberal discounts than ever before. We will make it an object for you to order now, and as fall is the most delightful season of the whole year to ride, and the roads are often good way into November and sometimes December, the riders that buy now will get good interest on the money invested, in the use of their wheels. Our line of Cycles and Sundries was never larger and more complete than at the present time, and with 300 bargains in new Job Lot and Second-hand machines to select from, we know we can please you. The "proof of the pudding is in chewing the string." Send for new list of discounts to dealers and agents. Catalogue free on application. Cycles sold on easy payments.

ROUSE, HAZARD & CO., - - - 9 G Street, Peoria, Ill.

LACTART
ACID OF MILK.

A REFRESHING DRINK WITH WATER and SUGAR.
Call for Orange or Raspberry Lactart at the Soda Fountains.

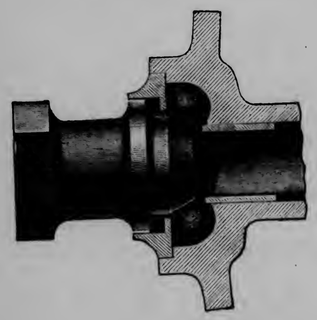
Benson, of Corey Hill fame, says:
AVERY LACTART CO., Boston.
Gentlemen—"For several seasons I have used your Lactart and found it very satisfactory, as a quencher of thirst." Respectfully,
A. P. BENSON, Newton Club.

DISAPPOINTMENT

Comes to those who expect too much,

BUT NEVER COMES

To riders of UNION BICYCLES.



. . This is . . **The Bearing** That Outcoasts ALL OTHERS

Here— There— and Everywhere—

DUST PROOF. OIL RETAINING. PERFECTION.

UNION CYCLE MFG. CO., - - - Highlandville, Mass.

Mr. Stokes of Chicago looks after our Western Business.

FEATHERSTONE'S PNEUMATICS.

It has taken the best mechanics of Great Britain three years to bring the Dunlop Pneumatic Tire to its present state of perfection. In view of this, it is not reasonable to suppose that any one can bring out a satisfactory Pneumatic Tire that will stand up in much less time than this, unless they copy substantially the Dunlop patent construction, in which case we shall certainly look to the courts for a redress against the manufacturers, sellers and users.

We advised the trade some time ago that the price on our improved Dunlop Pneumatic Tire will be much less for 1892 than 1891, and we shall stand ready to supply the trade at these figures.

Our Dunlop Tire for 1892 will be as near perfect as it is possible to make a Pneumatic Tire. A great many valuable and new features enter into its construction.

The Pneumatic Tire Co. and ourselves have tested at least 100 different kinds of patent and other valves, none of which have proven satisfactory, with the exception of the one we have adopted.

We are advised that another house is now on the point of making Pneumatic Tires, the greater part of which is copied identically from the Dunlop construction, which is patented, and we advise all persons interested in the making, selling and using of Pneumatic Tires to buy nothing that is substantially like the Dunlop construction, as we shall proceed to protect our rights in every way.

It probably will not be necessary to do this, however, as the Pneumatic Tire Co. and ourselves have rejected one after another of the experimental tires that are continually being patented and brought out, as being unsatisfactory and worthless for the purpose. We call your attention to these facts, as these infringing tires may fall into the hands of those who are not acquainted with the Pneumatic Tire and condemn the Dunlop without seeing it.

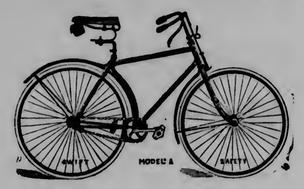
Be sure the Dunlop Pneumatic trade mark is on every tire you use, and you will not be compelled to pay for experiments which you will find either unsatisfactory or an infringement of our patents.

A. FEATHERSTONE,

Clark and 16th Sts., and Armour Ave., - - - Chicago.

MATED.

SIMPLICITY.



Swift by name and Swift by nature.

The new Model E Swift is built on the same lines and weighs 36 lbs. complete.

PRACTICABILITY.



Perfect dress guard, low frame and naturally curved handle bars makes the Ladies' Swift the most practical ladies' wheel on the market.

COVENTRY MACHINISTS' CO., Ltd.

239 Columbus Avenue, Boston, Mass.

11 and 13 Madison Street, Chicago, Ill.

BARGAINS!

A FEW



SECOND HAND SAFETIES

Taken in part payment for NEW MAILS. In the lot is one Swift Safety, $85; also two Columbias, $85 each; two Victors, $85 each; one Quadrant, $90; one Raglan, $90, and other makes. ☞ Also two of our $135 grade NEW MAILS at $85 each, and some cheaper makes at $50, $60, etc.

This is an opportunity to secure a BARGAIN for this fall or next year's riding.

Will be quickly snapped up. Only a few of them.

Send for descriptive List of Second-Hand Safeties and Ordinaries. Just issued.

WM. READ & SONS, 107 Washington St., Boston, Mass

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5287, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN CO.

☞ *Postage stamps will not be accepted hereafter in payment for Advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.* ☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

Editorial Contributor, F. A. EGAN.

BOSTON, 25 SEPTEMBER, 1891.

THE three great race meetings of the year are now events that have passed into history, and the results have proved beyond a question that Zimmerman and Windle have not a peer among the other racing men. As to which is the best man of these two is still a mooted question. Prior to the great record race at Springfield we had felt that Zimmerman was invincible. The fact that Windle was in no fit condition to ride such a race is offset by the fact that Zimmerman had been doing a tremendous amount of work on the track for three days previous, and also on the day of the great race. In this race it must be also borne in mind that Berlo beat Zimmerman for second place, and yet none will argue from this that Berlo is the faster man of the two. In that race and in swinging into the home stretch Zimmerman and Windle drew away from the field side by side with no one to interfere with their efforts. They did not ride a straight course by any means, which deviation was caused by Zimmerman's riding wild at this point. Berlo, however, held a course as straight as an arrow, and by this means gained considerable of an advantage over his great rivals. Zimmerman's swerve was due no doubt to two causes; first, he was pretty well tired after his hard four days' work, and second, he has not ridden the safety long enough to obtain perfect control over the machine. The race in question is the only race where all started from scratch during the circuit that the "Jarsey" boy was pushed to his utmost, and that he was beaten fair and square every one who saw the race will agree. There are so many elements of uncertainty in a race where a field of eleven men start, that to decide the respective merits of two such fast men as Windle and Zimmerman based on the results of such an event is impossible.

We incline to the belief that this matter will never be satisfactorily settled until the two men are brought together in a series of match races; say one mile, half-mile and quarter-mile. If such a series could be arranged, say on the Springfield track, we believe that public interest would be so great that thousands would pay an admission to see the events run.

ERRATUM—In our editorial last week, commencing "The Howls and Groans * * *," in the fourth line we say, "Judged not by the racing rules, etc." This is a mistake in not carefully correcting proof. The sentence should read, "Judged not *only* by the racing rules, but by the rules of common sense, etc."

The rules sustain Mr. Bull most distinctly, and we intended it thus to read.

THE New York *Sun* of Monday last pays a just tribute to the League of American Wheelmen and Mr. Isaac B. Potter, for the issuance and authorship of that valuable pamphlet entitled the "Gospel of Good Roads." Every word of praise printed in the *Sun* is deserved, and every Division should see that the book is distributed freely among the farmers and the merchants of the rural districts. The facts are presented in such a way that they cannot fail to have a very salutary effect. It takes a genius to present hard facts and dry statistics in a way that will be thoroughly read by the public at large, and Mr. Potter in "The Gospel of Good Roads" has displayed that genius. We hope the pamphlet will be spread broadcast in all sections where missionary work to create a sentiment in favor of good roads is needed. The League will never issue a better book on this subject, and we doubt if it can even be equalled.

GOV. LADD of Rhode Island never lets an opportunity pass to speak a good word for Roads Improvement. In a speech lately delivered at the "South County" fair he says:

"* * * There is another exhibit that the South County is making that, while it cannot be shown on these grounds nor put up for a prize in your buildings, is nevertheless apparent. I refer to the road building you have done recently. You are to be congratulated upon the splendid highways that you have made in a part of your county, and the benefit you will derive from them will doubtless be so evident that you will build more. The value of South Kingstown real estate has grown enormously within the past few years, due in a great measure to your fortunate possession of a famous summer resort. You are to be congratulated that so many people with so much money find it agreeable to come among you and spend their money. * * *

"But I do not believe in good roads alone for the summer visitor. I believe that they are of even greater advantage to the farmer who carts his hay and his produce and works his heavy ox team over them. The fact that the farmer's wagon is made so ponderous is not because it has to carry a heavy load so much as it is that he has to road it over country highways so rough that it would shake the whole thing to pieces if it were reasonably light. * * * In the aggregate, millions of dollars are spent annually on the farmers' rolling stock because it is worked on roads that wear and tear it in a wasteful fashion. * * * Our farmers are rapidly finding out that good roads are a paying investment, even in sparsely settled communities. * * *"

Rhode Island is to be congratulated on having a Governor so ardently in favor of good roads and legislation to produce and maintain same. May Gov. Ladd long remain chief magistrate of the enterprising State of Rhode Island.

A COMMON and natural mistake of most towns in this country is that an intelligent farmer must necessarily know how to make a good road, but the reverse is the fact. Road making is a subject requiring study and a knowledge of the nature of soils, not often considered by any but engineers, or those to whom such a knowledge is a necessary adjunct of their business in life, and it is with a full knowledge of this condition of affairs that the L. A. W. aims to place the construction and maintenance of our public roads in the hands of competent and scientific State officials A well made road, even in our climate, and with the wide differences in soil ingredients, will last for years, whereas ordinarily the item of repairs in our roads means an entirely changed thoroughfare; the pitch, watersheds, and general character being more in the way of experiment than scientific and practical renovation.

TO achieve success and to obtain a workmanlike appearance upon the wheel, a woman must possess confidence in her power to control and propel the machine, and it must be the confidence derived from knowledge and skill, and not that born of ignorance and foolhardiness. She must know what to do and how to do it under all circumstances, and this necessitates a thorough comprehension of the sport she is pursuing. She must have a fair practical knowledge of the various vital points of the machine, so she may when alone be able to detect and correct any of the numerous minor accidents which ignorance too often allows to develop into something serious. She must practice "form" which, more than anything else, will win her admiration from onlookers and change their derision into praise. Garments should be in style and texture of the plainest and most unobtrusive shape and color attainable, flying ribbons, bright colors, conspicuous hats, shoes, or gloves should be laid aside for use at some more appropriate time and place. With due attention to these few hints, fair woman will be only the more fair when mounted upon a bicycle.

SELF-LOCOMOTION is as important a problem as trans-continental railways. The old "bone-shaker" would have won a greater victory had not ridicule and prejudice and fools complicated the matter. The bicycle avoided the errors and misfortunes of its predecessor through its being introduced and controlled by shrewd, far-seeing men, who fought its battles and gained its victories for it when defeat meant death. It is to these men that cycling must always owe a debt of gratitude that it can never pay, and recollections of this debt should temper the harsh criticism wheelmen are ever but too ready to visit upon the heads of some of these selfsame fathers of the sport who yet labor for the good of wheeling in an intelligent and energetic manner, sparing neither money, skill nor study to make wheels and the riders of them a credit to each other.

THE introduction of the safety into cycling, and the consequent elimination of headers from the sport has robbed the comic papers of one of their most amusing subjects. To an onlooker, even though he were a wheelman, nothing could be more ludicrous than to see the rider of one of those lofty ordinaries of a few years since, suddenly stop and dive over the head of the machine. After the diver had succeeded in collecting himself and his belongings from various parts of the road, he always seemed to be a changed man. He would look at his wheel reproachfully for a few moments, and then mount and ride away with the sad, resigned expression of one who has been the victim of misplaced confidence. The decadence of the ordinary marks the passing away of the header from the excitements of cycling.

THE cycle thief seems to be getting very active again. There are periods when we hear very little of him, and then again, when the dealers appear to be lulled into a condition of security, the scamp makes himself conspicuous, first by his oily cajoleries, and then alas by his absence with the borrowed or hired wheel.

There are only three ways to prevent this stealing of wheels. One is to be sure you know your man personally; another is when a stranger applies for the loan or to hire a wheel, the dealer insist on proper reference and satisfy himself that the reference is *bona fide*. The other remedy is to demand a deposit sufficient to cover the value of the hired or loaned wheel.

The threadbare but none the less true axiom that "an ounce of prevention is worth a pound of cure" comes in very pat in treating of this matter.

HAWKSHAW'S COLUMN.

A RECENT cartoon in *Puck*, in which the artist represented John Bull on a safety defeating Uncle Sam mounted on an ordinary, recalls to mind the fact that several years ago the publishers of that paper refused an offer of $1000 from a prominent manufacturer to insert just such a picture as now ornaments their front page at no expense to anyone. This is a little thing, but it is one of those straws which betoken the great strides cycling has made in public and press opinions.

The cables now used upon car lines are treated to a coating of graphite boiled in tallow, which experience has shown is the best lubricant obtainable. The hint should not be lost upon wheelmen, who may profit by it when lubricating safety chains.

The idea of rapid self-locomotion, which struggled for expression in the fabled centaur, and in the mythical Mercury with winged heels, at length finds practical form and substance in the modern bicycle, and adds to the faculties of man what these fascinating dreams could not do for the plodding wayfarer.

So poor "Sandy" Sellers has run the race with death which sooner or later we all must run and lose as he has done. None of us are so swift or so strong that the grim enemy of man does not in the end meet and defeat us. I knew Sellers quite well during his former triumphant racing experiences in America. It was to me a marvel to see him spend the evening in the questionable conviviality of a bar-room, and on the day that followed show up on the track as "fine as silk" and as "game as a pebble." I do not think that there was ever a man living who could turn into the stretch on even terms with Sellers and beat him across the tape, providing that "Sandy" was in form. The speed he was capable of showing in the last two-hundred yards of a race was something marvellous, and the only man I can recall who seemed to possess anything like his ability in this direction was Percy Furnival. When Sellers, coming to Springfield, gave "our George" Hendee the first real defeat he had experienced, Springfield put on sackcloth and ashes, and the American cycling public were struck dumb at the ease with which the rider from across the seas had overthrown our hitherto invincible George. Incidentally to Hendee's defeat a large amount of American money was transferred from American to English pockets and that did not lessen our sorrow or decrease the Englishmen's joy over their victory. It was decided that the last tournament at which Sellers would appear would be at New Haven, and so a special race of a mile for him and Hendee was arranged. "Sandy" and his friends became over-confident of their ability to beat the American champion, and so in no wise abated their jollification over their victory, nor spared the flowing bowl in its celebration. Hendee went at once to New Haven and trained hard to put himself in shape to win back his lost laurels.

When the day of the race came the Englishmen were loud in their offers to back their champion, even going so far as to parade in front of the grand stand with money in their hands offering to wager it upon Sellers, which performance was something new to American wheelmen. But "sporting blood" was not entirely absent from us, and when the men went to the post, there was more money depending upon the event than there has ever been upon any bicycle race in this country before or since. Those who know the New Haven track will recall the fact that it is a half-mile one intended for trotting, and for a distance of, say three feet from the pole, can be made as fast as any track in the country, beyond that it is always inclined to be soft and sandy. Hendee won the pole and the race started. The first lap found the American leading by a length, and the Englishman well in hand close to his rear wheel. As the two men started to make the first turn on the second lap a shrill whistle was heard from where "Sandy's" friends were gathered, and most of us knew that it meant Leaming, the trainer of Seller, had called on him to come away. Now to do this was no easy job, since he must first get his spurt under way, in which effort he would be met by a corresponding one on Hendee's part, and then he must pull out from the good going into the rougher and softer part of the track so as to pass Hendee. The struggle was as grand a one as ever was seen upon a race track, both men fighting each inch of ground. Slowly but surely the wonderful speed and stamina of Sellers' told, and as the stretch was reached he had forced his wheel full three-quarters of its length in front of the American, but to do this had told upon him. On they came like two wild men, and Sandy spurted till daylight showed between his rear wheel and the American's driver. It looked as if it was all over, but the shouting, when, without a moment's warning, Sellers turned square across the track in front of Hendee and took the pole and smooth going, almost causing Hendee to take a header. It was a howling mob in a moment. Hisses, cries of "foul," "rule 'em off," and such like filled the air. When quiet was finally restored, the judges gave the race to Hendee and disqualified Sellers for foul riding, upon which Mr. Leaming publicly proclaimed that "ye's areall a bloomin' lot of skins," and returned to England to be himself arrested for misappropriating funds intended to be used in defraying Sellers' expenses in America. But for all that, 'twas a race never to be forgotten, and despite his riding on this occasion Sellers always had a warm spot in the hearts of those Americans who met him or saw and admired his grand riding.



AT a meeting of the Hudson County Wheelmen it was voted to admit ladies as active members of the club. It was also decided to enter a team in the N. J. C. A. races, which take place at Elizabeth, Oct. 3.

SEVERAL successful ascensions have recently been made in central New York on Professor Myers' sky bicycle, says the Brooklyn (N. Y.,) *Citizen*. The machine consists of a hydrogen gas spindle with a very sharp bow and stern, and almost globular amidships. The gas spindle exactly supports the rider in mid-air, sitting on a bicycle seat. Cranks at hands and feet combine to operate a screw sail in front, which draws the whole machine forward. Behind the rider is a frail cloth rudder which can be placed in any angle or upon any plane. On either side of the rider are outspread wings which serve as guiding or buoying surfaces. The weight of the rider himself is another element in the guidance of the craft. If he leans backward the machine goes up; if forward it slides downward; leaning right or left turns the machine in that direction like a circling bird. By placing one wing horizontal and one perpendicular, the course of the vessel is checked on one side and it spins around as on a pivot. All these manœuvres were successfully carried out in mid-air, at distances varying from an elevation of a few feet to one of hundreds of feet.

THE York County Wheelmen of Biddeford, Me., ever ready to originate some new amusement scheme, enjoyed a baked beans supper on Monday evening, Sept. 14. After the substantial menu had been fully discussed they played whist and pool until a late hour, and voted the affair to be a success from beginning to end.

THE cyclers of Philadelphia are making extensive arrangements for a lantern parade on the evening of Oct. 1st. All of the city clubs will participate, and preparations for the event are already being made. Prizes will be offered for the best club display, the largest club turnout, and the best individual display.

ON Tuesday of last week E. Albrecht of the Douglas Cycling Club, Chicago, established a new American ten-mile road record of, 28m. 49 1-2s., supplanting Harry Hall's 29m. 41s., made some weeks ago. The record was made on the Chicago boulevards and the course, when verified, was found to be several hundred feet over the required distance.

LONDON *Tid-Bits* claims that Mr. Thomas E. Richardson is the oldest member of any cycling club. Mr. Richardson joined the Edinburgh Velocipede Club on March 16, 1870. The name of this club was changed on March 16, 1874, to the Edinburgh Amateur Bicycle Club; but as there was some dispute as to the right of the club to adhere to the old date, the matter was referred to the National Cyclist Union, who held, after having heard evidence, that there was no break in the membership or continuity of its minutes, and that it was entitled to its claim to be called the oldest club in the world. Mr. Richardson is still an active member of the club, and has held office continuously since 1870.

AMONG the many very fine displays at the water carnival in Waltham last week, that of the Waltham Cycle Club ranked very high and took third prize. The club showed its road-racing team on a large float which was covered with lanterns and bunting. The riders had taken the chains from their wheels and pedalled away with great vigor.

EXCERPTS FROM "THE GOSPEL OF GOOD ROADS."

[CONTINUED.]

When I write to you about these roads of Europe I know that you are apt to believe that these European countries are more wealthy than ours; that they are more thickly populated; more thoroughly cultivated; and that these splendid roads are built for the accommodation of only those farmers whose lands are highly cultivated; but in this you are wrong. France is divided into eighty-seven "departments" or political divisions, which, in many respects, are not unlike our counties. In eighty-one of these eighty-seven departments the population per square mile is less than that of the State of Rhode Island; in seventy-eight it is less than the population per square mile of Massachusetts; in sixty-six it is less than that of New Jersey, while if you take the combined area of New York, Pennsylvania, Connecticut, Massachusetts, Rhode Island and New Jersey it will appear that the average population per square mile of these States exceeds that of seventy out of the eighty-seven departments of France. Many of these departments in France are less populous than the thickly settled counties in our Western States, but the uniform excellence of the roads is everywhere maintained. * * *."

Many years ago the French farmer had the same method of making and repairing the wagon roads that is followed in your country to-day. He quit farming for several days each year and "worked out" his road tax.

Do you think he could be induced to go back to the old style of doing things? In Belgium also the principal roads are built and maintained by the general government, and in 1880 in the nine provinces of Belgium over 79 per cent. of the highroads were of this class, the entire length of high-class roads being 4173 English miles, out of a total of five thousand two hundred and eighty-six of roads of all classes. The best roads of Belgium are in the provinces of Namur, Liege and Luxembourg, and permanent employees are kept on the roads under the direction of the chief engineer of the province, for the purpose of insuring the observance of the regulations and looking after the constant repair of the highways.

In Baden the main roads are under the supervision of the State authorities, and are cared for with a studious regard for the requirements of the farmer and inland travel. Under the law relating to roads in Baden, the duty of maintaining the road falls as follows: One quarter each upon the parish (town) and district (county) in which the road is situated. The remaining one-half upon the State treasury.

In Hesse-Darmstadt the roads are divided into two classes, called State roads and district roads, of which the former are a direct care and charge upon the general government, and when the district roads become so important as to require the attention of the State officers, they can, under direction of the district assembly ("Kreistag") be declared State roads. Every district is bound to appoint the necessary officials connected with the district roads. These officials consist of a skilled person who must be capable of filling the office of district overseer and a proper force of laborers requisite for the work in hand. Annual sums are allotted to each province out of the State budget to pay the cost of making and maintaining the public roads.

In Italy the Minister of Public Works is at the head of the Department of Public Roads. The construction of these roads is, in most cases, undertaken by contracts, the work being carried on under direction of Government engineers. These contracts extend also to the work of maintenance and repair, and include the transport of materials, the cost of earth works, embankments, drainage, masonry, ironwork, stone work, removal of snow, mud and dust and the care of border trees planted along the sides of the highways. The contractor is bound to deposit a fixed sum of money in the hands of the public officials, to insure the performance of his contract, and on the termination of a contract, the road must be delivered up in perfect order and repair to answer the description contained in the specifications, and all defects becoming apparent within one month thereafter, are made good at the cost of the contractor, under an estimate of the chief engineer of the district. The money deposit of the contractor is only returned to him upon the compliance of all the terms of his contract, and in case of his neglect or refusal to execute the orders conveyed to him by the highway officials, the latter have power to direct the necessary work to be carried on at the expense of the contractor. A repetition of such offence or the perpetration of any fault on the part of the contractor, results in the termination of his contract and the confiscation of his money deposit. The Government road laborers are called "Cantonniers" and are selected with great care, special reference being had to character and honesty. They must be of robust constitution and must be able to read and write. Each one of these cantonniers is provided with a full set of tools and implements specified by law. His hours of work are from sunrise to sunset, and each day he is obliged to go over the entire track of road placed in his charge. He must be constantly upon the line of his work in all kinds of weather, and in case of necessity, is bound to work on public holidays. His chief duties are the levelling and repair of the highways; the removal of snow, mud, dust, etc. He must assist travellers in distress and vehicles disabled by accident or by weather, and for any neglect of duty, he may be fined, suspended or dismissed, according to the degree of the offence. The fines accumulated during the year are divided among the deserving cantonniers or given to one of the mutual benefit associations, of which they are members. Cantonniers who serve with credit and distinction for three or more years are promoted and given an increase of monthly wages. In the five years from 1873 to 1878, Italy spent about $16,000,000 on her roads, although before that appropriation was made, many excellent highways existed in all parts of the kingdom. In 1881 Italy constructed about 120 miles of new road, and had then about 11,040 miles in course of construction. Mentioning the policy of the Italian Government with respect to its maintenance of the public roads, Mr. Beauclerk, representing the British Government at Rome in the year 1882, in his official report to the home cabinet, said: "It is therefore evident that the Italian Government are doing their utmost to develop rapidly and extensively the means of communication in the kingdom, and there is little doubt that the large outlay incurred, is fully justified by the increased prosperity and wealth of the country." At that time something more than 5000 miles of roads were in charge of the Italian Government. More than twenty-five hundred cantonniers were employed and their services were devoted to the care of all the national roads, except five.

In the Netherlands, as in the countries already mentioned, the principal roads are maintained at the expense of the State.

In Portugal a similar rule is adoped. The State takes the responsibility of the construction, maintenance and service of all important roads connecting the provincial capital and the principal frontier towns. The director of public works and skilled engineers have the principal direction of the Government work, relating to the common roads.

[TO BE CONTINUED.]

A GREAT ROAD RACE.

THE readers of BICYCLING WORLD have already heard of the great French road race from Paris to Brest and return, which has been organized by the *Petit Journal* of Paris.

A few details in regard to this, the greatest race in point of entries the cycling world has ever known, may not be without interest to American wheelmen.

It was some months ago, at the time of the great Bordeaux to Paris race, in which the Englishmen carried off all the honors, that the cycling editor of the *Petit Journal* conceived the idea of a similar race which should be strictly national, and in which no changing of machines should be allowed.

The immense furor caused in French cycling circles by the Paris-Bordeaux race, and the fact that the best Frenchmen had been beaten out of sight, caused the announcement of this new race to be received with great enthusiasm.

The entries simply poured in upon the directors of the *Petit Journal*, so that in a few days they began to mount up into the hundreds; and this, even before the barest details of the race had been settled upon.

In order to prevent the glory loving Gaulish wheelmen from sending in their entries simply to see their names in print, a fee of five francs, $1.00, was fixed upon, and all who wished to enter seriously were called upon to send in that amount.

Out of a total of entries of 576 there were 176 weak-hearted or parsimonious ones, so that the number of valid entries was exactly 400.

The cycling "400" of France, the self-elected *elite* of the wheel world, has nothing in common with the 400 of Mr. McAllister in Hawkshawville, as they really paid up the hard cash for the title, while the American contingent calmly scooped it in!

Out of this 400, as the time went on and the smaller details were arranged, 123 have since been disqualified for not having sent in the required information as to the machines they were to ride.

Thus there rests a total of 277 entries qualified to start from the Paris office of the *Petit Journal* on their long ride of 1200 kilometres, 750 miles, over the Route Nationale number 12, which connects Paris with Brest on the western extremity of Brittany.

What a comment on our boasted American progress! Only a few years ago the proposed race from Boston to Chicago, under the auspices of the BICYCLING WORLD, had to be abandoned because there was no rideable road between the two cities.

Here we have a continuous highway nearly 400 miles long, traversing the wildest and most sterile part of France (Brittany), and which is nevertheless in A1 order and suitable of cycling at high speed the entire distance!

Unless the weather changes very decidedly the race will be run better on water cycles than every day machines, for since July 1st the downpour has been a daily and nightly affair, and the summer of 1891 has been non-existent in France.

All makes of machines are eligible for entry, singles or tandems, and they are classed thus: Ten tricycles, two tandems, one single, solitary ordinary, and all the others safeties.

One of the strict regulations is that no changing of machines or wheels is to be allowed, the principal idea of the promoters of the race being to test the real merit of the various makes and find the weak points of the wheels rather than of the men.

In order to guard against fraud in this matter, each contestant must have his wheel guaranteed by three lead seals, one each on the frame and the hubs respectively.

These seals must be found intact at each of the eight checking stations and at the finish. The wheels must be furnished with lanterns and bells or horns, and thus conform with police rules.

There are several regulations which to Americans or Englishmen would seem finical and unbearable in the last degree.

For instance, at each of the eight checking places, going and returning, the contestants must stop, dismount, sign the checker's book, give up his own route card to be signed and returned to him, and in addition the checker must examine the cycle to see that all three seals are intact and the cycler to see that he bears his number on his arm.

What gay times those checkers are going to have when a horde of seventy-five or a hundred racers descend upon them at the same moment, all struggling to be first attended to and away!

Then again notice the rule in regard to accidents. It says: "The wheelman who cannot repair his wheel on the spot may go to the nearest town by any method of locomotion he pleases, but he must return to the spot the accident occurred at and then resume the race, and then notify the first checker he passes of the details of his accident. He must previously have informed the authorities of the town near which his accident happened of what he has done in the matter.

But if the details are very finical and absurd, the list of prizes is not, for the first man in gets $400 in cash or an object of art given by the paper, besides several medals of gold and silver given by clubs and individuals.

The second man gets $200 cash or various objects of art medals, etc.; the third $100 cash; the fourth $100; the fifth $80; the sixth and seventh each $60; the eighth to seventeenth inclusive, each $40, all of these with option; the eighteenth to twenty-first get various prizes donated by cycling clubs, and finally all contestants who finish the entire route inside of ten days get medals from the *Petit Journal*. In all these prizes it will be noticed that the cash is for the professionals, and the option of objects of art for the amateurs in every case, although the two classes are allowed to compete in the same race.

The race will start Sunday, Sept. 6, at 6 A.M. from the Paris office of the *Petit Journal*, and contestants will ride in procession, in squads of 20 each, under charge of an aid to the entrance of the Bois de Boulogne, where Lo

MATED.

SIMPLICITY.



Swift by name and Swift by nature.

The new Model E Swift is built on the same lines and weighs 36 lbs. complete.

PRACTICABILITY.



Perfect dress guard, low frame and naturally curved handle bars makes the Ladies' Swift the most practical ladies' wheel on the market.

COVENTRY MACHINISTS' CO., Ltd.

239 Columbus Avenue, Boston, Mass.

11 and 13 Madison Street, Chicago, Ill.

BARCAINS!

A FEW



SECOND HAND SAFETIES

Taken in part payment for NEW MAILS. In the lot is one Swift Safety, $85; also two Columbias, $85 each; two Victors, $85 each; one Quadrant, $90; one Raglan, $90, and other makes. ☞ Also two of our $135 grade NEW MAILS at $85 each, and some cheaper makes at $50, $60, etc.

This is an opportunity to secure a BARGAIN for this fall or next year's riding.

Will be quickly snapped up. Only a few of them.

Send for descriptive List of Second-Hand Safeties and Ordinaries. Just issued.

WM. READ & SONS, 107 Washington St., Boston, Mass

BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

—BY—

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN Co.

☞ *Postage stamps will not be accepted hereafter in payment for Advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.* ☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

Editorial Contributor, F. A. EGAN.

BOSTON, 25 SEPTEMBER, 1891.

THE three great race meetings of the year are now events that have passed into history, and the results have proved beyond a question that Zimmerman and Windle have not a peer among the other racing men. As to which is the best man of these two is still a mooted question. Prior to the great record race at Springfield we had felt that Zimmerman was invincible. The fact that Windle was in no fit condition to ride such a race is offset by the fact that Zimmerman had been doing a tremendous amount of work on the track for three days previous, and also on the day of the great race. In this race it must be also borne in mind that Berlo beat Zimmerman for second place, and yet none will argue from this that Berlo is the faster man of the two. In that race and in swinging into the home stretch Zimmerman and Windle drew away from the field side by side with no one to interfere with their efforts. They did not ride a straight course by any means, which deviation was caused by Zimmerman's riding wild at this point. Berlo, however, held a course as straight as an arrow, and by this means gained considerable of an advantage over his great rivals. Zimmerman's swerve was due no doubt to two causes; first, he was pretty well tired after his hard four days' work, and second, he has not ridden the safety long enough to obtain perfect control over the machine. The race in question is the only race where all started from scratch during the circuit that the "Jarsey" boy was pushed to his utmost, and that he was beaten fair and square every one who saw the race will agree. There are so many elements of uncertainty in a race where a field of eleven men start, that to decide the respective merits of two such fast men as Windle and Zimmerman based on the results of such an event is impossible.

We incline to the belief that this matter will never be satisfactorily settled until the two men are brought together in a series of match races; say one mile, half-mile and quarter-mile. If such a series could be arranged, say on the Springfield track, we believe that public interest would be so great that thousands would pay an admission to see the events run.

ERRATUM—In our editorial last week, commencing "The Howls and Groans * * *," in the fourth line we say, "Judged not by the racing rules, etc." This is a mistake in not carefully correcting proof. The sentence should read, "Judged not *only* by the racing rules, but by the rules of common sense, etc."

The rules sustain Mr. Bull most distinctly, and we intended it thus to read.

THE New York *Sun* of Monday last pays a just tribute to the League of American Wheelmen and Mr. Isaac B. Potter, for the issuance and authorship of that valuable pamphlet entitled the "Gospel of Good Roads." Every word of praise printed in the *Sun* is deserved, and every Division should see that the book is distributed freely among the farmers and the merchants of the rural districts. The facts are presented in such a way that they cannot fail to have a very salutary effect. It takes a genius to present hard facts and dry statistics in a way that will be thoroughly read by the public at large, and Mr. Potter in "The Gospel of Good Roads" has displayed that genius. We hope the pamphlet will be spread broadcast in all sections where missionary work to create a sentiment in favor of good roads is needed. The League will never issue a better book on this subject, and we doubt if it can even be equalled.

GOV. LADD of Rhode Island never lets an opportunity pass to speak a good word for Roads Improvement. In a speech lately delivered at the "South County" fair he says:

"* * * There is another exhibit that the South County is making that, while it cannot be shown on these grounds nor put up for a prize in your buildings, is nevertheless apparent. I refer to the road building you have done recently. You are to be congratulated upon the splendid highways that you have made in a part of your county, and the benefit you will derive from them will doubtless be so evident that you will build more. The value of South Kingstown real estate has grown enormously within the past few years, due in a great measure to your fortunate possession of a famous summer resort. You are to be congratulated that so many people with so much money find it agreeable to come among you and spend their money. * * *

"But I do not believe in good roads alone for the summer visitor. I believe that they are of even greater advantage to the farmer who carts his hay and his produce and works his heavy ox team over them. The fact that the farmer's wagon is made so ponderous is not because it has to carry a heavy load so much as it is that he has to road it over country highways so rough that it would shake the whole thing to pieces if it were reasonably light. * * * In the aggregate, 'millions of dollars are spent annually on the farmers' rolling stock because it is worked on roads that wear and tear it in a wasteful fashion. * * * Our farmers are rapidly finding out that good roads are a paying investment, even in sparsely settled communities. * * *"

Rhode Island is to be congratulated on having a Governor so ardently in favor of good roads and legislation to produce and maintain same. May Gov. Ladd long remain chief magistrate of the enterprising State of Rhode Island.

A COMMON and natural mistake of most towns in this country is that an intelligent farmer must necessarily know how to make a good road, but the reverse is the fact. Road making is a subject requiring study and a knowledge of the nature of soils, not often considered by any but engineers, or those to whom such a knowledge is a necessary adjunct of their business in life, and it is with a full knowledge of this condition of affairs that the L. A. W. aims to place the construction and maintenance of our public roads in the hands of competent and scientific State officials A well made road, even in our climate, and with the wide differences in soil ingredients, will last for years, whereas ordinarily the item of repairs in our roads means an entirely changed thoroughfare; the pitch, watersheds, and general character being more in the way of experiment than scientific and practical renovation.

TO achieve success and to obtain a workmanlike appearance upon the wheel, a woman must possess confidence in her power to control and propel the machine, and it must be the confidence derived from knowledge and skill, and not that born of ignorance and foolhardiness. She must know what to do and how to do it under all circumstances, and this necessitates a thorough comprehension of the sport she is pursuing. She must have a fair practical knowledge of the various vital points of the machine, so she may when alone be able to detect and correct any of the numerous minor accidents which ignorance too often allows to develop into something serious. She must practice "form" which, more than anything else, will win her admiration from onlookers and change their derision into praise. Garments should be in style and texture of the plainest and most unobtrusive shape and color attainable, flying ribbons, bright colors, conspicuous hats, shoes, or gloves should be laid aside for use at some more appropriate time and place. With due attention to these few hints, fair woman will be only the more fair when mounted upon a bicycle.

SELF-LOCOMOTION is as important a problem as trans-continental railways. The old "bone-shaker" would have won a greater victory had not ridicule and prejudice and fools complicated the matter. The bicycle avoided the errors and misfortunes of its predecessor through its being introduced and controlled by shrewd, far-seeing men, who fought its battles and gained its victories for it when defeat meant death. It is to these men that cycling must always owe a debt of gratitude that it can never pay, and recollections of this debt should temper the harsh criticism wheelmen are ever but too ready to visit upon the heads of some of these selfsame fathers of the sport who yet labor for the good of wheeling in an intelligent and energetic manner, sparing neither money, skill nor study to make wheels and the riders of them a credit to each other.

THE introduction of the safety into cycling, and the consequent elimination of headers from the sport has robbed the comic papers of one of their most amusing subjects. To an onlooker, even though he were a wheelman, nothing could be more ludicrous than to see the rider of one of those lofty ordinaries of a few years since, suddenly stop and dive over the head of the machine. After the diver had succeeded in collecting himself and his belongings from various parts of the road, he always seemed to be a changed man. He would look at his wheel reproachfully for a few moments, and then mount and ride away with the sad, resigned expression of one who has been the victim of misplaced confidence. The decadence of the ordinary marks the passing away of the header from the excitements of cycling.

THE cycle thief seems to be getting very active again. There are periods when we hear very little of him, and then again, when the dealers appear to be lulled into a condition of security, the scamp makes himself conspicuous, first by his oily cajoleries, and then alas by his absence with the borrowed or hired wheel.

There are only three ways to prevent this stealing of wheels. One is to be sure you know your man personally; another is when a stranger applies for the loan or to hire a wheel, the dealer insist on proper reference and satisfy himself that the reference is *bona fide*. The other remedy is to demand a deposit sufficient to cover the value of the hired or loaned wheel.

The threadbare but none the less true axiom that "an ounce of prevention is worth a pound of cure" comes in very pat in treating of this matter.

HAWKSHAW'S COLUMN.

A RECENT cartoon in *Puck*, in which the artist represented John Bull on a safety defeating Uncle Sam mounted on an ordinary, recalls to mind the fact that several years ago the publishers of that paper refused an offer of $1000 from a prominent manufacturer to insert just such a picture as now ornaments their front page at no expense to anyone. This is a little thing, but it is one of those straws which betoken the great strides cycling has made in public and press opinions.

The cables now used upon car lines are treated to a coating of graphite boiled in tallow, which experience has shown is the best lubricant obtainable. The hint should not be lost upon wheelmen, who may profit by it when lubricating safety chains.

The idea of rapid self-locomotion, which struggled for expression in the fabled centaur, and in the mythical Mercury with winged heels, at length finds practical form and substance in the modern bicycle, and adds to the faculties of man what these fascinating dreams could not do for the plodding wayfarer.

So poor "Sandy" Sellers has run the race with death which sooner or later we all must run and lose as he has done. None of us are so swift or so strong that the grim enemy of man does not in the end meet and defeat us. I knew Sellers quite well during his former triumphant racing experiences in America. It was to me a marvel to see him spend the evening in the questionable conviviality of a bar-room, and on the day that followed show up on the track as "fine as silk" and as "game as a pebble." I do not think that there was ever a man living who could turn into the stretch on even terms with Sellers and beat him across the tape, providing that "Sandy" was in form. The speed he was capable of showing in the last two-hundred yards of a race was something marvellous, and the only man I can recall who seemed to possess anything like his ability in this direction was Percy Furnival. When Sellers, coming to Springfield, gave "our George" Hendee the first real defeat he had experienced, Springfield put on sackcloth and ashes, and the American cycling public were struck dumb at the ease with which the rider from across the seas had overthrown our hitherto invincible George. Incidentally to Hendee's defeat a large amount of American money was transferred from American to English pockets and that did not lessen our sorrow or decrease the Englishmen's joy over their victory. It was decided that the last tournament at which Sellers would appear would be at New Haven, and so a special race of a mile for him and Hendee was arranged. "Sandy" and his friends became over-confident of their ability to beat the American champion, and so in no wise abated their jollification over their victory, nor spared the flowing bowl in its celebration. Hendee went at once to New Haven and trained hard to put himself in shape to win back his lost laurels.

When the day of the race came the Englishmen were loud in their offers to back their champion, even going so far as to parade in front of the grand stand with money in their hands offering to wager it upon Sellers, which performance was something new to American wheelmen. But "sporting blood" was not entirely absent from us, and when the men went to the post, there was more money depending upon the event than there has ever been upon any bicycle race in this country before or since. Those who know the New Haven track will recall the fact that it is a half-mile one intended for trotting, and for a distance of, say three feet from the pole, can be made as fast as any track in the country, beyond that it is always inclined to be soft and sandy. Hendee won the pole and the race started. The first lap found the American leading by a length, and the Englishman well in hand close to his rear wheel. As the two men started to make the first turn on the second lap a shrill whistle was heard from where "Sandy's" friends were gathered, and most of us knew that it meant Leaming, the trainer of Seller, had called on him to come away. Now to do this was no easy job, since he must first get his spurt under way, in which effort he would be met by a corresponding one on Hendee's part, and then he must pull out from the good going into the rougher and softer part of the track so as to pass Hendee. The struggle was as grand a one as ever was seen upon a race track, both men fighting each inch of ground. Slowly but surely the wonderful speed and stamina of Sellers' told, and as the stretch was reached he had forced his wheel full three-quarters of its length in front of the American, but to do this had told upon him. On they came like two wild men, and Sandy spurted till daylight showed between his rear wheel and the American's driver. It looked as if it was all over, but the shouting, when, without a moment's warning, Sellers turned square across the track in front of Hendee and took the pole and smooth going, almost causing Hendee to take a header. It was a howling mob in a moment. Hisses, cries of "foul," "rule 'em off," and such like filled the air. When quiet was finally restored, the judges gave the race to Hendee and disqualified Sellers for foul riding, upon which Mr. Leaming publicly proclaimed that "ye's are all a bloomin' lot of skins," and returned to England to be himself arrested for misappropriating funds intended to be used in defraying Sellers' expenses in America. But for all that, 'twas a race never to be forgotten, and despite his riding on this occasion Sellers always had a warm spot in the hearts of those Americans who met him or saw and admired his grand riding.



AT a meeting of the Hudson County Wheelmen it was voted to admit ladies as active members of the club. It was also decided to enter a team in the N. J. C. A. races, which take place at Elizabeth, Oct. 3.

SEVERAL successful ascensions have recently been made in central New York on Professor Myers' sky bicycle, says the Brooklyn (N. Y.,) *Citizen*. The machine consists of a hydrogen gas spindle with a very sharp bow and stern, and almost globular amidships. The gas spindle exactly supports the rider in mid-air, sitting on a bicycle seat. Cranks at hands and feet combine to operate a screw sail in front, which draws the whole machine forward. Behind the rider is a frail cloth rudder which can be placed in any angle or upon any plane. On either side of the rider are outspread wings which serve as guiding or buoying surfaces. The weight of the rider himself is another element in the guidance of the craft. If he leans backward the machine goes up; if forward it slides downward; leaning right or left turns the machine in that direction like a circling bird. By placing one wing horizontal and one perpendicular, the course of the vessel is checked on one side and it spins around as on a pivot. All these manœuvres were successfully carried out in mid-air, at distances varying from an elevation of a few feet to one of hundreds of feet.

THE York County Wheelmen of Biddeford, Me., ever ready to originate some new amusement scheme, enjoyed a baked beans supper on Monday evening, Sept. 14. After the substantial menu had been fully discussed they played whist and pool until a late hour, and voted the affair to be a success from beginning to end.

THE cyclers of Philadelphia are making extensive arrangements for a lantern parade on the evening of Oct. 1st. All of the city clubs will participate, and preparations for the event are already being made. Prizes will be offered for the best club display, the largest club turnout, and the best individual display.

ON Tuesday of last week E. Albrecht of the Douglas Cycling Club, Chicago, established a new American ten-mile road record of, 28m. 49 1-2s., supplanting Harry Hall's 29m. 41s., made some weeks ago. The record was made on the Chicago boulevards and the course, when verified, was found to be several hundred feet over the required distance.

LONDON *Tid-Bits* claims that Mr. Thomas E. Richardson is the oldest member of any cycling club. Mr. Richardson joined the Edinburgh Velocipede Club on March 16, 1870. The name of this club was changed on March 16, 1874, to the Edinburgh Amateur Bicycle Club; but as there was some dispute as to the right of the club to adhere to the old date, the matter was referred to the National Cyclist Union, who held, after having heard evidence, that there was no break in the membership or continuity of its minutes, and that it was entitled to its claim to be called the oldest club in the world. Mr. Richardson is still an active member of the club, and has held office continuously since 1870.

AMONG the many very fine displays at the water carnival in Waltham last week, that of the Waltham Cycle Club ranked very high and took third prize. The club showed its road-racing team on a large float which was covered with lanterns and bunting. The riders had taken the chains from their wheels and pedalled away with great vigor.

THE Newton Cycle Club enjoyed a tally-ho ride to Auburndale last week and ate one of Lee's dinners at the Woodlawn Park Hotel.

SEVERAL ministers of Cleveland, Ohio, are about to form a bicycle club.

THE Riverside Wheelmen have made elaborate arrangements for a meet at the Manhattan Field, October 3d. The crack riders have signified their intention to compete, and the aggregate value of the prizes will be $2500.

THE Chicago Cycling Club gave their last pavilion party on the evening of September 16th. The pavilion was decorated with flags, bunting and Chinese lanterns. The attendance was unusually large, there being present over three hundred couples.

THE West End Bicycle Club of Rochester, N. Y., after the last run of the season, enjoyed its annual banquet at the Bartholomay hotel on Thursday evening, September 17th. Nearly fifty members were present and the occasion was a very enjoyable one.

N. D. LOOMIS, of the Southington, Conn., Cutlery Company has applied for a patent on a bicycle which he believes can be ridden a mile in a minute or faster on a track, and a mile in two minutes on an ordinary road. The rider sits inside a wheel nine feet in diameter, on the inside of which gear wheels, propelled by pedals, convey the motive power. The steering wheel is three feet in diameter and follows the big wheel.

THE Business Men's Cycle League of Newark, N. J., will make a century run on September 26th.

THE Albany, N. Y., Bicycle Club enjoyed a banquet at the Fort Orange hotel on the evening of September 15th. About 30 members were present and participated in the festivities. The banquet was followed with songs, recitations and a good time generally.

CHARLES SCHWALBACH of Brooklyn, N. Y., has secured a capitalist who will erect for him a large building devoted entirely to the bicycle business. A riding school for beginners will be attached to the building, and it will be managed by a corps of skilled instructors.

ON Monday evening, September 14th, the Meriden, Conn., Wheel Club had a lantern parade, and the affair was a greater success than the projectors anticipated. The number of wheels in line was 77 and the decorations were profuse and unique.

ARRANGEMENTS are being made to repeat the St. Louis county tour, which was a big success last spring, on Thursday, October 8th. A meeting of the various club officers was held on September 12th to perfect arrangements.

THE French cyclists have signed a petition to the Chambers, complaining that in some places their operations are arbitrarily forbidden. They ask to be placed on the same footing as drivers of other vehicles.

THE annual five mile road race of the Quaker City Wheelmen, of Philadelphia, will take place on Thanksgiving Day.

THE English papers announce the death of Sanders Sellers, who was at one time the champion English amateur. In 1884 Sellers came to this country and was the sensation of the tournaments. He cut the American record from 2.50 to 2.39 at Hartford.

COASTING down Pike's Peak seems to have become a very popular pastime with Western wheelmen. The distance is twenty-two miles, and has been coasted in two hours and twenty minutes.

THE Passaic Wheeling Athletic Association participated in a lantern parade on Saturday evening, September 12th, and the demonstration was successful in every respect. About 300 were in line, in the following order of the clubs: Passaic County Wheelmen and Athletic Association, 40; Passaic Athletic Club, 25; Amity Athletic Association of Brooklyn, 12; Harlem Wheelmen, 7; East Orange Cyclers, 17; Orange Wanderers, 19; Watsessing Wheelmen, 12; Business Men's B. L. of Newark, 15; Atalantas of Brooklyn, 18; Passaic Falls Wheelmen, 19; Tourist Bicycle Club of Paterson, 9; Rutherford Wheelmen, 27; Jersey City Athletic Club, 7; Elizabeth Wheelmen, 23; Prospect Cyclers, 5; Belleville Wheeling Club, 3; total 258. Besides these there were the unattached wheelmen and stragglers, who are estimated at from 50 to 75. At the completion of the parade the cyclers met at the club house of Passaic Wheeling and Athletic Association, where a very enjoyable musicale was given, followed by refreshments.

THE Columbus (Ohio) Cycling Club has undergone an enormous change within the last month, they having incorporated with a capital stock of $3000, and have leased a superb and large brown stone mansion on West Gay street, which has been entirely furnished with fine modern upholstered furniture, piano, pool, billiard and card tables, well equipped bath rooms, a library furnished with all the literature of interest to cyclists, storage for wheels, natural gas, and all the requirements of a modern cycling club, which makes it one of the finest and most comfortable club quarters to be found in the land. Visiting wheelmen are cordially invited to share the comforts found therein.

BOTH the Wanderers and the Press Cycle Clubs of Buffalo have added pool tables to their club rooms during the past week. There is some strong talk of having a combined century run, with as large delegations as possible from all the wheeling clubs in Buffalo and vicinity, to take place shortly. It is sure of being a success.

THE Buckeye Ladies' Cycling Club of Columbus, Ohio, which numbers about 30 members and which attracted so much attention at Detroit during the recent "meet" because of their tasty costumes, took quite an extensive spin to Circleville the other day, returning in the evening. This is the greatest trip of the season reported by them.

WE are pleased to announce that through the medium of a private letter to Secretary Bassett we learn of the improvement of Mr. Sanford Lawton who has been very ill with an attack of peritonitis. His illness was aggravated by the sudden death of his sister in New York, whose remains were taken home to Springfield the day Mr. Lawton was taken down. His family now believe that he is out of danger, news that will be welcomed by Mr. Lawton's many friends.

THE Chicago *News*, commenting on the subject of bicycles and reform, says there is nothing in the appearance of a man on a bicycle to indicate that he is a reformer, and yet that is what he became when he purchased his wheel. The bicyclist is a wandering advocate of better city pavements and better country roads. Already he has made his influence felt for good in many communities. As the number of bicycles multiply throughout the country and the man in the knee breeches becomes aware of his influence, the wheel will be recognized as a powerful engine of reform. For many years the people of this nation have contented themselves with wretched highways, the farmers because they feared heavy taxation for improvements and the other classes of citizens because they sympathized with the farmers. It is beginning to be understood, however, that the farmers' fears are not well founded; in fact, that they sustain enormous losses as the direct result of bad roads. It is the province of the alert bicyclist, who is brought in contact constantly with the horrible highways, to teach true economy in this matter and to throw his influence on the side of his teaching.

THE Rutherford Wheelmen of Rutherford, N. J., will hold a series of entertainments this winter on the first Tuesday of each month in their club house, for the purpose of raising money to refit it and also to farther improve their track. Very fine talent has been secured, and a pleasant evening's entertainment will be given. The entrance fee will be fifty cents.

CHARLES P. TUCKER and Frank Taylor of the Hudson (Mass.) Cycle Club, who are touring the New England States, have reached the White Mountains. From Boston to Portland they toured the sea coast pleasure resorts. They will spend a few days in the mountain region and follow the Connecticut River down through Massachusetts. They expect to spend about three weeks of their vacation on this tour, and to cover all the New England States.

ON Sunday, September 20, 1891, Miss Alice Waugh, accompanied by Geo. G. Greenburg of the Columbia Wheelmen of Chicago, made a century on the Elgin and Aurora course. The distance from Chicago to Elgin, 38 miles, was made in four hours and a half, and from Elgin to Aurora, 21 miles, in four hours, this last against a very strong head wind. Considering the excessive heat, 90 in the shade, and the wind, the young lady's performance is quite a creditable one. Miss Waugh intends making application for membership in the century road club.

THE young ladies of Dayton, Ohio, who are devotees of the wheel, have made arrangements for a permanent organization. At a meeting held in the Dayton Bicycle Club rooms, Miss Elizabeth Byrne was elected President, and a committee was appointed to draw up a Constitution and By-laws, and report.

ENERGY and concerted action has finally resulted in the formation of a permanent bicycle club in Bayonne, N. J., under very auspicious circumstances. The club will be known as the Bayonne City Wheelmen. At a recent meeting the officers were elected. Twenty-eight active members were enrolled, and a large number of others will soon follow. Captain McAllister was very active in his efforts towards the formation of the club. The club's temporary headquarters will be corner 25th street and Avenue D. Another important meeting was held Thursday evening, September 17, to consider the advisability of joining the B. R. A. in a body, and still retain the name. Those who are desirous of joining the Bayonne City Wheelmen can do so by making application to Captain W McAllister, 25 West 26th street.

MESSRS. Livingston Jacques and Daniel S. Kissam of the Orange (N. J.) Wheelmen, have just completed a tour of eight hundred and fifty miles in twenty days actual wheeling through Long Island, New England, New York, Pennsylvania and New Jersey. The route was through Jamaica, Cold Springs, Huntington, Commac, Smithtown, Stony Brook, Port Jefferson, then via boat to Bridgeport, New Haven, Hartford, Springfield, Holyoke, through the Berkshires to Great Barrington, Lakeville, Stockbridge, Lenox, Pittsfield, Williamstown, Bennington, Manchester, Rutland, Cambridge, Troy, Albany, Catskill, Kingston, High Falls, Showangunk Mountains, Lake Mohawk, Lake Minnewaska, Ellenville, Port Jarvis, Milford, Dingman's Ferry, Bushkills, Delaware Water Gap, Portland, Bellvedere, Hackettstown, Stanhope, Morristown, Madison Summit, Milburne to Orange. They speak in the highest terms of the courtesy shown them by all wheelmen and others while en route, no tramps or road hogs encountered. They recommend especially the trip through the Berkshires, Lakeville, to Rutland, also the run along the Delaware River from Ellenville to Bushkills, and for fine roads and beautiful scenery it cannot be excelled. Out of the whole trip they had but fifty miles of poor roads.

ON Friday evening, September 11th, the members of the Irvington (N. J.) Cycle Club assembled at the residence of their president for a watermelon feast. After the watermelons came singing, music, etc, and a good time generally. The club expect to get into their new quarters in about a month. New members are being added at each meeting.

AN L. A. W. CHARM AND ITS POSSIBLE HISTORY.

THE writer has in his possession a beautiful L. A. W. charm which he acquired in quite a curious manner. It was found in the sweepings of the stable of the Pillsbury House at Kezar Falls, Maine, by the proprietor Oliver D. Pillsbury.

At the time Mr. Pillsbury noticed something gleaming in the refuse of the stable at his feet, and procuring a pitchfork he soon turned up the charm mentioned. Upon investigation the charm seemed to have contained a garnet and diamond, but the setting was vacant, and so the stone, whatever it was, must have been lost en route.

On one side of the charm are the letters L. A. W. in relief upon spokes of gold, the reverse contains the letters R. C. C. in a like manner. The supposition arrived upon by Mr. Pillsbury is that the charm must have become detached from the owner, whoever he may be, and falling into the hay or grain thus got into the horse's mouth (an animal who is never known to swallow anything without chewing thoroughly) which, after chewing the charm, spit it out, thereby dislodging the stone, which judging by the setting was a diamond of fair size. As the grain came from the West, presumably Buffalo, might not the letters R. C. C. stand for the Rovers or the Roamers Cycle Club of Buffalo, or the Rochesters, or countless other clubs throughout the West? Be that as it may it had a strange journey.

C. PERCIVAL.

EXCERPTS FROM "THE GOSPEL OF GOOD ROADS."

[CONTINUED.]

When I write to you about these roads of Europe I know that you are apt to believe that these European countries are more wealthy than ours; that they are more thickly populated; more thoroughly cultivated; and that these splendid roads are built for the accommodation of only those farmers whose lands are highly cultivated; but in this you are wrong. France is divided into eighty-seven "departments" or political divisions, which, in many respects, are not unlike our counties. In eighty-one of these eighty-seven departments the population per square mile is less than that of the State of Rhode Island; in seventy-eight it is less than the population per square mile of Massachusetts; in sixty-six it is less than that of New Jersey, while if you take the combined area of New York, Pennsylvania, Connecticut, Massachusetts, Rhode Island and New Jersey it will appear that the average population per square mile of these States exceeds that of seventy out of the eighty-seven departments of France. Many of these departments in France are less populous than the thickly settled counties in our Western States, but the uniform excellence of the roads is everywhere maintained. * * *."

Many years ago the French farmer had the same method of making and repairing the wagon roads that is followed in your country to-day. He quit farming for several days each year and "worked out" his road tax.

Do you think he could be induced to go back to the old style of doing things? In Belgium also the principal roads are built and maintained by the general government, and in 1880 in the nine provinces of Belgium over 79 per cent. of the highroads were of this class, the entire length of high-class roads being 4173 English miles, out of a total of five thousand two hundred and eighty-six of roads of all classes. The best roads of Belgium are in the provinces of Namur, Liege and Luxembourg, and permanent employees are kept on the roads under the direction of the chief engineer of the province, for the purpose of insuring the observance of the regulations and looking after the constant repair of the highways.

In Baden the main roads are under the supervision of the State authorities, and are cared for with a studious regard for the requirements of the farmer and inland travel. Under the law relating to roads in Baden, the duty of maintaining the road falls as follows: One quarter each upon the parish (town) and district (county) in which the road is situated. The remaining one-half upon the State treasury.

In Hesse-Darmstadt the roads are divided into two classes, called State roads and district roads, of which the former are a direct care and charge upon the general government, and when the district roads become so important as to require the attention of the State officers, they can, under direction of the district assembly ("Kreistag") be declared State roads. Every district is bound to appoint the necessary officials connected with the district roads. These officials consist of a skilled person who must be capable of filling the office of district overseer and a proper force of laborers requisite for the work in hand. Annual sums are allotted to each province out of the State budget to pay the cost of making and maintaining the public roads.

In Italy the Minister of Public Works is at the head of the Department of Public Roads. The construction of these roads is, in most cases, undertaken by contracts, the work being carried on under direction of Government engineers. These contracts extend also to the work of maintenance and repair, and include the transport of materials, the cost of earth works, embankments, drainage, masonry, ironwork, stone work, removal of snow, mud and dust and the care of border trees planted along the sides of the highways. The contractor is bound to deposit a fixed sum of money in the hands of the public officials, to insure the performance of his contract, and on the termination of a contract, the road must be delivered up in perfect order and repair to answer the description contained in the specifications, and all defects becoming apparent within one month thereafter, are made good at the cost of the contractor, under an estimate of the chief engineer of the district. The money deposit of the contractor is only returned to him upon the compliance of all the terms of his contract, and in case of his neglect or refusal to execute the orders conveyed to him by the highway officials, the latter have power to direct the necessary work to be carried on at the expense of the contractor. A repetition of such offence or the perpetration of any fault on the part of the contractor, results in the termination of his contract and the confiscation of his money deposit. The Government road laborers are called "Cantonniers" and are selected with great care, special reference being had to character and honesty. They must be of robust constitution and must be able to read and write. Each one of these cantonniers is provided with a full set of tools and implements specified by law. His hours of work are from sunrise to sunset, and each day he is obliged to go over the entire track of road placed in his charge. He must be constantly upon the line of his work in all kinds of weather, and in case of necessity, is bound to work on public holidays. His chief duties are the levelling and repair of the highways; the removal of snow, mud, dust, etc. He must assist travellers in distress and vehicles disabled by accident or by weather, and for any neglect of duty, he may be fined, suspended or dismissed, according to the degree of the offence. The fines accumulated during the year are divided among the deserving cantonniers or given to one of the mutual benefit associations, of which they are members. Cantonniers who serve with credit and distinction for three or more years are promoted and given an increase of monthly wages. In the five years from 1873 to 1878, Italy spent about $16,000,000 on her roads, although before that appropriation was made, many excellent highways existed in all parts of the kingdom. In 1881 Italy constructed about 120 miles of new road, and had then about 11,040 miles in course of construction. Mentioning the policy of the Italian Government with respect to its maintenance of the public roads, Mr. Beauclerk, representing the British Government at Rome in the year 1882, in his official report to the home cabinet, said: "It is therefore evident that the Italian Government are doing their utmost to develop rapidly and extensively the means of communication in the kingdom, and there is little doubt that the large outlay incurred, is fully justified by the increased prosperity and wealth of the country." At that time something more than 5000 miles of roads were in charge of the Italian Government. More than twenty-five hundred cantonniers were employed and their services were devoted to the care of all the national roads, except five.

In the Netherlands, as in the countries already mentioned, the principal roads are maintained at the expense of the State.

In Portugal a similar rule is adoped. The State takes the responsibility of the construction, maintenance and service of all important roads connecting the provincial capital and the principal frontier towns. The director of public works and skilled engineers have the principal direction of the Government work, relating to the common roads.

[TO BE CONTINUED.]

A GREAT ROAD RACE.

THE readers of BICYCLING WORLD have already heard of the great French road race from Paris to Brest and return, which has been organized by the *Petit Journal* of Paris.

A few details in regard to this, the greatest race in point of entries the cycling world has ever known, may not be without interest to American wheelmen.

It was some months ago, at the time of the great Bordeaux to Paris race, in which the Englishmen carried off all the honors, that the cycling editor of the *Petit Journal* conceived the idea of a similar race which should be strictly national, and in which no changing of machines should be allowed.

The immense furor caused in French cycling circles by the Paris-Bordeaux race, and the fact that the best Frenchmen had been beaten out of sight, caused the announcement of this new race to be received with great enthusiasm.

The entries simply poured in upon the directors of the *Petit Journal*, so that in a few days they began to mount up into the hundreds; and this, even before the barest details of the race had been settled upon.

In order to prevent the glory loving Gaulish wheelmen from sending in their entries simply to see their names in print, a fee of five francs, $1.00, was fixed upon, and all who wished to enter seriously were called upon to send in that amount.

Out of a total of entries of 576 there were 176 weak-hearted or parsimonious ones, so that the number of valid entries was exactly 400.

The cycling "400" of France, the self-elected *elite* of the wheel world, has nothing in common with the 400 of Mr. McAllister in Hawkshawville, as they really paid up the hard cash for the title, while the American contingent calmly scooped it in!

Out of this 400, as the time went on and the smaller details were arranged, 123 have since been disqualified for not having sent in the required information as to the machines they were to ride.

Thus there rests a total of 277 entries qualified to start from the Paris office of the *Petit Journal* on their long ride of 1200 kilometres, 750 miles, over the Route Nationale number 12, which connects Paris with Brest on the western extremity of Brittany.

What a comment on our boasted American progress! Only a few years ago the proposed race from Boston to Chicago, under the auspices of the BICYCLING WORLD, had to be abandoned because there was no rideable road between the two cities.

Here we have a continuous highway nearly 400 miles long, traversing the wildest and most sterile part of France (Brittany), and which is nevertheless in A1 order and suitable of cycling at high speed the entire distance!

Unless the weather changes very decidedly the race will be run better on water cycles than every day machines, for since July 1st the downpour has been a daily and nightly affair, and the summer of 1891 has been non-existent in France.

All makes of machines are eligible for entry, singles or tandems, and they are classed thus: Ten tricycles, two tandems, one single, solitary ordinary, and all the others safeties.

One of the strict regulations is that no changing of machines or wheels is to be allowed, the principal idea of the promoters of the race being to test the real merit of the various makes and find the weak points of the wheels rather than of the men.

In order to guard against fraud in this matter, each contestant must have his wheel guaranteed by three lead seals, one each on the frame and the hubs respectively.

These seals must be found intact at each of the eight checking stations and at the finish. The wheels must be furnished with lanterns and bells or horns, and thus conform with police rules.

There are several regulations which to Americans or Englishmen would seem finical and unbearable in the last degree.

For instance, at each of the eight checking places, going and returning, the contestants must stop, dismount, sign the checker's book, give up his own route card to be signed and returned to him, and in addition the checker must examine the cycle to see that all three seals are intact and the cycler to see that he bears his number on his arm.

What gay times those checkers are going to have when a horde of seventy-five or a hundred racers descend upon them at the same moment, all struggling to be first attended to and away!

Then again notice the rule in regard to accidents. It says: "The wheelman who cannot repair his wheel on the spot may go to the nearest town by any method of locomotion he pleases, but he must return to the spot the accident occurred at and then resume the race, and then notify the first checker he passes of the details of his accident. He must previously have informed the authorities of the town near which his accident happened of what he has done in the matter.

But if the details are very finical and absurd, the list of prizes is not, for the first man in gets $400 in cash or an object of art given by the paper, besides several medals of gold and silver given by clubs and individuals.

The second man gets $200 cash or various objects of art medals, etc.; the third $100 cash; the fourth $100; the fifth $80; the sixth and seventh each $60; the eighth to seventeenth inclusive, each $40, all of these with option; the eighteenth to twenty-first get various prizes donated by cycling clubs, and finally all contestants who finish the entire route inside of ten days get medals from the *Petit Journal*. In all these prizes it will be noticed that the cash is for the professionals, and the option of objects of art for the amateurs in every case, although the two classes are allowed to compete in the same race.

The race will start Sunday, Sept. 6, at 6 A.M. from the Paris office of the *Petit Journal*, and contestants will ride in procession, in squads of 20 each, under charge of an aid to the entrance of the Bois de Boulogne, where 20



EAGLES

LEAD IN SPEED AND COMFORT.

THIS IS ESPECIALLY TRUE OF THE

CUSHION TIRE LIGHT ROADSTER

It is easy running, a fine hill climber, a fast coaster. It only needs to be tried to be appreciated.

There is a graceful and easy motion in a high wheel that cannot be obtained in a safety. It is motion that exhilarates and gives a charm to a ride which adds tenfold to its pleasure. The only practical high wheel is the Eagle.

Send for Catalogue. Second-hand list of Safeties and Ordinaries. Some bargains in *solid tire* Eagles.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

CLINCHER PNEUMATIC UNIVERSAL

· · ROVERS · ·

IN STOCK. Price, $120,00.

The Most Practical PNEUMATIC TIRE Yet Produced,

AND A MACHINE UNEQUALLED BY ANY, AT THE PRICE.

Nearly all styles of Rovers can now be supplied on receipt of orders. Reports of victories won on Rovers continue to come from all directions.

The JOHN WILKINSON COMPANY, 269-271 STATE STREET, + + CHICAGO. + +

Circular, No. 18, June, 1891.

SINGER CYCLES

A NEW PATTERN.

SINGER SAFETY, 1888 make, damaged in an accident, June, 1891.

The above is taken from a photograph of the machine sent to us by Messrs. JNO. HOWES & SONS, our Cambridge Agents, who remark: "Slightly damaged, nothing broken except a spoke or two. Rider unhurt."

An unsolicited Testimonial as to the material used in SINGER CYCLES.



AMERICAN DEPOT, 6 and 8 Berkeley Street, BOSTON, MASS.

the word being given the processioning will come to an end and the real race begin. You, in the United States of America, can hardly realize how much interest is being taken in this gigantic road race, or how much it will increase the already great body of French cyclers.

The Bordeaux-Paris race last May, at least added a fourth to the existent number of wheelmen, and this race will do much more, as the *Petit Journal's* daily circulation of 1,087,000, take it into every hamlet in France.

This will be seen to be important when I say that the editors of the paper have become such cycling enthusiasts that for a year past the leading editorials several times a month have been on cycling and its benefits or have mentioned the sport whenever possible.

As all the best French riders are entered, including Jiel-Laval and Coulliboeuf (who were the first Frenchmen in in the Bordeaux race) Dubois, recently reported to have been murdered, Lamberjack, Terront, and others, the pace is going to be hot, and the time made will be close to present records.

Jiel-Laval, Coulliboeuf, or Terront, are among the probable winners.

The race will be the greatest possible test for machines and pneumatics, which will be used almost exclusively. Among the list of entries, I notice one Marquis, which shows how widely spread the sport is in France. Inside two days is the probable time for the winner, and any time before Christmas for the last man.

Long ere this reaches Boston the race will have been run and over, so that next week I can send on an account of how it was lost and won and by whom.

Would that the roads of the United States were such as to enable us to have such a demonstration in America. PEDALS.

THE RESULT.

THE great race, which has engrossed the attention of the entire French people since its start, September 6th, is now finished—that is to say won, for the contestants will continue to come in for six days more.

The winner is Charles Terront, the professional, and his time for the 1196 kilometres (747 1-2 miles) is just twenty-five minutes inside of seventy-two hours, or three days and nights.

Leaving Paris at 6.55 A. M., September 6th, he arrived back at the winning post September 9th, at 6.30 A. M.

The second man turned up at 3.04 P. M., in the person of Jiel-Laval, the Bordeaux amateur, who was fifth in the Paris Bordeaux ride.

The others in order at last advices were Coulliboeuf and Marti, who at 215 kilometres from home were forty minutes behind Jiel-Laval.

Ere this the first dozen or twenty have arrived back at Paris, but as the interest centered in the first two men, the others hardly count.

The story of the race is one to rejoice the hearts of all true lovers of the sport, as the immense excitement and enthusiasm manifested both at Paris and all along the route, augur great things for the advancement of cycling.

The *Petit Journal* for the past five days has been practically a cycle paper, and as its circulation reaches every hamlet in France, this event will mark a big stride in the popularization of the sport.

The start last Sunday morning from the office of the paper was a great affair. At 6.17 A. M. the ten trumpeters stationed on the balcony of the newspaper building sounded "boots and saddles," and the 207 starters mounted in squads of twenty and slowly rode towards the Bois de Boulogne. Passing the Place de l'Opera a military band was there, and enlivened the march with melody. Another band was stationed on the Place de la Concorde, and still a th' 'n the Avenue des Champs-Elysees. Arrived at the avenue leading ' , the Bois, the president of the race, M. Pierre Giffard, (the cycling ed' of the *Petit Journal* and the originator of the race), gave the sig' and the men got under way. Four minutes separated the first a' . ast starters, as they were started by squads.

Terront and Jiel-Laval at once took the lead and were never headed. They exchanged places several times during the long ride, however, and the latter lost his chance of winning by taking three hours sleep at Gumgamp on the return, when he had a clear lead of an hour!

Terront, who had just three hours rest in all, arrived in good condition and not over-fatigued. But it is the way in which the machines stood the work which interests us most.

Terront rode a Humber safety with "Michelin" pneumatic tires—a species I never heard of before—but imagine it is of French manufacture.

Jiel-Laval was on a Clement safety with Dunlop pneumatics, and the majority of the others were on the same tires.

Terront burst his tires three times, but managed to get them in order each time.

Jiel-Laval appears to have escaped punctures, but the other riders were not so lucky, notably Jules Dubois, whose tires punctured five or six times, and who finally had to give up the race at two-thirds distance and when in fifth place! All along the route the men kept losing their complicated checking-books (which had to be signed at sixteen different points), their lead seals kept getting lost off the wheels, and altogether the red-tape method of road racing seems a farce to other than Frenchmen.

Several amusing notes by the way were to be found among the daily two pages of telegraphic bulletins.

One rider having burst his pneumatic, repaired it by stuffing in shreds of his rubber cape, so says the despatch. Another lost five hours by an accident to his mud guard. Fancy riding with mud guarded wheels, and spending five hours tinkering it, instead of five seconds tearing it off.

At Alencon, Laval, St. Brieuc, Morlaix and Brest, the entire cities remained up two successive nights to see the racers pass. Houses were all decorated with flags, bands playing, transparencies up, etc.

Special bulletins were up on the Parisian Grand Boulevards the day of the finish, and during the entire day the talk of the multitude was cycles, cyclers, and the race.

In many towns as he approached Paris, Terront was presented with huge bouquets of flowers by young ladies in white, and had his path strewn with flowers. Crowds of from ten to fifty thousand people cheered him as he passed through Alencon, Dreux, and Versailles.

In short, the interest in the sport is at white heat; and as the avowed object of the *Petit Journal* in promoting the race is to compel the makers to improve the quality of their wheels, a great advance may be counted on.

In closing it is only fair to state that both the leaders had pacemakers and attendants to rub them down and to cut the wind for them, while the others, almost without an exception, rode unaided.

The weather was superb—hot and sunny. This is the first sunny weather we have had since June last, so you see the men were lucky.

The English papers will of course scoff at this race, as they do at everything French, but, all the same, it is more of a test of men and wheels than has ever been seen in England or in America for that matter.

Staples, 10 Sept., '91. "PEDALS."

CORRESPONDENCE.

☞ *The Editors of this paper do not hold themselves responsible for the sentiments expressed in this column.*

AMATEUR VS. PROFESSIONAL.

EDITOR BICYCLING WORLD: I have noticed with some degree of interest the discussion that is being carried on through your columns regarding amateurism and professionalism. In this connection I should like to be allowed to say a few words. The object of that grand organization—the League of American Wheelmen—is for the protection and advancement of the interests of wheelmen. There are in the United States over five hundred wheelmen who are debarred from this order simply because they ride for cash instead of something which has a cash value. An amateur upon winning a race receives something—a piano, bicycle, medal, or what not. Now how many of the fast amateurs would prefer the equivalent in cash.

I noticed a short time ago a letter upon this subject in which the writer stated that men riding for money would resort to most any means to win a race. I do not agree with him. If a man is inclined to use chicanery in racing for money, he would in racing for a prize, and vice versa.

I heartily agree with "Hawkshaw" on this question, and I should like to see the day that the L. A. W. will receive into its fold both professionals and amateurs.

I do not agree with Mr. A. B. Choate of this city that cycling as far as the racing men are concerned, is "a sport pure and simple," but rather work hard and trying. If Mr. Choate would take off his Prince Albert coat and don a sweater and train for a month or two for a race, and enter that race, I do not think he would find it "sport pure and simple," but rather exceedingly hard work.

A racing amateur is necessarily under a considerable expense training himself for races unless he is a member of some large cycling or other athletic club. If in that case he is allowed to receive expense money, why wouldn't it be just as honorable to be allowed to receive cash for winning a race? If he is paid for training for and attending a race, why not for winning?

I should like very much to hear from others on this subject.

W. A. REEVES, Minneapolis.

L. A. W. 20,431.

THE AMATEUR QUESTION.

EDITOR BICYCLING WORLD: "Hawkshaw" does not seem to understand me much better than he is understood. One would infer from his criticisms of my letter on the amateur question that I supposed that by some mysterious means a professional could be transformed, regenerated, born again as it were, simply by paying him for his labor in clocks or crocks, instead of in money. I do not think that, neither did I say anything of the kind; and I certainly do not think that the gray matter in "Hawkshaw's" "think-box" is very limited in amount because he does not believe it. My remarks were confined to the question raised by "Hawkshaw," as to the justice and reasonableness in L. A. W. circles of treating an amateur racing man as more praiseworthy than a professional racer. And in passing let me observe that "Hawkshaw" does not question my statement that: "It is generally conceded by the great majority of business and professional men, those upon whom the world depends for sound judgment and business prosperity, including the founders of the L. A. W., that one who makes sporting a business profession makes a misuse of sport; that the highest and best use of sport is diversion, recreation."

The application of the terms "amateur" and professional to bicycle racers is, of course, something new. One would scarcely think of calling a young stripling "professor," because he made his living by fast racing on the bicycle; and technically, it probably is incorrect. There is therefore some confusion in the use of the terms in relation to bicycle racers. There is, however, in L. A. W. circles, a pretty well defined meaning of the terms as applied to cycling, but the real question at issue, the one worth discussing, is this: Is it advisable for the L. A. W. to admit to membership men who make a business of racing, think of nothing else, as "Hawkshaw" says, and who race for the money there is in it, thus enabling them to live without doing anything else or thinking of anything else? Is it not better for the L. A. W. to limit its membership to those who do think of something else, occasionally at least, besides racing; who race simply as a pastime and for the pleasure and honor of winning over a competitor of like character. It is immaterial what we call the two classes of men, but for convenience sake, call the former professionals and the latter amateurs, and in justice to the amateur it should be understood that the L. A. W., in accord with the great majority of business and professional men, will more highly esteem, rather then less esteem the amateur, from the fact that he does think of and do something besides race, and let it be understood that at any race managed by the L. A. W., he will come in contact with those only who, like himself, earn their living entirely outside the race track. And to this end a man who accepts money for racing should be put into a class which, for convenience sake, we call professionals. Is it not this course which elevated and has kept the L. A. W. at its present high standing?

"Hawkshaw" thinks that time is wasted alluding to the possibility of five per cent. of the L. A., W. if composed of professionals, controlling the

organization. While I believe that the majority in the L. A. W. disagree with "Hawkshaw" on the amateur question, in its application to the members of the L. A. W.; that the ruling sentiment is not in favor of opening the doors to professionals, and that therefore there is no immediate danger of the L. A. W. becoming dominated by professional sporting men; I am not prepared to admit, that if all rules concerning amateurs were abandoned, that the proportionate number of racing men in the L. A. W. would long continue as low as five per cent. of the whole, for I believe that the number of professionals in the organization would rapidly increase while those interested in other business would decrease; but I do know and "Hawkshaw" knows, and everybody who has thought of it knows that in representative organizations active minorities not only sometimes, but do generally, control majorities; that in an organization of the character of the L. A. W., if a small majority of the members thought of but one thing, and did but one thing, and their bread and butter depended upon that one thing, it would not be surprising if while the majority were attending to the business of their offices and shops, the active minority should control the organization to its detriment. If "Hawkshaw" does not know this "his credulity is greater than his experience," and I do not believe that it is. A. B. CHOATE.

A POINTER.

EDITOR BICYCLING WORLD: Why would it not be a good idea for wide awake managers of summer boarding houses to advertise the fact of their having good roads about their section of country, if such exist, if they would cater to a good class of people and one that is daily growing larger, viz.: wheelmen and wheelwomen.

A case in point is one at Springdale, near Stamford, Ct., where a lady from New York spent the summer, but owing to sand and stony roads could not use the cycle.

The almost universal neglect of the roads in this part of the State is chiefly due to two causes, dumb-headedness or wilful meanness on the part of the road makers, or a determination to see how little satisfaction they can give for the money expended on roads.

It must be wilful meanness, for there are big beds of the best gravel all over Fairfield County, which would cost less than the sods and sand that is annually farmed on the roads about here, and would give the public permanent and the best of country road surfaces.

Through Sound Beach and portions of Stamford, we have gravel roads that have been the finest wheeling for three years, without a cent's cost for repairs, and which are a telling object lesson for the old-time chuckleheads who continue to heap up sand, stones, and rubbish on some of our roads.

There should be a way of prosecuting any town who, in these days of enlightenment on road making, still keeps in the old senseless ruts and ways as above.

Could not a delegation of the citizens who are intelligent enough to know right from wrong in this matter, bring a suit against the town so ruining the roads, or in some way compel it to make satisfactory use of the public money?

Will the League lawyer give us a few lines on this subject, and at once? It will not only oblige an outraged people all over Fairfield County but throughout these United States.

We fail to see why the stealing of public money is not as punishable as if it belonged to an individual, and the wretched work done on so many roads can be called nothing less than robbery. "STAMSON."

HE SOLVES THE PROBLEM.

EDITOR BICYCLING WORLD: In the edition of your paper dated September 4th I notice in the column signed "Hawkshaw" the following problem, and I take the liberty of sending you my solution of same.

Problem: "A" pursues another wheelman, "B," who is 82 revolutions of his wheel in advance; while "A" makes 9 revolutions of his wheel, "B" makes 13, but 3 revolutions of "A's" wheel, equals 5 of "B's." How many revolutions of his wheel must "A" make to overtake "B."

Answer: If three of A's revolutions equal 5 of B's; when A makes 9 revolutions, B ought to make 15 revolutions, in order to keep the same number of revolutions ahead; but he only makes 13, therefore every time A makes 9 revolutions he (A) gains 2 revolutions on B because B only makes 13. As A has to gain 82 revolutions, he (A) make 9 revolutions 41 times, as he gains only 2 revolutions every time he makes 9, and as 41 times 9 is 369, "A must make 369 revolutions to overtake B."

Yours respectfully, MAURICE COHEN.

ROUGH TREATMENT.

THE following cutting taken from the Manchester, N. H., *Union* was sent us for publication:

"PORTSMOUTH, Sept. 8.—D. T. Morine and E. L. Bagg, of the Union Bicycle Club of Boston, called at *The Union's* branch office in this city last evening and wished to make the following statement in *The Union:*

'Sunday evening we arrived in the city on our wheels and called at the Langdon House to pass the night. The proprietor objected to our having wheels inside, but after some talk, in which he treated us shamefully, he allowed us to bring them in. At about four o'clock Monday morning he arose and put them out on the sidewalk in a heavy rain storm, and when we arose they were covered with rust and it required an hour's hard work to remove it. We have travelled several thousand miles in New England and the Middle States with wheels and never received such treatment before. We were willing to pay for storage of our machines, but he only cursed at every proposition.'

The young men were gentlemanly appearing and have acquaintance in this city. They are both well-to-do and felt injured at the treatment they had received."

OLLA PODRIDA FROM CALIFORNIA.

NOTHING can better demonstrate the transitory nature of human greatness than cycling. The giants of a few years ago are already forgotten. Who, of the new comers remember, for instance, the genial "Jack?" How many ever heard of the eccentric Karl Kron? Nay, there are many wheelmen of the present year who never read of the valiant Van Wagoner. Even in our own locality the names of Elwell and that of our first Chief Consul (neither of whom, by the way, have had any successor) are strange to the ears of the long trousered, high armed, low seated new League riders who obstruct our sidewalks and tumble over each other in the park. How can they know anything of cycling if they do not read cycling papers?

Why is the proportion of League members to bicycle riders so small? Perhaps the answer in many cases can be found in the reason that the writer is not a club member. He is too independent to belong to the smaller clubs, who are jackals to the lion, and he is not sufficiently subservient to "incorporate" himself as a part of the lion.

It seems as though the League should be entirely independent of club control. Otherwise efforts made for its advancement are viewed with suspicion by non-club members, as attempts to "work" the greater organization for the benefit of the lesser.

"What is the advantage of belonging to the League?" is the question which, naturally, is asked by the new rider who is solicited to become one of us. In reply we very properly lay a good deal of stress on the advantages of reading the BICYCLING WORLD, and we lie to him a good deal about road improvement, toward which practically nothing has been done by the League in California, and then we tell him about our League hotels where cyclers who are League members, and drummers who are not League members, and anybody else can procure the best the house affords, including "extra attention," by paying the usual prices. And we particularly mention a hotel down at the end of the Bay of San Francisco, where they ask fifty cents for a cold lunch, and where the cold roast beef looks like a section of odorless excavator hose, and tastes as its appearance would lead one to expect.

For some time after the advent of the safety it was assumed to be a fact that it should be ridden hands-off, and Van Wagoner created considerable comment by wagering that he could do a mile in three minutes with his hands tied behind him. Now every urchin can do as well if he has the speed.

Riding hands-off is a favorite way of "showing off" with some riders, who seem to think that that is the object of cycling. On one of the streets of Oakland a few days ago, the writer encountered one of these gentlemen whose appearance would have made Hawkshaw weep. He was dressed in blue stockings, blue knee breeches and blue jersey, all skin tight. Upon his head he wore a blue cap decorated with a large pair of white wings. As he drew near he dropped his handles and crossed his arms over his breast, with out-spread hands resting upon his shoulders. He made no response to the bow he received, but kept his eyes firmly fixed upon the future, his face wearing an expression resembling that of the small boy who has dined on raw turnips and slaked his thirst with ice water. As he rode by, his back arched as if in the vain endeavor to make both ends meet, the solemn visage and attenuated figure instantly suggested the thought—"The funniest thing is a frog." "MOROT."

TO CENTURY ASPIRANTS.

Go to Staunton, Va., and ride north on the Valley Pike. It would be advisable for you to select the spring, say May or June, that you may avoid the newly broken stone put on the pike during the summer. A. C. Shannon of the Columbia Cycle Club, Washington, D. C., and Al. S. Michener of same city, left Staunton, Va., at 4 A. M., September 18th. Breakfast, Harrisonburg, Va., 26 miles; dinner, Woodstock, Va., 64 miles; supper, Winchester, Va., 93 miles; arrived there at 5.40 P. M.; after supper went on to Martinsburg, W. Va., completing the ride at 9.40 P. M. and covering 115 miles.

Next morning (Sept. 19) Shannon took train for Washington; Michener left Martinsburg, W. Va., at 4.15 A. M.; breakfast, Hagerstown, Md., 22 miles; dinner, New Market, Md., 58 miles; arrived Washington, D. C., 102 miles, at 8.10 P. M., having run the 217 miles in two days.

He reports the country quite hilly, and many miles of the road newly stoned. COLE.

Washington, D. C.

THE CLEVELAND, OHIO, CHURCH CLUB.

WE believe the first cycle club ever formed in this or any other country, composed entirely of clergymen, was that at Cleveland, Ohio, on Monday last. The gentlemen met at the residence of the Rev. J. H. Hartman. The other gentlemen present were as follows: Rev. M. L. Berger, of the Park Congregational Church; Rev. S. L. Darsie, of the Franklin Circle Disciple Church; Rev. H. J. Reutrink, of Calvin College; Rev. G. L. Hart, of the Superior Street Baptist Church: Rev. A. E. Thompson, of the First Congregational Church; Rev. J. D. Corwin, of the South Presbyterian Church; Rev. J. D. Williams, of Beckwith Presbyterian Church; Rev. G. H. Dunning, of Bethany Presbyterian Church, and Rev. H. Brotherton, of Trinity Baptist Church. There will be only two officers and Dr. Hartman was elected Captain and Dr. Berger was elected Orderly, Secretary and Treasurer. Club runs will take place every Monday. Five other clergymen of Cleveland have expressed their intention of joining the club. Long live the church!!

MR. HENRY G. PRIEST of the Quadrant Cycle Co., Birmingham, England, expects to arrive in the United States about the commencement of October.

He will be glad to receive communications from any substantial firms desiring to represent the Quadrant Cycle Co. in any specified territory.

All letters to be addressed to Box 2225, General Post Office, New York, N. Y.



American Light Rambler.

GORMULLY & JEFFERY MFG. CO.

MAKERS OF

"The American Cycles."

Chicago Retail Store, 85 MADISON STREET.

BRANCH HOUSES:

174 and 178 COLUMBUS AVENUE, Boston, Mass.

1325 4th STREET, N. W., Washington, D. C.

FACTORY AND GENERAL OFFICES:

222-228 N. Franklin Street, Chicago, Ill.

THE BOSTON CENTURY RUN.

CAPTAIN A. D. Peck, Jr., is to be congratulated upon the success of his attempt to give a century run for Boston and Massachusetts wheelmen generally. Ninety-three riders reported and were ready to start from the front of the Boston Athletic Club building at 6.05 last Saturday morning. Among the starters were five ladies, three of whom, Miss M. Kirkwood, and Mrs. G. B. Cooper on singles and Mrs. McArthur on tandem machines, finished. Eighty-three of the party reached Bailey's for breakfast seven minutes ahead of the schedule time, and after breakfast and a short rest they left that place on time, going through Natick to Framingham, at which place they were five minutes behind schedule time. Here they took a fifteen minutes' rest, then continued on to Fayville, at which point a ten minutes' rest was taken. From this on to Northboro the pace was quickened somewhat and they reached this last named place seven minutes ahead of time. From this on, the party continued their route through Clinton to Lancaster, at which point they stopped for dinner. The pare had dropped down by this time to seventy-six. After a rest the return trip was made through Framingham, Wayland, and Weston, and through this section they found the roads the most difficult of any along the route. They reached Waltham five minutes behind schedule time, and at this point supper was taken, seventy of the tourists answering to the roll call. At 8.30 they left Waltham and reached the Club House at 10.30, sixty-eight of them finishing in a bunch, at this time, and three of them coming in an hour later. The roads were found to be very dusty and the discomfort from dust and heat was very great. The pace set was an even one and Captain Peck selected as his assistants, Messrs. Botsford, Chamberlain, Kerrison and McDonald. There were only two accidents on the whole tour, and those occurred through disobedience to orders, which had been given to the effect that every person should preserve their position in line and in both instances the smashup was caused by parties who broke this rule. The success of this ride will no doubt encourage Mr. Peck to organize others, and in fact we are advised by him that he is organizing a Ladies' Run of a similar nature though shorter distance, which is to be held Sept. 30th. The run will start from Back Bay Park at nine o'clock and the distance to be covered will be about thirty-five miles. Bailey's is probably the place where dinner will be taken, from thence Echo Bridge and the beautiful roads and points of interest through the Newtons will be visited and sampled. All ladies and escorts of ladies alone are cordially invited to attend. No gentlemen will be allowed to participate in the run unless accompanied by ladies. The pace will be made probably from five to six miles an hour. For further particulars address A. D. Peck, Jr., 77 Franklin street, Boston.

OCT. 10—ST. LOUIS COUNTY TOUR.—OCT. 10.

Thursday, October 10, is known in St. Louis as Fair Thursday, and is generally made a public holiday, and on this account it has been declared a public holiday, and therefore it has been decided to repeat the St. Louis county tour, which was an unqualified success last spring, on that date. Ballwin willbe the objective point, and mine host Busch will spread himself. The rendezvous for the tour will be Nineteen and Locust streets, where the line will be formed, and headed by competent pace makers will proceed out via the Locust and Pine street asphaltum to the boulevard, and thence to the Manchester road, which reaches the destination, via Forest Park. Every wheelman in St. Louis is invited to be present. Ample refreshments will be provided en route, and an elaborate programme, in which a hill-climbing contest and a road race will be features, is now being arranged. Every participant in the tour will receive a small souvenir, and the usual photograph will also be taken. Seventy-nine men is the record for the largest attendance on a single day at Ballwin, and present indications point to the fact that this will be completely wiped out on October 10. No scorching will be permitted, and the pace will be made to suit the majority. Entries for the hill-climbing contest can be made with Geo. Wilder, 1724 Olive street, and entries close on October 8. It will be a handicap. Fee 25 cents. "LINNEUS."

THE NEW YORK RACE.

EUROPEAN RACING MEN COMING—AUSTRALIA TO BE REPRESENTED.

EVERYTHING points to the International race being a grand success, and Manager T. W. Eck received two cablegrams from Mr. Henry Sturmey, Editor *Cyclist*, saying Lumsden and Stage of Scotland sailed Tuesday, September 15th, and that Richard Howell, Champion of the World, Arthur and Alfred Robb of Birmingham, Wm. Lamb, New Castle, Willie Wood, North Shields, sailed Wednesday, September 23d in City of Berlin, where they will take part in the great six days' bicycle race in Madison Square Garden, Oct. 18th to 24th, inclusive. M. J. O'Flanagan, the Irish rider, will sail a week later; he is a fast rider and has great powers of endurance. W. J. Morgan, "the Senator," arrived in New York, Saturday, September 19, from Portland, Oregon, and starts into active training Monday following. He feels confident of securing one of the first places in the race. Prince, Ashinger and Schock are training in the West and will come East about two weeks before the race. A report has just reached me that Richard Howell has lowered the one mile world's record held by Osmond of 2m. 16s. to 2m. 15s. on the Coventry track. Entries have also been received from Jack Rolfe of Melbourne, Australia, and John Hogan of Victoria, New South Wales, and the latter is certain to start. Other attractive features will be added, and the management has secured Daniel Canary, the champion fancy and trick rider of the world, who will give exhibitions every afternoon and evening on the safety and ordinary wheels. He will also perform the daring feat of riding his wheel from the top balcony of the garden on a one foot plank run to the floor below, a distance of 200 feet. There is a proposition on foot at this writing for an amateurs' tournament to take place on Saturday night, October 17th, previous to the opening of the professional race, and two well known wheel clubs will have entire charge of the affair. BALL HEAD.

PEORIA.

WELL, the last of the "Big Three" meets has come and gone, and those who enjoyed the hospitality of the Peoria Wheelmen and the Illinois Division, carried away with them the pleasantest recollections and memories of the third annual meet of the Peoria Bicycle Club. The intensely hot weather rather militated against the enjoyment of the visitors, and the runs down on the programme would have been much better attended by the visitors of both sexes had Old Sol been less ardent in his attentions. As it was, the attendance on all the runs was most excellent, and the ladies, "God bless 'em," made a better showing numerically in proportion to those present than did the men. The run to Prospect Point was largely attended, and the visitors enjoyed the magnificent view and the lemonade, the latter thoughtfully provided by the Peoria men. The club house on South Jefferson Avenue was the centre of attraction for the wheelmen when there was nothing particular to do, and the visitor always found a crowd of good fellows to chat with and plenty of tobacco and corn cobs for accompaniment. The music on Friday evening was fine and the dancing by the specially engaged artists was unique and much enjoyed by those who came from sections where the eccentricities of the Simon pure Ethiopian are little known or seen.

THE BALL ON THURSDAY NIGHT.

We need a pretty graphic pen to properly describe the charm and beauty of that event, and the Illinois Division can feel proud of the success of its part of the programme. The stage was a perfect bower of tropical and semi-tropical plants, and behind a hedge of those magnificent plants the orchestra was concealed. In the centre of the hall another specimen of the florist's art towered toward the roof. The centre of this piece was composed of lofty palms and some plant very like the banana, while round the base was banked moss and brilliant plants in pots. The galleries were tastefully draped with bunting, while high up in the prosecnium arch was suspended a safety bicycle beautifully decorated with flowers. The flowers were beautiful, the decorations were tasteful, but the ladies eclipsed even the flowers in their winsome, youthful charm. We had heard of Peoria girls! now we have seen them, and all we have to say in regard to the truth of their reported beauty is that we went, we saw, and we *were* conquered. But let that pass. The floor management was excellent and the gentlemen in charge of that department were unremitting in their endeavors to make the strangers have a good time. From personal experience we can say they succeeded. The supper was served in the ante-room of the hall, and was most excellent, both as regards quantity, quality, and manner of service.

THE SMOKER ON FRIDAY NIGHT.

The ladies had expressed a desire to be present at the smoker which was given at Rouse Hall, Friday night. They were warned that smoke, noise and general harmless horse play would be in order, but the ladies said all rigat "let her go," and they went. The galleries were about one-half filled with ladies, and after some preliminary skirmishes the real fun began; the Hickory contingent put in an appearance, and for about an hour they were kept busy initiating every man they could lay their hands on, not excepting his honor, Mayor Clarke, and the burly policeman. We all had to take it, and it was a full hour after our initiation before we *could* forget the vigor of the blow from the Hickory club. Men fled to the gallery and invoked the protection of the fair sex. It was no go, however, for they were quickly followed, and to spare time and trouble, instead of escorting the victims down stairs they were chucked over the gallery rail, and the expectant crowd caught the failing man "on the fly." It was very funny to witness the gallant but fruitless struggles of some of the men, but it was wasted. All had to go over who were tackled. The ladies enjoyed the fun as much as any of the spectators, and why should they not? After this fun had been going on for an hour, the meeting was called to order, and Mayor Clarke welcomed the visitors to Peoria, complimenting the League and wheelmen generally on the success of the meet and the gentlemanly behavior of the visitors. After the Mayor's speech Mr. Patee introduced President Dunn. He feelingly spoke of the reputed beauty of Peoria's fair daughters, and then said the half had not been told. He then got down to the more serious business and spoke earnestly of the condition of feeling existing in certain sections of the West against the President and the Executive Committee. He laid particular stress on the fact that most of the criticisms came to him long after they had been made to others, while he claimed that in all justice to himself he ought to be the first to hear these criticisms. He suggested that in many cases unintentional injustice had been done him by his critics, and in such cases he freely forgave; on the other hand he was free to admit that he had done others injustice, and to such he extended apologies. He asked that all would believe that the Executive Officers were working earnestly for the general good of the League; with this thought in mind he looked to the members to hold up the hands of the administration. The above was the subtance of Mr. Dunn's remarks, on the conclusion of which he presented the prizes to the lucky winners of the two days' racing.

THE PARADE

on Thursday was not the great success that it ought to have been and would have been had the weather not been so intolerably hot. The Peoria men did everything in their power to meet the wants and add to the comfort of their visitors, and for many courtesies received the representative of the WORLD has to especially thank Messrs. Rouse, Patee and Chuse.

FIRST DAY'S RACING.

Under the rays of a scorching sun and amid clouds of dust, a crowd of some 4000 or 5000 people wended their way towards Lake View Park. Some of these went on foot, some on bicycles and some in carriages, but the bulk, however, tested the capacity of the horsecar system to its utmost; neither the dust nor the heat seemed to affect the enthusiasm of the people. The grand stand was filled to its utmost, and Peoria's pretty girls were out in full force, making the picture in the grand stand one of beauty and brilliant coloring. The home stretch on both sides of the track was well lined with those not fortunate enough to get seats in the grand stand. The officials in the small judges' stand suffered intensely from the heat, as did all those who were exposed to the sun's rays. The policing of the track was fairly good, although there were a great many allowed on the track through courtesy who should not have been there. The track was quite good with the exception of the home stretch, which was very dusty and made the riding for those who unfortunately were in the rear almost a torture. Notwithstanding this intensely dusty condition of the track, on the whole it was a fast one, and the back stretch was as hard and free from dust as a floor. In view of the fact that a telegram had been received from Mr. Prial, who had been appointed referee, that he could not be present, the management appointed Mr. R. D. Garden of Chicago to take his place. During the races and prior to same, Spencer's band discoursed sweet music and added to the attractions of the meet. The management were a little slow in getting the men out for the first race, and indeed there was too much delay between the races, although the crowd were very patient. The first race was

One-mile novice, safety—Mr. Hobbs of Aurora cut out a pretty fast pace and was never headed. Henning of Peoria, however, made an effort to catch him, but when within 200 yards of the finish, Hobbs spurted and won easily. Summary:

Y. C. Hobbs, Aurora, first; Frank Henning, Peoria, second; E. J. Wagner, Chicago, third; T. F. Rockwell, Chicago, fourth; E. C. Ronthennberg, Geo. P. Jochew, P. S. Hayes, not placed. Time 2.38 4-5.

One-mile ordinary, novice—The men started out very prettily in a bunch, and on crossing the tape, the conclusion of the first half, it was anybody's race. Wing of Ottawa, however, who had been riding at about fourth place, commenced to spurt, and came home an easy winner. Summary:

Frank Wing, Ottawa, first; C. B. Neilson, Marseilles, second; R. E. Davis, Chicago, third; J. T. Hunter, A. F. Howard, Edw. Schoenheider, not placed. Time 2.55.

Quarter-mile safety, open. Best, second and third heats—This was an unfortunate race for three of the men. Barrett of Chicago, about 300 yards from the finish, swerved badly, and in doing so collided with Zimmerman; both men went down with a crash, and Bode of Chicago was riding so close that he could not avoid the wreck and went down in the heap. Bode and Zimmerman were not much hurt, but Barrett was very badly cut about the face and legs. A protest was entered, but was at once withdrawn as Zimmerman and Bode declined to make a charge against Barrett. This, of course, threw the three men out of the final heats; this accident left G. F. Taylor in the lead and he finished first. Summary:

George F. Taylor, Ipswich, first; L. E. Holton, Omaha, second; A. Helmich, Chicago, third; J. S. Shobe, Chicago, fourth. Time 35 3-5.

In the second heat Berlo won handily; Lumsden of Chicago had the satisfaction of finishing second, beating Hoyland Smith and Worden. Summary:

P. J. Berlo, Boston, first; A. E. Lumsden, Chicago, second; Hoyland Smith, New Bedford, third; G. M. Worden, Boston, fourth. Time 37.

In the final heat a surprise party awaited the cracks and knowing ones by Taylor winning a handsomely contested race from Berlo and Smith. Everybody supposed it would be Berlo's race, but the Ipswich man showed that he had much speed in him, and won by half wheel over the South Boston man. Summary:

G. F. Taylor, first; P. J. Berlo, second; H. Smith, third; Holton, fourth; Helmich, fifth; Shobe, sixth. Time 34 4-5.

One-mile safety, 2.40 class—The referee neglected to place a time limit on this race, and so the men indulged in an exhibition of head work, which did not please the crowd. H. C. Tyler had been leading the men at a slow touring pace until the three-quarter was reached, when he suddenly took a spurt and left his field away in the rear. Bode of Chicago was a poor second, and Van Sicklen of Chicago had to be satisfied with fourth place, Hatfield, the local man, beating him prettily for third position. Summary:

H. C. Tyler, Needham, first; E. C. Bode, Chicago, second; E. A. Hatfield, Peoria, third; W. H. Van Sicklen, Chicago, fourth; L. E. Holton, Omaha, fifth. Time 3.00 4-5.

One mile ordinary, 3.10 class—Wing of Ottawa who had made such a showing in the novice race, was looked upon as a sure winner, but a slight built youth, by the name of Bliss, hailing from Chicago, thought differently. William Long did most of the donkey work until Bliss concluded he would go to the front, which he did in excellent shape, winning he race with plenty to spare. There were twelve starters in this race. ummary:

J. P. Bliss, Chicago, first; E. S. Mockett, Lincoln, Neb., second; Frank Wing, Ottawa, third. Time 2.47.

Two mile safety, handicap, open—This was a grand good race, and it seemed almost impossible that Murphy from scratch would be able to overcome the limit handicap of 375 yards. For the first mile, although all the men were going at a terrific speed, it did not seem possible that Murphy could overhaul his field, but during the last mile he cut them down one by one and came in first in 4.59 3-5, which is a world's record in competition. Dorntge made a desperate effort to win the race, but Murphy was a little too speedy for him and beat him by a few feet. Twenty-eight starters in this race. Summary:

W. F. Murphy, scratch, first; C. W. Dorntge, 80 yards, second; G. F. Taylor, 150 yards, third; A. E. Lumsden, 50 yards, fourth. Time 4.59 3-5, record in competition.

One mile ordinary, open—This was the race for the $500 piano, and as Zimmermaa was entered it was the general foregone conclusion, barring accidents, that he would win the race and take the instrument. Time limit of 2.50 was put on, and as the time limit was not reached, the race was declared off. Barrett of Chicago led in this first heat and finished second, but in the other heats the Chicago man did not appear. Summary of the deciding heats is as follows:

A. Zimmerman, first; J. T. Taylor, second; E. W. Ballard, third, in both heats. Time 2.46 3-5, 2.46? -5.

One mile tandem, open—This was a walkover for A. E. Lumsden and G. K. Barrett of Chicago, there being no other contestants. They did the distance in 2.37 1-5.

One mile Peoria Bicycle Club, handicap—There were only three starters. Hatfield having the five yards, and Henning and Hazard twenty-five yards; all however concluded to start from scratch, which they did. Summary:

E. A. Hatfield, first; F. H. Henning, second; A. B. Hazard, third. Time 2.54. At this point Dan Canary came out and gave one of his excellent exhibitions. Though it must be said in justice to Mr. Canary, that he was not at his best. He was very tired and half sick, but then Dan Canary's second best is an exhibition which would delight every spectator. His work and tricks were loudly applauded and highly appreciated by all.

One mile ordinary, handicap, open—None of the Eastern cracks started in this race, so it was practicaly one for Western "talent." It was one of the best contested races of the day. The finish of Lonn and Bliss at first and second places, was one of the most exciting ones and hotly contested of the day's events Bliss for a small man shows a wonderful burst of speed, and we think with proper training and care, he will astonish the talent. Summary:

William Lonn, 150 yards, first; J. P. Bliss, 100 yards, second; F. Wing, 130 yards, third; J. T. Taylor, Jr., 75 yards, fourth. Time 2.33 1-5.

Five mile safety, open—All of the fast men from the East were in this race, and the West was represented by Shobe, Van Sicklen, Leland and Rockwell. W. F. Murphy, Taylor, Helmich and Rockwell took turns in making the pace for the first four miles. Worden started on a wheel with a damaged pneumatic, and was obliged to stop after making his first mile because the tire burst with him. As usual on turning into the home stretch Zimmerman rushed to the front, Berlo responded very handsomely with a spurt, and though Zimmerman did not have to exert himself in any extraordinary way, the South Boston man made a very pretty finish for second place. Summary:

A. A. Zimmerman, first; P. J. Berlo, second; Hoyland Smith, third; C. W. Dorntge, fourth. Time 14.20 4-5.

SECOND DAY'S RACING.

Saturday dawned clear and hot, and as the day progressed the heat became as intense as it had been on the day previous. The stretch reaching to the track had been sprinkled with more freedom and over larger area than on the previous day, so that the going and coming from the track was more bearable. The track itself, however, was as dusty as on the day before, though an effort had been made by the managers to remove the dust by scraping; this, however, was only partially successful. The attendance the second day at the races exceeded that on the day previous by several hundred. The races were run with more snap, and the waits between were not so long.

One mile ordinary, L. A. W. National championship—As usual in these championship events, the race was a perfect farce, a perfect loafing match, and as one of the reporters for a Chicago paper puts it, "it was a conversation race." Three men came to the pole, Zimmerman, Murphy and Bliss. Bliss claiming to represent Illinois, was not allowed to start, as Githens was the man entitled to that honor, and he was not present. Murphy and Zimmerman rode along side by side, chatting and laughing, which disgusted the crowd, who hissed them roundly. It could not be called a race, but the results were as follows; time, 3.19 3-5, being disgracefully slow. The trouble is that the referee cannot place a time limit on championships, and the only remedy which has been found efficacious to correct such abuses could not be applied in this case. Summary:

A. A. Zimmerman, N. Y. A. C., first; W. F. Murphy, N. Y. A. C., second. Time, 3.19 3-5.

Two mile safety, 5.40 class—Only four men started in this, and the referee placed time limit of 5.40 on the race. Leland did the pacing for the first mile, but as soon as Bode commenced to ride fast for the lead, Leland quit. Van Sicklen, the Chicago veteran, made a good challenge for the lead on the home stretch, but he could not catch Bode, and he was passed by Hatfield. Summary:

E. C. Bode, C. C. C., first; E. A. Hatfield, P. B. C, second; N. H. Van Sicklen, C. C. C., third. Time, 5.31 2-5. Quarters: First, 45 1-5; second, 1.25 4-5; third, 2.07 3-5; fourth, 2.51 2-5; fifth, 3.34 3-5; sixth, 4.57 1-5; seventh, 5.31 2-5: one mile and one-half was not caught; last quarter was ridden in 33 4-5 seconds.

Half mile safety, open—This had eleven starters, and was really one of the prettiest races of the whole meet, all of the men riding in a bunch, no daylight showing between their wheels any time from start to finish. Berlo made the pace, as he had the pole, and as they swung in on the home stretch, neck and neck, sweeping down like a whirlwind, it seemed as though a collision must take place; this, however, was happily averted, and all the men finished so close that it was a question as to the second and third men; the judges, however, giving it to Berlo, Tyler being the man who ran him so hard for the position. Zimmerman did his little spurt act as usual, winning the race handily. Summary:

A. A. Zimmerman, N. Y. A. C., first; P. J. Berlo, M. A. C., second; H. C. Tyler, N. Y. A. C, third; G. F. Taylor, Harvard A. C., fourth. Time, 1.12 2-5; last quarter, 33 2-5 seconds.

Two-mile ordinary, handicap, open—There were 12 starters in this race and no scratch men. Wing, who started from the 240 yard mark, shot out like a meteor, evidently intending to make the men who overtook him ride hard if they expected to catch him. Wing held his position as leader for a mile and a half, but on the last half Bliss, Holton, Ballard and Pixley rushed to the front, Bliss finishing first with lots to spare, Ballard, second, and the others a number of yards behind. Summary:

J. P. Bliss, Chicago, first; E. W. Ballard, second; W. A. Pixley, Omaha, third; L. E. Holton, Omaha, fourth. Time 5.17.

One-mile safety handicap, open—There were 29 starters in this race, Murphy being the only scratch man. His appearance on the track was a signal for applause, as the spectators had not forgotten his splendid work in the two-mile handicap of the first day. There is no doubt about it, that the quantities of dust which enveloped the field had much to do in hindering the men in the rear, Murphy, of course, having to breathe the most of it. He rode a good race but did not get a position. His scratch time, however, was 2.26 2-5, a magnificent performance considering the disadvantages he had to cope with. The finish was an exciting one between Taylor, Smith, Holton and Dorntge, these men finishing all close up and the decisions on their positions being very close. The man from Harvard managed to finish first in the scramble. Summary:

G. F. Taylor, first; L. E. Holton, Omaha, second; Hoyland Smith, New Bedford, third; C. W. Dorntge, Buffalo, fourth. Time 2.24 1-5.

One-mile, boys under 16 years of age—This was really a first-class race, in fact, one of the best boys' races we have ever seen. The diminutive Fred Kurtz rode a pneumatic with the judgment of a veteran, and the form and manner of his riding could be copied with advantage by a great many who shine on the bicycle path. Kurtz was the smallest boy of the three that started, but he beat his competitors about as easily and prettily as could be wished. Summary:

Fred Kurtz, Chicago, first; —— Palmer, second; C. Woods, Jacksonville, third. Time 3.07 2-5.

Two-mile ordinary, six minute class—There were six starters in this race, time limit of six minutes being placed thereon. The men loafed along for the first mile and a half, being some seconds outside the limit. On crossing the tape for the final half, Ballard moved up front and continued increasing his speed until the finish, winning the race handily, the other men finishing in a bunch some four or five feet behind the leader. Summary:

E. W. Ballard, C. C. C., first; E. E. Mockett, Lincoln, Neb., second; W. A. Pixley, Y. M. C. A. C., Omaha, third. Time 5.56 4-5.

One-mile safety, open—There was another piano in this race for the prize, so Zimmerman came forth arrayed in his war paint, so to speak. There were several prizes offered for the men making the quarter, half and three-quarter, providing they were made in .37, 1.14 and 1.57, this race to be run in heats, time limit of 2.35 being placed on the mile. Eleven starters came to the post, and G. K. Barrett being among the number was a sight to excite pity from the spectators. He was all bandaged up and his face done up in cotton wool. On the pistol being fired, H. C. Tyler sprinted for the front with Barrett and Lumsden close up. Tyler, however, finished the first quarter in 36 4-5, which was within the time limit. Worden, the old war horse, then came galloping down for the lead in the half mile; he got the lead but was 3-5 of a second outside the special time limit. Dorntge, the Buffalo wonder, took the turn for the three quarter and managed to get that in 1.55 2-5, well within the limit. Zimmerman, Berlo and Smith had their eyes on the piano, and as soon as the other fellows quit their fooling with the fractions of a mile, Zimmerman swung out, closely followed by Berlo, Murphy, Smith and the rest. Berlo made a magnificent effort to catch Zimmerman, but he could not get any nearer than a length or so, Murphy, Smith and Barrett being close up to Berlo. Summary:

A. A. Zimmerman, N. Y. A. C., first; P. J. Berlo, M. A. C., second; W. F. Murphy, N. Y. A. C., third; H. Smith, N. Y. A. C., fourth; G. K. Barrett, C. C. C., fifth. Time 2.32 2-5.

Second heat—Eight men only faced the starter, Barrett being among the missing. Tyler and Taylor making such a fearful rush for the lead gained 50 yards in the first quarter over Zimmerman, Berlo and the rest. Tyler did the distance in 37 1-5, which was not as good as his effort in the first heat; Taylor however took up the running and rushed over the half-mile, making it in 1.14 2-5, which was outside the special prize limit, continuing his speed he went to the three-fourths, doing that distance in 1.57 1-5, which was well within the time limit, and beat Dorntge's time in the former heat. The cry went up from the grand stand that Zimmerman and the rest of the flyers could never catch Taylor, but they reckoned without their host, for Zimmerman commenced to move up, and before he reached the last one-fourth, his speed was simply marvellous; Smith, Murphy, Dorntge, Berlo, followed the New Jersey man, and by the time they were well started for the home stretch, these men had caught up with Taylor. Zimmerman was driven to his utmost by Berlo who was riding a tremendously fast race; at one time it seemed as though Berlo would pass Zimmerman, but the "racing wonder" was equal to the last mad burst of speed put in by Berlo and finished the winner by inches. It was one of the hardest finishes of the meet. Dorntge and Hoyland Smith were well up for third and fourth places. Thus Zimmerman carried away the third piano and established his reputation still further as a marvel on wheels.

A. A. Zimmerman, first; P. J. Berlo, second; C. W. Dorntge, third; H. Smith, fourth. Time 2.29 3-5.

One mile, 3 minute class—There were 12 starters in this race with time limit at 2.55. This was one of the races of the day, and was one of the prettiest and most closely contested. The men all started with the determination to come in within the time limit, and that they did it the following summary will show:

E. A. Hatfield, P. B. C., first; L. E. Holton, Omaha, second; Y. C. Hobbs, A. C. C., third; F. J. Wagner, C. C. C., fourth. Time 2.37 2-5.

Two mile tandem, handicap, open—This was a walkover for Lumsden and Barrett, they being the only entries to start. A. E. Lumsden and G. K. Barrett, C. C. C. Time 5.29 3-5.

The last event of the meet was a one mile consolation. In this ordinaries and safeties were allowed to compete, but none of the ordinaries showed up. There were seven starters, all on safeties. Lafferty won easily.

L. A. Lafferty, Nashville, first; E. H. Paige, Waukesha, second; J. S. Shobe, Chicago, third. Time 2.51.

RECORDS AND RACING AT PEORIA, MONDAY, SEPT. 21.

A. A. ZIMMERMAN made the three, four, and five mile record in a trial against time at Peoria on Monday, in the following time:

Three miles, - - - - - - - - - -	7.49 2-5
Four " - - - - - - - - - -	10.27
Five " - - - - - - - - - -	12.53 4-5

A. A. Zimmerman and W. F. Murphy went for the mile tandem record, and put it at 2.24 1-5, just 2 3-5 seconds better than former record.

In the invitation mile race, Zimmerman, first; Berlo, second; Taylor, third.

THE TWENTY-FIVE MILE ROAD RACE.

ENTRIES for the Boston Athletic Club road race are coming in fast, and among those received up to date we notice the names of many who have contested in the races of the past year. Most of the prizes are now on exhibition at the store of Wright & Ditson. Those who did not get their entries in by Sept. 26, will unfortunately get left. Address A. D. Peck, Jr., Boston Athletic Association, Boston.

RACING AND MEET NEWS AND GOSSIP.

AT PHILADELPHIA, PA.—The Time Wheelmen held their first annual race meet at Athletic Park last Saturday P. M. Results:

One-mile safety, novice, open, three heats—First heat won by Wm. Lindenfelser, T. W.; Joseph B. Sinerd, C. A. C., second. Time 3.23. Second heat won by J. W. Goulding, M. C. W.; H. O. Douglass, P. A. W., second. Time 3.05 4-5. Third heat won by H. O. Douglass; J. W. Goulding, second. Time 3.13 2-5.

One-mile novice, ordinary, open—C. J. Bahl, Q. C. W., first; H. O. Douglass, P. A. W., second. Time 3.22 2-5.

Half-mile safety, scratch, open, three heats—First heat won by S. H. Bilyeu, P. A. W.; Harry Gill, Jr., P. A. W., second. Second heat won by J. C. Donnelly, O. W.; C. W. Dalsen, C. W., second. Third heat won by S. H. Bilyeu; Louis Geyler, C. W., second. Time 1.20 2-5, 1.26 4-5, 1.20 2-5.

One-mile safety, three minute class, open—F. A. Tucker, C. W., first; J. Grant High, C. C., second. Time 3.14.

One-mile, club championship, solid tire—M. M. Hunter, first; William Lindenfelser, second. Time 3.24 3-5.

One-mile tandem, open—W. J. Kelly and S. H. Bilyeu, first; J. C. Donnelly and S. A. Crawford, second. Time 2.30.

Two-mile ordinary, handicap, open—E. O. Roe, C. C., 220 yards, first; George M. Coates, B. C. A., 250 yards, second. Time 6.05 2-5.

Half-mile safety, boys under 16, open—J. J. Diver, O. A. C., first; Wilbur Samson, unattached, second. Time 1.38 4-5.

One-mile safety, 3.30 class, open—A. W. Rogers, M. C. W., first; M. M. Hunter, T. W., second. Time 3.05 1-5.

One-mile safety, handicap, open—S. H. Bilyeu, P. A. W., first; F. A. Tucker, C. W., second. Time 2 42 3-5.

Half-mile ordinary, scratch, open—V. J. Kelly, P. A. W., first; Harry Gill, Jr., P. A. W., second. Time 1.26 1-5.

One mile safety, handicap, club—M. M. Hunter, 60 yards, first; S. H. Crawford, scratch, second. Time 3.00 4-5.

One-mile safety, 3.30 class, open, three heats—First heat won by W. B. Pollock, C. A. C.; M. M. Hunter, T. W., second. Second heat won by A. H. Rogers, M. C. W.; N. H. Keim, C. W., second. Third heat won by W. B. Pollock; N. M. Keim, second. Time 3.22 2-5, 3.16 4-5, 3.55 3-5.

AT LANSING, MICH., Sept. 11.—The Lansing Bicycle Club held its first annual race meet in connection with the State fair on the half-mile track. Six prizes were given for each event, and a large crowd witnessed the races.

Half-mile novice, safety—H. B. Longyear, first; Geo. S. Mackay, Detroit, second; Chas. E. Salisbury, Owasso Wheel Club, third; Harry A. Cossitt, Owasso Wheel Club, fourth; Frank J. Roth, Owasso Wheel Club, fifth; I. M. Hatch, Lansing Bicycle Club, sixth. There were so many entries that two heats were run, the first six in each to start in final. The time for first heat was 1.25 1-4, Longyear and Mackay being first and second. The time made in second trial heat was 1.23. The final was run immediately following, and 1.21 3-4 was the time made, and the finish between the first two very close.

Half-mile novice, ordinary—M. R. Potter, Lansing Bicycle Club, first; Mark A. Gardner, Detroit Wheelmen, second; F. Hitchcock, Sarnia, Ont., third; M. P. Newell, Port Huron, fourth; R. M. Rulison, Eaton Rapids, fifth; W. A. Martin, Fowlerville, sixth. Time 1.31 3-4.

One mile open, safety—E. C. Bode, Chicago, first; G. E. Mitchell, Washington, D. C., second; J. M. Keenan, Detroit Wheelmen, third; E. L. Reichle, Saginaw, fourth; Jas. Trudell, Detroit Wheelmen, fifth; W. L. Marr, Saginaw, sixth. Time 2.51.

One mile open, ordinary—W. C. Rands, Detroit Wheelmen, first; Geo. E. Lane, Detroit Wheelmen, second; W. A. Morton, Detroit Wheelmen, third; M. R. Potter, Lansing Bicyle Club, fourth; B. J. Holcombe, Detroit Wheelmen, fifth. Time 3.07.

Slow race, 200 yards, safety—G. E. Mitchell, Washington, last; D. B. Belz, Lansing Bi. C., next to last; A. T. Allen, Detroit Wheelmen, third from last; John Flanigan, Lansing, fourth from last; Sam Hitchcock, Sarnia, Ont., fifth from last; H. B. Morgan, Lansing Bi. C., sixth from last.

Two mile open, safety—E. C. Bode, Chicago, first; G. E. Mitchell, Washington, second; W. C. Rands, Detroit Wheelmen, third; Jas. Trudell, Detroit Wheelmen, fourth; W. L. Marr, Saginaw, fifth; Jas. M. Keenan, sixth. Time 6.10. In this race Keenan rode reckless and took a fall on the back stretch of the third lap, and Gates, who was trailing Keenan's rear wheel, fell too, smashing his wheel, but Keenan's wheel being a heavy road wheel, was not much injured so that he mounted it again and succeeded in securing sixth prize.

One mile safety, Lansing Bicycle Club championship—I. M. Hatch, first; H. M. Verplanck, second; D. M. Belz, third; Smith Clawson, fourth; H. B. Morgan, fifth. Time 3.12 1-5.

Two mile handicap, safety—E. C. Bode, Chicago, scratch, first; W. L. Marr, 200 yards, second; Jas. Trudell, 220 yards, third; W. C. Rands, 80 yards, fourth; I. M. Hatch, 250 yards, fifth; G. E. Mitchell, 160 yards, sixth. Time 6 00.

Three mile handicap, safety—E. C. Bode, Chicago, scratch, first; W. C. Rands, Detroit Wheelmen, 130 yards, second; G. E. Mitchell, Washington, 275 yards, third; Chas. E. Gates, Detroit Wheelmen, 300 yards, fourth; J. M. Keenan, Detroit Wheelmen, 200 yards, fifth; H. D. Osborne, Detroit Wheelmen, 265 yards, sixth. Time 5.54 1-2. E. C. Bode having made the first mile in this race in 2.41 he was awarded the special prize of a silver water set for the best time of the day.

Half-mile tandem safety—I. M. Hatch and S. Clawson, first; J. W. Ferle and M. R. Potter, second. Time 3.00.

After supper the prizes were presented in the lobby of Hotel Downey. E. C. Bode got four firsts and a special. Mitchell who is attending the State Agricultural College near the city, and who has had a chance to train on the fair track, did next best, getting a first, two seconds, a third and a fourth.

Hatch got four of the prizes out of the nineteen that went to the Detroit Wheelmen, and did the best of any Michigan man.

The track was used for horse races between the bicycle races, and outside of a foot from the pole the track was cut up terribly.

Clarence Smith of Detroit did some fancy riding after the races, and was awarded a special prize for it.

The management had had no experience in running bicycle races and several mistakes were made, but on the whole the day passed nicely.

E. C. Bode made excellent time considering the shape of the track, and was in charge of his trainer, being the same man who brought out Sandy Sellers, Fred Wood, Percy Furnivall and the other famous racing cracks. "SETAGEC."

AT ST. LOUIS, MO.—Forty-seven entries had been secured for the Missouri Bicycle Club road race, and of this number twenty-one faced the starter on Saturday, September 12, at 5.35 P. M. The course was laid out from top of Nigger Hill in Forest Park, and was two and one-half miles in length, and the finish was at the deer park. The day was an ideal one for road racing, and fully 1000 people witnessed the race. The course was only in fair condition. All the men got away in good shape and the pace was terrific. On the second lap Will Brown, W. L. Nichols, W. F. Saunders and A. E. Diamont dropped out. On the third lap the scratch men, R. Hurck and E. A. Grath, spurted the entire distance, caught and passed the field, and from this on had the race well in hand. It now resolved itself into a desperate struggle between the two named for first place, and it was neck and neck to the finish. In the meantime Tidd, Knapp, Loth, Jno. Hurck, J. W. Bowman and J. H. Borgess came on with a rush and crossed the tape in the order named. The fourth lap showed no material change in the standing of the contestants, and when the final was announced the excitement caused endless confusion at the tape, and R. Hurck claimed to have mistaken the call and rode an extra lap. The order of the finish was: E. A. Grath, scratch, first; time, 47m. 48 1-2s.; R. Hurck, scratch, second; time, 47m. 49s.; R. M. Tidd, scratch, third; time, 47m. 52s.; E. M. Knapp, handicap 1.30, fourth; W. P. Loth, handicap 3.30, fifth; Jno. Hurck, handicap 1.30, sixth; Jno. W. Bowman, handicap 1.30, eighth; J. W. Darnell, handicap 2.30, ninth; W. C. Hutchinson, handicap 4m., tenth; J. B. Burwell, handicap 3.30, eleventh; S. A. Pratt, handicap 4m., twelfth; H. Winsby, handicap 10m., thirteenth; R. J. Madden, handicap 3m., fourteenth; C. Hutton, handicap 2.30, fifteenth; Ed. Collins, handicap 5m., sixteenth; F. F. Bieres, handicap 5m., seventeenth. Edward Grath's actual time, after deducting the handicap of the limit men, 14 minutes, was 33m. 48 1-2s., which won him the first time prize, an elegant gold medal. The second time prize, also a gold medal, was awarded to Richard Hurck, his actual time being 33m. 49s. The affair was voted to be an immense success, and will be an annual fixture. LINNEUS.

AT PLAINFIELD, N. J.—The 18-miles road race of the Plainfield Bicycle Club took place Saturdayy, Sept. 12. The route was from Plainfield to Springfield. The defeat of Moy was a surprise to those who thought that he was a sure winner. Instead of finishing first he was last man in by a large margin. The results:

The official time of starting was 4.06.26, and the arrivals at the turning and finishing points were as follows:

	Turn.	Finish.	Time.
G. W. Moreton	4.35.15	5.06.19	59.53
J. S. Pike	4.36	5.08.20	1.01.54
G. Mahon	4.37.10	5.09.45	1.03.19
Jos. Sutterley	4.37	5.10.26	1.04
F. W. Yates	4.39.15	5.15.28	1.09.02
G. W. V. Moy	4.36.30	5.23 34	1.17.08

AT PHILADELPHIA, PA.—Bicycling tournament, Saturday, September 12.

Quarter-mile safety, open—G. F. Taylor, Havard College, won in 36 seconds. W. F. Murphy, N. Y. A. C., second; P. J. Berlo, M. A. C., third.

Half-mile ordinary, open—A. A. Zimmerman, won; J. R. Hazleton, A. C. S. N., second; W. T. Murphy, third. Time 1.15 1-5.

Two mile tandem, handicap—S. H. Crawford and J. C. Donnelly, Philadelphia, Y. M. C. A., 300 yards, won; J. H. Draper, U. J. Kelly, A. C. S. N., 50 yards, second. Time 5.14 1-5.

Half-mile ordinary, open—A. A. Zimmerman, won; W. W. Taxis, second. Time 1.27 3-5.

One mile safety, open—A. A. Zimmerman, won; P. J. Berlo, second; W. F. Murphy, third. Time 2.34.

One mile ordinary, open—W. W. Taxis, won; S. S. Bowman, N. Y. A. C., second. Time 3.22 2-5.

AT ST. CLOUD, MINN.—Colie Bell won five-mile State championship race held in St. Cloud Sept. 16. Time 16.15. Last quarter 34s. against strong head wind. Second man was beaten one-eighth mile in the last quarter.

AT BUFFALO, N. Y.—On Sept. 19th the Press Cycling Club of Buffalo held their road race. The race was over a 25-mile course, from Silver Creek to Blasdell. The roads being more or less rough and rutty, through recent rains, and as there was a strong head wind to push against, the contestants did not make any very remarkable time. It was a handicap, with 36 entries, 17 starters, and 15 men finished.

The winner of the race got two prizes; besides being the first man in he made the best time. The second in also received two prizes, one for position and one for the best time on cushioned or solid tires. The following is the result, giving first ten men.

Name.	Handicap.	Start.	Finish.	Time.
1 Peitch	7m.	4.22	6.16.00	1.54.00
2 Alward	7m.	4.22	6.16.33	1.54.33
3 Strong	6m.	4.23	6.18.27	1.56.27
4 Lampman	6m.	4.23	6.22.30	1.59.30
5 C. Callahan	6m.	4.23	6.23.00	2.00.00
6 Slatestone	7m.	4.27	6.26.28	1.39.28
7 L. Callahan	8m.	4.23	6.26.32	2.03.32
8 Sullivan	7m.	4.22	6.40.40	2.18.40
9 Comerford	11m.	4.18	5.41.17	2.23.17
10 G. Callahan	14m.	4.15	6.42,30	2.27.30

"JASPER."

AT BUFFALO, N. Y.—On Monday, the 14th, the bicycle section of the Iroquois Athletic Club, Buffalo, N. Y., held the postponed one-mile race at the half-mile track, resulting in an easy victory for J. Pauly for first place, in 3 minutes; M. Hanks secured second place in 3.10. There was one trophy, a gold badge.

The same club held their 25-mile road race, also postponed, on the 20th. The course was from Pine Hill to Millgrove and return. It was a scratch race, and six of the seven men who entered faced the tape at 8.50 A. M. The weather was glorious and the roads, with the exception of one or two sandy spots, were in the best of condition, so tney had everything in their favor, resulting in the following lengths: P. Bernhard, 1h. 41m; M. Hanks, 1h. 42m.; Stuntz. 1h. 59 1-2m.; Pappka, 2h. 1 1-2m.; T. Roeder, 2h. 2m.; J. Schultz, 2h. 3 1-2m. There was one prize, a very handsome gold badge, which the winner, Bernhard, very deservedly earned.

AT TOLEDO, OHIO, Sept. 12.—Races at Exposition Building. Summary:

Half-mile open—Oliver Bernhart, first. Time 1.27 1-2.

One-mile safety—R. Y. Bernhart, first. Time 3.07.

Half-mile, boys—J. C. Blair.

Three-mile safety, Toledo championship—R. Y. Bernhart, first; J. G. Perrin, second. Time 10m. 3s.

Two-mile ordinary—O. P. Bernhart, first; F. R. Rigby, second.

AT CHICAGO, ILL., September 12—The following is the programme and results of the Maple Park races:

Half mile race—Won by Rosbrook. Time, 1.26.

The quarter mile bicycle race was won by Benson. Time, 41 1-2s.

In the race bicycle against trotting horse, Aug. Scoville won. Time, 1.27.

In the slow bicycle race Rosbrook won.

In the one mile bicycle race Scoville won. Time, 3.15.

The great contest of the day was the five mile bicycle race, with six starters. Scoville won; time, 16.07. Benson second; time, 16 50.

AT PORTLAND, ME., Sept. 12.—The races postponed from Labor Day, were held at Woodford Park to-day, and there was a large attendance. Summary:

Half-mile novice, ordinary—H. B. Hart, first; C. F. Merriman, second; E. D. R. Morrill, third. Time, 1 32 1-2.

Half-mile novice, safety—S C. Gilson, first; J. F. Dean, second; W. W. Jordan. Time, 1.25.

One mile State championship, ordinary—Albert C. Berry, Saco, first; W. E. Tobie, second; E. J. Sculley, third. Time, 3.05 2-4

One mile State championship, safety—J. G. Lawrence, Saco, first; F. M. Liscomb, second; F. M. Brown, third. Time, 2.54.

One mile open, ordinary—H. B. Hart, first; W. E. Tobie, second. Time, 3 30 3-4.

One mile open, safety—F. M. Brown, first; F. M. Liscomb, second. Best time, 2 57 1-2 (made by Liscomb in the second heat.)

Quarter mile dash—F. M. Brown, first; L. C Gilson, second; W. W. Tarbox, third. Time, 40 seconds.

The potato race was won by C. R. Dyer in 2.28; L. P. Huston, second.

The two mile team race was won by the Saco club.

AT CHICAGO, ILL.—The Cook County Wheelmen's first annual race meet was held Saturday, September 12th, and, despite the rainy weather, was a decided success. About 300 people witnessed the sport and saw several very close and exciting races. There were ten events on the programme. They resulted as follows:

One mile novice, ordinary—Won by C. C. Sinsabaugh; W. A. Boyle, second. Time, 3.28 2-5.

One mile novice, safety—Won by J. I. Oakley; H. E. Spear, second, and W. A. Boyle, third. Time, 3.09 4-5.

One mile handicap, ordinary—Won by A. P. Miller, 20 yards; Bert Salvage, 30 yards, second, and C. G. Sinsabaugh, scratch, third. Time, 3.20.

One mile handicap, safety—Won by C. D. Cutting, scratch; S. J. Reynolds, 40 yards, second. Time, 2.51 2-5.

Quarter mile dash—Won by C. G. Sinsabaugh; W. A. Boyle, second, and A. P. Miller, third. Time, 44 1-5s.

Quarter mile dash safety—Won by C. D. Cutting; F. H. Brywn, second. Time, 39 4-5.

Half mile dash ordinary—Won by A. P. Miller; W. L. Whitson, second. Time, 1.29 4-5.

Half mile dash safety—Won by C. D. Cutting; F. H. Brown, second. Time, 1.24 2-5.

One mile 3.10 class, safety—Won by P. H. Green; O. R. Barnett, second; W. P. Eisenberg, third. Time, 3.04 2-5.

Five mile handicap, safety—Won by W. F. Peironnet, 150 yards; C. B. Moore, 240 yards, second. Time, 18.22. Cutting, scratch man, made the five miles in 15.12.

AT PLAINFIELD, N. J.—The Plainfield Bicycle Club held a 19 mile road race on Saturday, September 12th. There were five entries, and Mr. George W. Moveton won in 59 minutes 53 seconds. Jos. S. Pike was second. The medals were presented in the evening at the club hous, where a large number of the members were present.

AT YOUNGSTOWN, OHIO, September 12.—Races under the auspices of the Mahoning Cycle Club. Summary:

One mile novice, safety—A. Taylor, first; W. Bright, second. Time 3.09.

One mile ordinary, open—E. C. Johnson, first; W. C. Banhart, second. Time 3.04.

One-fourth mile safety, open—L. H. Bannister, first; C. H. Stein, second. Time .40.

One-fourth mile, boys—John Murphy, first; Jno. C. Felber, second. Time 1.01.

One mile safety, club championship—C. H. Stein, first; L. H. Bannister, second. Time 3.13 1-2.

One-fourth mile open, ordinary—E. C. Johnson, first; A. P. Steele, second. Time 40 3-4.

Two mile safety, handicap, open—C. H. Stein, 150 yards, first; W. Crane, scratch, second. Time 6.08 1-2.

One-fourth mile safety, boys—C. F. Williams, first; H. H. Hine, second. Time 42 1-4.

One mile safety, 3.45 class—C. F. Williams, first; Charles Hollister, second. Time 3.04 3-4.

Half-mile ordinary, open—E. C. Johnson, first; Al P. Steele, second. Time 1.32 3-4.

One mile safety, open—W. Bright, first; L. H. Bannister, second. Time 3.36.

Quarter-mile safety, club championship—L. H. Bannister, first; C. H. Stein, second. Time 44 3-4.

Half-mile safety, 24-inch boys, 13 years—John Murphy, first; John C. Felber, second. Time 2.08 3-4.

Two mile ordinary handicap, open—E. C. Johnson, scratch, first; W. C. Banhart, 200 yard, second. Time 6.28.

One mile safety, 3.30 class—W. Bright, first; C. H. Baxter, second. Time 3.05.

Half-mile safety, 30 inch, boys, 16 years—C. F. Williams, first; W. E. Whelan, second, Time 1.30.

Half-mile safety, open—W. Crane, first; C. H. Stein, second. Time 1.28.

Half-mile safety, club championship—Idwal Hughes, first; Joe McClure, second. Time 1.35.

AT BIRMINGHAM, CONN., Sept. 20.—Annual meet of the Birmingham Bicycle Club at the Derby Driving Park. Summary:

Half-mile novice race—Won by S. B. Terrell, Ansonia Wheel Club.

One-mile safety for Ansonia, Birmingham and Shelton riders—Won by R. A. Wood, Ansonia Wheel Club.

One-mile safety, open—Won by H. B. Hewitt, New Haven.

One-mile ordinary race—Won by W. H. Ballon, New Haven.

Half-mile safety, open—Won by H. B. Hewitt, New Haven.

One-mile safety, club championship—Won by W. Howe, Birmingham.

One-mile safety, club handicap—Won by Louis Loutz.

One-mile novice, safety—Won by L. B. Terrell of Ansonia.

One-mile safety for New Haven and Bridgeport riders—Won by H. B. Hewitt.

THE Riverside Wheelmen of New York, have made two important changes in their list of events for their meet, which is to be held at Manhattan Field on Oct. 3d, to wit.:—The team race to consist of safeties instead of ordinary wheels, and to be open to members of all cycling clubs in place of New York clubs only. This will undoubtedly be the feature of the day's sport. Entries close Sept. 26th, with E. A. Powers, 232 West 104th street, New York.

THE first century run of the Milwaukee (Wis.) Wheelmen, which took place on the 6th of September, was a complete success. The course was from Milwaukee to Watertown and return. The start was made at 5 o'clock A. M. from the club rooms, and the riders were given until 7 o'clock in the evening to finish. Out of 86 riders who started, 66 reached Watertown at 11.30, 21 minutes behind schedule time, which the 59 successful ones made up on the return trip. The riders received quite an ovation by a large number of spectators who had assembled. The wheelmen were very much gratified at the result of the run, and establishes the fact that the Milwaukee riders are among the strongest in the country.

CORRECTION—The races of the Maine Division, report of which appeared in last week's issue, should have been headed "At Portland," and not "At Saco" as it was printed.

THE Park Avenue Wheelmen ran their second annual tournament on the grounds of the Tioga Athletic Association, September 12th. The day was favorable to fast time, and the contests were spirited and exciting. The following is the summary:

One mile safety, novice—W. M. Watson, first; J. W. Goulding, second. Time 2.57 1-5.

One mile tandem, National championship—W. D. Banker and F. M. Brinker, and J. H. Draper and V. J. Kelly. Draper and Kelly won in 2.38.

One mile safety, 3.10 class—C. W. Dalsen, first; A. Beggs, second; W. L. Welch, third. Time 2.54 1-5.

Quarter mile ordinary—A. A. Zimmerman, first; W. W. Taxis, second; H. Gill, third. Time 37 seconds.

One mile safety, handicap, run in three heats—The first heat left H. Gill, J. A. Mead, J. S. Lodge and J. G. High to run in the final; the second, J. C. Donnelly, F. A. Tucker. C. Z. Bahl and W. C. Seeds, and the third, F. B. Marriott, V. J. Kelley, Hoyland Smith and W. W. Watson, who all came in in the order named. Time for the heats: First, 2.28 2-5; second, 2.24 3-5; third, 2.39 3-5. The final was won by H. Gill, 160 yards, with F. A. Tucker, 320 yards, second; J. C. Donnelly, 170 yards, third. Time 2.28.

Quarter mile safety, open—Run in two heats. The first heat was won by G. F. Taylor in 37 2-5 seconds; W. F. Murphy, second; S. H. Bilyeu, third. The second heat fell to A. A. Zimmerman in 36 1-5 seconds, with P. J. Berlo, second, and J. R. Hazleton, third. The final was won by Taylor in 36 seconds, with Murphy second and Berlo third.

One mile ordinary, handicap—C. L. Layer, 300 yards, first; W. C. Seeds, 110 yards, second; E. Miller, third; E. O. Roe, 200 yards, fourth. Time, 2.30.

Half-mile safety open—A. A. Zimmerman, first; J. R. Hazleton, second; W. F. Murphy, third. Time 1.15 1-5.

One mile safety, 2.50 class—J. C. Donnelly, first; W. C. Seeds, second; F. B. Marriott, third. Time 2.40 1-5.

Two mile tandem, handicap—Five teams ran, representing the P. A. W., A. C. S. N., Columbia Cyclers, Wissahickon Wheelmen and the Y. M. C. A. The latter team, with a handicap of 300 yards, won, with S. H. Crawford and J. C. Donnelly up, in 5.14 1-5; Kelly and Draper, 50 yards, representing the A. C. S. N., second, and J. J. Gesselman and J. Gamble of the Wissahickon Wheelmen, with 300 yards, third.

Half-mile ordinary, open—A. A. Zimmerman, first; W. N. Trent. Time 1.27 3 5.

Club handicap of the Park Avenue Wheelmen—V. J. Kelly, 35 yards, first; Reeves, 13 yards, second; Bair, 65 yards, third. Time 2.56.

One mile safety, open—A. A. Zimmerman, first; P. J. Berlo, second; W. F. Murphy, third; Hoyland Smith, fourth. Time 2.34.

One mile ordinary, open, only two started—W. W. Taxis, first, and S. B. Bowman, second. Time 3.28 2-5.

Two mile safety, handicap—W. T. Bilyeu, 350 yards, first; W. C. Seeds, 185 yards, second; S. B. Bowman, third. Time 5 16 4-5.

THE third annual tournament of the Rhode Island Wheelmen at Providence, Saturday, resulted as follows:

One mile open—W. A. M. Scott won in 3.48 3-5; Ludwig Forster second.

Quarter-mile dash, National L. A. W. championship—Scott won in 43 seconds; H. B. Arnold, second.

One mile safety, open—E. A. McDuffee won in 2.55; E. C. Anthony, second.

Quarter-mile dash safety, open—E. C. Anthony won in 39 3-5; H. B. Arnold, second.

One mile tandem safety, open—F. R. Fuller and F. Herman of Hartford won in 3.10; Wood and Sage of Hartford second.

One mile safety, handicap—E. A. McDuffee, scratch, won in 2.41 2-5; H. B. Arnold; scratch, second.

THE Rambling Wheelmen of Bridgeport, Conn., held their annual 15 mile road race at Seaside Park on September 15th. The race was hotly contested and was won by Wm. Seltsam in 50m. 42s.; C. W. Gordon finished second in 53.39.

THE races of the West Lynn Rovers have been postponed to Sept. 26.

FRANK G. LENZ, the Pittsburg, Pa., rider, broke the Western Pennsylvania road record by riding, on Sept. 20, 162 miles in 20 1-2 hours, of which 120 miles were over hilly roads, and 40 fairly level.

THE Evansville (Ind.) Cycle Club will hold a race meet at the State Fair grounds, Evansville, Ind., Oct. 3. The events are eight in number and the prizes valuable and varied. Address W. C. Paine, Secretary, Evansville, Ind.

AT the Ohio Humane Society Fair, to be held at Carthage Fair grounds Oct. 13 to 17, inclusive, cycle races to the number of ten will be given on the second day of the Fair, Oct. 14. Among the list of prizes are a piano, cycles, suits of clothes and other valuable articles. Address J. E. Poorman, Cincinnati, Ohio.

ON election day the Rutherford (N. J.) Wheelmen will hold a series of races on its new track, in which it is expected that Malcolm W. Ford and C. J. Bueckberner and other stars will compete. Zimmerman may be there. There will also be a one-mile scratch, safety, open to all comers.

THE Oakland County (Mich.) Agricultural Society will have the following races on their grounds at Pontiac, Mich., Oct. 1st and 2d: One-mile safety, novice; one-mile open, ordinary; three-mile open, safety; one-mile, open to Oakland County Wheelmen; one-half mile, open to boys under 14 years; two-mile club, handicap, Pontiac Wheelmen.

THE New York Bicycle Club held their first annual races on Saturday, Sept. 19. The results were as follows:

One-mile handicap—Won by George M. Nisbett, scratch; E. H. Charlotte, 180 yards, second; D. E. Sturgess, 80 yards, third. Time 3.23.

Two hundred and twenty yard slow race—Won by D. E. Sturgess. Time 3.23.

Half-mile, without hands—Won by George M. Nisbett; D. E. Sturgess, second; T. Miller, third. Time 1.47.

Five-mile club championship—Won by George M. Nisbett. Time 16.20.

THE Holyoke (Mass.) Bicycle Club's handicap road race on Sept. 19 was a success, and fully 1000 persons witnessed it. Scott Williamson won the first prize, and he made the run (8 miles) in 27m. 53s.

THE races given under the auspices of the Denver, Col., Cyclists' Union, Saturday afternoon, Sept. 12, were very interesting events, and a large audience was in attendance. Summary:

One mile safety, novice—Joseph Frazier, first; Gordon Thurber, second. Time, 3.09.

One mile safety, open—L. Block, first; F. O. Dalsen, second. Time, 2.44 2-5.

One mile 3.10 class—Banks, first; Davies, second. Time, 3.08.

One mile novice, ordinary—W. F. Franz, first; J. M. Barmetler, second. Time, 3.07 2-5.

One mile 2.55 class—Epeneter, first; White, second. Time, 2.50 1-5.

Half mile, boys—Wm. Proctor, first; K. Matheson, second. Time, 1.40.

Two mile ordinary, handicap—O. U. Butcher, first; John L. Sulton, second. Time, 5.58 2-5.

Quarter mile handicap—Banks, first; Thurber, second. Time, 36 2-5.

Quarter mile open—McIntire, first; Sutton, second. Time, 39 1-5.

The two mile run was declared a draw, and the contestants declined to run it off.

THE first meet of the Pottstown (Pa.) Bicycle Club was held at the fair grounds on Saturday afternoon, Sept. 12. Previous to the meet a cycle parade was given through the streets. Summary:

One-mile, 3.30 class—Chas. Dundore, first; W. H. Reifsnyder, second. Time 3.37.

One-mile handicap—Dundore, first; W. I. Grubb, second. Time 3.17 2-5.

One-mile novice—T. A. Demarest, first; J. H. Willauer, second. Time 3.12 1-5.

One-mile club handicap—W. L. Grubb, first. Time 3.17 2-5.

One-mile championship of Mont. Co.—Cope, first; Preston, second. Time 3.22.

Quarter-mile club—Reifsnyder, first. Time, 44 1-5s.

Half-mile, open—Dundore, first; Preston, second. Time 1.30 3-5.

One-mile, 3 minute class—Dundore, first; Cope, second. Time 4.13 2-5.

One-mile club championship—Grubb, first; Reifsnyder, second. Time 3.16 2-5.

Six-mile road race—Demorest, first; Reifsnyder, second. Time 28m.

THE second annual ten mile road race of the Washington Cycling Club, of Chicago, took place on Saturday, September 12th. Summary:

F. H. Allen, 1 minute behind scratch, first; time, 31.30; W. Hafner, 2m. 15s. handicap, second; time, 35.52; H. A. Rose, 30s. handicap, third; time, 31.34; C. Noon, 2m. 30s. handicap, fourth; time, 36.57; H. N. White, 1m. behind scratch, fifth; time, 33.51; A. W. Taft, scratch, sixth; time, 36.37; Dr. White, 3m. 50s. handicap, seventh; time, 42.15; Pear, 3m. 50s. handicap, eighth; time, 48m.

IT is currently reported that the famous "Warwick Ghost" had considerable aluminum steel in its makeup. It is wonderfully light and strong.

WE extend our sympathy to Mr. Fred Jenkins in the loss by death of his little daughter, age one year.

THE Warwick racer is well named the "Ghost." It certainly has the speed of a spirit.

THE pictures taken by A. D. Peck, Jr., at Springfield, are most excellent. Copies of any or all can be had by addressing Capt. A. D. Peck, Jr., 77 Franklin street, Boston.

CLARK GILHOUSEN and Miss Rena M. Fouts, both of Colorado Springs, Col., were married Sunday, September 6th.

F. C. GRAVES and P. J. Berlo, both holders of records, ride Warwick Perfections.

"SENATOR" MORGAN is now in New York, and will aid in making preparations for the big professional tournament next month.

THE Warwick Cycle Mfg. Co. are to be congratulated upon the wonderful performances made on their wheel.

THE Lee (Mass.) Cyclers held a "Flower Parade" last week. Each of the cycles was profusely decorated with flowers and bunting, and the effect it is said was decidedly beautiful and novel.

AT the recent Springfield tournament, the liberality of the Warwick Cycle Mfg. Co. in providing free busses for visiting wheelmen, was the cause of much favorable comment. The Warwick people believe in doing things in good shape.

TUESDAY AFTERNOON, September 15th, a young man about 24 years old, smooth face and wearing glasses, height about 5 feet, 9 inches, very slim build, weight about 125 pounds, giving his name as Hamilton from Portland, Me., claiming to be a professional racer and trick rider, rented Columbia safety bicycle No. 4475, pattern of 1889, from the Cataract Wheel and Supply Co., Niagara Falls, an hour. Up to last advice the young man had not shown up.

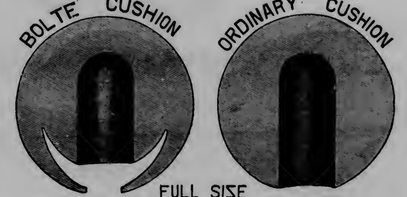
BROKEN BOW, NEB., has fifty wheelmen who go flying over the prairie. The soil is said to particularly favor good riding.

THE old-time Springfield enthusiasm reached fever heat when the favorite of 1885, Geo. M. Hendee, pushed the Warwick racer to the front and won the mile open. A Springfield man on a wheel made in Springfield, winning against flyers from all parts, was just what suited the crowd, and they cheered to the echo.

THE IMPROVED BOLTE TIRE.



THE Sercombe & Bolte Mfg. Co. of Milwaukee, Wis., send us the following cuts, description and claims of their new cushion tire. They say: "We claim that the improved Bolte cushion tire has more resiliency than any other cushion made, whether applied to an ordinary solid tire rim or to the regular 1 1-4 or 1 1-2 inch rim. Instead of running the hole longitudinally through the tire as heretofore (hose pipe fashion) the holes are put in transversely about 1-8 inch apart, the elastic partition between giving it both strength and softness. We find that it does away with any possibility of cutting through to the inner hole, which would of course happen at times when the tubular tire was used.



"Although these tires were first made to apply to old solid tired wheels only, we are now able to furnish them in regular form for ordinary cushion rims. However, as every mechanic knows, the smaller rims make much more rigid and lighter wheel; and as the best qualities of our improved cushion tire are brought out by using the smaller rim we strongly advise them even in new machines."

ON Thursday evening of last week, the members of the Findlay (Ohio) Cycling Club gave a lantern parade, which included 80 wheels nicely decorated. This is the first parade of the kind ever had in Findlay, and proved to be a success.

MR. AND MRS. L. P. GLOVER of Harrisburg, Pa., recently rode 516 miles in eight days on singles. The route was from Harrisburg to Columbus, Ohio, via Elmira, Niagara Falls, Cleveland, Mansfield and Delaware. Mr. and Mrs. Glover intead to make their future home in Columbus, Ohio.

THE Columbias did their share at the Peoria meet, the riders capturing 23 out of the 71 prizes, as follows: 8 firsts, 3 seconds, 6 thirds, 4 fourths and 2 special time prizes. From this it would seem that the Columbias are still "on deck!"

THE Coventry Machinists' Co. will place a new saddle on the market next season.

MESSRS HOWARD A. SMITH & Co., Newark, N. J., are now appointing agents for next year, for their large line of Bicycles and Bicycle Supplies. Send for their new catalogue and price list. See advertisement on page 721.

NONE of the riders of the new 36 pound model E Swift in the Boston century run had need even of a wrench.

THE Overman Wheel Co. issued some time ago a most excellent little pamphlet entitled "Bicycling and Health for Women," by Lucy M. Hall, M. D. Those ladies who have not already one of these little books should by all means procure one.

THE Fitchburg Railroad are offering exceptionally low rates ($5.00 round trip) for an excursion via Hoosac Tunnel to Albany, Hudson river, day or night boats to New York and Fall River line to Boston. Time will be given excursionists in Albany and New York. The number of tickets will be *limited*. A special will leave Boston, Oct. 1st. The sale of tickets will commence Wednesday, Sept. 23, at 250 Washington street, at the ticket office, Fitchburg station, causeway street, Boston, and at Ayer Junction and Fitchburg stations.

FIXTURES.

SEPTEMBER.

26—Ten-mile Road Race of Somerville Cycle Club.
26—Bicycle Meet of the Manhattan Athletic Club, New York.
26.—Elizabeth, N. J., Wheelmen's race meet.
26.—Wilmington (Del.) Wheel Club's third annual handicap road race.
S. W. Merrihew, 906 Jackson street, Wilmington, Del.
29-30—Wheelmen's Meet at Ottumwa, Ia. A. L. Eaton, Ottumwa, Ia.

OCTOBER.

3—25-mile Road Race of the Boston (Mass.) A. A. A. D. Peck, Jr., B. A. A., Boston, Mass.
3—Riverside Wheelmen (New York) tournament.
7—The twenty-five mile road race at Murfreesboro, Tenn.
17—Race Meeting at Cincinnati, Ohio.

WELDLESS SOLID DRAWN STEEL
TUBES
For Bicycles and Tricycles.
Imported to SPECIAL ORDER only.
PHILIP S. JUSTICE & CO., - - 14 N. 5th Street, Philadelphia, Penn.

NEW YORK BELTING & PACKING CO Limited.
JOHN H. CHEEVER, } Managers.
J. D. CHEEVER, }
F. CAZENOVE JONES, } Managers.
WM. T. BAIRD, Secretary.
15 PARK ROW, NEW YORK.
Oldest and Largest Manufacturers in the U. S. of
PATENTED JUNE 2, 1891.
VULCANIZED-RUBBER FABRICS
FOR MECHANICAL PURPOSES.
We are prepared to execute orders for the ONLY TRUE
CUSHION TIRES
For SAFETY WHEELS.
AND ANY ARTICLES OF SOFT RUBBER FOR BICYCLES.
Correspondence Solicited.
PATENTED JUNE 2, 1891.
CUSHION TIRE N.Y.B.&P.CO.LTD.
S. P. Cushion Reinforced.
CUSHION TIRE N.Y.B.&P.CO.LTD.
Showing our S. P. Cushion Tire under compression, making a double cushion.



A Shot with the Kodak.

Send to The Eastman Company, Rochester, N. Y., for a copy of "Do I want a Camera," (illustrated) free by mail.

Take a Kodak with you.



PRICE, - - - - - $100.00.

THE HARTFORD SAFETY.



-MANUFACTURED BY-

THE HARTFORD CYCLE CO.,

HARTFORD, - CONN.

Ball Bearings, Interchangeable, Strong, Durable and Well Finished.

THE HARTFORD LADIES' SAFETY.



Send for 1891 Catalogue.



Send us your duplicate orders on Bicycle Shoes, Foot Ball, Sprint Running and Gymnasium. Samples out. Stamp for Catalogue.

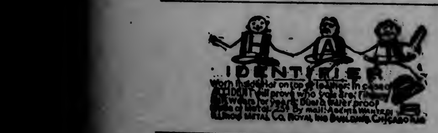
PIERCE, SMALL & CO., RANDOLPH, MASS.



Solid Gold Regulation L. A. W. PINS, Price, $2.

Discount to jewelers only.

Martin Metzger & Co., 7 Maiden Lane, N. Y.



ADVERTISE NOW in the "Bicycling World."



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 20

ABBOT BASSETT, Secretary,

OFFICERS FOR 1890—91.

PRESIDENT,

JAMES B. DUNN,

40 Wall st., Room 65, New York

FIRST VICE PRESIDENT,

MAJOR CHAS. L. BURDETT,

Hartford, Conn.

SECOND VICE PRESIDENT,

DR. G. CARLETON BROWN,

116 Broad Street, Elizabeth, N. J.

TREASURER,

W. M. BREWSTER,

117 No. 4th Street, Quincy, Ill.

SECRETARY,

ABBOT BASSETT,

12 Pearl Street, Boston, Mass

Standing Committees.

Membership Committee.

Sanford Lawton.....Springfield, Mass.
George C. Pennell.....Elizabeth, N. J.
Howard L. Perkins.....Box 103, Providence, R. I.

Committee on Improvement of Highways.

Isaac B. Potter.....Potter Bldg., New York
W. M. P. Bowen.....Box 1512, Providence, R. I.
Charles W. Wood, 334 S. Salina St., Syracuse, N.Y

Committee on Rights and Privileges.

Geo. A. Perkins.....5 Pemberton Sq., Boston
J. S. Dean.....28 State St., Boston
Chas. F. Cossum.....Poughkeepsie, N. Y.

Committee on Rules and Regulations.

T. J. Kirkpatrick.....Springfield, O.
A. B. Richmond.....Grand Rapids, Mich.

Transportation Committee.

Albert Mott.....208 Lenox St., Baltimore, Md.
Joseph T. Chism....120 Mosher St., Baltimore, Md.
Burley B. Ayres, Rand, McNally Bldg. Chicago, Ill.
Thomas Savage Clay.....Savannah, Ga.
Amzi T. Dodd.....70 Park Place, Newark, N. J.
John B. Seward.....35 Milk Street, Boston
Chas. A. Sheehan....5 Vanderbilt Ave., New York

Racing Board.

George S. Atwater.....1424 Penn. Ave., Washington, D. C.
George Collister....147 Ontario St., Cleveland, O.
Lewis A. Miller.....Meriden, Conn.
W. H. DeGraaf.....47 West 14th, New York City
A. J. Street.....599 West Madison, Chicago, Ill.

Uniform Cloth and Buttons.

The regulation League uniform is made of a steel gray cloth manufactured for the League exclusively. This cloth and the regulation League Buttons may be had of any League tailor or of the Secretary at the following prices: Cloth, 54 inches wide, $2.10 per yard. Metal buttons: large, five cents each; small, three cents each. Rubber buttons, either size, three cents each. Uniform has six large and ten small buttons. As the Secretary keeps no book of credit, all orders sent to him must have cash accompanying. No cloth supplied to tailors or to non-League men.

Massachusetts Division L. A. W.

IMPORTANT.

In compliance with article 7, Section c of the By-laws the Committee on Rights and Privileges have reported that the respective districts are entitled to the following representatives:

District No. 1—Suffolk Co., 3.
District No. 2—Middlesex Co., 5.
District No. 3—Essex Co., 4.
District No. 4—Worcester Co., 4.
District No. 5—Norfolk Co., 2.
District No. 6—Plymouth, Bristol, Dukes, Barnstable and Nantucket Cos., 4.
District No. 7—Hampshire, Hampden, Franklin and Berkshire Cos., 3.

Article VII., Section 2. "All nominations shall be sent on or before the *10th day of October* in each iyear, to the Secretary-Treasurer, and no nominations shall be considered by him, unless made by ten members of the Division."

Besides nominating representatives, Districts should send in nominations for Chief Consul, Vice Consul and Secretary-Treasurer.

Fraternally, ARTHUR W. ROBINSON, C. C.

Massachusetts Nominations.

The Rovers' Cycle Club of Charlestown has made the following nominations for Division Officers:

Chief Consul—Geo. A. Perkins.
Vice Consul—A. D. Peck, Jr.
Sec.-Treas.—Chas. S. Howard.

REPRESENTATIVES.

Arthur W. Robinson—Boston.
Josiah S. Dean—Boston.
W. G. Kendall—Boston.
E. B. Pillsbury—Boston.
Hon. A. B. Champlin—Chelsea.
C. G. Wells—Roxbury.
J. J. Fecit—Roxbury.
J. C. Kerrison—Boston.

Fraternally, F. WYMAN LIBBY, Sec.

Michigan Division.

To the Officers and Members of Michigan Division L. A. W.

Inasmuch as it seemed almost impossible to get enough members of this Division together at one time to hold the annual meeting of the Division called at Detroit during the National meet, the Secretary-Treasurer thought it proper to take this method to make his annual report so far as the Division finances are concerned.

Financial Ekhibit for the year ending Sept. 1, 1891.

RECEIPTS.

Balance reported Aug. 16, 1890	$242.57
Abbot Bassett, Secretary	673.75
Road Books sold	2.50
Total	$918.82

DISBURSEEENTS.

A. B. Richmond, C. C., purse for services	$50.00
C. A. Conover, Sec.-Treas., purse for services	50 00
Frames, packing, express etc. on Hotel Certif.	54.15
1 Transfer	1.50
Medals for championships	40.00
Delegates expenses to Nat'l. Assem.	114.60
Delegates expenses to Board Meets	41.55
Printing Bills	13.25
Stenographer	2.55
Postage and Supplies	10.18
Total	$377.78
Balance on hand	$541.04

The above amounts have been audited by the Executive and Finance Committee, and the Sec.-Treas. holds properly signed vouchers for each bill.

The Sec.-Treas. wishes to give notice here that what Road Books are left of the last edition are in the hands of the Chief Consul, and will be supplied to new members as long as they last, subject to conditions Respectfully submitted,

C. A. CONOVER, Sec.-Treas.

Racing Board.

Mr. F.W. Adams of Monroeville, Ohio, is hereby declared a professional for violation of Clause A of the Amateur Rule, and all amateurs are warned not to compete against him.

Messrs. Chas. Dundore of Reading, Pa., and W. H. Reifsnyder of Pottstown, Pa., are hereby suspended for 60 days for violation of Clause 3, Rule F, and all amateurs are warned not to compete against them.

GEO. S. ATWATER,
Chairman Racing Board.

Washington, D. C., Sept. 15, '91.

New Jersey.

According to Article V., Section 5 of the Division By-laws. I have appointed as the committee to receive nominations for offices of Chief Consul, Vice Consul, Secretary-Treasurer, and 13 Representatives for the ensuing year, Chairman Fred. G. Wiese, Bordentown; E. O. Miller, Camden; Dr. Lyman Clark, Rahway; W. A. Drabble, Newark; Wm. H. Whyard, Ridgefield. All nominations should be sent to the chairman not later than Oct. 1st.

G. CARLETON BROWN,
Chief Consul.

Rhode Island—Consuls—Hotels.

I have appointed the following additional Consuls:

River Point—Chas. H. Potter, Jr.
Chepachet—Clovis E. Rounds, and this L. A. W. hotel.
Chepachet—Taft's Hotel; rates per day, $1.50; meals, $.50; lodging, $.40; supper, lodging and breakfast, $1.25. GEO. L. COOKE, Chief Consul.

Providence, R. I., Sept 21, 1891.

Transportation.

Through the courtesy of Mr. Wm. M. P. Bowen, I am enabled to announce that the "Central New England and Western Railroad" should be added to the list of routes carrying cycles free under the usual conditions. ALBERT MOTT.

Chairman Transportation Committee, L. A.W.

The Annual Election.

The annual election of Division and Subdivision Officers is provided for in the following extracts from the Constitution:

Art. V, Sec. I. Each Division shall elect annually a Chief Consul, Vice Consul and Secretary-Treasurer; and shall also elect one Representative for each 100 League members on its roll October 1st.

Sec. III. These officers shall constitute the Division and Subdivision Boards of Officers, and shall be elected between the 15th day of October, and the 15th day of November at such time and place, and in such manner as is provided by the Constitution and By-laws of the Division and the Rules and Regulations of the Subdivision.

Sec. IV. The President shall appoint annually between the 15th day of October and the 15th day of November, a Chief Consul for each Consulate.

DIVISIONS.

A State or Territory having one hundred members or more shall organize a Division, and may elect in its own way a Chief Consul, Vice Consul, Secretary-Treasurer, and one Representative for each 100 resident League members.

Each Division must make its own rules for the canvass, casting and counting of votes. Chief Consuls should take immediate steps preparatory to the election and should publish in the BULLETIN the rules of their respective Divisions, and the full plan of election at as early a date as possible. Below we publish a table showing the membership by States. The Secretary will provide mail lists to Division officers for the conduct of the vote, but these mail lists should not be used as check-lists at the time of counting, since they are not and cannot be so accurate as the list of Division members kept by the Secretary-Treasurer.

Below we give a list of Divisions, the total membership October 1st, and the number of Representatives each is entitled to:

	Members.	Reps.		Members.	Reps.
California,	464	4	Missouri,	450	4
Connecticut,	2051	20	Nebraska,	194	1
D. of Columbia,	180	1	N. Hampshire,	350	3
Illinois,	1991	19	New Jersey,	1307	13
Indiana,	329	3	New York,	2933	28
Iowa,	228	2	Ohio,	1609	16
Kansas,	157	1	Pennsylvania,	2335	23
Kentucky,	312	3	Rhode Island,	645	6
Louisiana,	134	1	Tennessee,	134	1
Maine,	231	2	Texas,	118	1
Maryland,	577	5	Vermont,	104	1
Massachusetts,	3147	31	Virgina,	111	1
Michigan,	727	7	Wisconsin,	314	3
Minnesota,	167	1			

SUBDIVISIONS.

Sub-divisions may elect a Chief Consul and Secretary-Treasurer. Members in Subdivisions should prepare their ballots and send them to the Secretary of the League in envelopes marked "mail vote" on the outside. Put nothing else in these envelopes. Polls will close at Secretary's office at six P. M., November 15. Nominations made by any club or by any five members will be published in BULLETIN. Below we give list of Subdivisions: Colorado, 60; Delaware, 47; West Virginia, 82; Utah, 50.

CONSULATES.

A State or Territory having twenty-five members is recognized as a Consulate. Its Chief Consul will be appointed by President Dunn, who will be glad to receive nominations from clubs or individuals.

Georgia, 25; Montana, 35.

LEAGUE CLUBS.

Article V. Sect. 1 (b) Each League club located under the jurisdiction of a Division shall be entitled upon joining the League, and annually thereafter, to elect one Representative for the first twenty members on its roll, and an additional Representative for each fifty members thereafter.

League Clubs must elect Representatives in the manner provided by the Constitution of the Divisions in which they are located.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, Sept. 25, '91.

Total—175—22,012.

CONNECTICUT DIVISION—13—2127.

30194	Hincks, Wm. T.	30196	Hoyt, James F.
30199	Walker, John E.	30197	Rand, Geo. P.
30200	Warnock, James	30198	Sperry, Wm. W.
30202	Palmer, Frank H.	30201	*Price, Miss L. Eudora*
30204	Kaiser, Henry G.		
30205	Kilbourne, Fred	30203	Bentley, Henry W.
30195	Hoyt, Fred C.	30133	Taylor, Edw. J.

DISTRICT OF COLUMBIA DIVISION—12—194.

30183	Anderson, G. L.	30190	*Atwater, Mrs. Geo. S.*
30184	Perkins, Paul F.		
30185	Sanders, Henry R.	30191	Bernays, R. C.
30186	Smith, Frank B.	30090	Brown, Wm. J. E.
30187	Wood, John C.	30192	Coburn, W. G.
30188	Brooks, Thos. H.	30193	Smith, W.
30189	Mengert, Ulric T.		

ILLINOIS DIVISION—11—2008.

30064	Follette, Fred A.	30065	Rolle, Edw. F.
30091	Perrin, Louis D.	30206	Bryant, Fred L.
30066	Golm, Julius	30207	Foster, James I.
30067	Schelpering, Albert	30164	Benedict, Chas. A.
		30111	Shoaff, J. D.
30134	Ward, C. D.	30208	Neal, John D.

INDIANA DIVISION—2—333.

30092	Hartmann, Walter	30135	Law, Herbert J.

IOWA DIVISION—2—231.

30136	Post, D. L.	30137	Carpenter, E. C.

KANSAS DIVISION—4—163.

30068	*Miner, Mrs. M. O.*	30138	Rawson, E. J.
30210	Callahan, G. A.	30209	Barton, S. Forrest

MAINE DIVISION—1—234.

30165 Kelley, John E.

MARYLAND DIVISION—3—582.

30139	Muth, Joseph A.	30093	Uthman G. Berry
30140	Tyler, J. Harry,		

MASSACHUSETTS DIVISION—9—3173.

30166	Robinson, David N.	30211	Cushing, Mathew
		30141	Frasier, J. E.
30069	Bleakie, W. J.	30167	Burrell, H. W.
30112	Haigh, Geo. A.	30094	Lane, E. H.
30113	*Haigh, Mrs. Sarah*	30070	Dunbar, L. F.

MICHIGAN DIVISION—2—733.

30142 Gaylord, B. S. 30168 Haney, Geo. W.

MINNESOTA DIVISION—7—174.

30169	Anderson, H.	30173	*Myers, Miss C. J.*
30170	Gille, H. J.	30174	Newton, L. F.
30171	Hatch, Howard	30175	Sullivan, L. J.
30172	Martin, W. J.		

MISSOURI DIVISION—4—457.

30218	Fetty, I. H.	30176	Hammond, Chas. C.
30219	Kimmel, C. T.		
30220	Norton, Chas. H.		

NEBRASKA DIVISION—1—195.

30177 Clark, W. B.

NEW HAMPSHIRE DIVISION—1—351.

30143 Shute, Edward A.

NEW JERSEY DIVISION—13—1326.

30114	Craven, Philip	30178	Allen, Sam'l L.
30071	Cohen, H. V.	10095	Smith, Charles F.
30072	*Cohen, Mrs. H. V.*	30179	Birdsall, Wm. J.
30073	Cohen, L. G., Jr.	30116	Van Winkle, J. E.
30074	*Jackson, Miss Tutie*	30115	Sulk, Chas. H.
		30076	Roberts, Wm. H.
30212	Morrell, Richard,	30075	McNab, D. Borrie

NEW YORK DIVISION—21—2922.

30080	Wurster, Geo. C.	30113	DeYongh, S. B.
30078	Muller, E. J.	30214	Howell, Dr. E. W.
30144	Bacon, John E.	30077	Hahn, Simon,
30145	Blauthin, S. M.	30079	Tiemann, Benj. F.
30146	Brayton, Clarence	30215	Marquez, Dr. E.
30147	Diehl, J. A.	30216	Newman, Steve
30148	Hinds, W. J.	30217	Young, Elliott
30149	Hutchinson, M. S.	30117	Drees, W. F.
30150	Palmer, Geo. C.	30118	Gillespie, N. A.
30151	Smith, Roy,	30119	Pettengill, C. J.
30096	Miller, W. F.		

OHIO DIVISION—32—1643.

30125	Bandlow, A.	30159	Riviere, F. V.
30126	Bramley, Chas. A.	30101	Brinkman, E. W.
30127	Critchley, Wm. J,	30102	Chandler, J. D.
30128	Gaag, John D.	30103	Denahue, John T.
30129	Mills, V. R	30104	Holloway, R. W.
30130	Butler, W. C.	30105	Reifsnyder, A. E.
30121	Fonda, Will E.	30106	Roach, A. U.
30122	Goucher, P. B.	30098	Bandle, George
30123	Miller, Chas. F.	30099	Droste, Edward
30124	Sayle, Will F.	30100	Schuchert, Phil
30221	Ditmer, M. L.	30152	Swan, J. L.
30222	White, Harry	30097	Cory, Frank M.
30155	Axline, J. H.	30153	*Platt, Miss Maud L*
30156	Hughes, W. C.	30131	Spencer, H. A.
30157	Magee, J. W.	30154	Eastman, Geo. W.
30158	Reich, Edward W.	30130	Seip, H. P.

PENNSYLVANIA DIVISION—23—2361.

30223	Axen, Axel,	30082	Caldwell, J. W.
30224	Dale, David E.	30083	Cocker, Edwin F.
30225	DeArment, F. H.	30084	Rodgers, Elvin S.
30226	Douglass, Chas.	30132	Dillon, J. K
30227	Hardmann, O. W.	30081	Hayllar, Benj., Jr.
30228	Lambing, Chas. K.	30180	Hill, Fred M.
30229	Leighner, Carl H.	30085	Paul, A. E.
30230	Phillips, V. K.	30107	Griesmer, C. A. Z.
30231	Rodgers, N. J.	30181	Carpenter, Walt. G.
30160	Searight, F. A.		
30161	Voegtly, Adolph,	30108	Carson, J. W.
30162	Ward, Thomas H.	30109	Morris, C. W.

RHODE ISLAND DIVISION—4—653.

30233	Hunter, Samuel A	30182	Fuller, Chas. H.
30234	Slocum, S. Edm.	30232	Moore, Chas. H.

TENNESSEE DIVISION—2—138.

30163 Newman, J. Walt. 30235 Davis, R. P.

WISCONSIN DIVISION—3—320

30110	Raumer, Henry	30237	Billerback, Clem J.
30238	Kaross, Robert F.		

ALABAMA—4—14.

30086	Breeding, H. D.	30088	Lownes, P. W.
30087	Eberhard, F. L.	30089	Pulley, R. S.

NORTH CAROLINA—1—19.

30236 Creech, Robert A.

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasurer, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1424 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

GEORGIA—Chief Consul, Samuel M. Whitesides, Box 76, Savannah.

ILLINOIS—Chief Consul, Wm. A. Davis, 1068 Washington Boulevard, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No. Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 507 No. Alabama street, Indianapolis.

IOWA—Chief Consul, H. L. Chase, Cedar Falls. Secretary-Treasurer, O. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S. Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 142, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

MAINE—Chief Consul, John C. Stevens, 185 Middle street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, A. W. Robinson, 21 Milk street, Boston. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 330, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI—Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

MONTANA—Chief Consul, H. G. Duerfeldt, Box 226, Helena.

NEBRASKA—Chief Consul, A. H. Perrigo, 1315 Dodge street, Omaha. Secretary-Treasurer, C. B. Nicodemus, Fremont.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, R. H. Scott, People's Ins. Co., Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 116 Broad street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK—Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer, George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 58 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty., Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Chas. J. Sherer, 211 Main street, Memphis. Secretary-Treasurer, Thomas J. Dupree, 338 Front street, Memphis.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, C. A. Emise, Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro. Secretary-Treasurer, E. D. Whitney, Brattleboro.

VIRGINIA—Chief Consul, Law: L. Waring, Norfolk. Secretary-Treasurer, J. Hugh Henry, 140 Bute street, Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz, 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1892. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below:*

Date,..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References,..... *City*,.....

State,.....

Enclosed.....*for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. to April 30. Enclose $2.00 with this blank on any date between date of paper and October 30. Write plainly—Printing preferred.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptable for ticket, where it can easily be exposed to view, and pocket for personal cards, send 25 cents extra. If you want your name in gold, stamped on the holder, send 50 cents extra. *Leave the margin in using this blank.*



PERFECTION BICYCLES. "Built on Honor."

Last Week was a Great Week for WARWICKS.

RECORDS BROKEN. RACES WON.

And the Result? The other fellows all green with envy.

AS A RULE we believe in simply advertising our goods, but we must be pardoned if we take this opportunity to refer to the events of the past few days. "The Ghost" (well named, isn't it?) created a great sensation at Hartford and Springfield among racing men and wheelmen generally. AND WELL IT MIGHT. World record, 1-4, 1-2, 3-4 and mile. A winner in the great 20-mile road race. It carried George Hendee to victory; and Hendee pronounced it the finest machine he had ever ridden. In Friday's races it won for its riders more prizes than did any other one wheel. The Warwick stock machine—42 lb. Diamond Frames carried off some good prizes.

We have not expended a large amount of time, energy and money in "shouting our wares." THEY SPEAK FOR THEMSELVES. All things being equal, we prefer to put a liberal amount of money into advertising in order to be able to pay for good material, and workmanship. You know a manufacturer cannot expend two-thirds the value of a given article, in advertising it, without causing the purchaser of that article to suffer, for we all know the labor and material must be paid for. We shall continue in the old way, ADVERTISING INTELLIGENTLY AND HONESTLY, and every working day making the best bicycle that can be produced.

Warwick Cycle Mfg. Co., · Springfield, Mass.

When you have received tuition from experience, don't forget to graduate.—Heartsfield.



A good bicycle is a desirable thing to have, and if you bought a cheap machine from an agent who told you that it was "just as good" and you did not find it satisfactory, don't be discouraged; sell your crock and buy a PARAGON.

STOVER BICYCLE MANUFACTURING CO., - Freeport, Ill.

"Finest Quality Produced in the World."

TRADE **"CREDENDA."** MARK.

THE ✱ CREDENDA ✱ SEAMLESS STEEL ✱ TUBE ✱ Co., ✱ Ltd.,

BIRMINGHAM, ENGLAND.

W. C. STIFF, Managing Director.

TELEGRAMS:—"CREDENDA" BIRMINGHAM.



$135.00

Featherstone's Pneumatics

$135.00.



$135.00

Speedy. Comfortable. Durable. Fully Guaranteed.

THIS INCLUDES THE TIRES.

WRIGHT & DITSON, Sole N. E. Agents, 578 & 580 Washington St., Boston, Mass., U.S.A.

TO THE TRADE

We have decided to make the following changes in the list price of our JUNO and CRESCENT Safeties, to take effect September first, 1891:

SOLID TIRE CRESCENT,			$75 00,	Former List,	$85 00
CUSHION TIRE	"		85 00,	" "	95 00
SOLID	"	JUNO,	65 00,	" "	75 00
CUSHION	"	"	75 00,	" "	85 00

Other wheels are made only with Solid Tires and the List remains the same:

ROB ROY,	$50 00
GIRLS' JUNIOR,	35 00
BOYS' JUNIOR,	25 00
PET,	20 00

All discounts remain as before. Respectfully,

R. L. COLEMAN & CO., 35 Barclay Street and 40 Park Place, NEW YORK.

WHEELMEN WEAR THE NEW CENTURY-BRACE

THE BEST SUSPENDER.

Non-elastic and yet perfectly elastic. Does not heat the body as a belt or tight-fitting trousers; nor the shoulders as do the elastic web suspenders.

If your furnisher does not keep them, send 50c., 75c or $1.00 for sample pair by mail, postpaid.

CHESTER SUSPENDER CO.,

No. 21 Decatur Avenue, Roxbury, Mass.

Mention this paper.



THE "HAINES" WRENCH.

(Patented Sept. 17, 1889.)

The Most Complete Wrench for Bicycle riders in the market; made of Cast Steel, finished in black; combines Screw Driver with Wrench; length 4 1-2 in. Warranted first-class, strong and durable. Manufactured only by

AMERICAN SAW CO.,

TRENTON, N. J.

THE COLLINS PRESS

15 MILTON PLACE, BOSTON.

One of the few large printing offices in the country entirely equipped with type on the point system.

Our Machinery plant embodies all the latest improvements in printing presses, and is ample for the production of the largest jobs of press work.

The *Bicycling World and L. A. W. Bulletin* is printed at this office, and some idea may be had of our facilities from the fact that we make over 100,000 impressions on this paper each week.

Jersey Fitting

LADIES' EQUESTRIAN TROUSERS

originated with some sensible ladies for Horse-back riding, to do away with folds and plaits in skirts and drawers, which made a very uncomfortable cushion. Then followed the lady bicycle riders, who made the same complaint. Afterwards came a call for tennis, croquet, boating, yachting and all out-door sports, climbing mountains, and long tramps in the woods.

Then began light to dawn on the minds of some of the more sensible ladies, who said "How foolish we all are to burden ourselves with so many skirts, when one garment weighing only six or eight ounces, is warmer and so much more comfortable every way, giving better protection and perfect freedom to the whole body."

These garments are jersey-fitting, and made to fit, so there will be no more pressure on one part of the body than on the other. Ladies who have worn the Equestrian Trousers are very enthusiastic in their praise. These garments are fast coming into universal use; let every lady try them.

Wear the Equestrian Trousers for "Comfort and Health," and what you like over them to make you fashionable.

Before purchasing, see Holmes & Co's Patent, represented in the accompanying cut, then you will buy no others.

Ladies going abroad are buying them to wear on ship board; and a very wise thing to do.

Only one complaint has reached us and that has been the break away at the fork of the legs.

After a careful study for the best way to avoid this, we have KNIT, (NOT SEWED) in a piece of cloth, just the right shape to give it a proper fullness at the fork, making it heavier just where the strain and wear comes, which prevents it from breaking away.

We have taken out "Letters Patent" on this improvement, under date April 28, 1891, and consider it one of the most indispensable features of the "Equestrian Trousers."

We have them now perfection in every part, and every lady before buying should see and know for themselves how much this new patent adds to the value of the Equestrian Trousers.



Front View. To show our new Patent Apr. 28, 1891. Back View.

When this Garment is not found with your best dealers, send stamp for Catalogue and Price List to us. We do a large business through the mail, and warrant satisfaction.

ATHLETIC & GYMNASIUM GARMENTS Manufactured by HOLMES & CO., 109 Kingston St., Boston, Mass.

ATHLETIC GOODS!

KINGSTON KNITTING CO.,



Manufacturers for the Trade and Clubs.

The most beautiful line of Bicycle, Gymnasium, Tennis Costume and Sporting Goods

Made, in worsted, wool and best lisle thread stock. Unsurpassed for style, completeness, elasticity and durability, and at very low prices.

Send for catalogue and club price list, or order with entire confidence that our styles, material and prices will be entirely satisfactory.

No. 27 Kingston Street, BOSTON, MASS.



Carter's Handle Spring.

ABSORBS VIBRATION.

Price, - - $2 00 per pair.

SIDWELL & SABEN, 243 Columbus Ave., BOSTON, MASS.

THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as THE CYCLIST does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmey. $2.50 per year, including postage. Office: Coventry, England.

Subscriptions received by the Wheelman Co.



(No. 61.)

CHRONOGRAPHS!!

START, STOP AND FLY BACK

WARRANTED

AMERICAN LEVER WATCH.

ACCURATE TIME-KEEPER WITH INDEPENDENT FIFTH-SECOND CHRONOGRAPH ATTACHMENT.

No. 60	SILVERINE "CHRONOGRAPH"	Price	$18.00
No. 61	GOLD FILLED "	"	25.00
No. 62	COIN SILVER "	"	22.00

Every watch is fully guaranteed and a certificate of our guarantee is packed with each one.

No. 60 is cased in Solid Silverine Case, hinged front and back, and thoroughly dust proof; the backs are beautifully engraved. Movements are made in both gilt satin finish and in nickel, handsomely damaskeened, and have finely lined porcelain dials marked to the fifth of a second.

No. 61 is cased in open face gold filled case, handsomely engraved; movements are same as in No. 60. They are very finely finished, STEM WIND and SET, QUICK TRAIN, STRAIGHT LINE AMERICAN LEVER, and reliable time-keepers. No. 63 is cased in open face, a oz. coin silver case.

These are the best value ever offered in the Watch line. Remember the Chronographs are guaranteed by the makers. Remittances in Bank Drafts or P. O. Orders to

L. R. DAVIDSON & CO., Rooms 44 and 45, NO. 12 PEARL ST., BOSTON, MASS.

(References: WHEELMA Publishers of BICYCLING WORLD AND L. A. W. BULLETIN.)



FOR TANGENT AND DIRECT SPOKES.

Nickeled, Price 75c., Postpaid.

Dealers send for Sample and Electrotype.

AVERY & JENNESS, 5756 Madison Ave., Chicago

ADVERTISE in the Bicycling World and L.A.W. Bulletin Circulation, 23,000.

$.50

FOR a set of the finest BANJO STRINGS made, or a dozen for a Dollar. The popular song "Four Little Curley Headed Coons," banjo or piano, goes with each order. Talk quick or you will miss it.

Alphonzo Smith, Jr., - - 435 Bedford Ave., Brooklyn, N. Y.

DOWN! DOWN! DOWN GO PRICES!

Hundreds of New and Second-hand Bicycles must go quickly. Stupendous Snaps. Unparalelled Bargains. Unequalled Chances. If you want a wheel don't fail to see our special list. We can, will and DO quote lowest prices.

CHARLES F. STOKES MFG. CO.,

Milwaukee, Wis. CHICAGO, ILL. Denver, Colo.



"THE BELMONT."

The Best Value ever offered to the American Public. Highest Grade throughout. Credenda Steel Tube, Dropped Steel Forgings, Garford Saddle, and Best Cushion Tires. True Referee Frame. Price, direct spokes, $100. Tangent spokes, $110.

Agents Wanted.

Manufacturers,

THE SWEETING CYCLE CO., 639 Arch Street, Philadelphia.

"PERFECT" POCKET OILER.



ONE-HALF SIZE.

For Bicycles, Guns, Fishing Tackle, etc. Throws only small quantity of oil at a stroke. No leakage. Handsomely nickel-plated. Best and neatest oil can in existence. For sale everywhere. Price 50c each. CUSHMAN & DENISON, 172 Ninth Avenue, New York.

Well! Well!

1891	Columbia Safety, used two months, shows no wear	$85.00
1891	Ladies' Columbia, used one month, as good as new	90.00
1891	American Light Rambler, used one week, in perfect condition	95.00
1891	Cushion Diamond Frame Warwick, ridden 50 miles, in perfect condition	85.00
1891	Ladies' Cushion Hartford, perfect order	70.00
1891	Crescent, good condition	30.00
1890	Juno, new in June this year, good order	25.00
1891	Giantess, ridden 5 miles	45.00
One new 30-inch Climax		42.00
One new 28-inch Climax		35.00
One new 28-inch Princess		45.00

Last three wheels perfectly new.

One Swift Tandem, for lady and gent; cost $200; in good condition 95.00

This is the finest bargain list in America. Write us at once.

DUNHAM & PAINE, Evansville, Ind.

DETECTIVE! WE WANT a MAN in every locality to act as **Private Detective** under our instructions. Send stamp for particulars. WASHINGTON DETECTIVE AGENCY, Box 787, Washington, Iowa.

HAVE YOU SEEN THE NEW

BUTCHER CYCLOMETER?

Ask Your Dealer to Show it to You.

For Ordinary Bicycles. Price $10.00. On Receipt of Price. By Mail



For Safeties. Price $11.00. On Receipt of Price. By Mail

The unprecedented demand for this Cyclometer this season is our apology to our many customers for delays in filling orders. With enlarged facilities, we can now fill all orders promptly.

The Butcher Cyclometer Co.,

338 WASHINGTON ST., BOSTON, MASS.

THE BROWN COMB CO.

Wappingers Falls, N. Y.

MANUFACTURERS OF

Hard Rubber Bicycle Handles and Grips

(Patented), For Cycle Manufacturers.

New York City Office, - 53 White Street.

To Athletes, Cyclists, Baseball & Footballists, Horse-back riders, Boxers and Oarsmen; when you want to ride, run, walk, row, skate or swim a long distance, USE

ANTI-STIFF

To Strengthen the Muscles.



To Strengthen the Muscles.

It is a marvelous preparation for Strengthening the Muscular System. With Anti-Stiff there is no faith required; it goes straight for the muscles, and you can feel it at work. It has a peculiarly warming, comforting and stimulating effect on all weak or stiff muscles and sinews. Quick in action, cleanly and pleasant in use. Rub it into the muscles every night for a fortnight, and you will be pleased at its supporting and strengthening properties. There is not, nor has been, anything like it till now. It differs from all Oils, Embrocations, and Liniments, both in substance and effect.

Prices 20c. and 35c. per box.

Has a Large & Increasing Sale throughout Great Britian.

E. FOUGERRA & CO., AGENTS FOR U. S., 30 N. WILLIAM ST., N.Y.

WE HAVE ACTUALLY SOLD OVER 12,000 GIANT BICYCLES UP TO DATE AND ARE STILL RUNNING OUR FACTORY TO ITS UTMOST CAPACITY

So that the popularity of these machines is seemingly manifest. Facts like the above are well worth the consideration of energetic and successful agents and dealers generally. ☛ Don't forget that our supply of Catalogues is by no means exhausted.

H. A. LOZIER & CO., - - Cleveland, Ohio.



Makers of ALL STYLES OF UNIFORMS.

Plymouth Rock Pants Company.

HEADQUARTERS: 11 TO 25 ELIOT STREET, BOSTON, MASS.

Official State Tailors OF THE L. A. W.

Washington, D.C., Pennsylvania, Connecticut, New Hampshire, Virginia and Missouri.

Authorized makers from the LEAGUE CLOTH.

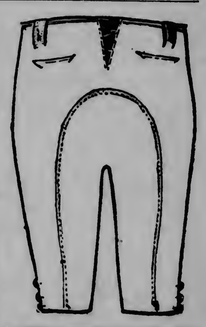
Coat, - - - $7.50 } Ordered Together, $12.25.
Breeches, - 4.75 }

As per *specifications required by the Uniform Committee.*

We have Branch Stores in the following Cities where your orders will be taken.

BRANCHES: 279 Broadway, New York; 943 Penn. Ave., Washington, D. C.; 72 Adams St., Chicago, Ill.; 914 Main St., Richmond, Va.; 217 19th St., Birmingham, Ala.; 291 Main St., Worcester, Mass.; 375 Meridian St., East Boston; 508 Mulberry St., Macon, Ga.; Room 4, Y.M.C.A. Bldg., Burlington, Vt.; 282 Second St., Memphis, Tenn.; 430 Church St., Nashville, Tenn.; 820 Main St., Dallas, Tex.; 629 Broad St., Augusta, Ga., 108 W. 3d St., Davenport, Ia.; 1109 Broad St., Columbus, Ga.; 307 Tremont St., Galveston, Tex.; 143 So. 12th St., Lincoln, Neb.; 700 Austin St., Waco, Tex.; 110 Canal St., New Orleans, La.; 6 E. Government St., Pensacola, Fla.; 39 Whitehall St., Atlanta, Ga., 68 So. Main St., Waterbury, Conn.; 970 Elm St., Manchester, N. H.; 106 N. Main St., Concord, N. H.; 104 Montgomery St., Montgomery, Ala.; 706 Chapel St., New Haven, Conn.; Main St., opp. P.O., Springfield, Mass.; 16 W. 9th St., Chattanooga, Tenn.; 134 Thames St., Newport, R. I.; 606 Main St., Kansas City, Mo.; 344 Fourth Ave., Louisville, Ky; Exchange St., corner entrance, 2 State St., Hartford, Conn.; 910 Congress Ave. Austin, Tex.; 406 Houston St., San Antonio, Tex.; 318 So. 15th St., Omaha, Neb.; 310 E. 5th St., Dayton, Ohio.

Also Agents at most all points in every State. We will call whenever and wherever needed by your notifying Headquarters, BOSTON, MASS.



Address POSTAL CARD For Samples.

The *American Cyclist* says:

"The second edition of this useful book has been published by the Wheelman Co., 12 Pearl street, Boston, and all users of the wheel will find it a most valuable book. The chapter that relates to the history of wheeling is concise, yet full enough to cover the subject clearly. In the chapter on Practical Points the reader will find valuable instruction, which, if followed only in part, will many times repay the purchase of the book. It is almost indispensable to a wheelman."

The book referred to above is Porter's

CYCLING

— FOR —

Health and Pleasure

230 Pages, Illustrated.

PRICE, 50 CENTS, POSTPAID.

WHEELMAN COMPANY,

PUBLISHERS.

12 Pearl St., - Boston.

Stamps not Received.

Official Outfitters to the League of American Wheelmen.

Authorized by the Executive Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.



406, 408, 410 & 412 Broome Street, NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.00, BREECHES, $5.25.

Cloth, $2.10 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25

Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00

Stockings. Our celebrated Linen Sole Stocking, League color.....1.00

Belts. No. X Silk.....,..... .50

Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic.4.50
No. 1, Canvas, leather trimmings.2.50

Sent post paid on receipt of price.

Send for Catalogue Knit, Racing and Training Suits

A. G. SPALDING & BROS.,

241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia. 1033 Chestnut St.

THE NEW COLOR LEAGUE CLOTH IS NOW READY.

Samples of same can be obtained on application to

BROWNING, KING & CO., - New York.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged o bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.



BACK VIEW

Indispensable to Bicyclists, Athletes and the Gymnasium

Call's No. 5 Supporters (jock strap) with elastic back, lace front and adjustable back straps. A sure fit. No. 5 (same as cut), 75c. No. 6, with pockets on each side of lacing, $1.00. No. 7, with hose supporter attached to sides, $1.00. Number 8, pockets and hose supporter, $1.25. Order by number and give tight measure top of hips. Postpaid on reciept of price. S. B. CALL, 358 Main Street, Springfield, Mass.



The "Popular"

All Ball-Bearings.

Price, $85.00.

A few shopworn at $75.

PERCIVAL TATTERSFIELD,

12th and Oxford Streets, Philadelphia, Pa.

$2.75.

I will out a single line, steel street die, monogram or cipher, with 5 quires fine writing paper and envelopes, paper stamped in colors for $2.75; all duplicate orders filled at $1.00 less, the die to remain in my possession; will mail samples on application.

M. R. WARREN

Stationer and Engraver,

336 WASHINGTON ST., BOSTON

Mention this paper.

Learn to Ride

BY USING OUR

INSTRUCTION BELT

Price, with instructions for use, $1.25.

ST. LOUIS WHEEL COMPANY,

311 N. 14th St., St. Louis, Mo.

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. **W. E. AUGHINBAUGH,** Baltic Building Washington, D. C.

SPECIAL.

All Advertisements in this Department 50 cents a line.

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜



L. A. W. BADGES

The official design in

SOLID GOLD.

Prices, $2.50, $3.50, $5.00 and upwards.

Members are cautioned against buying the interior imitations now being offered.

L. A. W. RINGS.

A heavy elegant Seal Ring, with plain or carved shank. The gold badge lies over a black onyx stone, and has a small diamond in the hub. Price, $15, or without centre stone $10. Send for badge circulars to the original and only authorized maker,



C. H. LAMSON,

203 Middle St., Portland, Me.

LAMSON'S

Luggage Carrier

NO. 1.

Convenient, durable, noiseless, cheap. **$1.** Sold everywhere.

Made by

C. H. LAMSON,

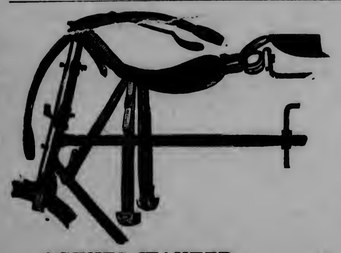
Portland, - Maine.

CHOICE OF THE EXPERTS.

"U. S." Gallery Ammunition.

Manufactured by the

United States Cartridge Co., - Lowell, Mass.



JONES'

Suspension Bicycle Saddle

For carrying Children on Ordinary Safety Bicycles.

Simplest, Cheapest, Neatest and Best.

Price, $2.50.

For Sale by all Dealers.

—MANUFACTURED BY—

AGENTS WANTED. **A. H. GOETTING, - Springfield, Mass.**



SAFETY BICYCLE WHEELS.

We supply cycle manufacturers and others with any grade wheels in any quantity. Thousands in use.

The Most Durable Wheel Made.

We invite comparative tests with any or all others Write us for descriptive price-list.

I. A. WESTON & CO.,

JAMESVILLE, (near Syracuse) N. Y.



BAR PAT. APRIL 15, '90.



L. A. W. Pins

FROM $1.00 UP.

Discount to Bicycle Dealers and Agents.

Send for Full List, including Race Medals.

Duryea Jewelry Co.

194 BROADWAY, NEW YORK CITY.

1891 PNEUMATIC—B. & A. Humber racing safety, 26 1-2 pounds, Dunlop's latest (sewn canvas) pneumatic tires; machine and tyres absolutely new; enamel slightly marred; $150; owner going to England. H. O. STICKNEY & CO., 440 Harvard st., Cambridge.

WANTED.

A FEW DISTRICT AGENTS,

—OR A—

Sole American Agent,

FOR A HIGH-CLASS CYCLE.

Apply Immediately to

THE COVENTRY CYCLE MFG. CO., GROVE WORKS, Coventry, England.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞*Cash must accompany the Order.*☜

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜

CAMERA WANTED—For new semi-hammerless gun. For sale, Juno safety; perfect order; $45 cash. Also want second-hand lantern. H. ELISON, New Bedford, Mass.

LADIES' COLUMBIA, '90 pattern, nearly new—perfect; only $85; need money. F. B. CATLIN, Winsted, Ct.

BARGAINS—'90 pattern Columbia safety, good condition, $65; Quadrant safety, good condition, $60. Other wheels in proportion. Send for second-hand list. WHITE CYCLE CO., Trenton, N. J.

BARGAINS—To close out stock. One new Juno, ladies or gent's safety, $58; two new Crescents for $68 each, regular price $85; one Ladies' Columbia, '90 pattern, $110. Address, J. M. T., Box 52, Watkins, N.Y.

STOLEN—From 110 West 129th street, New York, a Columbia Light Roadster Safety No. 19,282, pattern of 1891. Dealers of second-hand machines are requested to be on the lookout. Address any information to LEWIS C. MOTT, 110 W. 129th st., New York.

TANDEM, Columbia, good order; only $115. F. B. CATLIN, Winsted, Ct.

FOR SALE—1891 "Victor," B, new; only $111; Featherstone Pneumatic, $88; Ladies', 28-inch, $50; Youth's, diamond frame, new, $45; cost $85. Address, HULBERT, Syracuse, N. Y. P. O. Box 555.

FOR SALE—Columbia, '91 pattern, Light Roadster Safety Bicycle; spring forks, rear wheel cushion; used 3 weeks; price $110. W. N. WHITE, Portsmouth, Va.

FOR SALE—54-inch L. R. Eagle; fine; could hardly be told from new; $95; 54-inch Eagle Roadster, good condition, $75. S. M. SMITH, 470 Washington st., New York.

WANTED—To sell for $85, or exchange for a 54-inch Eagle, a New Mail Safety; correspondence solicited. J. U. JOHNSTON, Sigourney, Iowa.

$48 BUYS No. 3 Gendron safety, 26-inch; balls all over, in excellent condition; $25 buys 54-inch Victor ordinary; great bargain. WM. K. MUNRO, Cohoes, N. Y.

HUMBER TRICYCLE (tandem) $75; 48-inch Col. Expert, enamel, $25; Rudge, 30 lb. roadster, enamel, $25; all in good condition, or will exchange any or all for anything. What am I offered? Tandem Safety preferred. Box 277, Rutherford, N. J.

FOR SALE—At a low figure, an English Quadrant Tricycle in excellent condition. Apply at 324 Boylston St., Boston, Mass.

$35 Buys 56-in. Expert Columbia, cow-horn bars, spade hands., good condition, and a bargain. Address FIRST NAT'L BANK, Union City, Tenn.

HUMBER—Cushion tire, new, never out of crate, list price $140, for sale cheap. Must sell quick. B. C., Postoffice Box 1651. Springfield, Mass.

$165 Pneumatic Ormonde, Model B; used one month. In perfect condition, $115. Correspondence solicited. Address "MODEL B," care of Cycling World, 12 Pearl st., Boston, Mass.

SOMETHING different. A $100 New Mail Safety (new); a 52 in. Eagle, A1 condition; a 53-in Rudge racer, cushion tires. The best offer takes them all or any one of them. Must be sold. A. IRVING FULLER, Rome, N. Y.

$115 Buys a 50 inch Light Roadster Eagle, 1891. Brand new; run only about 20 miles; 2-3ds nickeled; cost $150. G W. BUGBEE, 665 Broad st., Providence, R. I.

PNEUMATICS—One Featherstone Drop Frame Pneumatic, 28-inch wheels, with detachable bar; very little used; $100; one Quadrant Pneumatic, Diamond Frame, almost new, $110. Other wheels in proportion. WHITE CYCLE CO., Trenton, N. J.

25 CENTS BUYS Road Book and Map of Boston and Vicinity. CHAS. A. UNDERWOOD, Jamaica Plain, Mass.

FEATHERSTONE PNEUMATIC—Good as new, $100; 50-inch Cushion Light Eagle, perfect order, $100; 54 half nickel roadster Eagle, good order, $75. Apply at once to O. W. SWIFT, Danbury, Ct.

FOR SALE—Having poor health and wishing to go into the county, I will sell my bicycle repair shop at half price. I have the best trade in the city. For further particulars address PAUL BERG, Springfield, Ill.

BUSINESS LOOKS UP.

In the inverse ratio that our prices look down. Note how low they have got: Victor Safety, $40; Broncho L. R., $60; New Mail Safety, $135 list, now $70; Rush safety, $40; Eagle L. R., 50-inch, like new, $75; all in fine condition; write for full description.

KNIGHT CYCLE CO.,

207 N. 10th Street, - St. Louis, Mo.

$100 BUYS EITHER—Diamond Cushioned Rambler, bought July 1st, 1891, and ridden about 100 miles; cost $140; or Model A Swift, extra light, cushion tire; cost $145. Address M. C. HITCHCOCK, Ansonia, Conn.

FOR SALE—One 1890 ladies' Referee, in perfect condition, Victoria saddle and lamp, $50; one ladies' convertible English Invincible safety; inch tires, latest pattern, highest grade wheel with lamp, $80. Address W. P. F., 1712 Diamond st., Philadelphia, Penn.

SWIFT, cushion, new, $140; will sell at a big bargain or trade for cheaper wheel. Want money. F. B. CATLIN, Winsted, Ct.

STOLEN—An "Owl" Safety, solid tire bicycle, No. 104 on bottom of sprocket bracket, and No. 108 on the handle bar, no brake lever or brake spoon, no front mud guard, "Referee" frame with long ball head, "Owl Cycle Co., Boston, Mass.," in gilt on rear guard. Machine slightly striped with gold, tires and finish somewhat worn, 30 inch wheels. Will give $25.00 for the return of machine and arrest of thief, or $10.00 for simply locating machine. H. H. BRAUTIGAM, Bicycle Dealer, Bridgeport, Conn.

FOR SALE.

LADIES' NEW MAIL,

NEVER RIDDEN.

$80.00.

Write quick. Lock Box 5, Mystic, Conn.

STOLEN.

AN OWL Safety Bicycle, No. 1203. Brace to rear mud guard broken, or may have been repaired. Cushion tires. $25 reward to any one giving information leading to the conviction of the thief, or recovery of the wheel. Address W. SHAKESPEARE, 6 Pine street, Waltham, Mass.

REWARD.

$50 Will be paid for the arrest and conviction of the person who stole a HARTFORD Cushion Tire Safety, No. 2265. Has loop seat rod; front guard is removed. The Safety was hired on Sept. 15th, of

H. von der LINDEN,

48 Market Street, Poughkeepsie, N. Y.

BE WISE!

Do you want to buy *any make* of "High Grade" BICYCLE at $4 per month, and at Reduced Cost? If so, call or address **The Bicycle & Supply Co., 7 North Calvert Street, Baltimore, Md.**, for descriptive catalogue.

IT PAYS!

AGENTS WANTED EVERYWHERE.



Bicycle Lock and Chain

For Strength, Security and Neatness, the "CHICAGO" beats them all. Patent Bronze Metal Lock—3 tumblers—2 flat keys, (no two locks alike) with a tinned patent link chain made of tough, hard steel that cannot be cut with ordinary nippers or broken with a hammer. Length 18 in. Sent, postpaid, on receipt of price, $1.25.—VICTOR BRON & BRO., 95 to 99 W. Randolph St., Chicago.

WANTED—A FEW MORE LIVE AGENTS WANTED IN NEW JERSEY, PENNSYLVANIA, part of NEW YORK, MARYLAND, DELAWARE and WASHINGTON, D. C., for the popular

FEATHERSTONE * PNEUMATICS

HOWARD A. SMITH & CO.,

518 BROAD STREET, NEWARK, N. J.

GENERAL AGENTS.

Eastern Depot for Pneumatic Repairs.

Large Line Bicycle Sundries.

Safety Lantern OIL

The most perfect oil for any Lantern. Will not smoke; will not crust the wick; jar of wheel will not put it out. Put up in pints, quarts, gallons, also barrels; manufactured by

A. N. REYNOLDS & CO.,
382 Atlantic Ave., Boston, Mass., U.S.A.



SEND $2.00 and get one of my L. A. W. Pins, (Official design), either size. Best for the money. Better quality S., $3.00; L., $3.50, etc. Ther. Charm, $2.00; Chain Bar, $1.25, etc.



Madison Square Garden,

NEW YORK CITY,

Oct. 18 to 24, 1891.

Grand International Six Day's

BICYCLE RACE

CHAMPIONSHIP OF THE WORLD

Competitors from England, Ireland, Scotland, Australia, Canada, Germany, France and America.

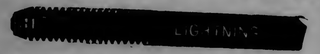
Mr. D. J. CANARY,

Champion Fancy and Trick Bicyclist of the World, will appear

Every Afternoon and Evening.

Address,
T. W. ECK, - - Manager.

FINE TAPS AND DIES. For Bicycle Work.



LIGHTNING AND GREEN RIVER SCREW PLATES. Bolt Cutters, Hand and Power Drilling Machines Punching Presses and Other Labor Saving Tools. Send for Price List.
WILEY & RUSSELL MFG. CO., Greenfield, Mass.

Erie Knitting Mills,

Erie, Pa.

Are still making the very best goods for cyclers. We know this, and others are finding it out.

This is a copy of a letter just received from the champion road rider of the United States:

ERIE KNITTING MILLS—
I cheerfully recommend your knit goods for the use of bicyclers, especially hard road-riders, as from my experience with them I have found them well-fitting, elastic and durable as iron.
Yours very truly,
WM. VAN WAGONER.

FRANK FAIRBAIRN, 513 WEST 11TH ST., ERIE, PA.

George R. Bidwell Cycle Company.

BICYCLES.

Sole Importers of

Tourist Cycles

MANUFACTURERS

Cycling Specialties.

New York, - - 308-310 W. 59th Street.
Chicago, - - 270-272 Wabash Avenue.

"Imperial Wheels" ARE FOR ALL AROUND RIDING POSITIVELY THE BEST



MANUFACTURED ONLY BY
AMES & FROST COMPANY
302-304 WABASH AVE, CHICAGO
CATALOGUE UPON APPLICATION

FITCHBURG RAILROAD

Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

HOOSAC TUNNEL ROUTE

THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

BICYCLES CARRIED FREE
FAST EXPRESS TRAINS

With elegant PALACE PARLOR and SLEEPING CARS to and from

BOSTON and CHICAGO and BOSTON and ST. LOUIS, via NIAGARA FALLS,
without change.

THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.
THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.
THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.

ELEGANT PALACE SLEEPING CARS
to and from
BOSTON and MONTREAL,
without change.

For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at

250 Washington Street, or
Fitchburg Railroad Passenger Station, Boston.
J. R. WATSON, General Pass. Agent.

Price List of Specialties

—MANUFACTURED BY—

ELASTIC TIP CO.

Mailed Postpaid on Receipt of Price.

Dropped Forged Steel Spade Handles, all nickeled and threaded to fit any machine, $2.50 per pair.
Soft Rubber Handles, pear shaped, $1.50 per pair.
Vulcanized Handles, pear shaped, $1.50 per pair.
Boys' Soft Rubber Handles, pear shaped, $1.00 per pair.
Double Grip Pedal Rubbers, No. A, 1 inch x 3 3-4 inches, $3.00 per set of four.
Double Grip Pedal Rubbers, No. B, 1 inch x 4 inches, $1.50 per set of four.
Double Grip Pedal rubbers, No. C, 1 1-4 inch x 4 inches $3.00 per set of four.
Pedal Rubber, round or square; made from white rubber, $1.00 per set of four. When ordering state size required.
Spade Grips, vulcanite, 50 cts. per pair.
Safety Handles, vulcanite, to fit any machine, $1.00 pair.
Safety Handles, for Boys' Wheel, 50 cts. per pair.
Soft Rubber Grips for Safety, $1.00 per pair.
Soft Rubber Grips for Boys' Safety, 50 cts. per pair.
Soft Rubber Sleeves, to fit over vulcanite grip, 75 cts. per pair.
Steel Balls, 3-16 inch, $2.00 per C.; 1-4 inch, $2.40 C.; 5-16 inch, $3.00 per C.
Imported Tire Cement, 25 cts. per box.
Tire tape for holding on tire, 25 cts. per roll
Rubber Cement, for repairing cuts in tires, 25 cts. per can.
Bicycle Spokes. Price according to quantity.
BICYCLE TIRES, SOLID or CUSHION, either red or grey; price according to size. Send for Catalogue.

ELASTIC TIP CO.,
Cor. Cornhill and Washington Street,
BOSTON, MASS., U. S. A.

SECOND-HAND SAFETIES

I am selling out a number of them; good wheels at way down figures, to make room for a big lot of the famous REFEREES, which we will have this month.

W. J. NEWMAN, 46 Columbus ave., Boston,
And HARVARD SQUARE, CAMBRIDGE.
Open evenings

$85.00 LOVELL DIAMOND CYCLES. $85.00

High Grade Only.

All Ball Bearing,
Steel Tubing
—AND—
DROP FORGINGS.

NO BETTER MACHINE AT ANY PRICE.



Lovell Diamond,	$85.
With Cushion Tires,	95.
For Ladies,	85.
Convertible,	85

AGENTS WANTED.

BICYCLE CATALOGUE FREE.

MANUFACTURED BY

John P. Lovell Arms Co., Boston, Mass.



REDUCED FALL PRICES.

	REGULAR PRICE.	OUR PRICE.
FEATHERSTONE PNEUMATIC, like new,	$135.00	$100.00
LADIES' FEATHERSTONE, like new,	135.00	100.00
1891 LITTLE GIANT, perfectly new,	35.00	21.00
NEW CYCLONE SAFETY, 30-inch, full ball,	125.00	75.00
52-inch EAGLE, second-hand, in fine shape,		65.00

Send for Bargain List "D." Special Discounts to Dealers.

A. W. GUMP & CO., - - Dayton, Ohio.



COLUMBIAS AT PEORIA.

First Day—Ten contested races; COLUMBIAS took **5** firsts, **2** seconds, **3** thirds, **2** fourths. In short, twelve of the thirty-four prizes went to COLUMBIA riders.

Second Day—Ten contested races; Columbias, **3** firsts, **1** second, **3** thirds, **2** fourths—eleven of the thirty-seven prizes, two being the only special time medals awarded.

Total—COLUMBIAS captured **23** of the **71** prizes awarded, there being **16** different makes of bicycles competing.

CENTURY RUNS.

In the Boston Athletic Association Century Run Saturday, Sept. 19, of the ninety-one machines that started, thirty-one were COLUMBIAS—34 per cent. At the close, of the sixty-eight that finished, twenty-five were COLUMBIAS—37 per cent.

In the official report of the Century Run to Philadelphia on June 13, of the 327 starters, 129 (39 per cent.) were COLUMBIAS. Of the 249 finishers, 104 (41 per cent.) were COLUMBIAS.

A STRAW.

At the 15 mile road race at Bridgeport, Conn., Sept. 15, first place was taken by a COLUMBIA pneumatic, and second and third by COLUMBIA full cushions. COLUMBIAS also came in fifth and seventh.

POPE MFG. CO.,

77 Franklin Street, Boston.

12 Warren Street, New York. **291 Wabash Ave., Chicago.** **Factory, Hartford, Conn.**



FOUNDED THE 1878

BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXIII. Number 23. BOSTON, 2 OCTOBER, 1891 $1.00 a Year. 5 cents a copy

THE Bicycle to buy is the one that runs easier and wears longer than others. The one that has the best Cushion Tires and Spring Forks, and is endorsed by thousands of riders.

Victor Bicycles are best—they acknowledge no rival.

OVERMAN WHEEL COMPANY,

Chicopee Falls, Mass.

BOSTON. WASHINGTON DENVER. SAN FRANCISCO

HICKORY SHIRTS.

The word Hickory is not as old as the timber it designates. There is some question as to the relative age. There may be parts of the earth and its trimmings which could have been made in 6 days, though we believe this fairy tale is not credited any more by the majority of scholars who are "high forward," but a much longer period is supposed to have elapsed between the separating of the darkness from the light and the completion of a place to put either.

But, be that as it may, we feel sure that the first Hickory tree was *not* made in 6 days. We are asked if we do not consider that all things are possible and we reply most emphatically that we do not.

Such baby talk is fast taking its proper rank, and in the interest of human advancement is, by most thinking people, being relegated to a place alongside of the old idea that the earth was flat. An idea, by the way, which came quite natural to many of our ancestors.

The grand ongoing of the universe is too sublime a thing to be crammed into the petty pocket of a "creed," or be brought within the limits of any 'amateur rule."

We notice in the current press that the Rochester Presbytery has thrown out the doctrine of predestination.

We believe they have done a good and a wise thing, but what would the Presbytery have said 20 years ago if anyone who should have advocated the admission into Heaven of a man who had not his League ticket? Would they not have wanted him "suspended" by the neck? And yet we are liable to get letters in reply to this blaming us severely for saying that they still hold to "beliefs" which are belittling to, and inconsistant with the idea of an all wise First Cause.

Horrible as was this doctrine of man's predestination we firmly believe in it as applied to bicycles, and to be more explicit we believe that from the beginning of time it was foreordained that bicycle wheels should be made of Hickory. So strongly did we believe in this theory that we made it a part of our creed, and to this day we have seen no cause to regret it.

You may have wondered what possible connection all this has with the above headline. Well, they haven't any real connection and now that we feel easier on the question of predestination, we would say that the following letter is just received:

PHILADELPHIA, Sept. 18, 1891.
Sterling Elliott, Newton, Mass.:

Dear Sir—In a late novel of Bret Harte's he mentions a "Hickory Shirt," being unable to discover the wherefore of this peculiar name I now write the greatest authority on Hickory in the country for an explanation. Will you kindly enlighten me and oblige,

Yours, MARGERY.

This is a delicate subject for us to approach and we do so in a spirit of benevolence mingled with a desire to maintain the proud eminence of a position so kindly accorded us by "Margery."

We have a suspicion that Margery is a man connected with a prominent Philadelphia paper, but whoever he is, she no doubt wants the information, and we hasten to accommodate her.

So far as we know shirts have not actually been made of Hickory, though wooden overcoats are a very common thing.

The name, as applied to a shirt, indicates a heavy cotton goods woven in narrow stripes of blue and white, and much in vogue for "every-day wear" among the western miners and farmers.

We have worn these shirts, and can confidently recommend them to Margery as being durable. Albeit a little harsh to any one accustomed to silk (as we conclude Margery is, judging by the texture of his note paper.)

A Hickory shirt doesn't puncture easily, the first cost is not too high, they may be worn a long time without washing, and hence in certain circles among workmen in the more highly protected industries they are very popular.

The duty on this kind of cloth is 45 per cent. ad valorem, and the duty of every workman who wears it is to go to the polls early and often and vote for the abolition of all tariff and other duties on that which is used *only* by the poor man.

Hickory shirts are good, but we don't wear them, though we hope to be able to some day.

ELLIOTT HICKORY CYCLE CO.,
Newton, Mass.

P. S.—Hickory wheels are good too, and we *do* wear those.

P. P., S. S.—We learn that many of the gentlemen who were initiated into the Hickory Club at Peoria were unable to obtain badges. Several have written us to that effect, and we are pleased to furnish all such with the proper insignia. We have sent one to the mayor of Peoria and advised him to place if on the mantelpiece so that he may see it while he eats.

SYLPH CYCLES RUN EASY.



At least, that is what riders say; but skeptics ask "why should there be any difference in first-class makes?" "Are not the principles the same and the workmanship substantially equal?" We think not. Perfection is yet being sought for, and until found, things will differ. All bearings have friction, be they ball bearings or not, but some have more than others; all catch dirt, but some retain it more than others; all wear, but some faster; all may be cleaned, but some with difficulty, etc., ad. lib. All cycles have weight, but some in the wrong place. It makes a big difference whether you carry a grain of sand in your hat or in your shoe, and married men know that fifty pounds of load is not hard to handle, nor is a like weight of cycle very objectionable, but lugging a feather bed of that weight up three flights of stairs is quite different. If Sylph cycles run easy there is plenty of room for reasons.

Large illustrated catalogue free on application.
Orders filled promptly. Good agents wanted.

ROUSE-DURYEA CYCLE CO., - - - - 9 G Street, Peoria, Ill.

CHOICE OF THE EXPERTS.

"U. S." Gallery Ammunition.

Manufactured by the
United States Cartridge Co., - Lowell, Mass.



FINE TAPS AND DIES
For Bicycle Work.
Send for Price List.
WILEY & RUSSELL MFG. CO.,
Greenfield, - - Mass.

LACTART
ACID OF MILK.

A REFRESHING DRINK WITH WATER and SUGAR.
Call for Orange or Raspberry Lactart at the Soda Fountains.

Benson, of Corey Hill fame, says:
AVERY LACTART CO., Boston.
Gentlemen—"For several seasons I have used your Lactart and found it very satisfactory, as a quencher of thirst." Respectfully,
A. P. BENSON, Newton Club.

THE SUBMARINE BICYCLE.

(Continued from World and Bulletin, Sept. 11.)

Although the bulky receivers retarded my progress somewhat, I still managed to make a speed of 150 miles an hour without great exertion. My course lay in the direction of the Pelew Islands, which I judged to be about 1450 miles in a northwesterly direction. Night, which closes in so swiftly in these southern latitudes, was fast approaching, so attaching my mouth piece to the reservoirs, I wound in the air tubes, thus severing all connections with the upper world and sunk sullenly to the bottom between two immense rocks. The pressure gauge registered over 600 yards, at which depth I was in almost total darkness, but when looking upward a dim misty light appeared showing the crags and ragged peaks of the mighty rocks in all their gaunt grandeur. A short search was sufficient to discover the resting place which I was in need of; a cave, whose floor was above the level of the entrance. The bright rays from my electric lamp aroused the slimy denizens of the cave, and several veteran crabs and lobsters of extraordinary appearance scurried down the incline into open water, the unpleasant clinking of their claws and shells being faithfully conveyed by the water to my helmet. Having ejected the tenants, I drew in the air pipes and opened the reservoir. On taking up the newspaper I found that L. Block had won the State championship at Denver, Col.; 5 miles in 14.37 4-5; also one mile safety open on a No. 12 CUSHION TIRED UNION BICYCLE.

This blood-curdling story will be continued in next week's World and Bulletin. All rights reserved.

UNION CYCLE MFG. CO., - - - Highlandville, Mass.

MAKERS OF UNION CYCLES.

Mr. Stokes of Chicago looks after our Western Business.

CATALOGUE FREE.

FEATHERSTONE'S PNEUMATICS.

It has taken the best mechanics of Great Britain three years to bring the Dunlop Pneumatic Tire to its present state of perfection. In view of this, it is not reasonable to suppose that any one can bring out a satisfactory Pneumatic Tire that will stand up in much less time than this, unless they copy substantially the Dunlop patent construction, in which case we shall certainly look to the courts for a redress against the manufacturers, sellers and users.

We advised the trade some time ago that the price on our improved Dunlop Pneumatic Tire will be much less for 1892 than 1891, and we shall stand ready to supply the trade at these figures.

Our Dunlop Tire for 1892 will be as near perfect as it is possible to make a Pneumatic Tire. A great many valuable and new features enter into its construction.

The Pneumatic Tire Co. and ourselves have tested at least 100 different kinds of patent and other valves, none of which have proven satisfactory, with the exception of the one we have adopted.

We are advised that another house is now on the point of making Pneumatic Tires, the greater part of which is copied identically from the Dunlop construction, which is patented, and we advise all persons interested in the making, selling and using of Pneumatic Tires to buy nothing that is substantially like the Dunlop construction, as we shall proceed to protect our rights in every way.

It probably will not be necessary to do this, however, as the Pneumatic Tire Co. and ourselves have rejected one after another of the experimental tires that are continually being patented and brought out, as being unsatisfactory and worthless for the purpose. We call your attention to these facts, as these infringing tires may fall into the hands of those who are not acquainted with the Pneumatic Tire and condemn the Dunlop without seeing it.

Be sure the Dunlop Pneumatic trade mark is on every tire you use, and you will not be compelled to pay for experiments which you will find either unsatisfactory or an infringement of our patents.

A. FEATHERSTONE,

Clark and 16th Sts., and Armour Ave., - - - Chicago

MATED.

SIMPLICITY.



Swift by name and Swift by nature.

The new Model E Swift is built on the same lines and weighs 36 lbs. complete.

PRACTICABILITY.



Perfect dress guard, low frame and naturally curved handle bars makes the Ladies' Swift the most practical ladies' wheel on the market.

COVENTRY MACHINISTS' CO., Ltd.

239 Columbus Avenue, Boston, Mass.

11 and 13 Madison Street, Chicago, Ill.

BARCAINS!

A FEW



SECOND HAND SAFETIES

Taken in part payment for NEW MAILS. In the lot is one Swift Safety, $85; also two Columbias, $85 each; two Victors, $85 each; one Quadrant, $90; one Raglan, $90, and other makes. ☞ Also two of our $135 grade NEW MAILS at $85 each, and some cheaper makes at $50, $60, etc.

This is an opportunity to secure a BARGAIN for this fall or next year's riding.

Will be quickly snapped up. Only a few of them.

Send for descriptive List of Second-Hand Safeties and Ordinaries. Just issued.

WM. READ & SONS, 107 Washington St., Boston, Mass

THE BICYCLING WORLD

Devoted To The Interests Of Cycling

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN Co.

☞ *Postage stamps will not be accepted hereafter in payment for Advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.* ☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

Editorial Contributor, F. A. EGAN.

BOSTON, 2 OCTOBER, 1891.

LAST winter and spring the League disturbed a hornet's nest by taking a radical position on the expense question. The A. A. U. took a very decided attitude in favor of a liberal expense rule, and after due discussion and a good deal of noise the liberal expense idea prevailed and peace smiled once more. During that discussion much was said by the A. A. U. men as to the disastrous results to the L. A. W. should the latter organization incorporate with its rules one which would hamper its racing men in the accepting of proper expenses. We were told that all the racing men would desert the League and go over to the association, a prediction which had logic for its basis. Having adopted in harmony a rule governing the expense question, the two leading athletic bodies for a time ceased to be troubled, but alas the slow match has again been lighted by the New England branch of the A. A. U., and unless cold water is thrown upon it at St. Louis this week, an explosion will take place which will shake up the athletic world very considerably. This time it is the A. A. U. which raises its voice in protest against the practice of the managers of the great cycle meets in giving pianos, diamonds, bicycles, gold watches and such trifles as prizes.

WE remarked above that there was some logic in the argument advanced by the A. A. U. men last spring that in case the L. A. W. did not adopt a liberal expense rule the cracks would desert the L. A. W. in a body and go over to the A. A. U. Waiving any discussion as to the merits of the protest raised by the New Englanders, we would ask these gentlemen whether the same line of logical reasoning as to the possible action of the racing men will not apply in the event of the A. A. U. voting to prohibit its members from taking prizes other than of nominal value? At the present writing the position of the L. A. W. on the question of prizes and expenses is more consistent than that of the A. A. U.

SOME years ago the riders of Mobile, Ala., made an effort to force the proprietors of the shell road in that city to permit cyclers the use of the road on the payment of a regular toll. The effort proved futile, and the courts were not appealed to, for the very reason that a similar case had just been decided against the cyclists in North Carolina. In both cases the roads were owned by a private corporation, and in the case cited it was held that as the road was not maintained by public tax, and only those who used it were required to pay toll, the proprietors had the right to say what class of vehicles should be permitted to use it. In view of that decision, the League, which had fought the case cited in North Carolina, declined to take up the Mobile matter in the courts, and at the time much dissatisfaction was evinced by the Mobile members.

By referring to another column it will be seen that the Mobile cyclists have made another attempt and have met with another and most decided rebuff. The editor of this paper spent two years in the city of Mobile, and has enjoyed many a drive over the superb surface of the shell road, and we heartily sympathize with the cyclists of that city in their endeavors to obtain the right to use same, but there is no doubt with the present temper of the citizens of that very conservative city, it would be useless to try and force the corporation to permit cycles on the road, especially as the precedent established would carry great weight in the courts of Alabama.

It must be remembered that the Mobile shell road is not a "public highway" in the usual acceptation of the term, and its uses are almost entirely those devoted to pleasure traffic. In fact, as we remember it, the road led to nowhere in particular, but was simply a road stretching seven miles down the bay, and there was no way to get back to the city except by retracing one's route.

It is none the less distasteful to the present advanced idea of what is just, that the corporation in question exercises the right to exclude cycles from the use of its road, but with the two years' experience we had in Mobile the popular opposition to cycles or any other new idea seems to us entirely consistent with the general character of its citizens. To citizens of more advanced and liberal cities of the North and West this opposition to the cycle seems absurd and unreasonable, and to the riders of Mobile it is a serious thing, inasmuch as the roads of Mobile and vicinity, outside the shell road, are of the poorest kind. If there was the shadow of a chance to open the toll gates of the Mobile shell road through the medium of the courts, we should urge the League to take a hand in the fight; but such an attempt we earnestly believe would only result in a decision upholding the shell road company in its narrow-minded policy.

WE need not dwell upon the necessity of exercise for women further than to say that competent authorities look upon that derived from cycling as the best safeguard against certain diseases peculiar to their sex, the enormous prevalence of which at the present day is no doubt, in great measure, due to the physical indolence which many of them have been taught to consider as a grace rather than a defect—we had almost said vice. In view of this it is gratifying to note the rapidity with which American womanhood is adopting the wheel to secure the exercise they so sadly need.

It is a mistake for women, though, to aim directly at the development of muscle, as their brothers may too often advocate their doing; the Venus of Milo, not the half masculine Amazon, must always be the type of physical perfection for them, and it is from the fact that their exercise should be chiefly hygienic rather than athletic, that the bicycle has been so highly endorsed by physicians when asked concerning the advisability of women riding it.

NO one ever knew a girl who was an enthusiastic wheelwoman who wasn't full of really good and noble possibilities. Such girls are usually overflowing with high spirits and good health, and their indulgence in cycling, which is the cause thereof, should not be checked or frowned down so long as it does not overstep the boundaries of safety and become injurious from its excess. Even an extreme may be overlooked rather than crush out the love of exercise in the open air, the need of which weighs so heavily upon American womanhood. For the making of a healthy, energetic and charming woman no girl has so likely a chance as the cycling girl.

A MAN named Johnson, in Minnesota, claims to have discovered the long-lost art of tempering copper so that it can be made as hard and as elastic as steel. Perhaps the wheelman of the future will ride a wheel of copper.

THE most wonderful part of a cycling woman's experience is the masculine attitude towards her. The wheelman, be he husband, son, or brother, is consumedly glad of her taking to riding, and is ready to maintain against all comers that the cycling girl, since she has gone in for riding, is "that impossible she, the sum of all perfection in a woman."

SOME of our contemporaries have editorially promulgated the belief that the day of the long editorial has passed. While we do not wish to enter into any discussion of the subject, we cannot refrain from publishing the following view of the case from the pen of a writer who, though he signs himself "Scribbler," clearly belies the title he assumes by the force of his reasoning. "A short horse is soon curried, so a minor topic can be easily disposed of. But a topic of pith and moment involving latitude of opinion, and perhaps a questioning of facts, will necessarily take more words of explanation and argument. The most momentous principles may be disposed of in an aphorism or an injunction, provided there be no question as to the premise, but if evidence has to be weighed or principles discussed, a short editorial would be as defective as a long one might be needless in a case of conceded facts. A long article to establish admitted truths is tiresome, a short one on known facts may be dogmatic. It is very much a matter of taste."

THE principle of speed gear, so well known to wheelmen in connection with safety machines, is to be introduced in a modified form into a locomotive now building in Milwaukee. Thus cycling furnishes a useful hint to its dearest foe—the railroad.

THE latter day cycle inventor who makes a statement that he has a mechanical device by which on increasing speed, power is also increased, must be classed among the men who juggle with words without regard to their true meaning. For instance, here comes an inventor who is reported as saying in explaining his invention, "By applying the gear action as in the common safety, the speed is greatly multiplied and the power increased." The veriest tyro knows that increased speed is gained only by loss of power in like ratio. There is a mechanical principle involved in this relative loss or gain of power and speed, which is as fixed as the law which governs the movements of the earth we inhabit.

BY the ordinary rules which govern well behaved weather, and lastly by the almanac, cool fall weather should now be with us. Instead of this we have had for the past three weeks weather which even the tropics would not be ashamed to own as seasonable. We love the summer and all its attendant out of door sports and pleasures, we would rather see summer linger in the lap of fall than have winter do likewise in the lap of spring. If this thing continues, almanac makers will have to move the imaginary line of separation between summer and fall and include September in the family of summer months. It is getting to be very much of a fashion to have September one of the hottest months of the year, and yet by a ridiculous and arbitary rule we are compelled to make believe that fall is with us on the first of September, and consequently cheviot shirts and straw hats are retired, the use of fans is an absolute sin, and willy nilly we must shiver and think that the air is cool and bracing even when the mercury gambols cheerfully among the nineties. The majority of Septembers since we can remember in this latitude, have ranged in temperature from summer heat up into the nineties. With this fact in view, why would it not be a good thing for poor laboring humanity at large to acknowledge that September is likely to be hot, and extend the summer half-holiday on Saturday clean up to October 1st? Also would not the young idea "learn to shoot" just as well if the school season was not commenced until the same date? Americans are getting to appreciate the value of out-door life more and more every year. Now if we will only accept the divisions of the seasons as they really are and not be driven into winter quarters by an arbitary and false ruling of the almanac makers we will be doing ourselves and our posterity a great favor. Let us look on September as it is, i. e., a summer month, and treat it as such. We will make just as much money, our children will learn just as much, even if we prolong the summer holiday season one month.

THE bicycle was not absent from the general rush for lots lately made over the Oklahoma border, and from all accounts the wheel more than held its own in the mad race with the mustang.

SOME of our exchanges have resurrected that mummified joke anent cyclers while riding "looking so solemn and anxious." There was some reason for this charge in the "good old days of the ordinary." A good rider was naturally careful, and this carefulness of manners and expression has been distorted into one of anxiety and misery. Wheelmen do not need to express their pleasure by grinning like a Cheshire cat, although some authorities seemed to think otherwise. The advent and success of the once despised dwarf has changed things, and now a man does not have to look out so sharp for dangerous obstacles in the road as he did when the ordinary was in the heyday of popularity, hence the old expression has disappeared, and he has more time to devote to the general landscape and his immediate surroundings, and he can assume an expression more in keeping with the enjoyment he feels.



SAYS an exchange: "A man who lives within a thousand miles of Hudson, N. Y., mounted his bicycle the other day and went hunting for a domestic. He called upon a certain worthy Irish woman who, after a careful scrutiny of his mode of conveyance, proudly drew herself up and said: "I 'av money of my own, and as long as I have I works for none but as comes for me in carriages"

IN a recent trial in France the question came up as to what a cycle was. The prosecution contended that the bicycle was a carriage, inasmuch as it was an instrument of transportation on wheels. The defendant's counsel argued that the bicyclist was a horseman, the bicycle taking the place of the horse. The judge decided in favor of the latter!!

THE citizens of Buffalo, N. Y., and the better class of wheelmen are complaining bitterly of the abuse of the sidewalk privileges by some of the wheelmen. Steps will be taken to abate the nuisance.

THE officials of the Cleveland Athletic Club are endeavoring to make arrangements to open the new athletic park with a bicycle tournament.

THE Murfreesboro (Tenn.) Bicycle Club will hold a handicap road race next Wednesday, Oct. 7. The route will be from Murfreesboro to Shelbyville.

JAMES BRAY and W. Archer, two Brooklyn, N. Y., riders, while returning from Jamaica, L. I., last week Thursday night, were "held up" by two highwaymen, and a levy of $5 was made and collected before the cyclists were allowed to proceed. The report of the affair in the *Times* of Brooklyn naively winds up with the statement: "Bray paid the money and thinks of having a warrant issued for the arrest of the parties unless a settlement is satisfactorily made."

WE met Mr. Charles Richards Dodge on School street last Monday. Mr. Dodge still retains his interest in cycling, and is a prominent member of the Capital City Bicycle Club of Washington, D. C. He informed us that this enterprising club has made arrangements to give thirty entertainments during the non-riding season in about all of which the ladies will participate. There are to be eight germans, and the other events will be of a musical and literary nature, a few stag parties, smokers, etc. The Capitals lay low, but it is one of the most active and enterprising clubs in America.

THE (Colored) Capital City Cycle Club of Washington, D. C., were to hold a ten mile handicap road race on the Conduit road, September 30. This club is newly organized, and is anxious to hear from other colored clubs either in the East or the West, and make some arrangements whereby the colored cracks of the country could be brought together at a colored tournament to be held at Washington some time this fall. G. H. Howard is the Captain, but he does not give us his street address in Washington.

WANTED: The name of the wheelman who on the 19th of September put up at the hotel in Monroe, Mich., and then lit out without paying his bill. Undoubtedly he "forgot" (?), but if this item meets his eye we hope it will quicken his memory or conscience as the case may be, and that he will make good the oversight.

ROGER W. POLK, Aaron B. Curry and Edward F. Shaw, members of the Providence (R. I.) Cycling Club, made a century run from Providence to Boston and return Friday, September 25. They started at five o'clock in the morning and returned home about seven in the evening, taking eleven hours for riding, and spending the rest of the time about Boston. They are the first members to undertake the trip.

THE "Chester Cycle Club" was organized in Chester, Orange Co., N. Y., recently with twenty charter members, which is an excellent number for the size of their town. They have enjoyed several club runs, have given a parade, and are comparatively the most active club in the county, notwithstanding the short time they have been organized.

A CORRESPONDENT writes: "Much is said about the mismanagement of the Field day exercises held at Warwick, N. Y., lately. This was due apparently to the lack of experience of the officers and committees."

THE wheelmen and women of Ipswich, Mass., held a lantern parade last week Thursday. The prizes were awarded as follows: first prize, bicycle lamp, Eugene Hills; second prize, luggage carrier, Miss Alice Ward; third prize, bicycle horn, Chas. Haskell. About 100 wheels were in line. The dance at Damon Hall was largely attended, and was a success.

THE Richmond, Va., Bicycle Club is one of the most active in the South. This club numbers 40in membership, and it has secured most comfortable and commodious quarters.

ON October 18, weather permitting, the Belmont Club Wheelmen, Taunton, Mass., will hold a century run, open to all cyclists, to Lexington and back. Start at five A. M., pace eight to nine miles an hour. Entries 50 cents, closing on the 18th with P. L. Hassenforder, Captain. The total amount will be used to buy a suitable souvenir to those who finish.

WE no sooner lay the "expense question" to rest than the "prize question" in all its gaunt unpleasantness rises up to vex our spirit.

THE racing men are all at Springfield trying to make old Father Time take a back seat.

A SERIOUS accident happened to Mr. Abrams of Cambridge, N. Y., while coasting a hill in the neighborhood of Hoosick Falls. He became frightened at the speed he was going and applied the brake too suddenly. Result, a broken nose, a gash in the neck and a severely cut face. It would seem almost an insult to the intelligence of readers to point out the moral, yet we cannot too strongly urge the necessity of *keeping* the cycle well under control in descending steep grades.

MR. MARION of Hartford has been staying a few days in Quincy, Ill., the guest of Mr. W. M. Brewster.

THE New York ladies' bicycle club propose to make cycling for ladies popular in Gotham. Speaking of the disfavor that lady riders met with in New York one of the members of the ladies' club said: "No wonder people guyed some women when they wore street dresses and big hats surmounted by flower gardens. We intend to have a professional instructor who will be expected to follow the club on its trips. These will be short at first, but will be extended so that we will go to Yonkers and perhaps to Coney Island. We do not think it prudent for women to ride unescorted in the park. The instructor will look out particularly, of course, for the poorer riders and accidents.

JOHN JACOBS of Brooklyn had to pay $50 damages and costs for carelessly running down Miss R. C. Talbot on the evening of August 10 last in Prospect Park.

AN instructor in cycling states that on one evening last week he instructed one man without arms, another with but one leg, a third with but one arm, a fourth with but one hand, and a fifth without any lower jaw. These were all at the school at the same time.

MR. ALLEN W. SWAN, the President of the New Bedford (Mass.) Club, who has recently made the trans-continental tour, arrived at his home last week, and the occasion was made one for a rousing reception to the plucky tourist. The event took the form of a complimentary dinner at which all his club mates and several guests were present. Mr. Swan gave a most interesting account of his tour, and the pleasures and difficulties incidental. He was taken quite ill while going through Illinois, but he kept a-going in spite of his physical condition. At intervals during his remarks he would think of some incident, which told in his informal but entertaining manner would cause applause and laughter. The story of being taken for a bear, of marrying a rich heiress, and how he forded a stream were amusing. Mr. F. Weaver, who made the tour last year, and the account of which appeared in these columns, was a guest.

CHIEF CONSUL ROBINSON of Massachusetts has positively refused to stand for another term of office. Mr. Geo. A. Perkins of Boston will probably be his successor, and a better selection could not be made.

ONE of the favorite runs of the Denver (Col.) cyclers is to Pike's Peak and return. The Denver cycler who hasn't taken this run is looked on as a sort of "tender-foot."

THE Hartford (Ct.) Wheel Club will have another century run on the same lines as that of last year, only the "time limit" of 15 hours will be lowered to 14 hours. The course will be: Hartford to Wethersfield, thence to Holyoke, to Springfield, and back to Holyoke again, thence to Hartford. This completes 100 miles. The club has decided to give a series of four socials in Foot Guard Armory this winter. December 18, January 6 and 15, and February 3 are the dates.

THE Ladies' Cycling Club of New York now numbers 19 members. The ladies will hold a reception early next month, and meantime will endeavor to enlist the services of every woman rider in the city to help make the club a success.

A GOOD story is told by the Ansonia (Ct.) *Sentinel*, of three Democrats who ran an impromptu race on the Birmingham (Ct.) track the other day. One rode a pneumatic, one a cushion, and the other a solid. The cushion man weakened, but the pneumatic and the solid had it out, and the former won by inches. When the race was over it was found that the rear tire of the pneumatic was fast flattening, and there was a peculiar noise of escaping air. In fact the noise was a whistle and there seemed to be a tune mixed in somewhere; but whether "Fair Harvard," or "Here's to Good Old Yale," neither could say. The solid tire man asked what was the trouble.

"Oh, I ran over a tack," said the owner of the pneumatic, and the escaping air verified his assertion.

One would naturally suppose that under such fortunate circumstances nothing but sympathy would be expressed for the owner; but instead of that the solid tire man sarcastically remarked:

"Well, I'm a Democrat, and I always told you that tax would ruin the Machine."

THE cyclists of Akron, Ohio, gave an illuminated parade last week Friday evening. There were 300 in line, and clubs from Cleveland and Medina were well represented. There were about a score of ladies in the procession, and their appearance was hailed with applause all along the route of parade.

AMONG the thousands that waited on the Oklahoma border for the signal to rush in and present were several who were mounted on bicycles. One man is reported to have ridden from Guthrie to Chandler and back on his wheel, a distance of 95 miles, in eight and a quarter hours. The roads were rough, and a portion of the way he travelled along an Indian trail, but he distanced every horse in the vicinity and proved anew the efficiency of the bicycle in cross-country runs.

MR. AND MRS. W. A. POLK of Providence, R. I., rode from Providence to Boston Saturday, Sept. 26th, each on singles and each with a child on the front of the machine. The children weighed each about 40 pounds. The start was made from Providence at 7 A. M., and arrived in Boston at 7 P. M. The roads were bad all the way to Sharon, and considering the fact that Mr. and Mrs. Polk carried the children through in good shape and without accident, the ride must go down as record of its kind.

PHILADELPHIA Wheelmen will indulge in a century run from Harrisburg to Philadelphia, Oct. 4. The schedule is as follows: Leave Philadelphia for Harrisburg by train on Saturday, Oct. 3d, at 6 P. M., from Broad and Callowhill streets. Lodging and breakfast at Harrisburg. Leave Harrisburg, 4 A. M.; arrive Hummelstown, 9 miles, 5.15 A. M.; arrive Lebanon, 16 miles, 7 A. M.; arrive Reading, 28 miles, 10 A. M.; arrive Pottstown, 16 miles, 12 M. Dinner at Pottstown. Leave Pottstown 1 P. M.; arrive Collegeville, 12 miles, 2.30 P. M.; arrive Norristown, 19 miles, 3.45 P. M.; arrive Centre Square, 5 miles, 4.15 P. M.; arrive Philadelphia, 17 miles, 7 P. M.

HE who hesitates is lost, especially when dodging a bicycle on the sidewalk.—*Exchange.*

THE following is strange if true: "J. J. Currie of Liverpool, England, is at preset experimenting upon a new patent pneumatic tire that will not burst, and which, though pricked with pins, nails, etc., will not allow the air to escape. It is not fitted with any anti-puncturing patent. In fact, nails have been inserted clean through the tire until reaching the rim, and no air escaped. It is inflated in a similar way to the ordinary pneumatic, and the valve used will admit of the tire being deflated."—*Exchange.*

MR. H. G. PRIEST arrived in this country last week. He is now in Philadelphia, and will remain here for some time probably.

A CURIOUS accident happened at Bradford, Pa., last week. Two boys conceived the idea of harnessing a pony to a bicycle and having some fun. One boy rode the pony and one the bicycle. The pony got frightened and ran away. The boy on the bicycle jumped and escaped with a few scratches. The bicycle, of course, fell and caught a telegraph pole; the shock threw the other boy off the pony, and he also escaped without injury. The boys have had all they want of that kind of "fun."

P. J. DUKELOW and W. Le Messurier of Rochester, N. Y., made the run from that city to Buffalo and return, a distance of 148 miles, in the actual riding time of 12h. 12m. They left Rochester at 4.07 A. M., and arrived at home at 7.45 P. M.

THE Crescent Century Wheelmen of Washington, D. C., made their first century run on Sunday last, leaving that city at 5.30 A. M. The first 43 miles was over a rough, sandy road, the remainder of the ride being over roads fairly good. The route of the run was from Washington to Ellicott City, to Eatonsville, to Baltimore, by Liberty and Franklin pikes, to Steelton, and return to Baltimore. The distance covered was 103 miles. Time 14 1-2 hours. Deducting time lost waiting for dinner, by taking wrong road and getting lost, and time for supper, the actual riding time was about 11 hours. There were no mishaps on the run, and members of the Crescent Century Wheelmen are all very well satisfied with the success of their first century. Those members who do not now belong to the L. A. W. will be required to file their applications within 60 days from date of run. There will hereafter be semi-annual century runs by this club.

A BIG BALL FOR BOSTON MEMBERS L. A. W.

A BOSTON member of the L. A. W. sends us the following suggestion: "Why would it not be a good idea to have the Boston members of the L. A. W. run a grand invited ball this coming winter in one of the largest halls in the city. Its success would be assured at its inception.

The Secretary could call a Convention, and if decided upon, an Executive Committee be appointed. The many good results financially and socially are self-evident, and such an affair can be made the most brilliant of anything of its kind gotten up in our midst. The BICYCLING WORLD can be a big factor in its accomplishment. Throwing out the suggestion for what it is worth."

* * *

HAWKSHAW'S COLUMN.

PERHAPS at no place has athletic training received closer and more scientific attention than at Oxford, where the fitting of athletes for competition on road, path or river has been brought to an exact science. To racing men the following schedule of what an Oxonian is expected to do in regard to his diet may not come amiss, now the strife for supremacy among our racing cracks has brought them to a position where every advantage must be taken to make themselves fit for the contests that demand from them perfect health, condition, and stamina. Your English collegian gets up at 7.15 A. M., and takes a biscuit and a glass of milk before going out for a gentle walk of a mile. Breakfast, at 8.30, consists of tea or cocoa (two cups at the most), sole, or some other kind of fish, chops, with poached eggs upon them, and some form of salad, such as lettuce, water-cress, etc. For luncheon, cold meat with one glass of beer is allowed. At dinner the menu includes fish, chicken, turkey or roast beef, milk-pudding, and stewed fruit, rhubarb preferably; two glasses of beer are allowed, and after dinner one orange and a glass of port may be taken. At 10 P. M. all must be in bed. This seems to me to be a very sensible dietary, with plenty of muscle forming elements in it, but not too carnivorous, and it certainly does not call upon the racing man for any very great self-denials in following it. The breakfast outlined above, though of Homeric abundance, and appalling to a person of indifferent digestion, must give a healthy racing man a solid basis of support to begin the day on. The point in our training system which is at present the least studied, is that pertaining to diet, and the outline as above may serve as a rough guide for the construction of a dietary fitted to the needs and requirements of our own racing men, and for that reason I have given it.

An editorial writer recently replied to the pulpit attacks upon cycling in the following very clever manner: "The pulpit need not fear the competition of the bicycle. The evils with which religion has to deal do not come of health-giving exercise in the open air, for which a vigorous frame, clear head and steady hand are necessary. In England the new mode of travel is used in missionary effort, and 'cyclist church parades' are becoming common." This on the editorial page of a great daily does more to set cycling right before the public than one can well imagine who does not know how great the power wielded by a prominent paper really is.

It is from France that wheelmen are constantly receiving new ideas in relation to the wheel. 'Tis there that ladies disdain the wheel especially constructed for their use, and boldly mount one made for the sterner sex, arraying themselves in a semi-masculine garb the better to conform to the position they assume of equal sharers in the sport. These "amateurs" take their prizes in money, not medals, and when racing array themselves in gorgeous jockey costumes of silks and satins. It remained for a French judge, though, to upset the whole cycling structure in a recent decision, handed down by him in a case where a wheelman was brought before him charged with riding at night without a lamp, in defiance of the strictly enforced French ordinance requiring vehicles after

sunset to be provided with lights. The prosecution contended that the bicycle was a carriage, inasmuch as it was an instrument of transportation on wheels. Certainly no one but a Frenchman, it would seem, could attempt to deny this in the light of so many decisions in its favor in this and other countries. But this was where the defendant's counsel was a "Jim dandy," in the flowery language of the West; he argued that the bicycle rider was a horseman, the bicycle taking the place of the horse; and the judge upheld this view so that it remained for France to put the "horse before the cart" in cycling, and give a legal endorsement to that old-time term of "steed of steel."

"HAWKSHAW."

EXCERPTS FROM "THE GOSPEL OF GOOD ROADS."

[CONTINUED.]

IT is interesting to note that while some unimportant differences exist among European countries in the details of management and maintenance of the public roads, these countries are practically unanimous in their policy of placing the important roads under the direct management of the general government and of paying the expenses of construction and maintenance out of the general funds of the State. The result has been most salutary. The splendid facilities for the moving of travel and traffic over these improved roads, has proved the wisdom of placing the important roads under the care of skilled engineers and workmen, and the object lesson thus taught has borne fruit in the wonderful improvement of the provincial roads, which are maintained under management of the local authorities. It is no uncommon thing in France, Baden, Germany, Austria or Italy to see loads, weighing in the aggregate from three to four times the load hauled by the ordinary farm team in our country, while the distances frequently travelled by the European draft horse with these immense loads are so much greater than the maximum attempted by the American farmer as to be almost beyond belief.

* * * Thousands of miles of these roads exist in all parts of Europe; and so jealously are they regarded that no policy of State Government seems to be in favor which does not include a proper care for the country roads.

Two-wheeled carts are in very common use among the farmers of Europe, just as they are in some parts of our own country. They hitch their horses one before the other in "tandem" style, and most of their heavy loads are hauled in this way. Now let me show you a picture of an American tandem work team with an American load on an American public highway. Here you have it. [We didn't have plate of this: the picture is of a two-wheeled cart sunk hub deep in the mud of a "road?"—ED.].

This picture was taken within five miles of the public buildings of one of the largest cities in the United States. The load contains only 400 bricks, which is considerably less than a fair load for one horse on a good road. The team has stopped to "blow," and double time is wasted in that way. These are the roads that make business unprofitable. They wear out horses, harnesses and humanity, kill patience, and keep you at the public house, when a better road would enable you to quicken your trip and save expense by dining with your family at home.

Your old friend, Horace Greeley, used to enliven his argument for better roads by relating the story of a farmer who took a drove of hogs a very long way to market, and found the delays and difficulties of his trip to be so expensive that he was compelled to dispose of his hogs at a considerable loss. On reaching home one of his enterprising neighbors, who had some thought of trying the pork-raising business himself, asked him how much he had cleared in his enterprise.

"Well," he replied after some reflection, "I had the company of the hogs." * * *

In lower Austria, near Vienna, where the material for road making is not found to be conveniently at hand, the Government offered a very substantial reward a few years ago for the discovery of a solid and suitable substance, which might be used in the improvement of the roads. The Austrians employ several thousand road cleaners regularly, together with a suitable number of inspectors and maintain a system of continual repair, clearing off the dust and mud as fast as it accumulates, and repairing the slightest defect in the road, so as to prevent the formation of ruts.

In Hungary the State roads are under the management of the ministry of public works, while the country and parish roads are kept up by local management.

In Bavaria the Government roads are made and kept in repair at the expense of the State, the money being voted by the legislative bodies of the Landtag. To prevent these roads being cut up a stringent law is enforced against the use of narrow wheel tires, and the width of tire to be used is laid down as follows: two wheel wagon with two horses, 4 inches; two wheel wagon with three or four horses, 6 inches; four wheel wagon with horses, 2 1-2 inches; four wheel wagon with three or four horses, 4 inches; five wheel wagon with five to eight horses, 6 inches. Carts having more than four horses, and wagons having more than eight are not allowed upon the public roads, except by special permission obtained from the authorities of the province. Fruit trees are planted along the sides of the roads under favorable conditions, and these are given into the care of the roadmen with permission to exhibit at the various fairs, where prizes are awarded for excellence of the samples.

I have heard American farmers say that they were opposed to having the public roads put in charge of civil engineers; that they had no desire to be "scientific" and were opposed to "scientific" management of the public roads. I think I have heard you say this. Let me tell you in the most friendly way in the world that you could not, to save your soul, help being scientific. You are scientific when you paint your house, put tallow on your boots, grease on your wagon-axle, hone your razor, smoke your hams, fumigate your hennery, or take peppermint for the stomach ache. That patent incubator of yours is a perfect marvel of science. It is not wise to think a man is more scientific than you are simply because he may know a thing or two in his particular line of business which you do not. He might object to your knowledge for the same reason, for in many things your superior wisdom makes you more scientific than he is. Besides, your average civil engineer is likely to be one of the best fellows in the world; and if he is worth his salt you will find him wide awake, practical and interesting; democratic in his ways, plain in his dress, and with a head full of good sense. He is always looking for ideas, and he will concede your superior knowledge of farming and be glad to learn of any valuable thing that you may tell him. He may not know the difference between timothy and mullen stalks, but he can show you how to build a road as good as the best in the world and one that will last for forty generations. He will tell you that it needs something besides horse power, axle-grease and profanity to move a loaded wagon from farm to market; that the harder and smoother your road is made the shorter your distance becomes from farm to town, and the less power will be required to haul your produce.

Did you ever wonder why it is that the great railroads of the country are constantly improving their road-beds, adopting improved rails and employing "section gangs" to constantly keep their tracks in the best condition? I will tell you why it is. Years ago it was found that the cost of running a great railroad line was decreased by every improvement which tended to lessen the grades and make the track smooth and hard; and the best engineering talent in the world has been employed to bring these railroads to their present condition of excellence. Twenty-five years ago, before the general adoption of the long, solid-faced steel rail, the power required to move the rolling stock was considerably greater than at present. In 1870 it cost the New York Central Railroad Company about one and one-sixth cents to move each ton of freight over one mile of railroad. This seems a very small sum, but as small as it may appear it was reduced in 1889 to about five mills. Other railroad lines show a corresponding decrease in running expenses, all due to the improvement of the tracks or road-bed.

The practical conclusion is this: A good road-bed pays; it saves power, shortens distance and time, increases speed, insures comfort and safety, and is, in whatever way you state it, a good investment. Now, the wagon by which you haul your loads to market bears the same relation to the road that the railroad car bears to the steel track; the car and the wagon are both vehicles, and in the earlier days of railway traffic, railway cars were drawn by horses just as wagons are drawn upon the common road and just as street cars are now drawn in the cities. The ordinary street car, drawn by two horses, weighs 5000 pounds; the open car used in summer will seat fifty passengers, weighing 7000 pounds; total, 12,000 pounds, or six net tons, and this load is drawn by a team at the rate of six miles an hour without difficulty. The wheels of your wagon are made round and true; they turn upon axles as smooth and well lubricated as those of a car; your horses are as good as those employed in the street car service, and you have every facility for moving large loads quickly and cheaply, except the single requirement of a good road. Of course I do not intend to argue that wagon loads can be hauled upon a high-class road as cheaply as upon the steel railroad track, but I have shown you enough to convince you that the ordinary dirt road is in no way fitted for your business and that a wonderful contrast exists between such a road and the well made highways of other countries.

Another thing which your engineer will teach you is that work to be done cheaply must be done in a systematic way; that the cheapest way to care for a road and to keep it in repair is to place it in charge of some person who will be held responsible for its condition throughout the entire year. In your township the roads are mended or "worked" once, or at the most twice a year, and for the balance of the season are neglected. Even when the warm weather of spring has dried up a considerable portion of the road so as to make it fairly passable, great mud holes are found here and there in which the farmers frequently become stuck with heavy loads, causing no end of delay and trouble.

[TO BE CONTINUED.]

TO THE GIRLS.

Now that October, one of our most glorious wheeling months has come, and with it a few veritable fall days and nights, which make one think of the time to come when our beloved wheel will have to be laid aside, let me tell you what fun we all had here in the City of the Straits last fall and winter. Some of us wheeled all last winter, and if the coming winter will afford the same opportunity, those same "some" will wheel all *this* winter, too.

Most of "us girls" who own a "bike" are among the less favored mortals, consequently we have to earn our daily bread (and sometimes that of somebody else, as well) between the hours of 9.00 A. M. and 5.30 or 6. P. M., thus having little or no time to enjoy wheeling during the day. So when our labors were ended, we would sup at some near-by restaurant, thereby saving the time it would take to go home and come back again, jump on our wheels, preparatory to taking flight for some cool, shady spot, frequently making ten to fifteen miles of an evening. Those of us who could not get out much during the week, went on Sunday. Now I hear some horror stricken sister exclaim, "Oh, my! did those girls ride on Sunday?" My dear sister, perhaps you are one of those aforesaid favored mortals, and could ride your wheel any minute during the day, so vary the monotony by laying it aside upon that day. And perhaps you took a "drive" around the city, or out into the country? Do you see a *great* deal of difference in the two ways of enjoying oneself? I confess I do not; unless the difference is in our favor, as we could not get out much during the week day for a fresh air tonic, so had to take it on Sunday, while you *could* go during the week, and so ought to stay in the house on Sunday. But I am digressing.

On those Sunday outings, we did not make a "picnic" of our trip, nor did we go in crowds, or anything of that sort; we would make up a very quiet party of two or three couple, and perhaps make a trip to Belle Isle in the morning early, frequently going as early as 5.00 o'clock, making a bee-line for the head of the island, then taking a rest of an hour or more, close by the water's edge, watching the birds take their morning bath. Then when entirely rested we resume our ride, take in another portion of the island, and so on until we had consumed about all the best and coolest portion of the morning. We would then wheel home, eat a tremendous meal, take a short afternoon nap, and be ready for — evening.

You girls who have never arisen as early as five o'clock in the morning, and taken a fresh-air ride of ten to fifteen miles, have certainly lost the chance of getting the best and most beneficial results to be obtained from wheeling. If you do not think so, try it some morning. You will be well repaid for the loss of an hour or more sleep, and wish you had not wasted all summer in getting acquainted with nature in her five o'clock glory. To get up with the birds, take a brisk spin through a park or the country, where the dew glitters on flowers and grass like so many diamonds, constitutes one of the chief pleasures and benefits of cycling. It will ward off a fit of the "blues" quicker than anything else in the world. Try it, girls, and see if I am not right.



EAGLES

LEAD IN SPEED AND COMFORT.

THIS IS ESPECIALLY TRUE OF THE

CUSHION TIRE LIGHT ROADSTER

It is easy running, a fine hill climber, a fast coaster. It only needs to be tried to be appreciated.

There is a graceful and easy motion in a high wheel that cannot be obtained in a safety. It is motion that exhilarates and gives a charm to a ride which adds tenfold to its pleasure. The only practical high wheel is the Eagle.

Send for Catalogue. Second-hand list of Safeties and Ordinaries. Some bargains in *solid tire* Eagles.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

"Men Originate. Apes Imitate."

The first rear driving safety was the ROVER.

The first diamond framed safety was the ROVER.

"Pin your faith to the maker who leads."

ROVERS

Are still made and are imported by . . . . .

The John Wilkinson Company,

No. 269 State Street, Chicago, Ill.

Circular, No. 18, June, 1891.

SINGER CYCLES

A NEW PATTERN.

SINGER SAFETY, 1888 make, damaged in an accident, June, 1891.

The above is taken from a photograph of the machine sent to us by Messrs. JNO. HOWES & SONS, our Cambridge Agents, who remark: "Slightly damaged, nothing broken except a spoke or two. Rider unhurt."

An unsolicited Testimonial as to the material used in SINGER CYCLES.



AMERICAN DEPOT, 6 and 8 Berkeley Street, BOSTON, MASS.

We have planned a number of very pleasant trips that we intend taking this fall. One of them is to our "Saratoga" of Michigan, Mt. Clemens, a run of twenty miles from Detroit. We start at six o'clock in the morning; will probably make it in three hours; you see we do not intend to hurry, anyway; then we will rest for a few moments, take a light lunch, then rest until it is time for a good big dinner; ah, but won't we be able to eat it, though. It is really quite the fashion for girls of '91 to be possessed of large appetites. In the afternoon we'll probably look about us a little, just to let people know we came from the city, then start for home and get there before dark. What do you think of it? Don't you think we'll have a good time?

Do you know, I pity the girl who does not know how to ride a cycle, and how sorry I feel for the one whose "papa and mamma" won't buy them a wheel. They, the papa and mamma, think it isn't ladylike for those girls to ride a bicycle, much less pedal all over the country, and consequently deny the girl the very thing she needs to make her healthy and a blessing to them. Ah, well, let us hope and pray (I believe that prayer can accomplish almost anything) that God will give those poor benighted souls some good, wholesome, common sense; they surely need it, and meantime I for one will talk cycling for all there is in it. "Go thou, and do likewise," girls.

Yours fraternally,
N. M. H.

METROPOLITAN MUSINGS.

AL BANKER of the Manhattan Athletic Club is spending a goodly portion of his time every day on the new Manhattan Field, by all accounts getting in trim for an onslaught on the long distance track records. It is some time since "Al" has been on the path, and as he is moving quite fast just at present it would not be surprising to see him knock a few seconds off the records from five to twenty-five miles. Only a week ago he rode twenty miles in one hour.

The great increase in bicycle riders this season, as is well known, has been phenomenal. In the upper section of New York it is asserted that riders are making themselves a nuisance. They persist in nightly travelling in squads while taking their outings, and are making themselves generally obnoxious. Riders will persist while travelling in crowds to ride at a reckless rate of speed, and it is this fact that is causing complaints to be made. If they continue disregarding the rights of pedestrians, etc., they will find that some very stringent rules regarding bicyclists will be passed.

The race meet of the Manhattan Bicycle Club held at the Manhattan Field on Saturday last, while a success in view of the fairly good times recorded in the various races, was a dismal failure in point of attendance.

The track at the Manhattan Field is very fine; but although specially adapted to fast time in athletic events, it will have to undergo considerable alteration to be made fast for bicycle racing. The turn coming into the home stretch in its present condition makes it a hazardous undertaking for a cyclist to go around it at a high rate of speed. It was at this turn on Saturday last that Windle took a severe fall.

About 1000 persons witnessed the Manhattan's races.

The Riverside Wheelmen hold their initial race meet to-morrow, and it will prove interesting to note the difference, if there is any, in the attendance at the two meets.

A party of women have banded themselves together in New York for the purpose of keeping up a permanent ladies' cycling club. It is their avowed intention to endeavor to lessen the prejudice which exists against lady cyclers. How they contemplate attaining this object is unknown as they are very reticent about their outlined policy. They propose to hold a cycling meet in the near future in Central Park, but refuse at present to divulge either the date or place at which the meet shall be held.

While publicity is very disadvantageous at times, the refusal to announce any of the proposed movements of this new organization cannot benefit them to any extent.

In spite of the fact that the traffic on the streets of New York, and especially in the lower section of the city, during business hours is tremendous, there is every reason to believe that were the pneumatic tired wheels provided with tires which would not cause momentary anxiety as to their ability to withstand punctures, etc., that they would spring into common use among business men in this city.

Having occasion to traverse Broadway one day last week, I happened across two men at different periods riding pneumatic safeties. I encountered both men above Prince street. They occasioned only a passing notice from the hurrying pedestrians, but I was more than astonished at the sight, being that it was the first time I ever had met riders below Fourteenth street in business hours.

"SPEC."

THE MEDFORDS DINE.

ONE of the most pleasant social events of the season is the annual dinner given by the Medford (Mass.) Cycle Club, and it is always a delight to us to be present at their dinner. Last Saturday some thirty odd members sat down at Parker's. The guests were: Chief Consul Arthur W. Robinson, Secretary-Treasurer Abbot Bassett of the L. A. W., Editor C. W. Fourdrinier of the BICYCLING WORLD, Capt. A. D. Peck, Jr., of the Massachusetts Bicycle Club, and Lieut. J. C. Kerrison of the Press Cycling Club. When coffee and cigars were served President Blackmar called on each of the guests to speak a piece; each one did his part and did his duty in calling to the attention of the club members the advisability of joining the League. The President in the course of the evening presented Mr. Robinson with a pistol, and also presented Mr. Peck with a beautiful little instrument to inflate the pneumatic tire of his bicycle. Both gentleman expressed the proper appreciation of the honor.

At the conclusion of the formal speeches the club came to order and nominated Captain H. C. Perry for Representative from the fifth district. The Medford men will now turn in and work, and if Mr. Perry is not elected it will not be their fault.

MR. HENRY G. PRIBST of the Quadrant Cycle Co., Birmingham, England, expects to arrive in the United States about the commencement of October.

He will be glad to receive communications from any substantial firms desiring to represent the Quadrant Cycle Co. in any specified territory.

All letters to be addressed to Box 2225, General Post Office, New York, N. Y.

CORRESPONDENCE.

☞ *The Editors of this paper do not hold themselves responsible for the sentiments expressed in this column.*

MR. SHRIVER DESIRES TO EXPRESS HIS GRATITUDE.

EDITOR BICYCLING WORLD: As I have no other way of addressing him, I want to extend my thanks through your columns to the wheelman who so courteously and efficiently aided me in handling my own and my wife's wheel at the railroad station in Elizabeth, N. J., when we were trying to board a Pennsylvania Railroad train yesterday afternoon, to which train no baggage car had been attached. If this is a common practice on these roads (by the way both the Jersey Central and Pennsylvania Railroads were equally at fault in this respect), wheelmen should know it and give the local trains of both roads a wide berth on Sunday afternoons. It came near causing me a very serious inconvenience, not to speak of the actual danger that I was put in by the scramble, and from which only the kindness of my anonymous friend, whose name I had not time afterward to learn, saved my suffering perhaps seriously. Yours truly,

September 26th, 1891. E. J. SHRIVER.

THE MOBILE, ALA., SHELL ROAD QUESTION AGAIN.

EDITOR BICYCLING WORLD: Every one who has visited Mobile is familiar with the famous drive, Bay Shell Road, a road bed formed of powdered oyster shells, skirting the western shore of Mobile Bay, a distance of about seven miles.

Ever since cycling became popular in Mobile it has been the hope and dream of every wheelman to test his steed on this most beautiful track. So far but few wheelmen have passed the gate, and those instances by special permit—so prejudiced are the *pastime* officials and a few livery stable kings against the "horrible machine horse."

An item in the *Register* lately stated that on September 20th at 8.30 A. M. the two Mobile members of the L. A. W.—L. Bauner and D. R. Lossing would test the validity of the obnoxious regulations by riding through the gate. Accordingly about eight A. M. on that date the two riders rolled out of the city toward the Bay. Near the gate the riders were met by a crowd of noisy would be officials maddened by imaginary visions of ruin and shell road bankruptcy—some claiming to be property owners along the road—declaring themselves ready to prosecute in person if the Road Co. failed. Excitement ran high, and the scene that followed is too shameful for recordance; threats were shouted that the first man that rode a bicycle down the road would be shot. In June last the Mobile Bicycle Club were mobbed at their races in Frascata Park by boys and toughs, but his Honor Mayor Riche decided that such fun was worth something, and the boys paid it. This time, however, their "Pa's" are in it. Eventually the riders reached the gate to find it locked and keeper instructed to pass no bicyclist. Tender was offered for toll but refused, and the riders returned safe and sound to the city without the benefits of a run on the shells, but a stronger hope and determination that they will.

"KOID."

THE NUMBERING OF WHEELS.

EDITOR BICYCLING WORLD: I have a suggestion to offer in regard to stolen wheels. I think if the means of detecting stolen wheels were made easier, fewer would be stolen. I would suggest that a uniform plan be adopted by all our manufacturers in regard to putting the number and name of wheel in such a conspicuouous place and so plain that it could be read instantly almost. We all know how difficult it is at present to find the number of a wheel unless you know just where to look for it, as almost every maker numbers in a different place. The numbers are generally too small and indistinct. I would suggest that manufacturers and any one else interested should send you such plans to accomplish this end as suggest themselves, and out of them all something might be devised.

Yours,
Holyoke, Mass. J. C. WILD.

THE WEAR AND TEAR OF SPROCKET WHEELS.

EDITOR BICYCLING WORLD: It is the common experience of "safety" riders that after a few months' use of a wheel something seems to have become "out of kilter" with the gearing. They suddenly awaken to the fact that the chain has gradually lost its original freedom and silence of motion. Upon careful examination it is found that the chain does not fit the sprocket wheels; that the distance between the centres of the spaces in chain links has become greater than the distance between the centres of cogs of the sprocket wheels, and as a result of this change, at the points where the chain leaves or becomes in mesh with sprocket wheels the front or back sides of the cogs rasp against the links with noisy friction.

Here exists the principal imperfection and draw-back of chain gearing. The manufacturers are not to blame for the stretching of a cycle chain nor the misfit resulting. But it seems that they ought to supply what would be an efficient remedy; that they ought to make and furnish to their agents extra sprocket wheels having the same number of cogs as those originally put on the bicycle, but of such larger sizes as would fit the stretched chain. Is there any good reason why this should not be done?

Yours truly,
L. A. W. 12,967.

A. B. RICH & CO. ASSIGN.

THE following telegram, dated September 30, was received at our office just as we went to press: "A. B. Rich & Co. assign to-day to Willard N. Baylis, with $5000 preference to Aquilla Rich, Sr."

LEGAL.

The Strong & Green Cycle Co. of Philadelphia have been attached under the fraudulent debtors' act of 1869 by the Sweeting Cycle Co. The Sweeting Co. claim that the Strong & Green Co. are about to dispose of their property with intent to defraud their creditors. The outcome of the suit will be awaited with interest.

AN OBJECT LESSON.

"Have you ever noticed," says a writer in the Houston (Tex.) *Post*," the difference in the class of stock now being used on the streets of Houston, compared to that of a few years ago? The improvement most noticeable is in draught horses. The class of horses now being used on our streets have been had but a short while. They have come so quietly, so naturally that scarcely any notice has been taken of them, save maybe a passing glance of admiration. How many years ago was it that the teams seen upon our streets were made up of raw-boned, ill-conditioned little pings? Generally three or five or six were hitched to one poor little wagon. The drays used two burros, or mustangs tandem. Four bales of cotton was a load and the charge was "two bits" a bale. The other day we saw one pair of horses, horses now not plugs, trotting along, drawing seven bales of cotton. Why are these good horses used now and not then? We have paved streets."

"A. WELLS & CO."

Notice.—In our issue of 18th Sept. the following advertisement appeared in our columns:

$50 COLUMBIA Safeties, 1891 pattern; one cushion; one solid tire; accepted for debt; never uncrated; only $50 each. Sent C. O. D. upon receipt of $10 (money order or postal notes) to guarantee express charges. Remit in first letter. A. WELLS & CO., 604 8th avenue, New York City.

We have heard from several sources that Wells & Co. do not exist at the No. given, and that further inquiry as to where they do abide has not met with success. We regret this, as of course we would not allow any advertisement to appear in the World that we knew was not perfectly straight. It must be borne in mind that with the most careful supervision such advertisements will sometimes, though rarely, creep into our columns. We would now warn our readers against the advertisement as above quoted.

BOSTON PRESS CLUB CENTURY RUN.

The open century run to be held under the auspices of the Boston Press Cycling Club on Monday, Oct. 19, to Newburyport and return, promises to be a success, judging by the number of entries already received. This club was organized last June and is taking a lively interest in cycling. It is composed mostly of men connected with the newspapers of Boston, their constitution allowing but one-quarter of its membership to consist of those outside of the profession. The governing board having this run in charge are making every effort to have it a pleasant one, and all who participate may expect to have an enjoyable time.

The entrance fee is placed at fifty cents, and a handsome souvenir of unique design will be presented to each person who completes the run. The pace will not exceed an average of nine miles an hour outside of rests, and any person passing the pace makers will be disqualified. Applications may be made to A. J. Ochs, Secretary-Treasurer, 361 Washington street, Boston, or to any members of the club.

BUFFALO CENTURY RUN.

The Ramblers Club of Buffalo held the postponed century on the 25th September. The *Courier* of that city says: "The participants had their choice of two courses—the Erie straightaway and the run to Le Roy with a turn. Eight men under Capt. Kane chose the Erie route, and started from that place for Buffalo at 3 A. M., arriving here at 7 P. M.; total time, 16 hours; riding time, about 10 hours. All the riders that started came through, and they were as follows: Capt. Kane, Ernest Cosack, H. J. Pierson, C. B. Callan, W. H. Butler, G. Cutting, G. W. Sugnet, Al Berrick, J. F. Berrick. The roads were hard, but rough and rutty. Breakfast was had at Westfield and dinner was eaten at Angola.

Lieut. F. C. Fuhrman engineered two members over the Le Roy run, F. E. Klipfel and G. J. Hager being his companions. This made 'Klip's' ninth century of the season. Start was made from the clubrooms on Main street at 5.30 A. M. and Le Roy was reached at 11 A. M. After half an hour's rest the return trip was begun, and Buffalo was reached at 7.15 P. M. The total time was 13h. 45m.; riding time, 10h. 15m. The roads were excellent except between Corfu and Batavia. Fred Rick and W. Ottenot of the Roamers, and Messrs. C. Fuhrman, Scully, and Timmins brothers, unattached, accompanied the Ramblers and made the century successfully. E. F. Weinig rode to Le Roy, but his wheel gave out at Batavia on the way back and he was compelled to take the train."

RHODE ISLAND'S CENTURY RUN.

The long-mooted Union Century Run from Providence to Boston and return took place September 27. Fifty started at 5.10 A. M.; thirty-nine reported in Boston about 11.15. Nineteen left Boston on the return at 1.20 P. M.; eight others left at a later hour. Of the nineteen, eighteen came through, fifteen of whom reported at the starting place at eight o'clock, and three between that time and 9.30. The fifteen who first arrived home were Capt. Smith, Lieut. Doe, Brown, Farnham and Cooke of the Rhode Island Wheelmen; Lieut Crandall, S. L. Randall, Webb and Sperry of the Narragansetts; Bowen, Franklin and Germerhausen of the Providence Club; Bedard of the Mt. Pleasants; and J. T. Smith and Champlin, unattached. The other three who arrived before 9 30 were Enos (Narragansett) Moses and Davis (Providence). Of the eight who left Boston later, six came through, arriving about 11 P. M. The day was fine, but the roads showed decidedly the need of rain.

THE CHICAGO CENTURY.

The first formal run of the "National" Century Club took place September 27, and was a grand and glorious success. One hundred and twenty-two finished the run, and will now be entitled to wear the bar which all so covet. Many of the riders had already accomplished the feat of riding 100 miles in the 24 hours, but with many this was the maiden attempt. There were three ladies who made the run, Mrs. F. McEwen of Elgin, Miss M. Clinton and Miss H. S. Peterson. Mr. Thomas W. Davis of Peoria, a gentleman 54 years of age, was the hero of the occasion, and he came through in much better style than some of the younger members of the party. There were representatives from Peoria, Milwaukee and Elgin. Ten from Milwaukee, six from Peoria and three from Elgin.

Clear weather was granted the party, but the roads were very dusty and the sun was a trifle too hot for real comfort. The start was made at 4.28 A. M., and so a lot of riding was got in before the sun became very high. The route was to Elgin via Aurora and return by the same road. Mrs. McEwen's riding was really remarkable, and during the entire trip she was the life of the party. No serious mishaps occurred, although the tumbles were many. At the town pump in Batavia W. Herrick was seen to take a dive into the water trough, a proceeding which seemed to to refresh the gentleman very much. Miss Peterson has only ridden a wheel about three months, and Mr. J. F. Nicholson, one of the "survivors," had never ridden a long distance on the road before. Elgin was reached by noon, and a rest and dinner was taken here. The return trip was begun at 2 07 P. M., and the party all reached Chicago at from 8.05 to 8.15. Thus the Century Club finished one of the most enjoyable and successful long distance runs ever held in this country.

THE PROFESSIONAL TOURNAMENT IN NEW YORK.

It has been decided to give one night at the Madison Square Garden for an amateur race tournament, and Saturday night, Oct. 17th, has been set for the occasion. This will give the racing men a chance to test their speed on a first-class indoor track. Most of the noted cracks have signified their intentions of starting in the several events, which will be both handicap and scratch races for safety and ordinary. Everything is progressing favorably for the great professional six days' race, and the racing cracks are arriving daily. "Senator" Morgan as usual was first on the field from Portland, Oregon. Next came Lumsden and Stage of Scotland, who arrived on the steamer Bothnia, Monday. Chas. Ashinger of Oklahoma arrived here on Tuesday, and seven English and Irish champions are on the ocean at this writing and will land by Thursday night. Patrick Martin of Detroit, Mich., the Irish-American, has sent in his entry, and he is a first-class long-distance man. Martin broke his leg in a six-days' race in Detroit last winter while leading such men as Prince, Reading, Ashinger, Rhodes and others. There is not the least doubt but what this race will do bicycling an immense lot of good in New York, as it will awaken an interest never before reached here. No pains will be spared to maintain good order, and no games of chance or anything that will mar the sport will be tolerated. The management will cater to the very best element. T. W. Eck, who is managing the race, has his hands full. John S. Prince informs the management from Des Moines that he is in good condition, and that he will arrive here about the 8th Oct. America will be well represented with Prince, Morgan, Ashinger, Martin and Reading, and the foreigners will have a chance to test the Americans from start to finish.

"Ball Head."

THE COMING TOURNAMENT AT CINCINNATI.

The tournament to be given under the auspices of the Ohio Humane Society, October 16, at Cincinnati, is creating a great deal of interest all over the country, and the list of prizes, which are as follows, warrants the interest and the attention of the flyers in both East and West:

One mile safety, novice—First prize, scholarship, $50; second, crayon portrait of winner, framed, $25; third, pair trousers, $12; fourth, pair slippers, $2; last man in, one bottle lubricating oil.

One mile safety, local wheelmen—First, Warwick or Union safety, $135; second, scholarship, $50; third, silk umbrella, $10; fourth, gent's dressing case, $5.

One mile safety, open—First, Fischer piano, $500; second, crayon portrait of winner, framed, $25; third, pair of trousers, $10; fourth, box of cigars, $5.

One mile ordinary, 3 minute class—First, Singer cabinet sewing machine, $80; second, scholarship, $50; third, one-half dozen shirts, $15; fourth, gent's dressing case, $10.

One mile safety, handicap—First, organ, $175; second, vest, $15; third, cycler's dressing case, $10; fourth, table, $5.

One mile safety, Hamilton Co. championship—First, cup, $25; second, gold medal, $20; third, silk hat, $8.

One mile ordinary, open—First, suit clothes, $35; second, gold head cane, $15; third, picture framed, $8; fourth, box cigars, $4.

One mile safety, 2.50 class—First, silver cup, $25; second, pair trousers, $12; third, box of cigars, $10; fourth, rug, $7.

Two mile ordinary, lap—First, silver water set. $35; second, chair, $15; third, fancy vest, $15; fourth, picture, framed, $10.

THE CHICAGO 50-MILE ROAD RACE.

The handicap 50-mile road race, held under the auspices of the Century Club of Chicago, was successfully run last week Wednesday. Twelve starters showed up at Oak street and Lake Shore drive at one o'clock. The starters and handicaps were as follows: Percy Harris, 10m.; John Erickson, 15m.; A. H. Redell, 20m.; R. G. Betts, 20m.; Welton Flinn, 25m.; H. P. Beers, 25m.; W. Herrick, 30m.; Charles H. Semple, 30m.; H. C. Wilson, 35m.; Harvey L. Pound, 40m.; A. R. Gormully, 50m.; A. W. Harris, 30m.

At 1.30 the limit man, Gormully, was sent off, and then at the proper intervals the others started on their long race. Percy Harris was practically the scratch man, he starting on the 10m. handicap with no one

How He was Converted.

I.

Merit will tell. If winning a race or several of them were a proof of merit, we could cite a recent instance where a cheap $60 affair ran right away from a Rambler and half a dozen other recognized high grades. But the merit of a wheel is not gauged by the number of races it wins. True merit asserts itself in many ways.

II.

He was an old wheelman, but he wasn't fascinated with spring frames. He had frankly told us so. Like many another he either had not tried one at all, or had only ridden it for a brief spell on some sand-papered surface. But one day he rode a Rambler,--took it out on a common every day road. Then he thought better of 'em--of the Rambler's spring frame at any rate---he saw his judgment had been hasty and "acknowledged the corn" like a little man. This is what he wrote: "You will remember our conversation in regard to the spring in the Rambler's frame. Well, I am free to admit that I was wrong, as I had a practical test of its use on Sunday last when, for the first time, I tried a Rambler on the road, and when half way to our destination I was compelled by bad roads to ride the railroad ties for about two miles. In bumping over the ties, the spring was broken. I repaired it by putting a block of wood in the spring, thus making a rigid wheel. Well, I simply wished for that spring a hundred times, and hereafter will know better when I speak of Rambler spring frame and cushion tires. This was the first time I ever rode one on the road, and I consider it the most comfortable wheel I ever sat upon."

GORMULLY & JEFFERY MFG. CO.,

MAKERS OF

"The American Cycles."

Chicago Retail Store, 85 MADISON STREET.

BRANCH HOUSES:

174 and 178 COLUMBUS AVENUE, Boston Mass.
1325 4th STREET, N. W., Washington, D. C.

FACTORY AND GENERAL OFFICES:

222-228 N. Franklin Street, Chicago, Ill.

behind him. At the ten-mile mark the order was: Wilson, Semple, Herrick, A. W. Harris, Beers, Flinn, Gormully, Betts, Redell, Erickson, Percy Harris. A fast pace was set, but at the turning point the men turned up with Erickson in the lead, and Betts close up. Time 1 31 and 1.34 respectively, which shows that the boys were moving, notwithstanding the poor condition of the roads. Erickson had trouble with his wheel and had to change. Betts' saddle broke and that delayed him considerably. Erickson won the race in 3.17. Betts second, 20m. later; then came Beers. Only one man more finished, the others giving up at different points along the road.

PENN WHEELMEN'S TOURNAMENT.

THE long-looked for race meet of the Penn Wheelmen of Reading, Pa., was run off at that place on Thursday, Sept. 24th, at the Reading Driving Park, three miles outside the city. The track, which is a half-mile trotting oval of clay surface, is of ample width but very uneven, the grade up the home stretch being very heavy. The interest taken in this tournament by the business men of the place and the outside cycling world, has encouraged the Reading cyclers to such an extent that they intend to build a fine three-lap track next year in time for their race meet, which has now become an annual fixture.

3,000 SPECTATORS

witnessed the races, which were the most successful ever given in Reading, and reflect the greatest credit upon the club and its managing committees. Heretofore the road race, which has been held yearly, always finished at the Penn Street Bridge, in the presence of thousands of spectators; but it was thought advisable this year to transfer the finish of the road race to the track and combine with it track events, and the result justified the wisdom of the change. Had better accommodations for getting people to the grounds existed, there would have been double the audience present.

THE HEROES

of the day were Taylor, McDuffee, Taxis and Hoyland Smith; the latter, however, being very much under the weather, and therefore unable to do himself justice. E. A. McDuffee did the best work, not only winning the road race, but also the one mile open, safety, beating Taylor in the latter event, after having ridden in the road race—a fine piece of work.

SUMMARY OF RACES.

One mile ordinary, novice—Four local men started, resulting in an easy win for Ermentrout. F. Ermentrout, first; J. A. McLennan, second; A. Wenrich, third. Time 3.24.

Half-mile safety, open—First heat: Hoyland Smith, Taxis, F. A. Tucker, H. Gill, jr., and two others started, finishing as named. Time 1.20 3-5.

Second heat—S. H. Bilyeu, Taylor, C. W. Dalsen and Lewis Wagner starters. Finishing in same order. Time 1.18.

Final heat—A hot race, Taylor winning by a length with Taxis second, Smith third and Tucker fourth. Time 1.17 1-5.

One mile safety, novice—Six men. Carroll Jack, first; Geo. J. Eckert, second; A. R. Musbett, third. Time 3.55 1-5.

One mile ordinary, open—Taxis, Draper and Gill made a procession of this, Taxis coming away on the last two hundred yards, taking first in 3.54 1-5; Draper second.

One mile safety, 3.20 class—Nine starters. W. B. Riegel, first; A. Demerest, second; C. J. Craft, third. Time 2 50 2-5.

Half-mile safety, Boys—Four youngsters started. Harry Shoup, first; Harry Hassler, second. Time 1.50.

One mile tandem, open—J. H. Draper and V. J. Kelly beat W. W. Taxis and J. C. Donnelly in 3.09 3-5, but as the limit had been declared as 2.55, it was no race. In the run-off Draper and Kelly slipped their pedals, enabling the other team to gain a lead that they could not cut down, Taxis and Donnelly winning in 2.46 4 5.

One mile safety, championship of Reading—W. B. Riegel, first; A. Demorest, second. Time 3.17 3-5.1

Quarter-mile safety, open—Geo. F. Taylor, Harvard, first; S. H. Bilyeu, P. A. W., second; J. C. Donnelly, O. W., third; F. A. Tucker, C. W., fourth. Time 38 2-5.

Half-mile ordinary, Championship of Berks County—F. Ermentrout, first; A. Wenrich, second; Wm. Fichthorn, third. Time 1.37 2-5.

Half-mile safety, open—Taxis, Kelly, Taylor, McDuffee, Bilyeu, Donnelly, Wunder, Cope and Dalsen were the starters. It was ridden all the way, McDuffee, fresh from the road race, beating Taylor out on the finish in a desparate spurt. F. A. McDuffee, first; G. F. Taylor, second; S. H. Bilyeu, third; H. T. Wunder, fourth. Time 1.43 1-5.

Half-mile, club championship—Wilhelm, Demerest, Allgeier and Ermentrout started, finishing in order named. Time 1.26 2-5.

Twenty-one mile road race, started at Myerstown, finishing on track. E. A. McDuffee, Lynn, first, time 1h. 10m. 1 5s.; P. J. McDuffee, Lynn, second, time 1h. 12m. 1-5s.; C. A. Elliott, Wilmington, third, time 1h. 17m.; F. B. Marriott, Philadelphia, fourth, time 1h. 27m. 1-5s.; W. C. Seeds, Wilmington, no time; Geo. W. Wittich, Reading, sixth, no time; F. M. Dampman, Reading, seventh, no time; R. J. Wilson, Reading, eighth, no time.

The last four men came straggling along at intervals, Seeds having broken two machines during the race, and finally finishing on one borrowed from McDaniel. Dampman also broke down, and thus two of the best men in the race were thrown out of the contest.

A LANTERN PARADE

was very successfully carried out on Wednesday evening, thousands of spectators crowding the streets to witness the novel sight.

At the club house on Thursday evening, a reception was tendered the visitors, refreshments being served during the evening, while later the entire party repaired to Klapperthal, a romantic glen on the mountain side, by the electric railway around Neversink mountain, where, to the strains of the Germania orchestra, dancing was enjoyed until after midnight. Many were the conquests made by Reading's fair damsels, and many a wheelman carried away tender recollections. Reading's tournament will be one of the attractions on next year's circuit. "ARIEL."

Philadelphia, Sept. 28, '91.

AT NEW BEDFORD, MASS.—The New Bedford club members raced for the Sullivan medal Sept. 26. E. B. Hathaway, first; A. L. Bliss, second; C. E. Phinney, third. Time 16m.

WILMINGTON'S EVENT.

THE annual races of the Wilmington Wheel Club came off Saturday afternoon, the weather being intensely hot. They were run as last year, at Hazledell Park, before an audience of 2000 people.

The road race was of course the principal event of the day, and to the surprise of everybody McDuffee was again winner, Seeds having another breakdown, being run into by Jackson, knocking his machine into a cocked hat, thus forestalling the flight to the finish between these two, which was eagerly looked forward to by the crowd.

The Wilmington man is certainly in hard luck. It was not sufficient to have two machines broken at Reading, but he must also be knocked out in his own city. A great many people were of the opinion, however, that McDuffee would have won, even had Seeds ridden to the finish, as the former's race with Hazelton plainly showed his wonderful sparting ability. The winner's time was excellent, the course being very dusty, and it almost equals Seeds' 25-mile record of 1.22.00 2-5, made at Philadelphia, at the Quaker City races.

The road race was started at 3 30 sharp, the contestants riding four laps on the track, and then going out on the causeway to Newcastle. In returning they finished two laps on the track, completing the 25 miles. Summary:

Position.	Name.	Handicap.	Actual Time.
1	E. A. McDuffee	scratch	1 22 02
2	L. T. Jefferis	12m.	1 38.20
3	E. J. McDuffee	1 1-2	1 27 20
4	D. F. Mayne	9	1 35 54
5	J. B. Pearson	10 1-2	1.38.49
6	T. E. Jefferis	10	1.39.17
7	J. S. Lodge	14	1.40.36
8	J. M. Ward	13	1.43 19
9	C. A. Elliott	1 1-2	1.33.12
10	F. M. Dampman	1 1-2	1.33.36

Track events:

One mile novice, safety—Won by R. Weir, Y. M. C. A.; G. R. Nichols, Pa. B. C., second. Time 3.02.

One mile 3 minute class, ordinary—C. Z. Bahl, Q. C. W., first; G. M. Gregg, W. W. C., second. Time 3.11 1-2.

One mile, 3.20 class, safety—Won by R. Wier, Wilmington, with J. McClary, W. A. C., second. Time 3.05.

Half-mile open, ordinary—Won by J. H. Draper, A. C. S. N., with J. R. Hazleton, A. C. S. N., a close second. Time 1.33.

One mile open, ordinary—J. H. Draper, first; J. R. Hazleton, second. Time 3.34.

One mile open, tandem—Won by J. H. Draper and V. J. Kelly, A. C. S. N.; S. H. Crawford and S. H. Bilyeu, second. Time 2.45.

One mile open, safety—Won by J. R. Hazleton by 150 yards, with H. Gill, Jr., P. A. W., second. Time 2.35.

One mile handicap, ordinary—C. Z. Bahl, Q. C. W., 240 yards, first, with L. H. Merrihew, 225 yards, second. Time 2.36. This was a gift for Bahl, who won as he pleased.

One mile handicap, safety—Won by S. H. Bilyeu, P. A. W., 50 yards, with R. Weir, 2.35 yards, second. Time 2.31 1-2. A pretty race.

Two mile handicap, tandem—J. H. Draper and V. J. Kelly, scratch, first, with S. H. Crawford and S. H. Bilyeu, 180 yards, second. Time 5.28 4-5.

Two mile handicap, safety—Won by E. A. McDuffee, scratch, with J. R. Hazleton, scratch, second. Time 5.34 4-5. This was the track event of the day. McDuffee dropped in behind Hazleton at the start, and the two alternated in pacing. At the close all of Hazleton's spurting powers were of no avail, the New England man beating him by a length, although the plucky little Philadelphian made a gallant fight to the end.

T. R. Finley of Smithville, N. J., and C. F. Cope of the Pennsylvania Bicycle Club, gave exhibitions of fancy riding which were liberally applauded, the former riding a Star and the latter a safety. ARIEL.

Philadelphia, September 28, 1891.

RACING AND MEET NEWS AND GOSSIP.

AT NEW YORK—The Manhattan Athletic Club gave its first cycle meet at Manhattan Field, New York, last Saturday. The meet proved very satisfactory from a financial and sporting view. Nearly 5000 people were present, and despite the torrid weather the sport was much enjoyed. Many ladies were present. The events and the results were:

One mile safety, novice—G. B. Munger, first; J. Harold, second; J. F. Hagerty, third. Time 2 56 3-5.

Half-mile safety—C. M. Murphy, first; C. H. Weld, second; H. S. Wiegand, third. Time 1.22 3-5.

One mile safety, handicap—Heats. First heat—W. W. Windle, scratch, first; G. A. Banker, 90 yards, second. Time 2.38 4-5.

Second heat—F. L. Warner, 90 yards, first; J. F. Hagerty, 170 yards, second. Time 2.33 1-5.

Third heat—H. R. Arnold, 55 yards, first; L. J. Sylvester, 160 yards, second. Time 2.34 3-5.

Final heat—G. A. Banker, 90 yards, first; H. B. Arnold, 55 yards, second; F. L. Warner, 90 yards, third. Time 2.34 2-5.

One mile ordinary, handicap—Geo. Smith, 180 yards, first; C. M. Murphy, scratch, second; W. C. Barker, 120 yards, third. Time 2.40 3-5.

Two mile tandem, handicap, safety—G. H. and V. H. Mueller, 300 yards, first; G. B. Menges and G. L. Warner, 240 yards, second; G. M. Nisbett and W. E. Finley, 200 yards, third. Time 5.20.

Two mile safety, Manhattan members—P. J. Berlo, first; G. M. Worden, second; G. A. Banker, third. Time 6.26.

One mile, safety, 2.45 time limit—In first trial the time limit was not reached. In the second attempt P. J. Berlo, first; G. M. Worden, second; C. M. Murphy, third. Time 2 43 3-5.

Two mile ordinary, handicap—Geo. Smith, 200 yards, first; W. C. Barker, 170 yards, second; Jas. Blake, 200 yards, third. Time 5.44 2-5.

Half-mile safety, handicap—Heats. First heat—W. W. Windle, scratch, first; A. E. Stitges 50 yards, second. Time 1.13 3 5.

Second heat—L. J. Sylvester, 100 yards, first; G. A. Banker, 40 yards, second. Time 1.12 3-5.

Third heat—H. B. Arnold, 30 yards, first; E. A. Powers, 90 yards, second. Time 1.16 3-5.

Final heat—W. W. Windle, scratch, first; L. J. Sylvester, 100 yards, second; H. B. Arnold, 30 yards, third. Time 1.11 3-5.

One mile ordinary, 2.50 class—G. Smith, first; W. C. Barker, second; C. H. Weld, third. Time 2.52.

Two mile safety, handicap—G. A. Banker, 140 yards, first; E. A. Powers, 200 yards, second; R. G. Loggren, 250 yards, third. Time 5.26 3-5.

One mile safety—P. J. Berlo, first; G. M. Worden, second; C. M. Murphy, third. Time 2.43.

The Mueller brothers then did a mile on an ordinary tandem and did 3.00 3-5, and slow as it was it is record for that particular machine. It being the only tandem ordinary extant, the "record" is likely to hold good for a while anyway.

AT LYNN MASS.—The Rovers Bicycle Club of Lynn, Mass, held its tournament at Glenmere track last Saturday. The results:

Novice, one mile open, run in heats. First heat—Stephen Anderson, Lynn, first; Frank R. Hill, Lynn second. Time 3 01 3 5.

Second heat—Edward A. Hopkins, Lynn, first; William Doughty, Lynn, second. Time 3 06 2-5.

Final heat—Edward A. Hopkins, Lynn, first; Stephen Anderson, second. Time 2.56 1-5.

One-mile open, safety—George E. Quinn, Chelsea, first; J. P. Clark, Dorchester, second. Time 3 02 2-5.

Three-mile open safety, handicap—George E. Quinn, Chelsea, scratch, first; J. P. Clark, Dorchester, 75 yards, second; F. S. Elliott, Boston, 150 yards, third. Time 9.06 2 5.

Two-mile open safety, lap race—E. P. Burnham, Newton, 15 points; George E. Quinn, Chelsea, 14 points; Fred. St. Onge, Dorchester, 5 points. Time 7.25 2-5.

Two-mile open ordinary, handicap—A. W. Porter, Newton, scratch, first; J. P. Clark, Dorchester, scratch, second; F. Ourish, Dorchester, 150 yards, third. Time 6.04 1-5.

Two-mile, Rovers Club only—Henry Pote, first; Harry J. Boon, second; W. Coleman, third. Time 5.59.

Team race—Rovers of Lynn: E. A. Hopkins, W. Coleman, H. J. Boon, first, 12 points. Winissimmett: Geo. E. Quinn, F. B. Emerson, G. L. Gary, second, 9 points.

One-mile consolation—H. M. Gordon, Boston, first; Harry M. Burdett, Lynn, second. Time 3.04 2-5.

AT SYRACUSE, N. Y.—The results of the 15 mile handicap road race by the Syracuse Cycling Club over the Cicero course last week Thursday resulted as follows:

	Finish. H. M. S.	Handicap. M. S.	Riding time. H. M. S.
Higbee	4 17 35	4 00	0 56 35
Pitts	2 18 00	9 00	1 02 00
Smith	4 18 35	8 00	1 01 35
Gaylord	4 19 05	10 00	1 04 05
Judd	4 19 08	6 30	1 38 00
Hatt	4 20 55	4 00	0 59 55
Schutze	4 21 05	7 40	1 03 45
Bradley	4 21 27	7 30	1 03 57
Wilkinson	4 21 30	scratch	0 56 30
Penn	4 21 34	scratch	0 56 34
Bex	4 22 27	4 00	1 01 27
Carroll	4 23 35	5 00	1 03 35

At ELIZABETH, N. J.—The Elizabeth Wheelmen held its fall meet at the Dwyer race track last Saturday, and the New Jersey cyclers had the chance to see their representative, Zimmerman, on the track. There were not more than 3000 people present where there ought to have been double that number, but a pleasant feature of the attendance was the large proportion of ladies. Of course Zimmerman had it all his own way and won everything he started in. The handicapping was such as to make the finishes exciting. The results were:

One-mile novice, ordinary—Jno. R. Bedford, first; A. J. Weise, second; B. Schock, third. Time 3 26.

Quarter-mile open—Zimmerman was in this and he played with Taxis, winning the race by "just enough." A. A. Zimmerman, first; W. W. Taxis, second; E. Miller, third. Time 41 3 4.

One-mile safety, scratch—This was the same old race that Zimmy puts up. He waited until a short distance from home, and then he shot ahead of Smith, who was cutting out great pace, and finished first by about four feet. A. A. Zimmerman, first; Hoyland Smith, second; G. F. Taylor, third. Time 2 42 1-2.

One-mile novice, safety—In this race appeared H. S. Zimmerman, a brother of "the only Zimmy." He showed speed, but the best he could do was to finish fourth in the field of "youngsters." E. F. Van Annam got in a pocket and was prevented from taking the race, as good judges said he would by that feat. C. Huber, first; L. E. Coyte, second; E. F. Van Annam, third. Time 2 55 2-5.

One-mile ordinary, handicap—W. W. Taxis was the back mark man, he starting from 30 yards; the scratch men did not show up. Taxis got a safe position in the front rank after riding half a mile. Here he staid until the run in was reached; he then let out and romped home, a very nice winner. W. W. Taxis, 30 yards, first; E. Miller, 160 yards, second; F. Erick, 160 yards, third. Time 2 50 2 5.

One-mile handicap, safety—There were 22 starters in this race, Zimmerman being the only scratch man, Hoyland Smith starting from the ten yard mark. This was a very pretty race. Zimmerman and Smith caught up with the leaders soon after the half mile was passed. On turning into the stretch, Smith cut loose, and at about 300 yards from the finish he had a strong lead of at least five yards over "the invincible." At this point Zimmerman woke up and put on steam, and not only caught Smith but finished ahead by about five yards. A. A. Zimmerman, scratch, first; H. Smith, 10 yards, second; G. W. Taylor, 60 yards, third; S. B. Bowman, 90 yards, fourth. Time 2.32 2-5, which is record for that track in competition.

One-mile tandem—This was practically a walk over for W. W. Taxis and J. C. Donnelly distancing Bert Schock and W. A. Darkes. Time 2.56.

One mile scratch, ordinary—Taxis had it all his own way, his competitors being easily beaten. W. W. Taxis, first; E. Miller, second; F. Frick, third. Time 3 09 1-5.

Two-mile safety, handicap—A very good race, and in it the Jersey boy showed what he could do on a spurt. He allowed Smith to get a tremendous lead on him until it seemed as though Hoyland could not be caught; then Zimmerman slashed along and came home a winner. A. A. Zimmerman, scratch, first; Hoyland Smith, 10 yards, second; S. B. Bowman, 180 yards, third. Time 5 24 1-5. First mile 2 37.

Consolation race, one-mile—Eight starters, all of whom rode safeties. James Willis, first; E. T. McLaughlin, second, by a wheel; William Ball, third; H. W. Smith, fourth. Time 2.52 2-5.

AT NEWPORT, R. I.—On Sept. 24 the following races were run at Newport, R. I.:

One-mile championship of Newport—W. K. R. Holm, first; W. C. Russell, second; H. Luther, third. No time taken.

Quarter-mile—C. Weld, first; W. K. R. Holm, second; J. J. Watson, third. Time 39s.

One-mile open—Two starters. C. Weld, first; W. K. R. Holm, second. Time 2.48 1-5.

AT PITTSBURG, PA.—The Keystone Club of Pittsburg held a 15-mile handicap road race over the Butler plank road Sept. 25. The starters were: L. C. Miller, scratch; H. M. Corwin, handicap, 10 minutes; J. P. Barr, 8 30; W. M. McCollough, 8; G. L. Webb, 7 30; P. J. Myler, 7; W. H. Wilson, 7; C. K. Gibson, 6; W. L. Addy, 6; Lenz refused his handicap of five minutes and started from the scratch; W. M. Myler, third. Gibson won, with M. M. Myler second. The winner's time was 1 hour 12 minutes, Myler's time being 1.09. He took the medal for the best time made.

AT BUFFALO, N. Y.—The Iroquois Athletic Club or the Cycle Contingent Club held its postponed 25-mile road race Sept. 25. The course was to Mill Grove, 12 1-2 miles, and return. The start was made at 8.50 A. M. Results:

Name.	Start.	Finish.	Time.
P. Bernhardt	8 50	10.31 00	1 41 00
M. Hanks	8.50	10.32.00	1.42.00
Stuntz	8 50	10.49 30	1.59 30
Pappka	8.50	10 51.30	2.01 30
T. Roeder	8.50	10 52 00	2.02.00
J. Schultz	8.50	10.53.30	2.03 30

AT TONAWANDA, PA., September 23—Two mile county championship—Two contestants only. E. Hayes, first; H. Minor, second. Time, first mile, 3.54 1-2 two miles, 7.39 1-2.

Quarter-mile—Two starters. F. Wardell, first; E. Means, second. Time .46 3-4.

One mile—Three starters. E. Hayes, first; G. Trapp, second; F. W. Winslow, third. Time 4.53 1-2.

Half-mile—Four starters. H. Minor, first; E. Hayes, second. Time 1.48 1-2.

AT PALATINE BRIDGE, N. Y., September 24—Results:

Ten mile handicap road race—M. Miller, 12m., first, 43.58; W. J. Eysaman, 5m. second, 38.20; D. N. Lohman, scratch, third, 40.53.

Half-mile safety—P. W. Birdseye, first; W. J. Eysaman, second. Time 1.33.

One mile safety, handicap—E. O. Thorn, 40 yards, first, 3.13; W. J. Eysaman, 30 yards, second, 3.19.

Half-mile heat, safety—P. W. Birdseye, first, 1.39; W. J. Eysaman, second.

Two mile safety—E. O. Thorn, first, 7.43; Mr. Laffray, second.

AT BRIDGEPORT, CT.—The race meet held under the auspices of the Bridgeport Wheel Club took place at Seaside Park, September 24. The track was rough, hence the times made are not remarkably fast. The winner of the Bridgeport championship was a dark horse, Foote by name, and is a lad not over 17 years of age. Summary:

One mile novice, safety—Club members. J. Sterling, first; C. W. Ellison, second; H. J. Liebing, third. Time 3.01 3-4.

Half-mile, 1.30 class—Club members. A very good finish was made between Westlake and Rowland. W. A. Westlake, first; J. H. Rowland, second; H. Liebing, third. Time 1.31 1 4.

One mile, championship of Bridgeport—H. G. Foote, first; June Sterling, second; H. Elliott third. Time 3 03 3-4. The finish of this race was a very pretty one, not half a wheels difference between first and second.

One mile ordinary, handicap—Some pretty bad handicapping was shown in this race, the limit man easily keeping the distance allowed him. F. Hoyt, 110 yards, first; A. Johnson, 50 yards, second; C. F. Downs, 70 yards, third. Time 3.09.

Half-mile safety—Club members. W. B. Middlebrook, scratch, first; C. W. Ellison, 15 yards, second; Mills, 15 yards, third. Time 1.25 3-4.

One mile, tandem—North and Elliott, first; Blakeslee and Pattison, second. Time 2.51 1-2.

One mile consolation—H. B. Morris, first; F. Liebing, second; Tomlinson, third. Time 3.13.

AT DENVER, COLO.—The races at Sportsman Park, Denver, Col., September 20, under the auspices of the Denver Cyclists Union, were successful and largely attended. Summary:

One mile safety, novice—R. Birge, first; D. Crow, second. Time 3.14 2-5.

One mile handicap, ordinary—G. Yardley, 50 yards, first; E. McIntyre, scratch, second. Time 2.54 1-4.

Half-mile handicap, safety, hands off—W. Dominick, 10 yards, first; L. Brocker, 40 yards, second. Time 1 42 1 5.

Three mile ordinary, State championship—J. L. Sutton, first; O. M. Butcher, second. Time 9 19 4-5.

Quarter-mile handicap, safety—Ernest Weiant, 20 yards, first; D. Crow, 20 yards, second. Time 38 3 5.

One mile safety, 3.10 class—R. Birge, first; J. J. Rutherford, second. Time 3.12 2-5.

Five mile, State championship, ordinary—This was the race of the meet and a great deal of interest was shown by the friends of the different contestants. In the victory of Louis Block the "Socials" found ample cause for joy and congratulation. There were only three starters, and after three laps Austin Banks dropped out and left the battle to Block and Dolson. The former made a pretty spurt at the finish, and won with plenty to spare. Louis Block, first; F. Dolson, second. Time 14 57.

Half-mile ordinary—John Sutton, first; O. Butcher, second. Time 1.20 3-5.

AT BUXTON, ME.—The races at the fair at Buxton, Sept. 23, resulted as follows. Both events were half-mile events run in heats. The winners and times were as follows:

Half-mile ordinary—A. C. Berry, Saco, first; H. B. Hart, Portland, second; M. J. Scully, Portland, third. Time 1.33, 1.32 1-2.

Half-mile safety—F. M. Brown, Portland, first; L. G. Gilson, Portland, second; F. M. Liscomb, Portland, third. Time 1.28 1-2, 1.33, 1.32.

AT YONKERS, N. Y.—The eleventh semi-annual five-mile road race of the Yonkers Bicycle Club took place Sept. 26 over the Mt. St. Vincent and Spuyten-Duyvil course. There were only three contestants. Dr. Fones, one of them, lost his way and gave the race up. O. S. Burnham, first; A. W. Kingsbury, second. Time 19.25.

CONTINUED ON PAGE 744.



Send us your duplicate orders on Bicycle Shoes, Foot Ball, Sprint Running and Gymnasium. Samples out. Stamp for Catalogue.

PIERCE, SMALL & CO., RANDOLPH, MASS.



Solid Gold Regulation

L. A. W. PINS,

Price, $2.

Discount to jewelers only.

Martin Metzger & Co., 7 Maiden Lane, N. Y.





LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - - Room 20

ABBOT BASSETT, Secretary,

OFFICERS FOR 1890—91.

PRESIDENT,

JAMES R. DUNN,

40 Wall st., Room 65, New York

FIRST VICE PRESIDENT,

MAJOR CHAS. L. BURDETT,

Hartford, Conn.

SECOND VICE PRESIDENT,

DR. G. CABLETON BROWN,

116 Broad Street, Elizabeth, N. J.

TREASURER,

W. M. BREWSTER,

117 No. 4th Street, Quincy, Ill.

SECRETARY,

ABBOT BASSETT,

12 Pearl Street, Boston, Mass

Standing Committees.

Membership Committee.

Sanford Lawton.....Springfield, Mass.
George O. Pennell.....Ellisabeth, N. J.
Howard L. Perkins.....Box 103, Providence, R. I.

Committee on Improvement of Highways.

Isaac B. Potter.....Potter Bldg., New York
W. M. P. Bowen.....Box 1518, Providence, R. I.
Charles W. Wood, 324 S. Salina St., Syracuse, N.Y

Committee on Rights and Privileges.

Geo. A. Perkins.....5 Pemberton Sq., Boston
J. S. Dean.....28 State St., Boston
Chas. F. Cossum.....Poughkeepsie, N. Y.

Committee on Rules and Regulations.

T. J. Kirkpatrick.....Springfield, O.
A. B. Richmond.....Grand Rapids, Mich.

Transportation Committee.

Albert Mott.....208 Lenox St., Baltimore, Md.
Joseph T. Chism....120 Mosher St., Baltimore, Md.
Burley B. Ayres, Rand, McNally Bldg. Chicago, Ill.
Thomas Savage Clay.....Savannah, Ga.

Amsi T. Dodd.....70 Park Place, Newark, N. J.
John B. Seward.....35 Milk Street, Boston
Chas. A. Sheehan....5 Vanderbilt Ave., New York

Racing Board.

George S. Atwater.....
....1424 Penn. Ave., Washington, D. C.
George Collister....147 Ontario St., Cleveland, O.
Lewis A. Miller.....Meriden, Conn
W. H. DeGraaf.....47 West 14th, New York City
A. J. Street.....599 West Madison, Chicago, Ill.

Uniform Cloth and Buttons.

The regulation League uniform is made of a steel gray cloth manufactured for the League exclusively. This cloth and the regulation League Buttons may be had of any League tailor or of the Secretary at the following prices: Cloth, 54 inches wide, $2.10 per yard. Metal buttons: large, five cents each; small, three cents each. Rubber buttons, either size, three cents each. Uniform has six large and ten small buttons. As the Secretary keeps no book of credit, all orders sent to him must have cash accompanying. No cloth supplied to tailors or to non-League men.

Subscriptions to Roads Improvement Fund.

The following subscriptions have been received from friends of the League to aid in the work of the Roads Improvement Committee. Further subscriptions to this fund will be acknowledged by personal letter and by publication in this column. Subscriptions may be sent (check or money order) to I. B. Potter, Chairman, Potter Building, New York City.

Grosvenor P. Lowry, New York..... $25.00

455—Missouri—500.

To Members:

Maj.-Gen'l Thos. F. Sheridan, of Illinois, informed me at Peoria that just 46 applications had been secured during the meeting. This is just the number that we need to place our Division just inside of the coveted 500 mark. We can do it in a week if you will all hustle, and St. Louis will do more than her share of that. Let there be a general waking up all along the line until we obtain the desired end. Fraternally yours,

ROBT. HOLM, C. C.

St. Louis County Tour.

The St. Louis County Tour will be repeated on Thursday, Oct. 8, and the start will be made from 19 and Locust streets at 9 A. M., sharp. Ballwin will be the destination of the ride, and arrangements are now complete to make it a most enjoyable one. All League members in St. Louis and surrounding States are invited to participate. The fall festival season will be at its heighth. On Tuesday, Oct. 6, the world famous "Veiled Prophets" will make their annual appearance and the spectacle will be one of unsurpassed splendor. The finest illuminations ever seen anywhere will be given on Tuesday and Thursday nights.

Fraternally yours,

ROBT. HOLM, C. C.

New York State Division.

REWARD!

$25.00 will be paid for the arrest and conviction of the person who stole a Hartford cushion tire safety, No. 2265. Has loop seat rod; front guard is removed. The safety was hired by a person who signed "Frank Applegate" in a free hand. Safety was hired on Sept. 15th of H. von der Linden, 48 Market street, Poughkeepsie, N. Y.

Consuls are requested to have copies of the above notice posted conspicuously in every Bicycle Agency and Police Station throughout the State.

Members are requested to keep a careful lookout for this machine, and upon discovery to communicate at once with the undersigned, and Mr. Walter S. Jenkins, Division attorney, No. 14 East Eagle street, Buffalo, N. Y.

W. S. BULL,
Buffalo, N. Y., Sept. 23d, '91. Chief Consul.

Nominations for New York State.

For Chief Consul, Charles H. Luscomb, Brooklyn; for Vice Consul, Charles W. Wood, Syracuse; for Secretary-Treasurer, W. H. DeGraaf, New York.

Representatives, 1st District: George M. Nisbett, N. Y. Bicycle Club; L. A. Newcome, Manhattan Bicycle Club; E. A. Powers, Riverside Wheelmen; T. A. Raisbeck, Harlem Wheelmen; B. Weiner, Gotham Wheelmen; H. G. S. Noble, unattached; G. B. Lockwood, Yonkers Bicycle Club; E. H. Sturges, Westchester Co. Wheelmen.

2d District: I. B. Potter, Brooklyn Bicycle Club; Wm. Rasquin, Long Island Wheelman; D. McLean, Kings Co. Wheelmen.

3d District: No nominations.

4th District: Jas. T. Ruhl, Syracuse; Alex Brown, Syracuse; F. A. Sherman, Watertown; G. C. Hodges, Utica.

5th District: Chas. F. Cossum, Poughkeepsie; Dr. E. M. Santie, Cortlandt; E. H. Towle, Binghamton; Otis Dockstader, Elmira.

6th District: W. F. Geutsch, Buffalo; W. L. Beck, Lockport; Jas. Barnes, Rochester; J. H. Brown, Rochester.

The above were all certified to me by the regular District Nominating Committees.

GEORGE M. NISBETT,
New York, 26 Sept., 1891. Sec.-Treas.

Maryland.

The regular quarterly meeting of the Officers of the Maryland Division was held Monday evening, Sept. 21, 1891, at the Centaur Cycle Club. The meeting was called to order at 9.13 P. M. Chief Consul Mott in the chair, with Messrs. Jackson, Mitchell, Cline, Lord, Chism and Unversagt present. The minutes of the last quarterly meeting were read and approved.

REPORT OF SECRETARY-TREASURER.

Cash on hand, June 20, 1891,	$718.16
Receipt for 3 months,	353.85
Total,	$1072.01
Expenses for 3 months,	91.50
Balance on hand Sept. 21, 1891,	$980.51

This report was accepted.

Mr. Warren Search, of the Highway Improvement Committee, reported verbally that he had taken an active part in the late demonstrations made for the better paving of the streets of Baltimore, and he, together with the others, had succeeded in awakening an interest that resulted in the passing of paving ordinances by the City Council, only to be vetoed by the mayor. This action of the city's chief officer appears to have vetoed his chances for even a renomination, much less an election, and there are good prospects of having proper paving ordinances passed after the November election.

There were no further reports from standing committees.

Mr Mitchell, for the special committee on race track, reported that nothing except of a general character had been done, and the members found that their business engagements interfered with a proper pushing of the matter, and asked that the committee be discharged and a new one appointed. On motion, the committee was discharged with the thanks of the Board.

A new committee was appointed, consisting of Messrs. Jos. T. Chism, Wm. B. Oliver and A. L. Cline.

The following motion of Mr. Chism was carried:

That the Board of Officers request each bicycle club in Baltimore City to appoint at its next meeting one member to represent said club on a committee to consist of one wheelman from each club; said committee to interview the candidates for the mayoralty of Baltimore, to urge the appointment of a bicycler as a member of the Park Board.

Mr. Mitchell made the following motion, which was adopted:

That Article V of the By-Laws be amended by inserting Sec. 1, (a). Any wheeling club in the State which shall have in its By-Laws a provision requiring that at least seventy-five per cent. of its active members shall be also members of the League, the annual dues being paid by the club, shall be a League Club, and entitled to all the privileges accorded League Clubs under the Constitution of the L. A. W.; provided, however, that such club shall be entitled to representation to the extent of its League membership only, and that no action on League matters shall be taken except by the League members of such club.

Meeting adjourned at 10.15 P. M.

WM. J. UNVERZAGT,
Baltimore, Md., Sept. 21, '91. Sec.-Treas.

California.

Mr. E. A. Hornbeck is hereby appointed Local Consul for San Diego and National City.

THOS. L. HILL, C. C.
San Francisco, Sept. 17, 1891.

The Ten-Foot Law.

To the Pennsylvania Division:

Complaint has been made to me that wheelmen in Fairmount Park, in passing ahead of teams, cross in front of the horses too closely, thereby causing fright in some cases and annoyance. It seems that the rule requiring ten feet in these matters is a reasonable one, and I trust all wheelmen will see that at least this distance intervenes.

SAMUEL A. BOYLE,
Philadelphia, Sept. 28, '91. Chief Consul.

Utah.

M. H. McAllister has been appointed Secretary-Treasurer of the Utah Division, with headquarters at Salt Lake City. Fraternally,

C. A. EMIGH,
Salt Lake City, Sept. 21, 1891. Chief Consul.

Illinois Division.

In accordance with Art. III, Sec. 7, of our Constitution, the Secretary has divided the Representatives to which our Division is entitled to, among the Districts, as follows:

First—Cook County, 985 members, nine Representatives to be elected.

Second—Lake, DeKalb, Keme, Kendall, Will, DuPage, Ogle, McHenry, Lee, Whiteside, Carroll, Boone, Winnebago, Stephenson and Jo Daviess Counties, 155 members, two Representatives.

Third—Livingston, Kankakee, McLean, Ford, Iroquois, Champaign, Vermillion, Douglas and Edgar Counties, 167 members, two Representatives.

Fourth—Bureau, La Salle, Grundy, Putnam, Stark, Marshall, Knox, Woodford and Tazewell Counties, 112 members, one Representatives.

Fifth—Peoria County, 134 members, one Representative.

Sixth—Mason, Logan, DeWitt, Cass, Menard and Sangamon Counties, 100 members, one Representative.

Seventh—Hancock, McDonough, Fulton, Adams, Brown, Schuylar, Pike, Green, Jersey, Calhoun, Scott, Rock Island, Henry, Mercer, Henderson and Warren Counties, 134 members, one Representative.

Eighth—Haem, Platt, Christian, Shelby, Moultrie, Coles, Cumberland, Clark, Jasper, Crawford, Richland, Lawrence, Edwards, Wabash, White, Gallatin, Hardin, Fayette, Effingham, Marion, Clay, Jefferson, Wayne, Franklin, Hamilton, Alexander, Pulaski, Massac, Union, Johnson, Pope, Williamson and Saline Counties, 72 members, one Representative.

Ninth—Morgan, Macoupin, Montgomery, Madison, Bond, Clinton, St. Clair, Washington, Monroe, Randolph, Perry and Jackson Counties, 98 members, one Representative.

For the details governing the elections, see Art. III of the By-Laws, pages 34 and 35 of the Handbook.

NOMINATIONS.

Art. III, Sec. 5. Candidates for Chief Consul, Vice Consul and Secretary-Treasurer must be nominated in writing to the Secretary-Treasurer by at least thirty members, not less than two from each of three Districts.

Candidates for Representatives must be nominated in writing to Secretary-Treasurer by ten or more members residing in their respective Districts.

Sec. 6. All nominations must be filed with the Sec.-Treas. not later than the 15th day of October, and he shall publish all said nominations in the Official Organ on or before the 25th day of October. Fraternally,

THOS. F. SHERIDAN,
Springfield, Sept. 26th, 1891. Sec.-Treas.

Connecticut Consuls.

No. 112, Frank S. Hurlbutt, Ridgefield; No. 113, H. K. Lee, Mt. Carmel. Above are commissioned as Local Consuls. Terms expire November 30th, 1891.

ARTHUR ALLEN DEAN, Chief Consul.

Connecticut.

A meeting of the Board of Officers of this Division was held in the parlors of the New Haven Bicycle Club, New Haven, Thursday evening, Sept. 24, 1891.

Meeting was called to order at 9 o'clock P. M., Vice Consul Fisher in the chair, and 15 members present. Reading minutes of previous meeting was dispensed with.

The Secretary-Treasurer's report showed the Division to be in a sound financial condition, with a balance of $1517.23 on hand Sept. 1st.

Mr. C. E. Moore, Chairman of Rights and Privileges Committee, reported that in conjunction with the Division Attorney, they would soon be ready to submit a plan for offering a reward for the arrest and conviction of any person who steals a member's wheel.

Several cases have recently came up where members have been run over and imposed upon by drivers of vehicles, and in their estimation, at least two of them should be prosecuted by the Division.

Mr. Henry Goodman, Chairman of the Racing Board, stated that they had assigned four Championship races, which had been successfully run, although it was not thought advisable to pay expenses of winners to Detroit.

A report of progress from the Rules Committee, through its Chairman, Mr. Calhoun Latham, was accepted.

Mr. F. H. Crygier, Chairman of the Special Detroit Transportation Committee, reported that owing to the limited number of Division members attending the National Meet, a special car was not engaged. Out of the $50 appropriated for the occasion, $15.44 only was expended, and that amount was used solely for the purchase of suitable badges.

On motion of Mr. Post, instructions were given Major Burdett, the Division attorney, to immediately investigate the two cases mentioned by the Rights and Privileges Committee, and either bring suit at once or report at the next meeting of the Board why he had not done so.

Mr. L. A. Miller moved that the sum of $80 be appropriated to cover deficiency at the Hartford meet, Sept. 7 and 8th. Carried.

Nominations for Division Officers was then declared in order, and the following names were proposed:

Chief Consul, Calhoun Latham, Bridgeport; Vice Consul, C. W. King, Meriden; Secretary-Treasurer, A. H. Schumacher, Hartford; Representatives, L. C. Grover, Hartford; Jos. Goodman, Hartford; Henry Goodman, Hartford; D. J. Post, Hartford; C. L. Burdett, Hartford; E. A. De Blois, Hartford; W. H. A. Fenton, Hartford; F. N. Kinney, New Haven; A. G. Fisher, New Haven; Geo. F. Booth, New Haven; Fred Atwater, Bridgeport; C. E. Moore, Bridgeport; F. H. Smith, Bridgeport; P. W. Westlake, Bridgeport; L. A. Miller, Meriden; J. E. Brainard, Meriden; W. H. Hale, Norwich; A. A. Dean, Danielsonville; H. W. Huke, Torrington; F. H. Bissell, Windsor Locks.

As no further business was presented, the meeting was declared adjourned.

E. A. DEBLOIS, Sec.-Treas.

The Annual Election.

The annual election of Division and Subdivision Officers is provided for in the following extracts from the Constitution:

Art. V, Sec. I. Each Division shall elect annually a Chief Consul, Vice Consul and Secretary-Treasurer; and shall also elect one Representative for each 100 League members on its roll October 1st.

Sec. III. These officers shall constitute the Division and Subdivision Boards of Officers, and shall be elected between the 15th day of October, and the 15th day of November at such time and place, and in such manner as is provided by the Constitution and By-laws of the Division and the Rules and Regulations of the Subdivision.

Sec. IV. The President shall appoint annually between the 15th day of October and the 15th day of November, a Chief Consul for each Consulate.

DIVISIONS.

A State or Territory having one hundred members or more shall organize a Division, and may elect in its own way a Chief Consul, Vice Consul, Secretary-Treasurer, and one Representative for each 100 resident League members.

Each Division must make its own rules for the canvass, casting and counting of votes. Chief Consuls should take immediate steps preparatory to the election and should publish in the BULLETIN the rules of their respective Divisions, and the full plan of election at as early a date as possible. Below we publish a table showing the membershtp by States. The Secretary will provide mail lists to Division officers for the conduct of the vote, but these mail lists should not be used as check-lists at the time of counting, since they are not and cannot be so accurate as the list of Division members kept by the Secretary-Treasurer.

Below we give a list of Divisions, the total membership October 1st, and the number of Representatives each is entitled to:

	Members.	Reps.		Members.	Reps
California,	484	4	Missouri,	450	4
Connecticut,	2051	20	Nebraska,	194	1
D. of Columbia,	180	1	N. Hampshire,	350	3
Illinois,	1991	19	New Jersey,	1307	13
Indiana,	329	3	New York,	2893	28
Iowa,	228	2	Ohio,	1609	16
Kansas,	157	1	Pennsylvania,	2335	23
Kentucky,	312	3	Rhode Island,	645	6
Louisiana,	134	1	Tennessee,	134	1
Maine,	231	2	Texas,	118	1
Maryland,	577	5	Vermont,	104	1
Massachusetts,	3147	31	Virgina,	111	1
Michigan,	727	7	Wisconsin,	314	3
Minnesota,	167	1			

SUBDIVISIONS.

Sub-divisions may elect a Chief Consul and Secretary-Treasurer. Members in Subdivisions should prepare their ballots and send them to the Secretary of the League in envelopes marked "mail vote" on the outside. Put nothing else in these envelopes. Polls will close at Secretary's office at six P. M., November 15. Nominations made by any club or by any five members will be published in BULLETIN. Below we give list of Subdivisions: Colorado, 60; Delaware, 47; West Virginia, 82; Utah, 50.

CONSULATES.

A State or Territory having twenty-five members is recognized as a Consulate. Its Chief Consul will be appointed by President Dunn, who will be glad to receive nominations from clubs or individuals.

Georgia, 25; Montana, 35.

LEAGUE CLUBS.

Article V. Sect. 1 (b) Each League club located under the jurisdiction of a Division shall be entitled upon joining the League, and annually thereafter, to elect one Representative for the first twenty members on its roll, and an additional Representative for each fifty members thereafter.

League Clubs must elect Representatives in the manner provided by the Constitution of the Divisions in which they are located.

Ohio Membership.

Sept. 26, 1890, 1108. Sept. 25, 1891, 1643. Increase, 535, or 48 per cent.

The following table includes all localities having ten or more members on Sept. 25:

Cincinnati,	225	Delaware,	17
Columbus,	170	Fremont,	16
Dayton,	144	Ravenna,	16
Cleveland,	115	Lancaster,	16
Canton,	72	Massillon,	15
Steubenville,	51	Sandusky,	15
Springfield,	50	Defiance,	14
Akron,	36	Norwalk,	12
Chillicothe,	34	Youngstown,	12
Zanesville,	33	Alliance,	11
Troy,	32	Painesville,	11
Fostoria,	31	Salem,	11
Toledo,	31	Tiffin,	11
Mansfield,	21	Delphos,	10
Findlay,	19		

Akron has advanced from 12th to 8th place, Zanesville from 13th to 10th place, whilst Lancaster, Norwalk, Youngstown and Painesville have also advanced towards the head of the column.

Fraternally,

WILLIAM D. KEMPTON, Sec.-Treas.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as is is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, Oct. 2, '91.

Total—177—22,188.

CALIFORNIA DIVISION—2—467.

30372 Patterson, Chas. H

30345 Bullivant, Thos. E

CONNECTICUT DIVISION—7—2134.

30246 Steinman, Frank H.

30375 Whittlesey, Chas. B.

30373 Cordon, C. W.

30248 Frisbie, C. F.

30374 Oliver, Wm.

30239 Pinney, E. H.

30247 Huber, Jacob

DISTRICT OF COLUMBIA DIVISION—6—200.

30240 Michener, Al S.

30353 Dyer, Leonard H.

30249 McCalmont, Jas. K.

30354 Hinkle, Wm. H.

30327 Norwood, J. Lawton

30250 Peirce, William E

ILLINOIS DIVISION—54—2062.

30251 Troville, Geo.

30277 Green, A. J.

30252 Chambers, Fred

30278 Fox, Fred C.

30253 *Persons, Miss Emma*

30279 Bach, August H.

30280 Crusius, Chas.

30254 Blackburn, Homer

30281 Fliesham, H.

30255 Manlove, Frank

30282 Gehagan, Harry

30256 Markham, W. R.

30283 Hill, H. S.

30257 Withers, W. K.

30284 Koons, Wm.

30258 Davis, R. E.

30285 Kuss, W. F.

30259 Beardsley, A.

30286 Puterbaugh, Walter

30260 Loescher, M. E.

30261 Patterson, J. C.

30287 Schmid, G. Adolph

30262 Gray, Wm., Jr.

30288 Taylor, Chas. S.

30263 Perkins, F. W.

30289 Zimmerman, Al.

30376 Hallam, C. S.
30264 Servoss, C. A.
30265 *McEwen, Mrs. F.E*
30266 Rees, T. E.
30267 Carothers, F. L.
30268 Merrifield, W. A.
30355 Weiss, Jacob
30269 Vanneman, Al W.
30270 Fleming, E. B.
30271 Kirby, Henry W.
30272 Taylor F. D.
30273 Elfel, Arthur
30274 Stokes, Walter R.
30275 North, W. W.
30276 Wilson, Arthur

30290 Weisburck, H. T.
30291 Wells, E. T.
30292 Flint, O. J.
30293 Johnson, S. J.
30294 Wickersham, L.L.
30295 Souther, LathamT
30296 Cunliffe, B. B.
30297 Hagerty, Chas. D.
30298 Hayes, Thos. S.
30299 Howell, Warren
30300 Sipe, Wm.
30301 Batchelder, Chas. S.
30302 Deatherage, W.S.

INDIANA DIVISION—3—336.

30303 Evans, J. S.
30304 Miller, Geo. H.
30305 Cadwallader, H.W

IOWA DIVISION—1—232.

30306 Payne, G. B.

KANSAS DIVISION—2—165.

30356 Lindsey, J. G.
30357 McConn, W. V.

KENTUCKY DIVISION—1—314.

30358 Duffies, F. W.

LOUISIANA DIVISION—3—137.

30379 Delahaussaye, W. H.
30381 Chappins, Eugene L.
30380 Lith, A.

MARYLAND DIVISION—4—586.

30346 Spilman, Wm.
30329 Whitridge, Morris
30377 Leist, Frederic
30378 Molinard, Wm. Robinson

MASSACHUSETTS DIVISION—13—3186.

30241 Barthelmes, John C.
30312 Perkins, C. Ernest
30313 Baker, Eben
20242 Maguire, Francis L.
30314 Leighton, W. W.
30307 Newcomb, Geo. E
30308 Norman, Thos. W.
30359 Wilkins, Leonard M.
30309 *Norman, Bertha W*
30310 *Pease, Mrs. Fred'k*
30360 Kent, Joseph L.
30311 McCarty, Denison
30347 Cummings, G. H.

MICHIGAN DIVISION—30—763.

30381 Raynor, J. B.
30383 Anderson, Willis S., M. D.
30397 Stevens, Dr. J. B.
30398 Thromley, F. T. C.
30399 Van Dusen, M. E.
30384 Bruce, C. F.
30400 Voelkner, Henry A
30385 Cattel, W. E.
30401 Ward, Chas. B.
30386 Eldridge, W. A.
30402 Watson, G.
30387 Gould, J. H.
30403 Wilson, Will J.
30388 Griffin, J. M., M.D.
30404 Woodworth, W. G.
30389 Hutchinson, M.
30361 Corbet, Roland H.
30390 Lowrie, C. J.
30362 Crowley, Chas. F.
30391 McMichael, A. G.
30363 Groat, John J.
30392 McPherson, A. G.
30364 Ray, M. J. B.
30393 Metimore, P. W.
30405 Fisher, Robert L.
30394 Mulford, G. M.
30406 Stone, Elmer H.
30395 Robertson, L. H.
30407 Lesher, Herbert
30396 Rudy, Dr. R. C.

MINNESOTA DIVISION—1—175.

30408 Bell, Colie

MISSOURI DIVISION—2—459.

30409 Diamant, Albert E.
30410 Gray, W. D.

NEW JERSEY DIVISION—12—1338.

30330 Ballentine, A. D.
30331 Cornell, J. H.
30332 Dorsett, Wm.
30333 Leggett, Arthur
30316 Mehrhof, Eugene C.
30317 Brewster, Morton T.

30334 Tusting, R. A.
30315 Lyon, P. Wm.
30318 Johnson, C.H., Jr.
30365 Marchant, T. W.
30319 Whitney, Cutler,
30335 Fuller, R. M.

NEW YORK DIVISION—10—2932.

30338 Garrison, Edmund H.
30339 Wilkisson, Wm. G.
30322 Wooley, Clarence E.
30336 Moore, W. A.
30337 Schirk, Louis,
30323 Viault, Joseph E.
30320 Meyer, Dr. Alfred
30348 Sayer, W. E.
30321 *Meyer, Annie N.*
30324 Root, Walter J.

OHIO DIVISION—7—1649.

30366 Bradley, F. E.
30370 Thomen, A. A.
30367 Gilliam, E. M.
30349 Hitchcock, R.
30368 Koch, Geo. M.
30340 Drake, Edward G.
30369 McCurdy, J. W.

PENNSYLVANIA DIVISION—8—2369.

30243 Mansfield, M. W.
30244 Stratton, G. Edmund
30412 Dorey, Eugene S.
30341 Kinsler, John A.
30326 Wilson, John R.
30342 Larzelere, Jas. S.
30325 Kenderdine, Henry J.
30411 Bell, L. H.

RHODE ISLAND DIVISION—1—654.

30245 Shields, Thomas C.

TENNESSEE DIVISION—1—139.

30371 Bates, A. L.

TEXAS DIVISION—3—121.

30344 Stappenbeck, John
30343 Price, W. H.
30413 Hogue, E. M.

VIRGINIA DIVISION—1—112.

30350 Calfee, L. D.

WISCONSIN DIVISION—4—324.

30352 Martin, Mattie
30414 Melcher, Wm. A.
30351 Ellis, W. H.
30415 Newell, Fred'k S.

GEORGIA—1—26.

30328 Wenzel, Hugo

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasurer, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1424 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

GEORGIA—Chief Consul, Samuel M. Whitesides, Box 76, Savannah.

ILLINOIS—Chief Consul, Wm. A. Davis, 1068 Washington Boulevard, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No. Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 507 No. Alabama street, Indianapolis.

IOWA—Chief Consul, H. L. Chase, Cedar Falls. Secretary-Treasurer, C. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S. Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 142, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

MAINE—Chief Consul, John C. Stevens, 185 Middle street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 208 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, A. W. Robinson, 21 Milk street, Boston. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 380, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI—Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

MONTANA—Chief Consul, H. G. Duerfeldt, Box 226, Helena.

NEBRASKA—Chief Consul, A. H. Perrigo, 1315 Dodge street, Omaha. Secretary-Treasurer, C. B. Nicodemus, Fremont.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, R. H. Scott, People's Ins. Co., Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 116 Broad street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK—Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer, George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty., Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Chas. J. Sherer, 211 Main street, Memphis. Secretary-Treasurer, Thomas J. Dupree, 338 Front street, Memphis.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, C. A. Emise, Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro. Secretary-Treasurer, E. D. Whitney, Brattleboro.

VIRGINIA—Chief Consul, Law: L. Waring, Norfolk. Secretary-Treasurer, J. Hugh Henry, 140 Bute street, Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz, 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1892. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below:*

Date,..... *Name,*.....

Club,..... *St. and Number, or Box,*.....

References,..... *City,*.....

State,.....

Enclosed.....*for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. to April 30. Enclose $2.00 with this blank on any date between date of paper and October 30. Write plainly—Printing preferred.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptable for ticket, where it can easily be exposed to view, and pocket for personal cards, send 25 cents extra. If you want your name in gold, stamped on the holder, send 50 cents extra. *Leave the margin in using this blank.*



PERFECTION BICYCLES. "Built on Honor."

Last Week was a Great Week for WARWICKS.

RECORDS BROKEN, RACES WON.

And the Result? The other fellows all green with envy.

AS A RULE we believe in simply advertising our goods, but we must be pardoned if we take this opportunity to refer to the events of the past few days. "The Ghost" (well named, isn't it?) created a great sensation at Hartford and Springfield among racing men and wheelmen generally. AND WELL IT MIGHT. World record, 1-4, 1-2, 3-4 and mile. A winner in the great 20-mile road race. It carried George Hendee to victory; and Hendee pronounced it the finest machine he had ever ridden. In Friday's races it won for its riders more prizes than did any other one wheel. The Warwick stock machine—42 lb. Diamond Frames carried off some good prizes.

We have not expended a large amount of time, energy and money in "shouting our wares." THEY SPEAK FOR THEMSELVES. All things being equal, we prefer to put a limited amount of money into advertising in order to be able to pay for good material, and workmanship. You know a manufacturer cannot expend two-thirds the value of a given article, in advertising it, without causing the purchaser of that article to suffer, for we all know the labor and material must be paid for. We shall continue in the old way, ADVERTISING INTELLIGENTLY AND HONESTLY, and every working day making the best bicycle that can be produced.

Warwick Cycle Mfg. Co., · Springfield, Mass.

When you have received tuition from experience, don't forget to graduate.—Heartsfield.



A good bicycle is a desirable thing to have, and if you bought a cheap machine from an agent who told you that it was "just as good" and you did not find it satisfactory, don't be discouraged; sell your crock and buy a PARAGON.

STOVER BICYCLE MANUFACTURING CO., - Freeport, Ill.

PRICE, - - - - - $100.00.

THE HARTFORD SAFETY.



—MANUFACTURED BY—

THE HARTFORD CYCLE CO.,

HARTFORD, - CONN.

Ball Bearings, Interchangeable, Strong, Durable and Well Finished.

THE HARTFORD LADIES' SAFETY.



Send for 1891 Catalogue.

CONTINUED FROM PAGE 739.

AT WOODBURY, N. J.—On Saturday afternoon, Sept. 26, a large audience witnessed the local wheelmen's races held at Green's race track. The track being poor, times were correspondingly slow. Summary:

Quarter-mile safety—Won by C. K. Kirkbride. Time 43 1-5.
Half-mile safety—Won by F. H. Middleton, Time 1.33 1-2.
One-mile safety—Won by C. K. Kirkbride. Time 3.23
Two-mile, open—Won by J. F. Kirkbride. Time 9.05.
Five-mile, open—Won by J. F. Kirkbride. Time 20.10 3-4.
Half-mile, boys—Won by Chas. Jones. Time 2.10 1-2.

AT PHILADELPHIA.—The Century Wheelmen held their annual five-mile handicap road race over the new Park avenue course on Montgomery avenue last Saturday afternoon, Sept. 26, the road being in poor condition. The result of the contest was as follows: C. W. McCue, 3m. handicap, first; N. J. Bailey, 1m., second; L. Geyler, started 30 seconds back of scratch, on pneumatic, third; Geo. Jane, 3m., fourth; C. Sadler, 2m., fifth; B. Maule, 2m., sixth; C. W. Dalsen, scratch, seventh; G. M. Schell, 2m., eighth; J. Fairley, 2m., ninth; W. Tucker, 1m., tenth.

AT CINCINNATI, OHIO.—On Sept. 27 the Crescent Wheelmen of Cincinnati ran their club championship race on the half-mile track at Chester Park. They had changed it from a 20-mile to a five-mile race. There were seven starters. The track was soft and dusty. The race was a loaf from the start as both Roth and Aszman were saving themselves for the final spurt. When they entered the stretch on the last lap Aszman was third by fully twenty feet, but by making a magnificent spurt he succeeded in crossing the tape first, a wheel's length in front of Roth, last year's champion, Bauers a close third. Time 17.16 1-4. Roth rode a safety geared to 65, and Aszman one geared to 60. Bauers a safety geared to 57. STAR.

AT HOLYOKE, MASS.—The Holyoke Bicycle Club held the second in the series of road races Sept. 18th. The course was a circuit of Dwight, Northampton, South and Maple streets, twice around being 7 3-4 miles. Fully 2000 people witnessed the race, and much enthusiasm was manifested in the handicaps. There were ten starters, but only seven finished. The handicaps, names, time and position at the finish are as follows:

Scratch, Scott Williamson, 27.53; 2m., James Craig, 30.32; 30s., Fred Blakely, 29.11; 1m., Geo. Rackliffe, 30.40; 2m., T. J. McCarthy, 31.52; 5m., Peter Gordon, 35.24; 2m., Chas. Blakely, 33.08.

AT SOMERVILLE, MASS.—The Somerville Cycle Club held its first annual road race last Saturday. There were 18 starters. The start was made from the Boston and Lowell bridge on Medford street at 4 P. M. The distance was ten miles, and the course was Medford street, Walnut street, Highland avenue, through Davis square, Holland street, through Arlington to the turning point at Arlington Heights station, back by way of Main street, Broadway, Medford street, finish at club house. The result was as follows, the men finishing in the order as printed: H. W. Smith, C. Doubleday, George Harvey, F. S. McCausland, Jr., A. C. Fairbanks, N. W. Tucker, S. D. Hilliard, G. A. Tatlin, C. P. Cubberly, H. F. Curtis, C. E. Record, D. R. Harvey, W. A. Wilkins, Mr. Merritt, F. W. Kerr. Smith's time was 41m. 43s.

RECORDS IN AMERICA.

AT PEORIA.—C. W. Dorntge made a big assault on the 20-miles American record at Peoria last week Tuesday. He commenced to cut the records at 8 miles, as follows:

Miles.	Time.	Miles.	Time.
6	16.09 2-5	14	37.44 1-5
7	18.50 4-5	15	40.33 2-5
8	21.33 3-5	16	43.17
9	24 09 2-5	17	45.58
10	26.46 3 5	18	48.38
11	29.27 2-5	19	51.18
12	32.17 4-5	20	53.56 2-5
13	35.59 4-5		

WORLD'S RECORD IN COMPETITION.

In the invitation race at Peoria on Monday, Zimmerman put up the world's record in competition to 2.21 4-5. The race was won by C. F. Price, N. H. Van Sicklen (2), C. W. Dorntge (3), G. K. Barrett (4). Zimmerman's time from scratch 2.21 4-5. His time of the 3-4 mile, 1.46 3-5, is also record in competition.

NEW RECORDS AT HERNE HILL.

THE Englishmen have been at the records again. On Sept. 10, N. L. Lambley put up the three, four and five mile records on a safety:

3 Miles,	8.03 2-5
4 "	10.51 1-5
5 "	13.44 1-5

On Sept. 9th R. L. Ede made records on the safety from 64 miles to 100.

64 Miles in	3.31.00 2-5
75 Miles in	4.05.34 2-5
100 Miles in	5.41.04 4-5

Up to the time of Mr. Ede's ride there had been no safety records for the distances from 64 to 100 miles.

THE Illinois Secretary of State issued a license on Sept. 21 for the incorporation of the Cyclone Manufacturing Company of Chicago to manufacture bicycles. Capital stock, $1,000,000; incorporators, F. C. Foster, E. Erskine McMillan and J. H. Breese.

THE Warwick Cycle Mfg. Co. now list pneumatic tires on regular stock wheels of their diamond pattern. They are particularly taking wheels, and riders who are fortunate enough to own them, speak in the highest terms of their lightness and easy running qualities.

THE following we take from the Milwaukee (Wis.) *Journal* of September 23: "The preliminary steps were taken in Milwaukee to-day to organize a company for the manufacture of bicycles and the general remodeling, under new patents, of machines already built. For this purpose a stock company is now being formed with a paid up capital of $100,000, half of which was subscribed to-day. An organization will be perfected at once, and inside of thirty days the company will be ready for work, as a factory building will be rented for the start. The proposed manufactory is one of the children of the Advancement association, which has been instrumental in making it a possibility. Machines will be manufactured under the Sercombe-Bolte patents, which include the valuable pneumatic tire, of which Mr. Bolte is the inventor. Old machines will also be remodeled and equipped with the new inventions. * * *."

MESSRS. HOWARD A SMITH & Co., Newark, N. J., are busily receiving their late imports of bicycle sundries, of which we give partial list on page 749.

"NOTHING succeeds like success." Since Berlo made his record mile on the Warwick racer, the makers have been besieged by would-be record breakers, all anxious to beg, borrow or steal a Ghost.

THERE is a great deal of local interest in the new Keating Wheel Co., whose large factory is rapidly going up in Holyoke, Mass. The wheel weighs but 37 pounds, is very simple in construction, and has been thoroughly tested this season on the road with entire satisfaction. The company had a number of wheels on exhibition and trial at the recent tournament in Springfield, and experienced riders were loud in its praise.

THE New York Bicycle Club has decided to go into voluntary liquidation. The rumor that the club was in the sheriff's hands is not true, but was founded no doubt on the club's voluntary action in the matter.

DURING the recent Springfield races the Warwick Co.'s new shop was visited by many wheelmen. We have wondered much whether it was a pardonable curiosity to see the "building of a great shop," or the adjacent orchard of particularly fine apples, that attracted the crowd. We are cynical.

COLUMBIAS always come to the front when real tests come and meets of prominence are held. This was very noticeable at the recent large meets at Hartford, Springfield, Providence and Peoria; in the latter place taking 32 4-10 per cent of all the prizes awarded, notwithstanding there were 16 different makes of bicycles on the track. Also at Reading, Pa., and at Wilmington, Del., they bore off a large proportion of the prizes given. Nor are they behind in local races, in one case winning 85 per cent. of all the prizes awarded. A prominent wheelman very truthfully remarks, "that the painstaking of the Pope Mfg. Co. is bearing its usual fruit."

IT seems as though the mile of Berlo's, 2.18 1-5, will stand in spite of the many attempts to break it. It requires a combination not always to hand, to make records in these days.

THE Cohoes (N.Y.) Wheelmen is a new bicycle club formed Sept. 29 by 25 active riders. The club starts off under most favorable circumstances, and will next season apply for membership in the League of American Wheelmen. Rooms are to be secured and fitted up and the membership trebled. Meets and club runs will be arranged from time to time. Prizes offered for the member making the best record at all around cycling and attending the greatest number of club runs. William K. Munro has been chosen temporary chairman until permanent officers are elected.

THE Metropolitan Hardware Company, of 32 and 34 Vesey street, New York, have added to their general hardware business a bicycle department, under the direct management of H. J. Hall, Jr.



Take a Kodak with you.

A Shot with the Kodak.

Send to The Eastman Company, Rochester, N. Y., for a copy of "Do I want a Camera," (illustrated) free by mail.





$135.00

Featherstone's Pneumatics

$135.00.



$135.00

Speedy. Comfortable. Durable. Fully Guaranteed.

THIS INCLUDES THE TIRES.

WRIGHT & DITSON, Sole N. E. Agents, 578 & 580 Washington St., Boston, Mass., U.S.A.

TO THE TRADE

We have decided to make the following changes in the list price of our JUNO and CRESCENT Safeties, to take effect September first, 1891:

SOLID TIRE CRESCENT,	$75 00,	Former List,	$85 00
CUSHION TIRE	"	85 00,	"	"	95 00
SOLID	" JUNO,	65 00,	"	"	75 00
CUSHION	"	"	75 00,	"	"	85 00

Other wheels are made only with Solid Tires and the List remains the same:

ROB ROY,	$50 00
GIRLS' JUNIOR,	35 00
BOYS' JUNIOR,	25 00
PET,	20 00

All discounts remain as before. Respectfully,

R. L. COLEMAN & CO., 35 Barclay Street and 40 Park Place, NEW YORK.



VENTILATED INTER-AIR-SPACE CLOTHING.
Adapted to all climates and all variations of temperature. Sold by leading merchants in all principal cities. Illustrated catalogue mailed free on application to
HARDERFOLD FABRIC CO., Troy, N.Y.
Mention this Paper.

CORK HANDLES

McCready's Cork Handles are the Best Made.

State size hole you want. $1.00 per Pair, postpaid, on receipt of price Liberal Discount to the Trade. Address,

R. W. McCready & Co., 47 Illinois Street, Chicago.

ADVERTISE in the Bicycling World and L.A.W. Bulletin Circulation, 23,000.

$.50

FOR a set of the finest BANJO STRINGS made, or a dozen for a Dollar. The popular song "Four Little Curley Headed Coons," banjo or piano, goes with each order. Talk quick or you will miss it.

Alphonzo Smith, Jr., - - 435 Bedford Ave. Brooklyn, N. Y.

DOWN! DOWN! DOWN GO PRICES!

Hundreds of New and Second-hand Bicycles must go quickly. Stupendous Snaps. Unparalelled Bargains. Unequalled Chances. If you want a wheel don't fail to see our special list. We can, will and DO quote lowest prices.

CHARLES F. STOKES MFG. CO.,

Milwaukee, Wis. CHICAGO, ILL. Denver, Colo.



"THE BELMONT."

The Best Value ever offered to the American Public. Highest Grade throughout. Credenda Steel Tube, Dropped Steel Forgings, Garford Saddle, and Best Cushion Tires. True Referee Frame. Price, direct spokes, $100. Tangent spokes, $110.

Agents Wanted.

Manufacturers,

THE SWEETING CYCLE CO., 639 Arch Street, Philadelphia.

ATHLETIC GOODS!

KINGSTON KNITTING CO.,



Manufacturers for the

Trade and Clubs.

The most beautiful line of

Bicycle, Gymnasium, Tennis Costume and Sporting Goods

Made, in worsted, wool and best lisle thread stock. Unsurpassed for style, completeness, elasticity and durability, and at very low prices.

Send for catalogue and club price list, or order with entire confidence that our styles, material and prices will be entirely satisfactory.

No. 27 Kingston Street,

BOSTON, MASS.

"PERFECT" POCKET OILER.



ONE-HALF SIZE.

For Bicycles, Guns, Fishing Tackle, etc. Throws only small quantity of oil at a stroke. No leakage. Handsomely nickel-plated. Best and neatest oil can in existence. For sale everywhere. Price 50c each. CUSHMAN & DENISON, 172 Ninth Avenue, New York.

HAVE YOU SEEN THE NEW

BUTCHER CYCLOMETER?

Ask Your Dealer to Show it to You.

For Ordinary Bicycles. Price $10.00. By Mail On Receipt of Price.



For Safeties. Price $11.00. By Mail On Receipt of Price.

The unprecedented demand for this Cyclometer this season is our apology to our many customers for delays in filling orders. With enlarged facilities, we can now fill all orders promptly.

The Butcher Cyclometer Co.,

338 WASHINGTON ST., BOSTON, MASS.



FOR TANGENT AND DIRECT SPOKES.

Nickeled, Price 75c., Postpaid.

Dealers send for Sample and Electrotype.

AVERY & JENNESS,

3756 Madison Ave., Chicago.

To Athletes, Cyclists, Baseball & Footballists, Horse-back riders, Boxers and Oarsmen; when you want to ride, run, walk, row, skate or swim a long distance, USE

ANTI-STIFF

To Strengthen the Muscles.



To Strengthen the Muscles.

It is a marvelous preparation for Strengthening the Muscular System. With Anti-Stiff there is no faith required; it goes straight for the muscles, and you can feel it at work. It has a peculiarly warming, comforting and stimulating effect on all weak or stiff muscles and sinews. Quick in action, cleanly and pleasant to use. Rub it into the muscles every night for a fortnight, and you will be pleased at its supporting and strengthening properties. There is not, nor has been, anything like it till now. It differs from all Oils, Embrocations, and Liniments, both in substance and effect.

Prices 30c. and 35c. per box.

Has a Large & Increasing Sale throughout Great Britian.

E. FOUCERRA & CO., AGENTS FOR U. S., 30 N. WILLIAM ST., N.Y.

WE HAVE ACTUALLY SOLD OVER 12,000 GIANT BICYCLES UP TO DATE AND ARE STILL RUNNING OUR FACTORY TO ITS UTMOST CAPACITY

So that the popularity of these machines is seemingly manifest. Facts like the above are well worth the consideration of energetic and successful agents and dealers generally. ☞ Don't forget that our supply of Catalogues is by no means exhausted.

H. A. LOZIER & CO., - - Cleveland, Ohio.



Plymouth Rock Pants Company.

HEADQUARTERS: 11 TO 25 ELIOT STREET, BOSTON, MASS.

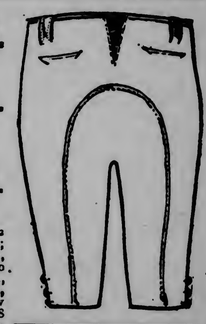
Official State Tailors of the L. A. W.

Washington, D.C., Pennsylvania, Connecticut, New Hampshire, Virginia and Missouri.

Authorized makers from the LEAGUE CLOTH.

Coat, - - - $7.50 / Breeches, - 4.75 } Ordered Together, $12.25.

As per specifications required by the Uniform Committee.



Makers of ALL STYLES OF UNIFORMS.

Address POSTAL CARD For Samples.

We have Branch Stores in the following Cities where your orders will be taken.

BRANCHES: 279 Broadway, New York; 943 Penn. Ave., Washington, D. C.; 72 Adams St., Chicago, Ill.; 914 Main St., Richmond, Va.; 217 19th St., Birmingham, Ala.; 291 Main St., Worcester, Mass.; 275 Meridian St., East Boston; 508 Mulberry St., Macon, Ga.; Room 4, Y.M.C.A. Bldg., Burlington, Vt.; 282 Second St., Memphis, Tenn.; 430 Church St., Nashville, Tenn.; 820 Main St., Dallas, Tex.; 620 Broad St., Augusta, Ga., 108 W. 3d St., Davenport, Ia.; 1109 Broad St., Columbus, Ga.; 307 Tremont St., Galveston, Tex.; 143 So. 12th St., Lincoln, Neb.; 700 Austin St., Waco, Tex.; 110 Canal St., New Orleans, La.; 6 E. Government St., Pensacola, Fla.; 39 Whitehall St., Atlanta, Ga.; 68 So. Main St., Waterbury, Conn.; 970 Elm St., Manchester, N. H.; 106 N. Main St., Concord, N. H.; 104 Montgomery St., Montgomery, Ala.; 796 Chapel St., New Haven, Conn.; Main St., opp. P.O., Springfield, Mass.; 16 W. 9th St., Chattanooga, Tenn.; 134 Thames St., Newport, R. I.; 606 Main St., Kansas City, Mo.; 244 Fourth Ave., Louisville, Ky.; Exchange St., corner entrance, 2 State St., Hartford, Conn.; 910 Congress Ave. Austin, Tex.; 406 Houston St., San Antonio, Tex.; 318 So. 15th St., Omaha, Neb.; 310 E. 5th St., Dayton, Ohio.

Also Agents at most all points in every State. We will call whenever and wherever needed by your notifying Headquarters, BOSTON, MASS.

The *American Cyclist* says:

"The second edition of this useful book has been published by the Wheelman Co., 12 Pearl street, Boston, and all users of the wheel will find it a most valuable book. The chapter that relates to the history of wheeling is concise, yet full enough to cover the subject clearly. In the chapter on Practical Points the reader will find valuable instruction, which, if followed only in part, will many times repay the purchase of the book. It is almost indispensable to a wheelman."

The book referred to above is Porter's

CYCLING

— FOR —

Health and Pleasure

230 Pages, Illustrated.

PRICE, 50 CENTS, POSTPAID.

WHEELMAN COMPANY,

PUBLISHERS.

12 Pearl St., - Boston.

Stamps not Received.

Official Outfitters to the League of American Wheelmen.

Authorized by the Executive Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.



486, 488, 490 & 492 Broome Street, NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.00, BREECHES, $5.25.

Cloth, $2.10 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25

Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00

Stockings. Our celebrated Linen Sole Stocking, League color.....1.00

Belts. No. X Silk.....50

Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic.4.00
No. 1, Canvas, leather trimmings.3.00

Sent post paid on receipt of price.

Send for Catalogue Knit, Racing and Training Suits

A. G. SPALDING & BROS.,

241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia. 1033 Chestnut St.

THE NEW COLOR LEAGUE CLOTH IS NOW READY.

Samples of same can be obtained on application to

BROWNING, KING & CO., - New York.

Our Book on Investments

we shall cheerfully send you, *free*.

We feel qualified to give such information because we have, for years, made a specialty of investments for colleges, estates, trustees, and others, with whom *safety* is the first consideration.

The Provident Trust Co. 36 Bromfield St. Boston, Mass.



Carter's Handle Spring.

ABSORBS VIBRATION.

Price, - - $2.00 per pair.

SIDWELL & SABEN, 243 Columbus Ave.,
BOSTON, MASS.

$2.75.

I will cut a single line, steel street die, monogram or cipher, with 5 quires fine writing paper and envelopes, paper stamped in colors for $2.75; all duplicate orders filled at $1.00 less, the die to remain in my possession; will mail samples on application.

M. R. WARREN
Stationer and Engraver,
336 WASHINGTON ST., BOSTON
Mention this paper.

Learn to Ride

BY USING OUR

INSTRUCTION BELT

Price, with instructions for use, $1.25.

ST. LOUIS WHEEL COMPANY,
311 N. 14th St., St. Louis, Mo.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged o bar steel and finished in a thorough manner and case hardened. Small in size but giant in strength. Warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜



L. A. W. BADGES

The official design in **SOLID GOLD.**

Prices, $2.50, $3.50, $5.00 and upwards.

Members are cautioned against buying the inferior imitations now being offered.

L. A. W. RINGS.

A heavy elegant Seal Ring, with plain or carved shank. The gold badge lies over a black onyx stone, and has a small diamond in the hub. Price, $15, or without centre stone $10. Send for badge circulars to the original and only authorized maker,



C. H. LAMSON,
203 Middle St., Portland, Me.



LAMSON'S
Luggage Carrier
NO. 1.
Convenient, durable, noiseless, cheap. $1. Sold everywhere.
Made by
C. H. LAMSON,
Portland, - Maine.



JONES' Suspension Bicycle Saddle

For carrying Children on Ordinary Safety Bicycles.

Simplest, Cheapest, Neatest and Best.

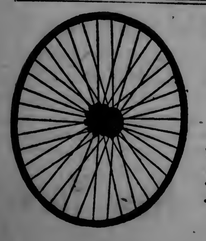
Price, $2.50.

For Sale by all Dealers.

—MANUFACTURED BY—

A. H. GOETTING, - Springfield, Mass.

AGENTS WANTED.



SAFETY BICYCLE WHEELS.

We supply cycle manufacturers and others with any grade wheels in any quantity. Thousands in use.

The Most Durable Wheel Made.

We invite comparative tests with any or all others Write us for descriptive price-list.

I. A. WESTON & CO.,
JAMESVILLE, (near Syracuse) N. Y.

JOHN HARRIOTT.

Prize Medals Cups, Pins, Etc.

3 WINTER ST. BOSTON, MASS.

Bar Pat. April 15, '90.



L. A. W. Pins

FROM $1.00 UP.

Discount to Bicycle Dealers and Agents.

Send for Full List, including Race Medals.

Duryea Jewelry Co.
194 BROADWAY, NEW YORK CITY.

1891 PNEUMATIC—B. & A. Humber racing safety, 26 1-2 pounds, Dunlop's latest (sewn canvas) pneumatic tires; machine and tyres absolutely new; enamel slightly marred; $140; owner going to England. H. O. STICKNEY & CO., 440 Harvard st., Cambridge.



FRONT VIEW

Indispensable to Bicyclists, Athletes and the Gymnasium

Call's No. 5 Supporters (jock strap) with elastic back, lace front and adjustable back straps. A sure fit. No. 5 (same as cut), 75c. No. 6, with pockets on each side of lacing, $1.00. No. 7, with hose supporter attached to sides, $1.00. Number 8, pockets and hose supporter, $1.25. Order by number and give tight measure top of hips. Postpaid on reciept of price. S. B. CALL, 358 Main Street, Springfield, Mass.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

FOR SALE OR EXCHANGE.

In this Department, 25 cents a line. ☞ *Cash must accompany the Order.*☜

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜

$49.99 TAKES a 51-inch Star in first-class condition; new tires on both wheels; tires still show the mould. Address HARRY VANATTA, Phillipsburg, N. J.

$55—Girls' Ideal Rambler, with lamp and bell, in perfect condition; used one season. M. L. WORDWARD, Pittsfield, Mass.

$50 BUYS a 53-inch Columbia Light Roadster with lamp, in excellent condition; balls all round. E. M. VAN CLEVE, So. Charleston, Ohio.

$65 TAKES a 30x24 Star, all improvements, only run one season; cost $140. A. L. HALL, Hamilton, N. Y.

FOR SALE—$100 New Mail Safety, good as new; a bargain for cash. Box 534, Milford, N. H.

$58.50—Giant Safety, 1891, worth $85; new June 1st.; in good condition; used with care. Reason of sale, no time to use. Box 627, Milton, Pa.

$105 BUYS an 1891 Light Rambler, used but little, in fine condition. A Gendron, No. 4, never used, will sell for $70. Sent C.O.D. on receipt of $5, as express guarantee. CHAS. H. GUTHRIE, Penn Yan, N. Y.

FOR SALE—Tourist, cushion tire safety, used very little and good as new; owner going abroad; will sell wheel with lantern, bell, etc., for $100; cost $148.50. Address, BICYCLE, 241 Columbus avenue, New York.

HERE IS A BARGAIN—Gendron No. 5, 1 1-4 inch cushion tires; cost $115; good as new; best offer over $65 takes it. ART GARNER, Naugatuck, Ct.

BARGAINS—Ladies' New Mail, 1891 pattern, cushion tires; cost $100; $80 buys it. Gent's Hartford, 1891 pattern, cushion tires, for $90. Both wheels are brand new, never ridden. CHAS. E. REMER, Ansonia, Conn.

$100 BUYS Ladies' Columbia, '91 pattern, not ridden 25 miles; $85 buys Ladies' Hartford, '91 pattern, not ridden 25 miles; $55 buys Columbia L. R. Safety, '89 pattern, perfect. L. B. SUTTON, New Canaan, Conn.

$75 WILL BUY Gent's Safety, highest grade, A1 condition; genuine bargain. Address for particulars, "Great Sacrifice," care Bicycling World, 12 Pearl st., Boston, Mass.

BARGAINS—'90 pattern Columbia safety, good condition, $65; Quadrant safety, good condition, $60. Other wheels in proportion. Send for second hand list. WHITE CYCLE CO., Trenton, N. J.

BARGAINS—To close out stock. One new Juno ladies or gent's safety, $58; two new Crescents for $68 each, regular price $85; one Ladies' Columbia, '90 pattern, $110. Address, J. M. T., Box 82, Watkins, N. Y.

$48 BUYS No. 3 Gendron safety, 26-inch; balls all over, in excellent condition; $25 buys 54-inch Victor ordinary; great bargain. WM. K. MUNRO, Cohoes, N. Y.

FOR SALE—At a low figure, an English Quadrant Tricycle in excellent condition. Apply at 324 Boylston St., Boston, Mass.

$165 Pneumatic Ormonde, Model B; used one month. In perfect condition, $115. Correspondence solicited. Address "MODEL B," care of Bicycling World, 12 Pearl st., Boston, Mass.

WANTED—Second-hand Cripper Steering Tricycle (Victor preferred) as part payment for a new Union Safety, any style. L. A. HOWELL, Millville, N. J.

HIGH Grade Safety Bicycle, Cushion tires; in good condition; weight 41 lbs. A. N. HOOPER, 134 Pearl street, Boston, Mass.

FOR SALE—53-inch Columbia Light Roadster, half nickel, with lamp, good condition, for $60. IRA H. HOUGHTON, 1108 N. Eutaw street Baltimore, Md.

BUSINESS LOOKS UP.

In the inverse ratio that our prices look down. Note how low they have got: Victor Safety, $40; Broncho L. R., $60; New Mail Safety, $135 list, now $70; Rush safety, $40; Eagle L. R., 50-inch, like new, $75; all in fine condition; write for full description.

KNIGHT CYCLE CO.,
207 N. 10th Street, - St. Louis, Mo.



Sold by Leading Bicycle Houses.
W. F. KIDDER CO., 19 Beekman St., N. Y.

BE WISE!

Do you want to buy *any make* of "High Grade" Bicycle at $4 per month, and at Reduced Cost? If so, call or address **The Bicycle & Supply Co., 7 North Calvert Street, Baltimore, Md.**, for descriptive catalogue.

IT PAYS!

AGENTS WANTED EVERYWHERE.



Bicycle Lock and Chain

For Strength, Security and Neatness, the "CHICAGO" beats them all. Patent Bronze Metal Lock—3 tumblers—2 flat keys, (no two locks alike) with a tinned patent link chain made of tough, hard steel that cannot be cut with ordinary nippers or broken with a hammer. Length 18 in. Sent, postpaid, on receipt of price, $1.25. —VICTOR BRON & BRO., 95 to 99 W. Randolph St., Chicago.



THE "HAINES" WRENCH.

(Patented Sept. 17, 1889.)

The Most Complete Wrench for Bicycle riders in the market; made of Cast Steel, finished in black; combines Screw Driver with Wrench; length 4 1-2 in. Warranted first-class, strong and durable. Manufactured only by

AMERICAN SAW CO.,
TRENTON, N. J.

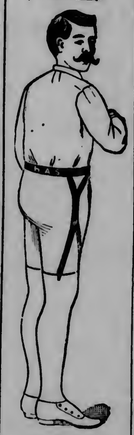
THE UNIVERSAL WHISTLE.



Patented Dec. 11, '88.

The Best Whistle for Cyclists, Hunters, Horse-car Conductors, and every one who use Mouth Whistles. The Patent Mouth-Piece enables one to hold it in mouth without use of hands. Price, by mail, 25c. or $2.00 a dozen. A chance for any smart boy to make money. **WETTEN, GODDING & CO., Providence, R. I.**







A FEW MORE AGENTS WANTED

In New Jersey, Pennsylvania, Maryland, Delaware and Washington, D. C., for the new

Featherstone Pneumatic

Just arrived from Factory. Apply quickly.

Howard A. Smith & Co.,
NEWARK, N. J.

Manufacturers and Wholesale Dealers in

Bicycle Supplies,

SEND FOR CATALOGUE.

LaGrippe Tire Tape	$0.20
Balls, any size	.05
Bells, Perfection Alarm	2.50
" Silver King	1.00
" Newark	.50
" Double Stroke	1.50
" Harrison	2.00
Bicycle Stands, Safety	1.00
Caps, from 75c. up	
Cement, 2 oz. sticks	.20
" in bulk	1.00
" liquid, for cuts	.25
Cyclometers	$5 to $10
Cycle Brush Tool	.50
Carriers, Queen City	1.00
" "Z. & S." all machines	1.25
" Lamson's	1.00
Drinking Cups	.40
Enamel, "Newark"	.50
Gloves, open or perforated backs	1.00
Graphite, in bottles	.25
Handy Hooks	.10
Handles, all kinds, 50c. up	
Hose, from 75c. up	
" Supporters Z & S.	.50
" " Belt	.50
" " Hip	.35
Horns	1.25; 1.60, 2.25
Jersey Shirts	
Jersey Knee Pants	
Lamps, all kinds, $1.50 up.	
Leggins	$1.50 and up 2.00
Locks, all kinds, 25c. and up	
Oils, Lighting and Lubricating, 35c. and up.	
Oilers, all kinds, 15c. up.	
Pants Holders, Ostergren's Blued	.15
" " Ready Riding	.50
Paste, Putz Pomade, large box	.10
Rims, Necks, Forks and Backbones	
Screw Drivers	50c. to 50c.
Saddles, all kinds, $5 up.	
Sweaters, any style, see Catalogue	
Shoes	$3.00 to $5.00
Spoke Grips, Newark	.50
" " Chicago	.75
" " Nipple	.75
" " Tangent	.35
Toe Clips	50
Tourist's Delight	.50
Whistles, all kinds, 25c. up	
Wrenches, B. & S., Blued	
" Acme, Blued	.50
" Victor	1.00

HOWARD A. Smith & Co.,
518 BROAD STREET,
Newark, N. J.

Safety Lantern OIL

The most perfect oil for any Lantern. Will not smoke; will not crust the wick; jar of wheel will not put it out. Put up in pints, quarts, gallons, also barrels; manufactured by

A. N. REYNOLDS & CO.,

382 Atlantic Ave., Boston. Mass, U.S.A.

Madison Square Garden,

NEW YORK CITY,

Oct. 18 to 24, 1891.

Grand International Six Day's

BICYCLE RACE

CHAMPIONSHIP OF THE WORLD

Competitors from England, Ireland, Scotland, Australia, Canada, Germany, France and America.

Mr. D. J. CANARY,

Champion Fancy and Trick Bicyclist of the World, will appear

Every Afternoon and Evening.

Address,

T. W. ECK, - - Manager.

An Amateur Tournament will take place on Saturday evening. Oct. 17, on the New Board track. Both ordinary and safety races. Scratch and handicap.

THE

COLLINS PRESS

15 MILTON PLACE, BOSTON.

One of the few large printing offices in the country entirely equipped with type on the point system.

Our Machinery plant embodies all the latest improvements in printing presses, and is ample for the production of the largest jobs of press work.

The *Bicycling World and L. A. W. Bulletin* is printed at this office, and some idea may be had of our facilities from the fact that we make over 100,000 impressions on this paper each week

Erie Knitting Mills,

Erie, Pa.

Are still making the very best goods for cyclers. We know this, and others are finding it out.

This is a copy of a letter just received from the champion road rider of the United States:

ERIE KNITTING MILLS—

I cheerfully recommend your knit goods for the use of bicyclers, especially hard road-riders, as from my experience with them I have found them well-fitting, elastic and durable as iron.

Yours very truly,
WM. VAN WAGONER.

FRANK FAIRBAIRN, 513 WEST 11TH ST., ERIE, PA.

George R. Bidwell Cycle Company.

BICYCLES.

Sole Importers of

Tourist Cycles

MANUFACTURERS

Cycling Specialties.

New York, - - 308-310 W. 59th Street.

Chicago, - - 270-272 Wabash Avenue.

"Imperial Wheels" FOR ALL AROUND RIDING ARE POSITIVELY THE BEST



MANUFACTURED ONLY BY

AMES & FROST COMPANY

302-304 WABASH AVE, CHICAGO

CATALOGUE UPON APPLICATION

FITCHBURG RAILROAD

Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

HOOSAC TUNNEL ROUTE

THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

BICYCLES CARRIED FREE

FAST EXPRESS TRAINS

With elegant PALACE PARLOR and SLEEPING CARS to and from

BOSTON and CHICAGO and BOSTON and ST. LOUIS, via NIAGARA FALLS,

without change.

THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.

THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.

THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.

ELEGANT PALACE SLEEPING CARS to and from

BOSTON and MONTREAL,

without change.

For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at

250 Washington Street, or
Fitchburg Railroad Passenger Station, Boston.

J. R. WATSON, General Pass. Agent.

Price List of Specialties

—MANUFACTURED BY—

ELASTIC TIP CO.

Mailed Postpaid on Receipt of Price.

Dropped Forged Steel Spade Handles, all nickeled and threaded to fit any machine, $2.50 per pair.
Soft Rubber Handles, pear shaped, $1.50 per pair.
Vulcanized Handles, pear shaped, $1.50 per pair.
Boys' Soft Rubber Handles, pear shaped, $1.00 per pair.
Double Grip Pedal Rubbers, No. A, 1 inch x 3 3-4 inches, $2.00 per set of four.
Double Grip Pedal Rubbers, No. B, 1 inch x 4 inches, $1.50 per set of four.
Double Grip Pedal rubbers, No. C, 1 1-4 inch x 4 inches $2.00 per set of four.
Pedal Rubber, round or square; made from white rubber, $1.00 per set of four. When ordering state size required.
Spade Grips, vulcanite, 50 cts. per pair.
Safety Handles, vulcanite, to fit any machine, $1.00 pair.
Safety Handles, for Boys' Wheel, 50 cts. per pair.
Soft Rubber Grips for Safety, $1.00 per pair.
Soft Rubber Grips for Boys' Safety, 50 cts. per pair.
Soft Rubber Sleeves, to fit over vulcanite grip, 75 cts. per pair.
Steel Balls, 3-16 inch, $2.00 per C.; 1-4 inch, $2.40 C.; 5-16 inch, $3.00 per C.
Imported Tire Cement, 25 cts. per box.
Tire tape for holding on tire, 25 cts. per roll
Rubber Cement, for repairing cuts in tires, 25 cts. per can.
Bicycle Spokes. Price according to quantity.
BICYCLE TIRES, SOLID or CUSHION, either red or grey; price according to size. Send for Catalogue.

ELASTIC TIP CO.,

Cor. Cornhill and Washington Street,
BOSTON, MASS., U. S. A.

SECOND-HAND SAFETIES

I am selling out a number of them; good wheels at way down figures, to make room for a big lot of the famous REFEREES, which we will have this month.

W. J. NEWMAN, 46 Columbus ave., Boston.

And HARVARD SQUARE, CAMBRIDGE.

☞Open evenings

$85.00 LOVELL DIAMOND CYCLES. $85.00

High Grade Only.

All Ball Bearing,
Steel Tubing
—AND—
DROP FORGINGS.

NO BETTER MACHINE AT ANY PRICE.



Lovell Diamond,	$85.
With Cushion Tires,	95.
For Ladies,	85.
Convertible,	85

AGENTS WANTED.

BICYCLE CATALOGUE FREE.

MANUFACTURED BY

John P. Lovell Arms Co., Boston, Mass.



Cushion and Pneumatics.

We want good Steel Pulley & Hub Wks. Indianapolis territory.

Horace Greely was one of the greatest Journalists this Country ever knew. His advice to young men was: "Go West."

Our advice is: Stop on your way at Indianapolis and buy an Eclipse Bicycle. Agents in all unoccupied

SPOT CASH PAID FOR VICTORS.

We are authorized VICTOR agents but the factory has not been able to fill our orders promptly, and we are short on Model B's. Any Victor agent having an overstock of Model B Victor Safeties can obtain spot cash for them by addressing

A. W. GUMP & CO., - - Dayton, Ohio.

COLUMBIAS.

AT READING, PENN.

10 FIRSTS IN 13 EVENTS.

At Reading the COLUMBIA riders won First and Second in the twenty-one mile road race, and in the thirteen events won **10** first and **5** seconds.

AT WILMINGTON, DEL.

At this place the twenty-five mile road race was won by COLUMBIAS, E. A. McDuffee taking first place in the best time, and breaking the record for that course, and P. J. McDuffee taking third place in second best time. In the six events, COLUMBIAS took **3** firsts, **3** seconds, **1** third.

ANOTHER STRAW.

In the local races at Clarion, Pa., five events, COLUMBIA riders won **5** firsts, **2** seconds, **4** thirds; or **11** out of a possible thirteen.

POPE MFG. CO.,

77 Franklin Street, Boston.

12 Warren Street, New York.

291 Wabash Ave., Chicago.

Factory, Hartford, Conn.

The Bicycling World & Bulletin.

Devoted To The Interests Of Cycling.

Volume XXII. Number 24. BOSTON, 9 OCTOBER, 1891 $1.00 a Year. 5 cents a copy

HARD or EASY?

A safety bicycle with a rigid fork is like a trotting sulky—good on a smooth road or track.

It's the common roads—more or less rough—that tell the story; where 90 per cent. of the riding is done.

It's the thump, thump that wears out a bicycle—the jump and jar that bruises the anatomy.

But you can get along without the Victor Spring Fork.

So can the bicycle without oil;

BUT IT GOES HARD.

OVERMAN WHEEL CO.,

CHICOPEE FALLS, MASS.,

Boston. Washington. Denver. San Francisco.

In reading our ad. in this space Sept. 25, 1891, the reader *might* infer that we were not in favor of a high tariff, and one of our readers sends the following letter:

NEW YORK, Sept. 29, 1891.

Dear Sirs:—The party writing the enclosed alleged humorous article regarding the tariff must evidently be continually under the influence of the "enemy he takes into his mouth to steal away his brains;" or else he was born that way, as otherwise he would be aware that it is not generally considered good business methods to air private or political opinions on occasions where they are entirely uncalled for.

Possibly he is of the belief that the enclosed and similar effusions will increase the demand for the Hickory Bicycle.

Did he never hear of "cut downs," "strikes," "lock outs," etc., in any other country? For instance in England, the pride of the heart of the average free trader.

The condition of the American workman when compared with the workman of any other country is sufficient to prove in itself the idocy of the language used in the enclosed article. "PROTECTION."

It is not necessary that all men should think alike, indeed such a condition of things would be nothing less than a calamity, as all progress in that direction stops with the universal belief in any given thing.

But it is obviously the duty of every man to think *something* and if he is in earnest, and believes that the thing he thinks is of importance, he is not worthy to be known as an American if he allows his fears of "what somebody might say," to stand in the way of expressing his opinion.

There is another point that has meat in it, and that is that a man should not expect *others* to take too much stock in his opinions if he himself has not the courage to own them.

Our country has *too many* citizens whose blood flows in a cautious, roundabout sort of a way lest it might cause a visible beating of the pulse.

Millions of men who have little rudimentary half-formed opinions on matters of Church, State or Bicycles refrain from expressing them until the tide shall have turned in some direction, and then they come to the front with all the assurance of men who had helped to win the victory.

The barnacles on a ship's bottom may assist it in sailing, but we doubt it.

How many people do you suppose there are who have faith in the future of Hickory Bicycles now, and yet who laughed with the multitude at first, and when the time comes, as it must, that Hickory is *universally* admitted to be the stuff for Bicycles (as it has *always* been for all other vehicles) how many opinions will come to the front that are now lying dormant in the rear?

"Protection" is not the first one who has advised us that we might lose trade by having opinions on other matters, particularly on the subject of what the world has come to know as religion.

Of course we would not feel that we could afford to lose too many of those dishonest 70 cent coins (which are circulating an embossed lie on their faces by proclaiming to the world that they are "one dollar," and then trying to condone the offence by adding in an undertone: 'In God We Trust.")

But we are not certain that any grist *is* diverted from our mill for any such reason though as we would like to know *for certain* we make the following "unparalleled offer." We will give one dozen Hickory badges for any well authenticated case where anyone *would* have bought a Hickory bicycle had we been cowardly enough to hold down our safety valve, and who didn't buy it because we happened to disagree with him on a matter about which neither of us knows anything.

A few years ago a very estimable gentleman was dragged through some of the more thickly settled streets of Boston with a rope around his valuable neck because he had suggested that human slavery was not quite the acme of modern civilization.

Within a few years Boston has set up a bronze statute of the man *without the rope*, indicating that, possibly he was right.

Of course that was an extreme case, but a very mild one compared with some of the massacres that have been committed in olden times "for Christ's sake."

Though now the world has reached that lofty height where "infant damnation" is not considered necessary (i.e. not by the more humane), and even the blessings of a high tariff are beginning to lose the rosy hue they were once claimed to possess.

The loudest shouter that "protection" ever had. The man whose snuff taking was the signal for a sneeze on the part of the average tariffite and who was looked to to furnish arguments and ideas for the ninety-and-nine.

This educated gentleman has, as you may have noticed got it into his magnificent head that free trade (still freer trade because it makes the other fellow have free trade too) is a good thing, and now such of his followers as the cautious party above, who is so careful of his good name as not to give it away, are stricken with a peculiar kind of humor which breaks out variously.

We believe the world cannot have too much "reciprocity."

Let each man do the work he is best fitted for and swap his product to those who are best fitted to do for him what he cannot so well do for himself, whether they live in the same or different countries.

Give us honest money and let us as individuals try to earn what we spend. Give us a rational religion that will educate and uplift man without spoiling the whole effect by belittling the Deity, and the time may yet come when the expressions "brotherly love" and "human happiness" will be something more than "sounding brass on a tinkling cymbal."

ELLIOTT HICKORY CYCLE CO.,

Newton, Mass.

P. S.—For the benefit of "Protection" et al., I would say that other members of the Elliott Hickory Cycle Co. need not necessarily be held responsible for my views except as they apply to Hickory wheels, and on that question at least, we are a unit.

These utterances on politics and religion I am willing to stand by as a personal matter.

STERLING ELLIOTT.

Fall the Season to Buy a Bicycle.

We want to turn all the Cycles into cash we possibly can within the next 30 days, and to that end are offering

Extra Special Prices for Spot Cash.

We are headquarters for the celebrated Juno and Crescent Safeties which have proven so exceedingly popular, and given such good satisfaction, in fact we carry a full line of the Western Wheel Works' goods in addition to the above named, including the ever-popular Rush Rob Roy, Boys' and Girls' Junior, and Pet Safeties, and can fill orders promptly at low st prices for spot cash. In new Job Lot and Second-Hand machines we have 300 genuine bargains, while we carry regularly 400 samples on our sales floors to select from, and during the busy season 1200 to 1500 wheels in stock. We handle all makes, new and second-hand, including the best known makes in the world. Cycles sold on easy payments with no extra charge.

Liberal discounts to Dealers and Agents.

ROUSE, HAZARD & CO., - - - 9 G Street, Peoria, Ill.

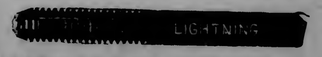
CHOICE OF THE EXPERTS.

"U. S." Gallery Ammunition.

Manufactured by the

United States Cartridge Co., - Lowell, Mass.

FINE TAPS AND DIES. For Bicycle Work.



LIGHTNING AND GREEN RIVER SCREW PLATES.
Bolt Cutters, Hand and Power Drilling Machines
Punching Presses and Other Labor Saving Tools.
Send for Price List.
WILEY & RUSSELL MFG. CO., Greenfield, Mass.

AUTUMN.

"The withered banners of the corn are still,
And gathered fields are growing strangely wan,
And death, poetic death, with hands that color
What e'er they touch, weaves in the Autumn woods,
His tapestries of gold and brown."

There is no more pleasant season of the year than autumn for enjoying the pleasures of cycling on a UNION bicycle.

The air is cool and bracing, and the leaves rustle pleasantly under the 1 1-4 inch reversible UNION Cushion Tires, which are the greatest coasters known. Though there may be narrow bye-paths to follow, or gullies to cross, no mishaps need be feared, the UNION steering is so perfect that safe riding is assured with the minimum of care. The pleasures of cycling are enjoyed to the fullest extent by he who rides the UNION.

UNION CYCLE MFG. CO., - - - Highlandville, Mass.

Mr. Stokes of Chicago looks after our Western Business.

P. S.---To riders of Solid Tired Bicycles. Owing to an advantageous purchase of 30 and 31-inch solid tires, we can now fit them to Bicycles or supply at reduced rates. Repairers are requested to communicate with us.

FEATHERSTONE'S PNEUMATICS.

It has taken the best mechanics of Great Britain three years to bring the Dunlop Pneumatic Tire to its present state of perfection. In view of this, it is not reasonable to suppose that any one can bring out a satisfactory Pneumatic Tire that will stand up in much less time than this, unless they copy substantially the Dunlop patent construction, in which case we shall certainly look to the courts for a redress against the manufacturers, sellers and users.

We advised the trade some time ago that the price on our improved Dunlop Pneumatic Tire will be much less for 1892 than 1891, and we shall stand ready to supply the trade at these figures.

Our Dunlop Tire for 1892 will be as near perfect as it is possible to make a Pneumatic Tire. A great many valuable and new features enter into its construction.

The Pneumatic Tire Co. and ourselves have tested at least 100 different kinds of patent and other valves, none of which have proven satisfactory, with the exception of the one we have adopted.

We are advised that another house is now on the point of making Pneumatic Tires, the greater part of which is copied identically from the Dunlop construction, which is patented, and we advise all persons interested in the making, selling and using of Pneumatic Tires to buy nothing that is substantially like the Dunlop construction, as we shall proceed to protect our rights in every way.

It probably will not be necessary to do this, however, as the Pneumatic Tire Co. and ourselves have rejected one after another of the experimental tires that are continually being patented and brought out, as being unsatisfactory and worthless for the purpose. We call your attention to these facts, as these infringing tires may fall into the hands of those who are not acquainted with the Pneumatic Tire and condemn the Dunlop without seeing it.

Be sure the Dunlop Pneumatic trade mark is on every tire you use, and you will not be compelled to pay for experiments which you will find either unsatisfactory or an infringement of our patents.

A. FEATHERSTONE,

Clark and 16th Sts., and Armour Ave., - - - Chicago.

1 2 3

That's the order in which

THREE SWIFT MEN on

THREE SWIFT SAFETY BICYCLES

Finished the great annual HUNDRED MILE RUN of the Century Road Club, Chicago, Ill.

SWIFT BY NAME AND SWIFT BY NATURE.

COVENTRY MACHINISTS' CO., Ltd.

239 Columbus Avenue, Boston, Mass.

11 and 13 Madison Street, Chicago, Ill.

BARCAINS!



A FEW

SECOND HAND SAFETIES

Taken in part payment for NEW MAILS. In the lot is one Swift Safety, $85; also two Columbias, $85 each; two Victors, $85 each; one Quadrant, $90; one Raglan, $90, and other makes. ☞ Also two of our $135 grade NEW MAILS at $85 each, and some cheaper makes at $50, $60, etc.

This is an opportunity to secure a BARGAIN for this fall or next year's riding.

Will be quickly snapped up. Only a few of them.

Send for descriptive List of Second-Hand Safeties and Ordinaries. Just issued.

WM. READ & SONS, 107 Washington St., Boston, Mass.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

—BY—

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN Co.

☞ *Postage stamps will not be accepted hereafter in payment for Advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.* ☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

Editorial Contributor, F. A. EGAN.

BOSTON, 9 OCTOBER, 1891.

THEORY and practice are often at variance, and sometimes so much so that we are tempted to doubt the conclusions of what appears to be the soundest logic. We have before us an article from an exchange, which on the face of it bears the stamp of good logic in stating that the day of the light, active, quick, scientific rider has passed and given place to the heavy, muscular riders of the high geared safety. In other words the light racing man would have no chance against the heavy, muscular man on the high geared chain wheel.

To what extent is this theory correct? Taking a few of the fastest men on the track in this country and England as examples, we find that Osmond, Zimmerman, Windle and Berlo are men who vary in classification from middle to heavy weights, and again among these first class men we find Ede of England and Hoyland Smith of America, both men who are remarkable for their slight figures and apparent absence of muscular development. We have had a late instance in the Boston Athletic Association road race, where men of conspicuous muscle had to give way to one whose physique is such as suggests anything but the powerful athlete. We refer to D. W. Caswell, who is a man of very slight build and short stature, and yet this man outrode many of his competitors who were to all appearance his superiors physically. In this same race that wonder, Hoyland Smith, showed more endurance and speed for long distance than any one of his ninety-three competitors, a large majority of whom appeared to possess, and in many cases did possess, far greater physical development. It is in such races as this which we notice, that muscle and brute force would apparently best tell, and yet this idea receives a set back when we see the Hoyland Smiths and the Caswells of the cycling world doing better in a long, hard road race than their confreres more lavishly endowed with muscular tissue.

WHAT, then, is the explanation of this? We think it proves beyond a doubt that with good lung capacity, skill, plenty of nervous force and pluck, the light, apparently unmuscular cycler is more than a match for the man who has ample muscles, but who lacks skill and pluck to give his strength full play. Muscle backed by skill and pluck is indomitable, but actual practice has shown that the theory advanced by our exchange is not correct, founded though it is on apparently good logic; for be it noticed there are no exceptions made in the statement that on the appearance and general use of the high geared safety, muscle alone is necessary to win races.

HOW shall we improve the proxy system? This is one of the problems that the League will have to solve, as the present system of proxy voting in a Constitutional Convention and also in the National Assembly is not satisfactory, since it does not produce the good results that should come from any scheme which aims to give absent members an influence in the convention. We are familiar with the criticisms that have been made, and there is no need to repeat them at this time. The last Constitutional Convention gave us a view of the proxy system that we do not care to look upon again.

TO our mind, the best solution of the problem, so far as the Convention goes, is to go right to the root of the matter and do away with the Constitutional Convention altogether. It is too cumbersome a body, and we believe no proxy system can be made that will give entirely satisfactory results. The only province of the Convention is to amend the Constitution. The National Assembly is a representative body and could safely be trusted with that work.

MR. CHARLES H. LUSCOMB has suggested the following Constitutional amendment to remedy the evils:

"At all Constitutional Conventions, Divisions, Subdivisions and Consulates may cast the vote of their entire membership, excepting such of their members as are personally present or otherwise represented by proxy.

Provided, That at a meeting duly called, either of the general membership of such Division, Sub-division or Consulate, or at a meeting duly called of the Board of Officers of the Division, a resolution be adopted, specially delegating one or more members of the L. A. W. at such meeting named to represent such Division, Sub-division or Consulate at the Convention."

READING the above carefully, and what do we find? Nothing more nor less than a new form of National Assembly in which individuals would have extraordinary voting powers. We believe the interests of the League would be better conserved by giving the power to amend the Constitution into the hands of the National Assembly.

BUT while the evil exists in the Convention it is not absent from the Assembly. The far-away members get no voice in the meetings of this body, and their influence is felt only as far as the "hustlers" can gather proxies and use them to the advantage of some candidate or measure. It is well known that trades and dickers are a feature of every National Assembly meeting, and "hustlers" will gather in the proxies and dictate terms to candidates. One man has been known to boast that he carried a certain remote section of the county in his pocket, and it is well known that the West always votes through the proxy system.

THERE are two solutions to the proxy problem in the National Assembly, and both of these look to giving a direct vote to the distant members.

LET the members of remote Divisions send to the Secretary of the meeting instructed proxies on every candidate, and so far as possible on every measure. The Secretary to cast the proxies to any number, but only as instructed, and to have no control of the votes represented by the proxies except as instructed. An agenda of the meeting could be published in advance, and this would allow far away men to know upon what questions they would be called upon to vote, and to vote accordingly. Below we give Mr. E. J. Shriver's views on this proposition, the same having been submitted to him by the Secretary:

"A meeting is presumed to be held for deliberate purposes and the arriving at a decision which shall fairly represent the average of all views held after all have been freely exchanged, and as a matter of fact the result on questions of policy in League affairs as to which there is any real division at the outset, is almost just such a compromise as is assumed on this theory. Yet you would subject a meeting to the probability of being made powerless to take any *deliberate* action because of votes which had been instructed in advance of the discussion which might quite likely have changed the views of those giving them, had they been present. The New York rule sent you (ratification by mail vote of members) reverses this and causes the verdict to be given by the absentees after they have had full opportunity to inform themselves as to the merits on either side of the question, as brought out in discussion at the meeting, and is nothing more than the mode of constitutional amendment in use in every State in the Union. Your objection on the score of cumbersomeness I might meet with the charge of laziness on the part of the Secretary, but will be gentle, and simply point out that I left entirely open in my

proposition whether National amendments should be ratified by mail vote or by section at Division meeting (or even by Division Boards, thus carrying still farther the analogy to real politics), and that its idea is to have all the machinery of voting in Division hands. As to elections, the only way you can get rid of trading and wirepulling in this, is to make your electorate so wide and broad that it is practically impossible for the wirepullers to see them all. A large convention is always harder to boss than a small one—I can run a District or County Convention myself to the Queen's taste—and it is in the handful of men who attend primaries rather than at the polls that the fine work is got in. Of course this means direct voting for League officers, which you are not sufficiently enlightened to accept as yet, but I may as well utilize the chance to preach the gospel of true democracy to those even who are still embedded in the depths of heathenism."

IN the above Mr. Shriver comes back to his idea that the Executive Officers should be elected by the Division, and protests against what is practically a mail vote of the National Assembly in the case of elections. The Assembly rarely deliberates in the choice of officers.

ANOTHER remedy has been suggested. It is an enactment that shall allow a Division to select its delegates to the Assembly from among non-resident members, or else to allow resident delegates to appoint proxies who are not members of the National Assembly. This would give distant Divisions a direct representation, or an approximate to it, and not affect the deliberative feature of the Assembly.

IT is a fact not to be gainsaid that such remote States as California and Oregon cannot hope to have delegates to the National Assembly answer "present" when the roll is called in Conventions or Assemblies held in the Middle or Eastern States, and unless we make some provision to give the delegates from such States some power over their proxies, they can never hope to exert any influence in the government of the League.

WE recently had occasion to call attention to the duty parents owe to their children in seeing that they take a proper amount of physical exercise, like cycling, in their youth, so that their growing muscles, bones and bodies may be benefitted thereby. Perhaps it may be well to advise the parents themselves to partake of the medicine they should prescribe for their offspring. A man at forty is in the prime of life, yet it is at this period that the morbid consequences of lack of nutrition manifest themselves—for obesity, gout and diabetes are ascribed to lack of assimilation of food, not to excess—and at once a remedy is demanded, one that will tone up the system and burn up the rejected nutriment that he has taken in. Cycling is that remedy.

Knowing the forms of exercise to be avoided, namely, those which call for sudden strains and exertions of force, we leave it pretty plain that exercise for the elderly should be of the protracted order like cycling, and it may safely be adopted by every one. It is the most hygienic of all kinds for the elderly man, as for the young one, provided it is prolonged enough to represent a sufficient amount of work. The elderly man who lets the street car carry somebody else, while he rides upon a wheel, not only serves the company right but benefits himself.

TO ride one mile twenty times produces better results to the rider than to ride twenty miles at one time. To ride an hour and feel all the while the pleasure and exhilaration of doing so is better than to scorch until you are exhausted. Exercise which produces high spirits is preferable to exercise which ends in fatigue. The moment the rider feels in any degree exhausted he should stop instantly, for from that moment riding is an injury rather than a benefit. An hour's ride every morning or evening is better than five hours two or three times a week. Nature is exceedingly jealous in this matter. Two horses may find it hard to start a loaded car, but once started it is kept going very easily. It is not well therefore, to ride a great deal one day and very little the next. The rider who wishes to keep himself in trim, to maintain the proper poise between body and mind, must ride as regularly as he washes his hands or sits down to breakfast.

It is well to keep this idea of constant and regular riding before wheelmen, for somehow the prevailing tendency is to neglect it. Some men have too little respect for their bodies and too little fear of the resulting ill effects of their indifference. An hour's ride each day is not a large demand, and yet many riders say they cannot spare the time for it, and in consequence suffer the tortures of ill health, and the expense of doctor's bills, when the pleasant remedy of persistent and regular cycling would save them both.

AN eminent authority upon physical culture for women, and who is a warm adherent of the bicycle as the most perfect form of exercise for the fair sex says, that if women keep on cycling and ride regularly and understandingly we shall have a nation of Dianas. Whatever will become of the pale faced pigmies who look upon the bicycle as an instrument of danger is a problem. Distanced physically as well as intellectually, they may have to go abroad for their wives, as their sisters do for husbands.



THE cycle thief is rampant in St. Louis and has caused no little trouble during the past few months. It has only been a few weeks ago that $500 was lifted from Will Laing's safe and the same party stole a wheel. Secretary Rule, of the Cycling Club, was the latest victim. His club mates watched closely, and on September 26 discovered the wheel near the Exposition, securely locked. After a long wait the man who left it came out and he was nabbed and taken to the police station and locked up. When the owner of the wheel heard of it, he investigated the case and concluded to drop the prosecution on account of the young man's family. So ends another case of this nature, and the police have determined to let bicycle cases severely alone in future. A few convictions would settle the whole thing.

CHICAGO'S many bicycle clubs will have indoor base ball teams in the field this year. A cyclists league is not at all improbable.

"VERNON," of Minneapolis, writes us: "The following ticket appears among the wheelmen of Minnesota in their election of League officers for the ensuing term: A. B. Choate of Minneapolis, Consul; Colie Bell of Minneapolis, Vice Consul; E. S. Gregory of Winona, Secretary and Treasurer. Mr. Choate is the President of the Business Men's Bicycle Association of Minneapolis. He is a lawyer of great ability and would make a good Consul. Colie Bell hardly needs an introduction to the wheelmen, as he is well known throughout the Northwest as a man who can always be depended on doing just as he says he will do. He is probably as well posted on League politics as any man in the State. E. S. Gregory of Winona is also another good man. He has held the office of Secretary and Treasurer for the last three or four years, and is the right man in the right place."

WE were startled the other day by reading an item which stated that W. Windle was a dangerous lunatic, and that he had thrice escaped his keepers! A more careful reading showed us that the lunatic under discussion hailed from Staunton, Va., and our mind was set at rest that the "fair haired Millbury boy" is not a raving, tearing lunatic by any means.

TWENTY-ONE employees of the immense granger supply house, Montgomery, Ward & Co. of Chicago, will engage in a ten mile handicap road race Sunday morning, October 11th. The course will be the one on which the American ten mile record was made.

THE Cincinnati *Post* offers a prize of $25 cash for the best design for a lady rider's cycling costume. At the end of the article making the offer the *Post* says: * * * "Anyone may compete. Set your wits to work, fair inventors, and send in your designs. Woman has always been called a designing creature. Perhaps it wasn't intended as a slander, after all—just a nice little compliment in recognition of her taste and genius. Anyway, if it wasn't it should have been. If any class of women is capable of engineering the most radical of dress reforms it should be the bicyclers. They are such a grand success at working revolutions."

A BOWLING ALLEY, built by a stock company composed of members of the Lincoln Cycling Club of Chicago, has been formed. Only club members will be eligible to its privileges.

THE 19-year-old lad, Ferris, alias Jackson, alias Sherman, who stole Charles Fellen's bicycle at Elmira, N. Y., has been caught. He evidently is a bad one, as it is proven that he escaped from the State Industrial School, and on his person was found a key of the rear door of Charles Stevens' bicycle store.

SAYS Linneus: "Recently severe accidents have been caused by bicycle riders colliding with horses and carriages, and the latest one happened to E. N. Broughton, who was run into by a skittish horse on Locust street, bruising him severely and throwing the occupant of the buggy out into the street. Now a citizen has written to a local paper, urging that bicycle riders be forced to pay a tax for the use of the roadways and that the lamp question as well as the one of bells be again brought before the Municipal Assembly. I perfectly agree with 'Hawkshaw' that every rider should be compelled to carry a light, and the necessity for this was forcibly presented to me the other evening where I came within an ace of having the severest collision of my riding career with a damphool who was scorching down the asphaltum."

MR. A. J. MARRETT, the Chicago representative of the Coventry Machinists' Co., is now East. He reported the trip between Chicago and Boston as being very irksome on account of the intense heat.

THE century run epidemic is almost as bad as the grippe in its prevalence. The Hartford Wheel Club and the Colt Wheel Club, also of Hartford, Ct., have been planning century runs to take place within a week or two.

THE Chicago Cycling Club will continue its Saturday evening stag parties and lunches of coffee and "Sinkers." There was great rejoicing at the first of these last Saturday evening over the great list of Chicago Club victories at Parkside last week.

THE Springfield, Mass., Bicycle Club will move into the new club house sometime during the latter part of this week. The club has 50 names to

act upon at the next meeting, which means that the club will reach the limit of 200, with a few to spare. The non-resident and life membership number about 25. The Springfield Club has entered on a new lease of prosperity and activity. Long may it live!

ON Chicago's great annual century run September 27th, 21 of the Lincoln Club finished and 4 failed, 17 of the Columbia Wheelmen finished, 6 failed, 12 of the Illinois Cycling Club finished, 2 failed, 9 of the Chicago Club finished and 4 failed, and of the great body of unattached, 30 finished, and 28 failed.

COUNCILMAN BECKS, of Michigan City, Ind., has introduced an ordinance in the Council requiring bicyclers to procure a license to ride on the streets from the city at a cost of $5. Here is a matter for the League to take up and show the unlawfulness of the proposed action.

MR. A. FEATHERSTONE returned to Chicago the first of last week, and was interviewed by Chicago papers.

THE rumor that the Remington Co. of Ilion, N. Y., would engage in the manufacture of cycles turn out to be false. The company denies the soft impeachment.

"PREPARATIONS are being made for a gay winter season in St. Louis, and the lantern slides, hops and smokers will follow each other in rapid succession at both of the local clubs. Beginning to-morrow the Missouris adopt a new plan of having the billiard and card rooms thrown open on Sunday for the benefit of those wishing to play. This has not been done for five years, yet I think it a move in the right direction, as the members certainly are better taken care of at the club house than in billiard halls, which were formerly patronized extensively on Sunday."—LINNEUS.

WASHINGTON now boasts of a Chinese Cycle Club. Wo Sing is the captain, and eye witnesses do say that when Wo gets on his cycle toggery he presents a sight which brings jealousy and despair to the hearts of his white and colored "brethren of the wheel."

"MAKE the best you can this pleasant weather of your bicycles and tricycles. It will soon be icicles."—*Er.*

IT is the purpose of the Cleveland (Ohio) Clerical Club at an early date to discuss the question of Sunday cycling.

THE Fall River (Mass.) Cycle Club will open the social season by a dance at Music Hall early in November.

MASSACHUSETTS is likely to have a contest in the coming election for Chief Consul, and perhaps for other officers on the ticket.

W. IRVING WILHELM and Dr. Early, of Philadelphia, were riding their bicycles on Eleventh street, near Chestnut, the other day, when a milk team became frightened and ran away. Some of the bystanders thereupon stoned the bicycle riders. The funny side of the episode was that the cyclers were not in any way responsible for the accident.

MR. HAROLD R. LEWIS of Philadelphia, Pa., has returned from Japan, in which country he toured on the wheel four thousand miles. Mr. Lewis ought to write up his experiences for publication; they would prove of great interest.

SAYS Linneus of St. Louis: "The A. A. U. championships were held in St. Louis on October 3, and, as usual, the bicycle event was dwarfed into insignificance by a mountain of athletics. As far as I know, W. F. Murphy is the only Eastern crack present, and to make it a race Bert Harding was influenced to ride with him. What a farce that race was anyway, and if it is not of enough importance to bring out the fast men, what is the use of announcing that they will be present?"

THE regular winter season of ladies' nights—"Little Pennsylvania"—began at the Pennsylvania Bicycle Club Monday night.

THE Stanley Show of England will be held during the last part of November and the first of December.

A NUMBER of Baltimore (Md.) wheelmen went over to Washington last Sunday and were the guests of the Columbia Club.

THE Brookline (Mass.) Bicycle Club have hired quarters in the Post-office building, and will fit them in a suitable manner for meeting rooms.

DURING the past season but few long runs have been taken by St. Louis wheelmen, but they are now making up for lost time. On September 20, Captain Wolzendorf took four of the Cycling Club members on a round trip to Pacific, over hills and grades that would paralyze the average road rider; 79 miles is the reading of the cyclometer, and it is but the second time that any club has undertaken this run.

THE Columbus (Ohio) C. C. gave a formal opening of the new club house October 1st. It took the form of a stag party and smoker. At intervals during the evening the celebrated Apollo Quartet rendered selections that were greatly enjoyed, as well as the mandolin and guitar duets of Messrs. Schneider and Duncan. The billiard, pool and card tables were constantly in use, Havanas were plentiful, and last but not least was the punch bowl.

IT seems that Road Improvement will henceforth be pushed in Missouri as it never was before, now that Secretary Chubbuck of the Board of Agriculture has taken hold of the matter. Another road convention, which will be attended by every road commissioner in the State, will be held at Fulton during November. Mr. Potter's work, "The Gospel of Good Roads," is in big demand, and is mainly responsible for the renewed interest in this matter.

NEXT Friday evening three members of the Douglas Cycling Club of Chicago will engage in a clam contest, and the club members will be amused thereat. J. Langbein, Henry Slaoik and Frank Ladendorf are the contestants.

W. F. MURPHY has been in St. Louis for the past few weeks, and has made numerous friends among St. Louis cyclists. Billy's quiet ways and his smile seem to have captured everybody, and it is safe to say that St. Louis is gone "daft" on Murphy.

C. A. SEBYOSS, Vice President of the Lincoln Cycling Club, Chicago, was the hundredth member of the Century Road Club and the one hundredth man to finish on the annual run.

THE Associated Clubs of Philadelphia will hold another cycle exhibition during March, 1892. Much larger accommodations will be provided so that the crowded condition of last year's exhibition will be avoided.

THE French Government has raised the duty on cycles 100 per cent. over the former figures.

THE opposition to road racing in England seems to be growing in strength.

THE Syracuse (N. Y.) C. C. held a theatre party last week.

CAPT. A. D. PECK, JR., is off on a ten days' tour through the Shenandoah Valley.

MR. GORMULLY, of the Gormully & Jeffery Mfg. Co., returned from Europe last week.

ATLAS Imperial safety No. 3021 has been stolen from Ames, Frost & Co.'s of 302-304 Wabash avenue, Chicago. Reward will be paid for the return of the wheel.

WE hear that President James R. Dunn is going to Europe. In fact we hear that he will sail from New York this week.

A CHICAGO correspondent writes: "I notice in your 'Here and There' column of the issue of Sept. 25th that you mention Emil Ullbrecht as a member of the Douglas Club. On behalf of the members of our club wish you would correct error in next issue. Emil is a member of the Columbia Wheelmen, and his record is 28.42 1-5."

THE Phenix (R. I.) Bicycle Club held its annual election of officers Sept. 30th. After the election a smoker was held. The club now numbers twenty-four.

THE next summer's State meet of the Kentucky Division will be held at Lexington in that State.

A SUCCESSFUL church run with forty men in line was given by the Oak Park Cycling Club of Chicago Sunday evening, September 27th. The Ridgeland Congregational Church gave a special service.

"IN his pamphlet, 'The Gospel of Good Roads,' a 'letter to the American farmer,' Mr. Isaac B. Potter has performed a public service. The address is not too long, and is couched in the easy, familiar style of one who perfectly understands his subject and is quite used to handling it. In his argument for better country roads Mr. Potter presents not only dry-as-dust statistics to show that good roads are as necessary as tools in a factory in this modern day and generation, but resorts to the object method as well, and by means of reproductions of photographs of some of the worst American and of other typical American country roads as well as of ordinary country roadways in Europe, proceeds to leave the reader, whoever he or she may be, no alternative but to join the ranks of advocates of good roads, because they are cheapest as well for the teamster as another. The interesting style in which the work is written, the confidential yet critical relationship of the author with 'the American farmer,' and as much as anything else the contrasts shown in the subject matter of the illustrations make the publication exceptionally readable." —*Bradstreet.*

Up to Sept. 30, Capt. J. H. Welch of the Wissahickon Wheelmen of Germantown, Pa., had ridden 9,800 miles, including 28 century runs. As an "all round" record can this be beaten?

AN exchange thus describes the trial of Myers' air bicycle at Little Valley, N. Y. "* * * Just in line with the air ship was a hill several hundred feet high, with very abrupt, steep sides. It was a startling and beautiful sight to see Belknap climbing heavenward only a few feet above the hillside, with the screw-sail facing the wind and the elevating planes and rudder kite buoying the vessel up like a kite upraised by the wind. Above the crest of the hill he mounted into quiet air, where for some time he described various evolutions, turning around and going up and down and from side to side. Finally he went out of sight over the crest of the hill. Later he landed in a strong wind near Ellicottville, tearing his anchor of soft steel to pieces, and breaking every weak feature of the bicycle and steering and propelling apparatus, so that everything except the air ship proper seemed a complete wreck. It was, however, completely restored at Professor Myers' workshop."

THE new home of the Narragansett Wheelmen of Providence, R. I., was formally opened with a grand house warming one evening last week. Over 300 persons were present, including representatives from every club in Providence and some out of town clubs. An orchestra of seven pieces rendered selections during the evening, and other entertainment was afforded. Early in the evening, Capt. Smith, of the Rhode Island Wheelmen, presented the Narragansetts, on behalf of the Rhode Islands, a beautiful French marble clock. The lady friends of the club sent down a handsome basket of flowers. The club will hold a ladies' night in the near future as a compliment for their efforts in making the affair a success.

"THE bicyclist is a wandering advocate of better city pavements and better country roads. Already he has made his influence felt for good in many communities. As the number of bicycles multiplies throughout the country and the man in the knee breeches becomes aware of his influence, the wheel will be recognized as a powerful engine of reform. For many years the people of this nation have contented themselves with wretched highways, the farmers because they feared heavy taxation for improvements, and the other classes of citizens because they sympathized with the farmers. It is beginning to be understood, however, that the farmers' fears are not well founded; in fact, that they sustain enormous losses as the direct result of bad roads. It is the province of the alert bicyclist in the short trousers and long stockings, who is brought in contact constantly with the horrible highways, to teach true economy in this matter and to throw his influence on the side of his teaching."—*Shelbyville, Ohio, Republican.*

IF the men can find pleasure in horrid, hateful "stag parties" the ladies can also have a good time at an entertainment, even if the men are excluded; witness the following from the Chicago *Sun:* "The Ladies' Cycling Club of Englewood enjoyed a social and musicale at the residence of Mrs. W. J. Smith of 6544 Yale street, no gentlemen present. An informal musical programme was rendered, in which Miss Sadie Lawrence, contralto, and Miss Grace Edgerton, pianist, officiated. The President, Mrs. Smith, was presented with a miniature safety bicycle, decorated with the

club colors, as a token of esteem. Dancing (by ladies alone) occupied a portion of the time."

Members of the New Bedford (Mass.) Club were the guests of the Cambridgeport (Mass.) Club last week. Now it is the intention of the Cambridgeport riders to return the visit at an early date.

A sort of a "Dandy-Horse" way of going: "A new way of bicycling was seen in Saco, Me., yesterday. A young fellow lengthened his legs out with sticks strapped to them so that they touched the ground, and in this way he propelled his machine instead of using the pedals."—*Exchange.*

A curious accident is reported by English *Bicycling News*: A Mr. Gray while riding in the neighborhood of Careston, Eng., was thrown to the ground by a flash of lightning. The wheel was twisted all out of shape, but Mr. Gray escaped without serious injury.

George Westfall of the Syracuse (N. Y.) C. C. stands a pretty sure winner of the medal for the best club mileage. He closed September with a record of 4000 miles. His nearest competitor, Chapin, has a mileage of 3290 miles.

"There is a noted character in Washington," says the Boston *Traveller*, "who rides about on a bicycle which he manufactured himself with wooden wheels, and carries about with him a tin sign on a pole bearing the words "debt collector." His method of operation, when given a job, is to go to the house of the debtor, and if the payment is refused, to take up his position conspicuously in front of the residence. After he has remained long enough to get the man well advertised, he leaves with the remark that he will come again in a short time. In that way he worries the amount out of them. If any object to his peculiar method of operation he asserts that it's his business, and that he has just as much right to advertise it as any other business man. But his calling has its drawbacks, for I suppose he gets licked on an average of about twice a day."

The York (Pa.) Cycle Club formally opened its new club rooms on the evening of Oct. 1st. The fittings are sumptuous and in excellent taste. Tropical and evergreen plants added to the cosey effect of the rooms. Profs. Harry Link and Harry Kain enlivened the gathering with instrumental music in the fore part of the evening, and toward the middle part dancing was begun. It was a bright scene that was visible—the whirling, shuffling groups moving about in the brilliant light, stepping to the music of the latest airs and everybody smiling and happy. Later in the evening the party was entertained by fine vocal solos. A fine banquet was served, and at a late hour the festivities ceased and the party left for home.

HAWKSHAW'S COLUMN.

The country road builder or repairer usually proceeds at his task by heaping up the material at hand in the centre, with such a slope as too often interferes with locomotion, and which heap the first heavy team resolves into deep ruts, vitiating its usefulness for any but a similar heavy team, and for it only with constantly increasing strain on the horses. Yankee ingenuity has done much for the ease of building good roads by inventing capital road-making tools, which need but intelligent application to develop such thoroughfares as would make them admired, in place of being a reproach and a shame. It is this much needed intelligence that the L. A. W. is laboring to supply by agitation and education. Certain it is that this country is rich enough to place the roads in the hands of such government as will insure their perfection, instead of leaving them to town officials without education, experience or interest necessary to an accomplishment of this object. Perhaps no better time for the successful accomplishment of this much needed reform could be desired than the present. With crops of the entire world a failure, America is blessed with such a harvest of plenty as it has never had before, and the farmer would be rich, could he find a ready and inexpensive method of transporting his grain to shipping or selling points, but right here is where he is made to suffer for his ignorance and parsimony in fighting against any and all forms of road improvement. The railroads are unable to transport the vast store of grain the farmers have produced, and the farmer, having no road fit to haul it over, finds himself condemned to sit helplessly by and all the world clamor for his grain and offer in exchange therefore the money he so much needs, while he, from lack of transportation, is unable to make the exchange. The farmer loses and the world hungers because of the narrow-minded policy that denies us decent roads. If the farmer really thinks he is not "biting off his own nose to spite his face" in fighting against the wheelmen who are trying to give him decent roads, he is wiser than the remainder of the world, and very few are aware of the fact.

From the point of view of that still somewhat numerous and respectable part of the community which does not ride bicycles, complaints against the latest outrage on the rights of our daddies are still by no means uncommon. The complaints bear, for the most part, a striking resemblance to those made in the already dim past against such innovations as, for instance, the railroad,—and even the first brave man who carried an umbrella on the king's highway was made a martyr of in the interests of horseflesh. Even in these liberal days I would not speak too leniently of the umbrella fiend; but it must be admitted that the rain-shedder has survived the ban of conservatism, and as for railroads, they go where they will. The chief objection encountered by the umbrella, the railway, and other similar shocks to the equanimity of our highly respectable but short-sighted ancestors was the frightening of horses. But equine nature seems to have improved fully as fast as human nature, and horses have learned to look with philosophical composure on sights which would have astonished Bucephalus—perhaps annoyed him beyond endurance. I am sorry to say that there are still some horses that make no effort to conceal the fact that they are "natural fools,"—dammed and sired such, and therefore incurable. They take fright at many objects which could not reasonably be expected to have that effect on them. A bit of paper in the street, a shawl blown by the wind, the swinging of a door, a pile of bricks by the wayside, even the every-day rattle of the melodious lumber wagon, have shaken many a wheelman's faith in horse sense. Some of these asses of horses will go to the length of seeking out opportunities for terror with a delicacy of solicitude and shrewdness of perception worthy of a worthier cause. It is not an occasion for surprise, then, that there are yet horses which still see in the bicycle an opportunity not to be neglected. But the question of shall this means of locomotion forego its rights on the road because certain persons desire to drive horses which are dangerously timid, has long since been answered in the negative, and the courts and fairer minded public have upheld the decision against the horse fiends. The horse-frightening objection, in the case of the railroad, has been overcome, and no one now thinks of objecting to railroads, on that account; and the law of expediency is fast settling the controversy of horse *versus* bicycle.

A man can fall off a safety, when he is learning to ride it, in a greater variety than he can do anything else. He can go down in two times and fifty motions, and when he gets down at last, and the smiling attendant helps him to his feet, he is right where he started, and fifty feet from where he expected to be. This element of uncertainty, in the days before riding was taught in padded halls with instructors who do not allow the clumsiest of beginners to fall, used to make the wheelman's novitiate both exciting and fascinating.

The speed and comfort the inflated tire has introduced into cycling has turned the eyes of the world towards utilizing the principle in other ways for the comfort and welfare of such as are not wheelmen. The latest effort in this direction is a pneumatic inner sole for boots, whereby the concussion and fatigue of walking is greatly reduced. What next I wonder!

"Hawkshaw."

HENRY GEORGE AND THE WHEEL.

An exchange thus pleasantly tells the story of how Mr. Henry George first had his attention drawn to cycling, and how he finally became a convert:

"Henry George was riding in a fiacre across the Place de la Concorde, Paris, in the summer of 1889, when a French wheelman went whirling by. The American philosopher gazed admiringly after the shining bicycle, and then said to his companion:

"'If I could manage one of those things I would ride to Versailles with you this afternoon.'

"His companion, who was an American cyclist touring Europe awheel, was about to leave Paris for Marseilles. All the way home he tried to induce Mr. George to join him in the ride into Southern France.

"'How far is it?' asked Mr. George.

"'About 500 miles, but it's all down hill after striking the River Rhone, and you can come back by rail or boat.'

"Mr. George was much impressed with the benefit to be derived from such a ride, and mentioned it when he returned to his hotel. A French friend, a distinguished publicist, was present and said:

"'What becomes of zee dignity weech ees so necessaire for a public man?'

"'Bosh!' said Mr. George.'

"'Ah! now, cher Albert, do not laugh at the idea,' said the Frenchman's wife. 'You need such a ride very much. I fear you are breaking down.'

"'I break down? Why, I am only 50. Besides, I couldn't sacrifice my dignity,' and he went through a laughable pantomime of how he might look on a wheel.'

"Mr. George went back to England and plunged into a speech-making canvass of the English cities. Then he returned to New York. The bicycle scheme had faded from his mind until one day he received this cablegram from Paris:

"'Albert died to-day.'

"'Ah, so my poor French friend did need the exercise of wheeling after all,' said Mr. George, but still he plunged into work more deeply than ever. He went to Australia, being gone from February to September, 1890. Though the steady drain on his vitality occasioned by a speaking tour of the colonies was bringing him perilously near his French friend's condition he didn't notice it. Nor did his family nor friends, except one, the European cyclist. He saw the wheel was more than ever necessary, and on Mr. George's return from Australia in September a year ago, he again urged that he learn. But the indefatigable reformer was off again on another wearing lecture tour, this time through Texas. When he returned he met his cycling friend and said:

"'Well, I've more time now; I'll learn to ride a wheel.'

"But winter had come and cycles had disappeared from track and road. A few days later came the news that Mr. George had been struck down with nervous prostration. For weeks he had a hard struggle, and his friends were not sure that he would ever regain his old-time vigor.

"During his convalescence in January he again encountered the companion of his ride across the Place de la Concorde.

"'As soon as spring comes I'll ride,' he said.

"'You have found out the danger of delay,' said the cyclist; 'don't put it off any longer. Go to Bermuda where the roads are splendid. Learn now. Had you ridden to Marseilles you wouldn't be ill now.'

"This time Mr. George listened to what the wheelman said. He went to Bermuda that month, and when he came back in March he was a good rider. Every road of any importance in the islands he had traversed awheel.

"'I sleep and eat as I haven't for years. I guess I'll keep it up,' he said on his return. He has kept his word.' * * *

"All of Mr. George's family now ride except Mrs. George. With two daughters and two sons to make up the party, Mr George's household, when out on Riverside drive or in Central Park, makes quite an imposing display. The elder daughter, Miss Jennie, is one of the most graceful of the large contingent of lady riders this summer has brought out, while little Miss Anna, scarcely a dozen years old, is well known along the smooth avenues, where her golden hair is often seen flying behind her as she dashes along to and from school. * * *"

Mr. Henry G. Priest of the Quadrant Cycle Co., Birmingham, England, expects to arrive in the United States about the commencement of October.

He will be glad to receive communications from any substantial firms desiring to represent the Quadrant Cycle Co. in any specified territory.

All letters to be addressed to Box 2225, General Post Office, New York, N. Y.



EAGLES

LEAD IN SPEED AND COMFORT.

THIS IS ESPECIALLY TRUE OF THE

CUSHION TIRE LIGHT ROADSTER

It is easy running, a fine hill climber, a fast coaster. It only needs to be tried to be appreciated.

There is a graceful and easy motion in a high wheel that cannot be obtained in a safety. It is motion that exhilarates and gives a charm to a ride which adds tenfold to its pleasure. The only practical high wheel is the Eagle.

Send for Catalogue. Second-hand list of Safeties and Ordinaries. Some bargains in *solid tire* Eagles.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

"Men Originate. Apes Imitate."

The first rear driving safety was the ROVER.

The first diamond framed safety was the ROVER.

"Pin your faith to the maker who leads."

ROVERS

Are still made and are imported by . . . . .

The John Wilkinson Company,

No. 269 State Street, Chicago, Ill.

Circular, No. 18, June, 1891.

SINGER CYCLES

A NEW PATTERN.

SINGER SAFETY, 1888 make, damaged in an accident, June, 1891.

The above is taken from a photograph of the machine sent to us by Messrs. JNO. HOWES & SONS, our Cambridge Agents, who remark: "Slightly damaged, nothing broken except a spoke or two. Rider unhurt."

An unsolicited Testimonial as to the material used in SINGER CYCLES.



AMERICAN DEPOT, 6 and 8 Berkeley Street, BOSTON, MASS.

EXCERPTS FROM "THE GOSPEL OF GOOD ROADS."

[CONTINUED.]

You know that the great volume of internal trade in every State is the common road trade. It exceeds by millions of tons the entire carrying trade of the railroads; for, in addition to the fact that the great volume of freight carried by the railroad is, in the first instance, carted in one form or another over the common highways of the country, you know that enormous quantities of produce of all kinds are wheeled over the common roads under the requirements of local trade in rural sections, and that these vast quantities of produce consumed in the local market have no connection whatever with the railroad traffic. And so it becomes important to inquire in what manner this great carrying trade which is constantly going on over the common roads, and which supplies not only the immense freighting business of the great railroads, but the more important inter-communication between neighbors in the local market, can be carried on with best facilities and with least cost. I have tried to show you that upon this question of economy the great railroad corporations of the country have established a valuable precedent. Each of these corporations is in the business to make money. Their one object is to give little and get much, and yet, in spite of the gradually reduced rates charged by the great trunk lines to the general public, they have steadily increased in prosperity till the enormous wealth of many of these companies has become the wonder of the century. These railroad corporations began business in a crude, undeveloped, and in some cases unsystematic way. Their desire for gain sharpened their wits, they experimented, and by experiments they found that the greatest saving of expense in the management of their railroads was to be attained by the adoption of easy grades, and by adding to the smoothness and hardness of the roadbed. These two qualities of smoothness and hardness are the essentials of a good wagon road. You cannot have and keep such roads without good laws and intelligent supervision. Here is another picture, showing one of the roads of Brittany. Did you ever see a road like that?



It is made to last for all time, and is kept in repair at half the cost and labor expended on the average dirt road of this country. It is looked after with the same system and care that are bestowed in the management of the other departments of government, and every farmer living on the long line of that splendid roadway is happy and independent in the consciousness that he is every day and every way in touch with the great world of business and society.

It may be interesting for you to know that the exact difference in power required to move a given load over different kinds of road surface, has been determined many times, and so often verified as to be well settled. From these experiments you may know that on the smooth surface of a macadam road one horse will haul twice the load that the same horse could haul on the best dirt road, and from five to ten times as much as can be hauled by a single horse when the dirt road is covered with soft mud and ruts. From this you will understand that the value even of a dirt road depends very largely upon its condition and the care with which it is kept in good repair.

And right here, I must say to you, that the great destroyers of the common earth roads are water and narrow wheel tires. In the first place, these roads are, as a rule, wretchedly drained, or in many cases not drained at all. If a deep side ditch could be maintained on each side of the ordinary dirt road, and kept clear so as to receive and carry off the running water, the quality of the road would be improved, in most cases hundred per cent. This is a point which farmers seem to meagerly understand, or, at all events, one which they rarely put to practical use. Water has no place in any road, good or bad. It is more hurtful than any other agent of destruction. It should be carried off and out of every road as soon as it falls if possible. Now, as to wheel tires, let me remind you that you said a little while ago that a road was good enough for your purpose whenever the mud would roll and pack under the wheel; and by this I understand that you look upon your wheel as a roller. So it is. Every road becomes smooth by the application of a roller, and this smoothing process is hastened or retarded by the quality of the roller itself. If you have a wheel tire 1 1-2 inches wide, like those upon your farm wagon, every time you go down the road with a ton of produce, your wagon wheels sink into the soft mud, form ruts and tend to keep the road in a rough condition. Your 1 1-2 inch "roller" will not profitably exert its rolling qualities until the mud becomes nearly dry. A wider wheel tire would serve your purpose much better; and if the farmers of your county would use wheel tires 3 or 4 inches wide, as are used abroad, your dirt road would be rolled into passable condition in half the time that is now required to accomplish this result.

Next to water, nothing is so destructive of a good road surface as a heavy vehicle running on narrow wheels. It has been proven over and over again that wheels with 4 1-2 inch tires cause only one-half the wear on a road that results from the use of wheels with 2 1-2 inch tires. It used to be the rule in England to make the tire 1 inch wide for every 500 pounds of load or vehicle; that is, if the vehicle and load weighed 2 tons, 4 inch tires would be used; but it was not found profitable to increase the width much beyond 4 1-2 inches, except in cases where wagons were used without springs, when they were sometimes made as wide as 6 inches.

You ought to treat this matter of wheel tires as you do other things in which you are interested, and give it the same sensible consideration that you apply to the things about your home. When you built your house you commenced by putting down a 16-inch stone foundation, and on that you built the framework of the superstructure. You made the foundation broad to prevent the settling of a load which was intended to remain unmoved as long as it should last, and yet you should know that the weight per inch upon that foundation is less than one-quarter the weight per inch upon your narrow wheel tires when you go to market with a heavy load, to say nothing of the fact that your wagon carries a moving load, and is therefore much more likely to disturb the foundation than though it remained quiet. Your wheel tire is designed to touch the ground at one point only, and when it is pressed into the earth so as to increase this point of contact, the power required to move a wagon and its load increases very rapidly. You should use wide wheel tires, and should encourage your neighbors to use them also.

Another thing in connection with the use of dirt roads is this: The ruts in every dirt road are multiplied and made deeper and more troublesome simply because the hind wheels of the ordinary farm wagon "track" the front ones; that is, when the wagon goes straight ahead a small rut is made by the front wheels, and the hind wheels coming along in the same track enlarge and deepen the rut. Now you may easily see that if the hind wheels were placed a couple of inches farther apart than the front wheels, they would tend to rub out or wear off the edges of the ruts made by the front wheels, and the result would be that the roads would sooner become smooth and passable. You never saw wagon ruts at a turn in the road, did you? The reason of this is that when a wagon is turning the hind wheels do not follow in the tracks made by the front wheels. On these three points of bad drainage, narrow wheel tires and "tracking" wheels hang many of the miseries and defects of a dirt road.

Two years ago the people living in the suburbs of a Pennsylvania town put down a mile or two of material intended for "Macadam." It was a fairly good substance, but wholly unlike macadam in form and finish, and, worst of all, it was left to settle and harden under the wagon wheels of passing traffic. In a short time the narrow wheel tires worked the usual result, and several lines of deep ruts were formed, running throughout the entire length of the new roadway.

[TO BE CONTINUED.]

OSMOND'S METHODS.

T. A. EDGE writes a very interesting article in *British Sport* as to Osmond's methods of training and form in riding. The following are excerpts:

"* * * Osmond at first rides twice a day, mostly going five or six fast miles. For those who know anything about training will tell you that such work would kill most men, but he has the physique to stand a great deal of real hard work. After the first few weeks' preliminary training, he varies his work by practicing speed or sprinting. In private at Herne Hill this season he has beaten the best quarter-mile time, so that it will be seen he has not neglected cultivating his 'speed qualities.' I have spoken to many men during the last few years on the subject of training, and I find that all our modern champions have discarded the old system of dieting. Osmond is an exception to the rule. There is nothing particularly striking in his method of 'getting fit.' He is a man who can stand a lot of hard work, and he does it.

No subject has caused more controversy than the correct position to sit upon a safety bicycle. Mecredy last year was a believer in sitting much more over his work than had been the habit of our English 'cracks;' Osmond favors the English position, and his machine is built with the peak of the saddle from eight to nine inches behind the centre of the crank bracket. You must get behind your work to pedal correctly, he argues; it enables you to drop your heel more and claw back; in a word, your ankles are of much more use to you. He is not yet a convert to sitting between the two wheels of the safety. He sits forward an inch or two only over the centre of the back wheel. There are many good riders who may think eight or nine inches behind the crank bracket is a long way back, and so it would be for a rider of small stature, but it must be remembered that Osmond is very tall, so that it will not do for small men to adopt his position.

Osmond's method of sitting upon his machine naturally brings us to the question as to the length of wheel base. Now, if he sits an inch over the centre of the front wheel, with the crank axle nine inches forward from the peak of the saddle, it is not necessary to say that the machine he rides has a long wheel base. He pins his faith in the lengthy safety which, he says, on the path, is faster, also better for the negotiating of corners. The position of the front wheel of his safety is such that his feet, when on the pedals, clear, whichever way the wheel is turned. From the above it can be gleaned that the tall rider requires a machine with a longer wheel base than the small rider. Osmond holds this opinion.

The safety upon which Osmond rode this year was geared to sixty-eight inches. He is a convert in favor of high gear, but to get the best results from it practice is required. High gears want a deal of training for, but after you gain the necessary amount of physical strength to push them, he thinks men can ride faster. It must be remembered, however, that Osmond speaks only of the path, and the fastest of paths, so that provincial racing cyclists who ride on all classes of tracks should read between the lines. Then, again, what suits Osmond may not afford the best results to other riders, for he admits himself that he is suited by hard plugging, and thinks that if tricycle racing were more popular than it is he would demonstrate that the three wheeler was the machine which he could shine on more than any other cycle.

A subject which has not received the attention from riders which it deserves is length of crank. So thinks Osmond. His idea is that a tall man, even on a safety, has an advantage over a small rider, because he can use a longer crank and thus obtain more power. If a man be possessed of short legs he cannot use long cranks; the tall rider can. A longer throw naturally obtains more power, consequently a higher gear can be propelled. * * *"

METROPOLITAN MUSINGS.

It is only a short time ago when everyone was deploring the little interest being manifested in cycling affairs in this city, viz: the absence of race meets, etc. Affairs are now changed. It is nothing but tournaments just at present.

The Riverside Wheelmen gave a very successful meet on Saturday last, which was far in advance of the Manhattan Athletic Club meeting on the previous Saturday. The Manhattan Bicycle Club are now arranging for an amateur meet on October 17 at the Madison Square Garden, and during the following week the professionals will hold forth. Then again on September 24, the Staten Island Athletic Club will hold races.

Verily things bicyclical around Gotham are very active at present. But the question is, will this activity be of only a few weeks duration, after which everything will fall into its old way, or will the city clubs bestir themselves and strive to maintain the popularity the sport is fast gaining hereabouts. It seems strange how some organizations can meet with success, while others are always at a standstill or even in distress.

The Gotham Wheelmen, one of the youngest clubs in New York, have since their organization a little over twelve months ago, been steadily building up a strong club. They have during the last eight months occupied a comfortable two-story and basement house on the East side of the city, but finding the place inadequate for their rapidly increasing membership they have secured a new home at 54 East 76th street. They propose occupying their new house about October 15, when they will entertain all the city clubs.

Much regret is expressed at the rumored intention of the Hudson County Wheelmen in concluding to retire from the Wheelmen's Bowling League. This Jersey club is one of the charter clubs of the organization, and their retirement will be deplored by all the old clubs in the League who have enjoyed the hospitality of the Ki-Yippy Club during the bowling season. "Spec."

CORRESPONDENCE.

☞ *The Editors of this paper do not hold themselves responsible for the sentiments expressed in this column.*

THE NEW YORK BICYCLE CLUB.

Editor Bicycling World: To track a newspaper lie is always something of a Sisyphean labor, and to ventilate private club matters is never a very welcome task. But inasmuch as the New York Club has unluckily got into a position where it cannot well avoid a certain amount of publicity as to its affairs, I may as well add to the talk so far as will correct the gross misstatements of the New York *Sun*. Most of the papers have been very fairly correct in their accounts of the club's recent troubles; but the *Sun's* cycling reporter, while quite a nice young man, has fallen victim latterly to a vice unfortunately common to journalism of the minor class, and in striving to tell a picturesque story, is too apt to forget all about the truth of it. Without going into all his smaller inaccuracies, I would quote some of the more important ones as follows:

"Landlord Conklin (sic) was compelled to come down on the club with a writ." "The interest on the bonds was unpaid." "Their unpaid rent amounts to $2300." "Their entire indebtedness is unknown." "The club cafe has always been a severe loss." "The active membership * * * a yearlago reached nearly 200." All these are the kind of falsehoods that are due more to recklessness than malice, but if the cycling department of the *Sun* is to be run in such style, wheelmen will do well to discount its news.

The truth as to these various matters is that there were no suits against us even, but that we simply determined on taking heroic measures before we had really got into "a hole." On entering our new house we spent some $3000 on furnishing it, for which we went into debt and have never been able to even get this debt reduced. We were not such bad managers, however, as to go on piling up more, but just managed to keep about even until the last six months, when we found we had begun to run behind, and at once decided to call a halt, as any prudent business man would do with his private affairs. The cafe has been a steady source of income, and if our membership had ever reached such figures as the *Sun* says, would have long since cleared off all we owed. But the highest number, resident and non-resident that we ever had enrolled, was about 140, from which we have now declined less than one-fourth (instead of from 200 to 77). The worst of the *Sun's* errors is that they are inexcusable, the facts having been perfectly accessible to anyone who would take the trouble to read the official reports regularly issued to the members, with the sole exception that since the latest of these was issued at the beginning of the current fiscal year, we did not gain members as we had hoped for, and that an unexpected deficit in running expenses had occurred. It was this that led us to pull up before any really serious difficulty had occured, and having done so, there is no doubt that the club will go on, adjusted to a more economical basis. Yours truly, E. J. Shriver.

October 3, 1891.

TRACK BUILDING.

Editor Bicycling World: Quite a number of riders in this vicinity have formed a club and are now desirous of owning a track. They have in their possession a perfectly level clover field, which they dare not scrape on account of making it lower than the field and thereby allowing it to hold water. The next best and cheapest method is what we are after, and we come to you for advice on the subject of what to use and how to pack it so as to make a first-class wheel track. We hope you will publish this information in the World, as it will no doubt be interesting to many other readers. I might add that we have cinders and clay in abundance if they can be used to an advantage. I am sincerely one of the "Five Hundred and Twenty-Five."

Easton, Pa. Sam'l. K. Green, Local Consul, L. A. W. 18,346.

[Our correspondent at Easton puts rather a difficult problem to us for solution. He is right in discarding the idea of scraping the natural surface without making proper provision for good drainage. Taking the proposition as presented that the field is perfectly level, a very good (not first-class) track might be made by scraping as suggested, ditching both sides well with a good plank curbing on the inner edges of the *track*, while the outside edges be left of the natural soil. Then spread carefully clay coatings of an inch or so at a time, and rolling each coat down smooth and hard until the lowest level of the track is as high as the natural level of the field. The corners should be banked from two to three feet, according to the size and shape of track. Cinders are not good for track building unless a fine loose surface is desired. Cinders will not pack, and unless very carefully used a very loose treacherous surface would be the result. Clay properly laid, packed, graded and drained, makes an excellent surface for cycling under most all circumstances except in extreme wet; therefore in building a track of clay, the greatest care should be exercised in making the surface of an even grade from edge to edge and absolutely free from small depressions. At the corners the banking will give ample incline for proper freeing of the surface from water, and on the back stretch and the home stretch the outer edge should be about six or eight inches higher than the inner edge, so as to give sufficient fall for the surface to be quickly freed from water. Of course there is only one way to build a first-class track, and that is on the lines and methods of the Telford or Macadam systems, employed by the builders of our highest grade park and pleasure roads. Still, with a little extra care and skill in ditching and grading, a track built of clay makes a very fast surface under favorable conditions.—Ed.]

WHY NOT A THIRD CLASS?

Editor Bicycling World: "Hawkshaw" and Choate are letting in a world of light on bicycle racing by their friendly and gentlemanly tit tats with each other.

"It is generally conceded by business and professional men * * * that one who makes sporting a business (or spends his time training and thinking of little else than far and fast bicycling) makes a misuse of the sport." For such it is no longer recreation, though it may be diversion, but has become controlling; they are sport makers for the crowd.

Why is it that three, instead of two, classes of bicycle riders are not acknowledged in our rules. Every rider sees and accepts in his own mind three classes among bicyclists: the amateur, the professional and another, distinctly demarked, everywhere categorically distinguished and mentioned. This third status is something more than a pure and simple amateur and something less than a real professional.

Why not give him a distinct status? separate rules? It will be kinder to him, and more beneficial to racing, and more honorable to the L. A. W. than this constant bickering over the amateur rule, a rule that inately includes the professional but openly includes the amateur sailing under conglomerated charts.

Is there anything degrading in open, fair professionalism?
Is there anything debasing in honest, manly, fast or far bicycling?
Is there any special advantage in amateurism?
If not, we are of the vast number who love racing, and would love to be as expert bicyclers as Windle *et al*, and wish our bicycle "professed sports" a status of their own. Horace M. Darling, M. D.

Corning, N. Y.

A CHALLENGE FROM MICHIGAN.

Editor Bicycling World: Please publish the following challenge: "We the undersigned hereby challenge any amateur tandem team in Michigan for one mile State" championship. Time and place to be agreed upon hereafter. Yours respectfully,

Chas. E. Salisbury.
Owosso, Mich., October 3, 1891. Harry A. Cossitt.

'TWAS THE MANHATTAN ATHLETIC CLUB.

Editor Bicycling World: Your correspondent who signs himself "Spec" is in error when he says that the Manhattan Bicycle Club held a race meet on Manhattan Field on September 26th. The meet was held there by the bicycle department of the Manhattan Athletic Club. Kindly make this correction in your next issue and oblige,

Yours very truly, F. H. Howland, Captain-Secretary.
October 5th, 1891.

JUSTICE TO THE WISSAHICKONS.

Editor Bicycling World: There has been a mistake in the published account of the Harrisburg trip which I think is not in justice to the Wissahickon Wheelmen. In the first place it was a general road race to Pottstown, Frank Welsh of the club above mentioned came in first. Only three of our men started from Harrisburg. Welsh arrived at the club at 5.35, followed one hour afterward by D. Howard and E. Manger, who rode all the hills from Collegeville down. Trusting that you will give this space, I remain, yours very truly, Philadelphia League Member.

THE . . . REASON WHY . . .

Of what use is a Spring Frame on a Cushioned or Pneumatic Tired machine?

It makes a luxurious wheel all the more luxurious. A tire, it matters not what its construction, absorbs but the lesser vibration. It requires a Spring Frame to neutralize the greater shocks and concussions, and a combination of both tire and frame to make the ideal wheel.

This is one way of answering that question, but the man who has ridden a rigid pneumatic or cushion over a "wavy" road, and been bounced or tossed about in the saddle like a light boat in choppy sea will hardly require the information. For those who enjoy similes, the one question can be answered with another:

Of what value are springs under a palatial railway parlor car, which has not only spring trucks, but is fitted with spring seats and plush cushions as well, and has uniformly smooth and even rails to run upon?

The answer is the same in both cases.

The car builders are constantly adopting every means which will tend to make railway travel more pleasurable and luxurious, and same is true of the makers of the American Rambler in a bicycle sense.

"Luxurious cycling" is one of their very by-words.

GORMULLY & JEFFERY MFG. CO.,

MAKERS OF

"The American Cycles."

Chicago Retail Store, 85 MADISON STREET.

BRANCH HOUSES:
174 and 178 COLUMBUS AVENUE, Boston, Mass.
1325 4th STREET, N. W., Washington, D. C.

FACTORY AND GENERAL OFFICES:
222-228 N. Franklin Street, Chicago, Ill.

PHILADELPHIA'S LANTERN PARADE.

Thursday evening of last week witnessed the second annual lantern parade of the Philadelphia clubs, all of whom turned out with the exception of the Pennsylvania, Philadelphia, and one or two others, the club houses of these organizations being so far away that they could not reach the scene of the display with any decorations remaining on their wheels. Last year when the Pennsylvania Club reached the scene of the start, they had no lighted lanterns left. No less than 50,000 people witnessed the parade. Broad street for a mile north from Columbia avenue was so densely packed that locomotion was almost impossible; while on Diamond street the crowds were equally as great. The clubs formed at Montgomery avenue and 18th street, moving at nine o'clock, the route of the parade being down Montgomery avenue to Broad, to Lehigh avenue, countermarch on Broad to Diamond, out Diamond to Twenty-second, countermarch to Broad, and thence to Columbia avenue, where they were dismissed.

Capt. Simmons, of the Park Avenue Wheelmen, was chief marshal, riding at the head of the column, which was led by the Perseverance band in a wagon.

The order of the parade was as follows: Frankford Bicycle Club, Captain Dyson, 20 men; Century Wheelmen, Capt. Dalsen, 39 men; Camden Wheelmen, Capt. Buzby, 15 men; South End Wheelmen, Capt. Dimon, 45 men, taking the prize for the largest number in line; Mt. Vernon Wheelmen, Capt French, 38 men; Columbia Cyclers, Capt. Fontaine, 38 men; North End Wheelmen, Capt. Krose, 41 men; Oxford Wheelmen, Capt. Garrison, 35 men; West Philadelphia Y. M. C. A., Capt. Shee, 15 men; Park Avenue Wheelmen, Lieut. Oakford, 38 men; Quaker City Wheelmen, Capt. Chapman, 40 men; Belmont Club, Capt. Conly, 8 men; North West Wheelmen, Capt. Keeler, 24 men; North East Wheelmen, Capt. Gibson, 18 men; Ormonde Cyclers, Capt. McNally, 12 men; Alpha Wheelmen, Capt. Guthapfel, 20 men; American Wheelmen, Capt. Hockstadter, 24 men.

There were in addition a large number of individual cyclers, bringing the total number up to about 800 wheels.

Many of the decorations were on the most elaborate scale, and a number of the riders were gotten up in masquerade costume of every conceivable description, representing Indians, clowns, Chinamen, Revolutionary soldiers, cow-boys, ballet girls, and the deuce knows what else; some, it must be confessed, being more grotesque than elegant.

The Quaker City Wheelmen had by far the handsomest general display, each machine being decorated with a heavy cluster of lights, while they were headed by a beautifully constructed Chinese pagoda drawn by cycle power.

The Columbia Cyclers also had a handsome float with characters representing Columbia, George Washington and Wm. Penn, the whole being illuminated by incandescent lights supplied by a storage battery.

The Americus Wheelmen had an Indian wigwam on a float.

The West Philadelphia Y. M. C. A. showed a yacht, while the Oxford Club had a model of a locomotive built of cardboard, which was a unique get-up.

Mr. E. Shaw, of the South End Wheelmen, whose safety was handsomely made up to represent a yacht, was awarded the prize for the best individual display.

The parade attracted as much attention from the outside public as one of the presidential campaign affairs; and while a great deal of individual effort was expended in the decoration of the machines, yet the riders undoubtedly felt more than repaid for their work at the hearty applause bestowed upon them by the thronging thousands. "Ariel."

Philadelphia, Oct. 5, 1891.

STATEN ISLAND TOURNAMENT.

The Staten Island Athletic Club is making a determined effort to boom cycling on Staten Island. A race meet has been arranged on the club's fine quarter-mile cinder track for Saturday, October 24th next, in such a way as to draw out the fullest local interest, and yet allow all the fastest riders of the country to be present. The team race tournament—one mile for three men in each team—is intended to be a genuine tournament in which all the leading athletic clubs and bicycle clubs are expected to engage. The contests will be two by two, athletic club against athletic club, and bicycle club against bicycle club, until the final heat, in which the victorious athletic club will meet the victorious bicycle club. The beginners' race, the back numbers' race and the medley or ride, run and carry, offer an opportunity to every one, whether a rider or not, to win a prize, and are bound to cause an endless amount of merriment.

The list of events is as follows: Novice race; one mile safety, closed; championship of Staten Island; one mile safety; back numbers' race; half-mile, closed; first invitation, two mile safety, handicap; quarter-mile dash, safety, closed; beginners' race, 125 yards, closed, open only to those who have never been in the saddle before; ordinaries or "bish wheelers," one mile handicap, closed; second invitation, one mile safety, scratch; medley, half-mile ride, run and carry, ride 220 yards, run 100 yards, ride 120 yards, carry wheel 25 yards, ride one lap to finish; one mile safety, handicap closed; open team race, final one mile winning athletic club against winning bicycle club team. Messrs. Berlo, Murphy brothers, Rich, Tabis, Windle, Worden, Zimmerman and others have been invited to compete.

THE NEW YORK RACE.

The bicyclists who are entered as sure starters in the Madison Square Garden 142 hour contest, October 19—24, are doing some fine work in training for the event, and many old riders are of the opinion that the race will be the finest struggle on wheels that the cycling world has ever seen. The entries embrace every noted champion and record breaker in Europe and America, and this fact alone will tend to make the contest a bitter and thoroughly International one. France will rely on Jules Dubois and Charles Terront, who are training at Bordeaux, and who will leave for New York this week, accompanied by a French journalist who assisted in the great *Petit Journal* road race of 740 miles, which Terront won from 200 starters. England sends the flower of her professionals, and the names of W. Wood, George Edlin, Arthur and Alfred Robb, W. Lamb, and Richard Howell are known the world over, and are all record breakers on the wheel. Good Old Ireland relies on M. J. O'Flanagan of Tipperary County, who has done some splendid work for two years in Ireland and England, P. Martin of Windsor, Canada, is another Canadian-Irishman who has entered, and as he rode second in Detroit last winter in the 48 hour race, finishing with a broken collar bone received in a bad fall two hours before the finish, as his backers could not prevent him continuing and finishing the race. Bonnie Scotland sends two of her most trusted and true wheelmen in John Dunlap Lumsden of Aberdeen and Wallace stage of Glasgow, who arrived in New York last Saturday. Lumsden is the hero of the Edingburgh International six day's race of 1888, which he won from the Frenchman Dubuis by a foot, defeating American, English and French competitors. The race closed in the presence of fifteen thousand spectators, and the finish was the most desperate ever seen in any country. Will America hold her own in the question? Many who have seen the magnificent struggles of John S. Prince, the 72-hour World's Champion, "Senator" Morgan, the 48 hour champion, Charles Ashinger, the Ohio boy, Albert Schock, the German-American Chicago rider, and Edward McDowell, believe that one of the Americans can win the big race, and prove that Cycling America can and must lead. Prince writes from Omaha, his training quarters, that he is in the pink of condition.

FIRST INTER-CLUB CENTURY OF THE PHILADELPHIA CLUBS.

Upwards of sixty Philadelphia riders—members of the various local clubs—went by train to Harrisburg on Saturday evening to take part in the first inter-club century run from that city to this place. The start was made as scheduled at four o'clock from Harrisburg, the first man reaching Reading at twenty minutes of ten, where the thirsty wheelmen found refreshments in the shape of lemonade and sandwiches awaiting them, the donors being the Penn Wheelmen of that city. Dinner was taken at Pottstown at half past twelve, fifty-four men who came straggling along at intervals sitting down to table at the Shuler House, immediately after which the run was resumed, Philadelphia being sighted at about half past six o'clock by the first detachment, although stragglers kept coming for the next three hours. The first to register were Drs. M. N. Keim and M. N. Keim, Jr., of the Century Wheelmen, and Walter Bilyeu, Park Avenue, followed shortly by Capt C. W. Dalsen and Messrs. Bilyeu and Scheil of Century. The weather was warm and the roads stony and dusty owing to the recent drought, and altogether the ride was a hard one. The following clubs were represented: Park Avenue, Century, Oxford, Pennsylvania, Quaker City, Alpha, Mt. Vernon, South End, Lehigh, North End, Eclipse, North West, Wissahickon and Time Wheelmen, Captain Chapman of the Quaker City Wheelmen being in charge of the run. There was a lack of system in the arrangements that made itself felt at a very early stage of the run. From the start the pace was more befitting a road race than a regularly scheduled run, and it was no doubt due to this fact that the number of stragglers gradually strung out along the road, all the way at intervals of from ten minutes to two hours and more part of the journey. In fact several riders went astray at various points along the route, while others finished by train. Some twenty-five men came through the entire one hundred and twelve miles. "Ariel."

Philadelphia, October 5, 1891.

THE ALBANIANS' CENTURY.

On Sept. 27th, Messrs. Henry Gallien, J. S. Righter, Percy and Ernest Nicholson and Howard Watson, members of the Albany (N. Y.) Wheelmen, started to accomplish a century run, and they have the honor of being the first Albanians who have succeeded in accomplishing same over the roads in the vicinity of Albany. The start was made at 4.15 A. M. The only man on an ordinary came to grief before Troy was reached, and broke the handle of his machine, the temporary repairs of which took about half an hour. The route was to Troy, Hoosick Falls, Cambridge and Salem, which latter place was reached at noon. This was the turning point, and after a very brief rest the wheels were again mounted, and Cambridge was made for dinner. Here a rest of an hour and a half was taken, and then the back trip was continued over excellent roads to Eagle Bridge. Darkness overtook the centurions at a point some 12 miles from Troy, but the party continued on and reached Albany at 9 10 P. M. Distance ridden 105 miles, and actual riding time 13h. 30m. Elapsed time 17 hours. It was a hard ride over hard roads, and the party of five are to be congratulated on their successful accomplishment of same.

THE BELMONT CYCLE CLUB CENTURY.

Notice to the wheelmen of Taunton, Mass., and vicinity. The proposed century ride to take place October 18, will start from Taunton, Mass., at five A. M. Arrive Stoughton 7, stop 25 minutes for lunch at Stoughton, arrive Mattapan 8.35, stop 5 minutes, arrive Brighton 9.40, stop 25 minutes, lunch at Brighton, arrive Lexington 11.40, stop 15 minutes; return, arrive Brighton 1.30, stop 50 minutes, dinner at Brighton, arrive Mattapan 3.20, stop 5 minutes, arrive Stoughton 6.35. Pace eight to nine miles per hour. There will be a full moon that night, so that those who are unable to finish by daylight can take it easy. Each participant will be presented with a silk badge by the B. C. W., besides an elegant souvenir to all who finish and conform with the pacemaking. Entries will close October 15, and not the 18th, as erroneously printed in last issue of this paper. P. L. Bassenfordes, Capt.

CENTURY RUN OF BUFFALO, N. Y., WHEELMEN.

"The bustling Press Cyclers broke the century record yesterday by bringing 37 members of the club through from Erie. Considering that it was the first century run several riders made, that the roads were in bad condition, and that the heat was stifling, the performance is remarkable. The first division of 22 men, with Lieut. Newell at the head, left Erie at 4.45 A. M., and at 5 o'clock the remaining 17 started. A stop was made at Bladell at 5 10 P. M. to wait for the tail-enders. The first division arrived at the Press club room at 10.10 P. M., but several cracks reached home an hour before. On the trip four wheels broke down, but their riders were provided with others at Eighteen Mile Creek."—*Exchange.*

CENTURY RUN OF LAWRENCE, MASS., CYCLERS.

"Sept. 27, at five o'clock A. M., eleven of the Lawrence wheelmen met in front of Dyer Bros.' store, and began a 100-mile run, which was completed at 7.15 in the evening at Reading, the two cyclometers with the party, showing that a distance of 100 miles had been covered, with a quarter-mile over thrown in.

The run was through North Andover, Boxford, Georgetown, Rowley and Ipswich, where the wheelmen had breakfast, then through Hamilton, Wenham, Beverly, Salem Lynn to Wakefield, where dinner was in order. The route was then taken through Melrose, Malden, Medford, Somerville and Cambridge to Chestnut hill reservoir, then to Dedham, where supper was eaten, after which the riders retraced their route previously covered to Wakefield, and then homeward turned, arriving at Reading in season to take the cars to Lawrence, having covered the distance allotted.

Of the eleven starters nine finished. The names follow: T. S. Webb, Edgar M. Bryant, Richard P. Idding, Morris Barker, L. M. Tillinghast, Herbert Craven, Eugene Irnos, Robert Holburn and Robert Corkhill."

THE BOSTON ATHLETIC ASSOCIATION 25-MILE ROAD RACE.

"The record is gone" shouted an enthusiastic individual, as Hoyland Smith, the first scratch man to finish, shot across the tape. Subsequent developments showed this to be true, as the time credited to Smith, 1.19.13, stands as the world's record in competition, and is the fastest 25 miles ever ridden in America, either in competition or against time. The atmospheric conditions were favorable to fast time, though the roads were not in the best condition, owing to the prolonged drought. Ninety-three starters out of the 102 entries. The notable absentees were Van Sicklen, Van Wagoner and Geo. F. Taylor.

Clerk of the course, Lawrence Tucker, and his assistants, worked like beavers to get the men in line, and with one trifling exception all the men were sent off on time. Fully 2000 spectators lined the streets at the starting line, and the officials and police had all they could do to keep a space clear enough for the men to ride. All the contestants started off at a terrific speed, so fast indeed that many wiseacres shook their heads and said that the time would be slow, "the men were riding too fast at the start." By the time the reservoir was reached many of the weak or unfortunate brothers had had enough. Several bad accidents which disabled them, notable among these was the bursting of Burnham's pneumatic tire when he had gone but a short distance. G. A. Keening, a 4m. man, did some splendid pacing as far as Newton street, and then R. W. Taylor, 12m., who had caught up with the procession forged to the front in spite of the plucky efforts of Keening, and was never passed during the remainder of the race. He was the first man to reach the turning point.

In the meantime a surprise was in waiting for the men in the shape of a dark horse, D. W. Caswell by name. Mr. Caswell has only been riding a few months; he is very slight built and short in stature; his age is about 28 years. He proved himself to be a perfect wonder and rode the race in a manner which proves that he is a bundle of pluck and muscle. He rode with excellent judgment, and by the time he had reached the Back Bay Park on his return there were only three men in front of him, Clark, Seeley and Taylor. A balk was made here by Taylor, Clark and Seeley, which unfortunately put the two latter men back. Taylor made the mistake of riding about 300 to 400 yards of the course on a wrong street, and a protest was entered in consequence. This was disallowed, on the ground that he was misdirected by one of the flagmen and the distance so traveled wrong being so trivial. It is a trifle longer than the proper course, hence he really lost distance by the error. The position and time of the first twenty men was as follows:

Position.	Name.	Handicap. M. S.	Actual Time. H.M S.	Tire.
1.	R. W. Taylor	12.00	1.30.50	Cushion
2.	D. W. Caswell	8.30	1.27.21	Pneumatic
3.	C. F. Seeley	7.00	1.25.58	Pneumatic
4.	J. E. Clark	6 00	*1 25 02	Cushion
5.	C. Measure	11.00	1.30 15	Cushion
6.	J. P. Clark	6 00	1 25.19	Cushion
7.	H. Smith	Scratch	*1.19.13	Pneumatic
8.	H. C. Tyler	Scratch	*1.20 00	Pneumatic
9.	E. A. McDuffee	Scratch	*1.20.04	Pneumatic
10.	W. C. Rands	3 30	*1.23 37	Pneumatic
11.	A. W. Porter	3 30	*1 23.39	Cushion
12.	P. J. Berlo	Scratch	*1.20 33	Pneumatic
13.	F. C. Graves	Scratch	*1.20.38	Pneumatic
14.	F. S. Elliott	11 30	1.32.36	Cushion
15.	T. M. Gallagher	10 00	1.31 37	Cushion
16.	F. S. Dewey, Jr.	6 00	1.27.43	Pneumatic
17.	J. W. Robertson	10.00	1 31.54	Solid
18.	W. B. Clough	14 00	1.36.00	Solid
19.	J. E. Martin	9 00	1.36.13	Pneumatic
20.	A. M. Beers	6.00	1.28 17	Pneumatic

*All within the best previous record of 1.25.11.

The checkers at the finish tallied fifty men, and then left the stragglers to come in as they might. The handicapping was most excellent, the first eight men finishing within the minute, and eight men broke the previous best record of 1 25.11 made by Van Sicklen at Detroit last July.

The first thirteen men got prizes, and in addition to that the following men took special medals.

Gold medal, Hoyland Smith for best 25 miles record.

Gold medal to H. C. Tyler; second fastest time within previous record.

Gold medal, E. A. McDuffee for third fastest time, also within previous record.

Silver medals, P. J. Berlo and F. C. Graves tied for fourth fastest time, also within previous record.

Bronze medal, W. C. Rands for fifth fastest time, also within previous record.

Silver medals were: J. W. Robertson, fastest solid; A. W. Porter, fastest cushion; C. F. Seeley, pneumatic fastest time *outside* best previous.

The race was a success, and an honor to its enterprising promoters.

THE CHICAGO MEET.

[We desire to make an explanation as to the reason this paper omitted to report in its last issue the results of such an important meet as that held in Chicago on the 25th and 26th of September. We have a correspondent in Chicago on whom we rely for reports of events taking place in the Western metropolis; but for some reason not known at this writing, a report from him of the Parkside events never reached us from his hands.—Ed.]

Later.—Since writing above this telegram was received:

"Mailed report of Chicago races Sunday noon in full. Look out for your interests in Chicago. "The Lounger."

We did not receive the report.—Ed.

The first day of the races at the Parkside track was a disappointment as regards the number of spectators, barely 1500 being in attendance. This result, in the face of liberal advertising and general hustling on the part of the promoters, was not encouraging. The second day, however, the public showed a better appreciation of the efforts of the management to give good sport, and about 4200 people passed the gates. The meet was remarkable for the absence of all the Eastern cracks except Dorntge of Buffalo, and perhaps this fact helped to dull public interest in the affair. There is no doubt but that the dear public do like to gaze on celebrities; and though all the Chicago flyers were there, the interest would have been increased had it been possible for the Eastern Athletic Clubs' teams to have been present. The only records established were made by Dorntge, who made in competition three miles in 8.17; four miles in 11.04; and five miles in 13 57.

Bodie's fall at Peoria evidently had shaken him out of condition for speed, while Barrett, who also got a bad tumble at Peoria, seemed to have entirely recovered and did some excellent work.

Results of first day's racing, Sept. 25:

One-mile novice, safety, heats—First and second men in final. First heat—H. P. Berlo, first; G. Brandenburg, second. Time 3 02 4-5.

Second heat—F. Nessell, first; W. Scott, second. Time 2 55 2-5.

Final heat—Nessell cut out the pace in this heat, and won quite within himself. F. Nessell, first; W. Scott, second; G. Brandenburg, third. Time 2.55 3-5.

One-mile novice, ordinary—Davis, the winner, showed his undoubted superiority, as he ran his competitors clean off their feet. C. Davis, first; J. Clark, second; J. Brandenburg, third. Time 3.00 2-5.

Half-mile safety, handicap. Heats. First heat—D. B. Southern, 70 yards, first; G. K. Barrett, scatch, second; H. A. Githens, 20 yards, third. Time 1.16 4 5.

Second heat—C. Knisely, 30 yards, first; F. J. Wagner, 80 yards, second; A. E. Lumsden, scratch, third. Time 1.12 3-5.

Final heat—A. E. Lumsden, scratch, first; C. W. Knisely, 30 yards, second; G. K. Barrett, scratch, third. Time 1.14. In this race a good many of the men rode very wide on turning into the home stretch, and Lumsden took advantage of this wild riding to slip in at the pole and win handily.

Quarter-mile open, ordinary—Barrett broke his handle bar at the last turn, and thus lost a good fighting chance of getting a position. E. W. Ballard, first; H. A. Githens, second; J. P. Bliss, third. Time 39 1-5.

Quarter-mile, boys—Fred Kurtz, first; Gus Steele, second; A. M. Symand, third. Time 44s.

One-mile ordinary, handicap—C. W. Davis, the limit man, was caught at the home stretch, but he evidently had been reserving himself, for he outspurted the others on the home stretch, making a very pretty finish. C. W. Davis, 100 yards, first; E. W. Ballard, 35 yards, second; J. P. Bliss, 35 yards, third. Time 2.46 3-5.

One-mile open, safety—Time limit of 2.50 and special time prizes for the quarter, half and three-quarters were offered, and though an attempt was made by Young for the quarter and half, he did not get it, and the time limit was only beaten by 1-5s. G. K. Barrett, first; A. E. Lumsden, second; C. W. Dorntge, third. Time 2.49 4-5.

Two-mile lap, ordinary—Githens had this race practically all his own way. Ballard, who on the first few laps looked like a dangerous rival, dropped out practically after a few rounds. The finishes between Bliss and Githens were very close, the latter evidently played with his man. H. A. Githens, 24 points, first; J. A. Bliss, 15 points, second; E. W. Ballard, 10 points, third. Time 6. 32 2-5.

Three-mile handicap, safety—Dorntge and Barrett from scratch watched each other very closely, in fact, so closely that they lost sight of the fact that the other fellows were spurting for the finish, hence they got left. Had Dorntge spurted sooner, he undoubtedly would have won the race. His riding for the last mile was excellent, but he ought to have gathered in his field earlier in the race. Austin Webb, 350 yards, first; F. Nessell, 400 yards, second; C. W. Dorntge, scratch, third. Barrett did not finish. Time 8.18 2-5.

Second day, Sept. 26. One-mile safety, handicap. Heats—First heat—C. W. Dorntge, scratch, first; C. P. Root, 90 yards, second. Time 2.36.

Second heat—N. H. Van Sicklen, 60 yards, first; A. E. Lumsden, scratch, second. Time 2 39.

Third heat—G. K. Barrett, scratch, first; C. D. Cutting, 80 yards, second. Time 2 38 1-5.

Fourth heat—C. W. Knisely, 55 yards, first; I. D. Wilson, 130 yards, second. Time 2.42.

Final—This was one of the prettiest and best contested races of the meet, Barrett winning neatly first place over Dorntge. There was not daylight between any of the first three men. G. K. Barrett, scratch, first; C. W. Dorntge, scratch, second; N. H. Van Sicklen, 60 yards, third; C. W. Knisely, 55 yards, fourth. Time 2.32 2-5.

Half-mile ordinary, handicap. Heats. First heat—C. W. Davis, 20 yards, first; E. W. Ballard, 10 yards, second; J. J. Clark, 45 yards, third. Time 1.22.

Second heat—H. N. White, 70 yards, first; H. A. Githens, scratch, second; J. P. Bliss, 15 yards, third. Time 1 19 2-5.

Final heat—H. A. Githens, scratch, first; E. W. Ballard, 10 yards, second; J. P. Bliss, 15 yards, third. Time 1 18.

Half-mile, boys, handicap—F. Kurtz, scratch, first; W. H. Kane, 20 yards, second. C. A. Pratt also rode, who was disqualified, being over age, 16 years. Time 1.36

Two-mile safety, handicap. Heats. First heat—W. F. Berman, 270 yards, first; Walter Rea, 280 yards, second; A. Webb, 210 yards, third. Time 5.25.

Second heat—C. W. Dorntge, scratch, first; C. D. Cutting, 150 yards, second; F. S. Wagner, 280 yards, third. Time 5.26.

Final—C. W. Dorntge, scratch, first; W. Rea, 280 yards, second; F. S. Wagner, 260 yards, third. Time 5.16 2-5. Dorntge had the field at his

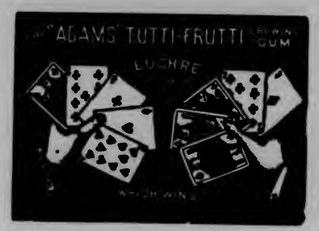
continued on page 772.



A Shot with the Kodak.

Send to The Eastman Company, Rochester, N. Y., for a copy of "Do I want a Camera," (illustrated) free by mail.

Take a Kodak with you.



PRICE, - - - - - $100.00.

THE HARTFORD SAFETY. THE HARTFORD LADIES' SAFETY.



—MANUFACTURED BY—

THE HARTFORD CYCLE CO.,

HARTFORD, - CONN.

Ball Bearings, Interchangeable, Strong, Durable and Well Finished.



Send for 1891 Catalogue.

WELDLESS SOLID DRAWN STEEL

TUBES For Bicycles and Tricycles.

Imported to SPECIAL ORDER only.

PHILIP S. JUSTICE & CO., - - 14 N. 5th Street, Philadelphia, Penn.



Send us your duplicate orders on Bicycle Shoes, Foot Ball, Sprint Running and Gymnasium. Samples out Stamp for Catalogue.

PIERCE, SMALL & CO., RANDOLPH, MASS.

Solid Gold Regulation

L. A. W. PINS,

Price, $2.

Discount to jewelers only.

Martin Metzger & Co., 7 Maiden Lane, N. Y.



Worn on vest or coat or Leather. In case of ACCIDENT will prove who you are. Fifteen Year Warranty. Dust & Water proof Case of Metal. 25¢ by mail. Agents Wanted. ILLINOIS METAL CO. ROYAL INS BUILDING CHICAGO ILLS



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - - Room 20

ABBOT BASSETT, Secretary,

OFFICERS FOR 1890—91.

PRESIDENT,
JAMES R. DUNN,
40 Wall st., Room 65, New York

FIRST VICE PRESIDENT,
MAJOR CHAS. L. BURDETT,
Hartford, Conn.

SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN,
116 Broad Street, Elizabeth, N. J.

TREASURER,
W. M. BREWSTER,
117 No. 4th Street, Quincy, Ill.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass

Standing Committees.

Membership Committee.

Sanford Lawton.....Springfield, Mass.
George C. Pennell.....Elizabeth, N. J.
Howard L. Perkins.....Box 103, Providence, R. I.

Committee on Improvement of Highways.

Isaac B. Potter.....Potter Bldg., New York
Wm. P. Bowen.....Box 1513, Providence, R. I.
Charles W. Wood, 334 S. Salina St., Syracuse, N. Y

Committee on Rights and Privileges.

Geo. A. Perkins.....5 Pemberton Sq., Boston
J. S. Dean.....28 State St., Boston
Chas. F. Cossum.....Poughkeepsie, N. Y.

Committee on Rules and Regulations.

T. J. Kirkpatrick.....Springfield, O.
A. B. Richmond.....Grand Rapids, Mich.

Transportation Committee.

Albert Mott.....203 Lenox St., Baltimore, Md.
Joseph T. Chism....120 Mosher St., Baltimore, Md.
Burley B. Ayres, Band, McNally Bldg. Chicago, Ill.
Thomas Savage Clay.....Savannah, Ga.
Amsi T. Dodd.....70 Park Place, Newark, N. J.
John B. Seward.....35 Milk Street, Boston
Chas. A. Sheehan....5 Vanderbilt Ave., New York

Racing Board.

George S. Atwater.....
.....1434 Penn. Ave., Washington, D. C.
George Collister....147 Ontario St., Cleveland, O.
Lewis A. Miller.....Meriden, Conn.
W. E. DeGraaf.....47 West 14th, New York City
A. J. Street.....500 West Madison, Chicago, Ill.

The Second Half.

The second half of the League year, during which the dues are $1.50, begins November 1. All applications published this month will be at the two dollar rate, but the Secretary will receive and hold any that may be accompanied with $1.50 and publish them in issue of November 6th. This notice is published in order that there may be no dissatisfaction arising from the fact that applicants pay the extra fifty cents for membership of but a few weeks. A name once published cannot be withdrawn and carried to another issue. Those who are published up to and including October 30, will have the right to vote in the election of this year, provided the Divisions in which they are located hold the polls open till November 15th, as they are allowed to under the Constitution.

Uniform Cloth and Buttons.

The regulation League uniform is made of a steel gray cloth manufactured for the League exclusively. This cloth and the regulation League Buttons may be had of any League tailor or of the Secretary at the following prices: Cloth, 54 inches wide, $2.10 per yard. Metal buttons: large, five cents each; small, three cents each. Rubber buttons, either size, three cents each. Uniform has six large and ten small buttons. As the Secretary keeps no book of credit, all orders sent to him must have cash accompanying. No cloth supplied to tailors or to non-League men.

Members of Tennessee Division

Will take notice that in accordance with Constitution of the League, election of the Division Officers must be held between October 15th and November 15th. You will cast your vote for the following officers: Chief Consul, Vice Consul, Sec.-Treasurer and one Representative.

The Secretary will furnish each member with a voting blank, which must be returned to him before November 15th. It is hoped that our members will select energetic and pushing men to represent them in their various positions, for on these mainly depends the success of your Division. Don't fail to vote. Respectfully,

CHARLES J. SCHERER.

Rhode Island—Election.

I have appointed Wm D. Barton, Hermann F. Morlock and Charles W. Day a committee to receive and count the ballots to be cast at the coming annual election of Division officers. A Chief Consul, Vice Consul, Secretary-Treasurer, and six Representatives are to be voted for. The Secretary-Treasurer will send to each member of the Division a blank ballot with a list of the officials to be voted for thereon. Each ballot must be signed by the members voting the same, who must also write thereon his or her League number, and must be mailed to Wm. D. Barton (Box 163, Providence, R. I.) some time *between* October 15 and November 15. Every member of the Division is entitled to a vote, whose name has been published in the L. A. W. BULLETIN prior to October 30th, 1891.

* League clubs must also elect their Representatives between October 15 and November 15.

GEO. L. COOKE, Chief Consul.

Subscriptions to Roads Improvement Fund.

The following subscriptions have been received from friends of the League to aid in the work of the Roads Improvement Committee. Further subscriptions to this fund will be acknowledged by personal letter and by publication in this column. Subscriptions may be sent (check or money order) to I. B. Potter, Chairman, Potter Building, New York City.

Grosvenor P. Lowry, New York	$25.00
T. B. Brooks, Newburgh, N. Y.	5.00
F. W. Dunton, New York	50.00
C. de P. Field, Peekskill	10.50
A. C. Stevens, New York	5.00
J. W. B. Dobler	10.00

Transportation.

SAN DIEGO, CUYAMACA & EASTERN RAILWAY COMPANY.
SAN DIEGO, Cal., Sept. 16th, 1891.

All Agents, Conductors and Baggagemen:

Complimentary to the League of American Wheelmen, bicycles will be carried *free* over this line when accompanied by owner, who will have first-class ticket or pay first-class fare; it being expressly understood wheels placed in baggage car—no check and owners' risk.

A. E. KINNEY, Superintendent.

New League Clubs.

The following clubs have qualified as League clubs and filed the certificate required in the office of the Secretary:

362—Grand Ledge Bicycle Club, Mich.
363—Press Cycling Club, Boston, Mass.
364—Akron Bicycle Club, Ohio.

457—Missouri—500.

To Members:

We are plodding along slowly but surely towards the 500 mark, and now only 43 names are needed to fill the gap. It is an "aching void" to be sure, but still it will not last long if sharp recruiting is kept up. We have at last succeeded in getting the subject of Road Improvement recognized by our State Board of Agriculture through the medium of Mr. Potter's excellent work, "The Gospel of Good Roads." One of the first remarks made by a member of this Board was: "You should be able to gather every rider of a bicycle under your banner and thus by your numbers, as well as superior organization, solve the Road Improvement problem in Missouri." This hits the nail squarely on the head; therefore, do your share in obtaining recruits.

Fraternally yours,

ROBT. HOLM, C. C.

Attention, New Hampshire Members.

Persuant to article 5, section 5 of the By-laws of this Division, I appointed during the month of September a Nominating Committee. They have reported to me for Division Officers of 1891-2 the following names, viz.: For Chief Consul Geo. A. Place of Concord; for Vice Consul, H. E. Dodge of Manchester; for Secretary-Treasurer F. E. Gale of Concord; for Representatives, F. A. McMaster of Nashua, C. A. Hazlett of Portsmouth and R. H. Scott of Manchester, N. H. According to Section 1 of above article, elections must be held between October 15 and November 15th. The Secretary-Treasurer will mail you printed tickets in a few days, and I trust every member will show his interest by voting. It may not be out of place here to state that neither Mr. Scott nor myself will accept an office this year.

Yours very truly, FRANK A. MCMASTER, C. C.

Pennsylvania Division.

I have to-day appointed the nominating Committee to suggest the officers of the Division for the ensuing year as follows:

O. S. Bunnell, Chairman, 533 Chestnut street, Philadelphia; W. R. Tucker, Board of Trade, Philadelphia; H. C. Wallace, 535 Washington st., Scranton, Pa.; Seward H. Murray, Keystone Bicycle Club, Pittsburg, Pa.; Chas. P. Lusk, Lochiel Hotel, Harrisburg, Pa.

There are to be nominated and elected a Chief Consul, Vice Consul, Secretary-Treasurer, and twenty-three representatives.

Members are invited to send suggestions to Mr. Bunnell, the Chairman, or to any member of the Committee before 15th October, 1891.

SAMUEL A. BOYLE, Chief Consul.

The Annual Election.

The annual election of Division and Subdivision Officers is provided for in the following extracts from the Constitution:

Art. V, Sec. I. Each Division shall elect annually a Chief Consul, Vice Consul and Secretary-Treasurer; and shall also elect one Representative for each 100 League members on its roll October 1st.

Sec. III. These officers shall constitute the Division and Subdivision Boards of Officers, and shall be elected between the 15th day of October, and the 15th day of November at such time and place, and in such manner as is provided by the Constitution and By-laws of the Division and the Rules and Regulations of the Subdivision.

Sec. IV. The President shall appoint annually between the 15th day of October and the 15th day of November, a Chief Consul for each Consulate.

DIVISIONS.

A State or Territory having one hundred members or more shall organize a Division, and may elect in its own way a Chief Consul, Vice Consul, Secretary-Treasurer, and one Representative for each 100 resident League members.

Each Division must make its own rules for the canvass, casting and counting of votes. Chief Consuls should take immediate steps preparatory to the election and should publish in the BULLETIN the rules of their respective Divisions, and the full plan of election at as early a date as possible. Below we publish a table showing the membership by States. The Secretary will provide mail lists to Division officers for the conduct of the vote, but these mail lists should not be used as check-lists at the time of counting, since they are not and cannot be so accurate as the list of Division members kept by the Secretary-Treasurer.

Below we give a list of Divisions, the total membership October 1st, and the number of Representatives each is entitled to:

	Members.	Reps.		Members.	Reps.
California,	484	4	Missouri,	450	4
Connecticut,	2051	20	Nebraska,	194	1
D. of Columbia,	180	1	N. Hampshire,	350	3
Illinois,	1991	19	New Jersey,	1307	13
Indiana,	329	3	New York,	2933	28
Iowa,	228	2	Ohio,	1609	16
Kansas,	157	1	Pennsylvania,	2335	23
Kentucky,	312	3	Rhode Island,	645	6
Louisiana,	134	1	Tennessee,	134	1
Maine,	231	2	Texas,	118	1
Maryland,	577	5	Vermont,	104	1
Massachusetts,	3147	31	Virgina,	111	1
Michigan,	727	7	Wisconsin,	314	3
Minnesota,	167	1			

SUBDIVISIONS.

Sub-divisions may elect a Chief Consul and Secretary-Treasurer. Members in Subdivisions should prepare their ballots and send them to the Secretary of the League in envelopes marked "mail vote" on the outside. Put nothing else in these envelopes. Polls will close at Secretary's office at six P. M., November 15. Nominations made by any club or by any five members will be published in BULLETIN. Below we give list of Subdivisions: Colorado, 60; Delaware, 47; West Virginia, 82; Utah, 50.

CONSULATES.

A State or Territory having twenty-five members is recognized as a Consulate. Its Chief Consul will be appointed by President Dunn, who will be glad to receive nominations from clubs or individuals.

Georgia, 25; Montana, 35.

LEAGUE CLUBS.

Article V. Sect. 1 (b) Each League club located under the jurisdiction of a Division shall be entitled upon joining the League, and annually thereafter, to elect one Representative for the first twenty members on its roll, and an additional Representative for each fifty members thereafter.

League Clubs must elect Representatives in the manner provided by the Constitution of the Divisions in which they are located.

Minnesota Division Election.

In response to the notice published in the BULLETIN of September 4th the following nominations for officers of this Division have been received. From the Flour City Cyclists of Minneapolis, for Chief Consul H. B. Choate of Minneapolis, for Vice Consul K. F. Lott of St Paul, for Secretary-Treasurer, E. S. Gregory of Winona; for Representative, G. H. Lewis of Mankato. From the St. Paul Cycle Club, for Chief Consul, K. F. Lott of St. Paul; for Vice Consul, Colie Bell of Minneapolis; for Secretary-Treasurer, E. S. Gregory; for Representative, G. H. Lewis.

The official ballot will be a postal card with the names of the candidates for each office printed thereon, addressed to the Secretary-Treasurer. Not later than November 1st each member will be furnished with a ballot on which he will indicate his choice for each office by marking a cross (X) with a pen opposite the name of the candidate for whom he wishes to vote and signing his name and League number in the spaces provided therefor. Ballots with the names of two candidates for the same office marked, or with no names marked or received by the Secretary-Treasurer later than the last mail arriving Nov. 15th will not be counted. If two ballots signed by the same member are received, neither will be counted.

League clubs may elect their representatives in such manner as they deem best, and their Secretaries shall certify the result to the Secretary-Treasurer of the Division who will publish the names of club representatives in the BULLETIN with the names of the Division officers.

A committee to canvas the vote for Division Officers will be appointed and announced hereafter. T. M. SLOSSON, Chief Consul.

Minneapolis, September 29, 1891.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be

provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, Oct. 9, '91.

Total—100—22,286.

CONNECTICUT DIVISION—1—2135.

30416	Dunne, John J.		

DISTRICT OF COLUMBIA DIVISION—4—204.

30424	Proctor, Clarence A.	30458	Sykes, L. Fayette
30425	Sparrow, W. A.	30459	Wiggin, S. H.

ILLINOIS DIVISION—20—2082.

30486	Petersen, Ole	30480	Pease, E. W.
30471	Aborn, E. A.	30481	Phillips, Chas. W.
30472	Carver, Chas. M.	30482	Rowley, Wm.
30473	Cowlin, A. W.	30483	Walker, Geo. L.
30474	Ervin, W. B.	30485	Brockway, G. L.
30475	Hamilton, W. K.	30487	Rubins, W. F.
30476	Hutchinson, Ed. H	30488	Thatcher, R. K.
30477	Major, S. M.	30426	Lloyd, H. C.
30478	Meaberry, Paul	30427	Siever, Ed.
30479	Morgan, F. W.	30484	Anderson, Evan

KANSAS DIVISION—6—170.

30513	Kramer, S. B.	30489	Cunningham, Gus
30514	*Kramer, Mrs. S. B*		W.
30444	Reeve, I. M.	30490	Thew, W. A.,
30445	Michaels, W. C.		

KENTUCKY DIVISION—3—317.

30491	Conley, R. L.	30493	Guenther, F. B.
30492	Guenther, A. B.		

MASSACHUSETTS DIVISION—16—3202.

30466	Titcomb, Chas. S.	30429	Burnsville, Lewis E
30417	Ross, W. L.	30430	Lang, Arthur F.
30465	Tileston, Harry B	30431	Thomas, H. G.
30497	Brown, Arthur P.	30494	Montgomery, A. W
30495	Smith, C. F. A.	30496	Hunter, H. G.
30500	Averell, Ernest L.	30498	Richardson, H. B.
30446	Scribner, E. H.	30499	King, G. P.
30428	Le Caron, Albion D	30515	Clapp, A. W.

MICHIGAN DIVISION—9—772.

30449	Huntoon, Fred	30434	Franklin, Geo. O.
30447	Morton, R. M.	30435	Rathbun, C. R.
30448	Roellinger, F.	30436	Kuennen, Chris-
30432	Post, J. W.		tian
30433	Thiele, Max P.	30437	Robinson, Fred S.

MISSOURI DIVISION—3—462.

30460	Dupuy, Geo. R.	30503	Ringe, Edward
30418	Ritchie, Ryerson		

NEW JERSEY DIVISION—10—1348.

30419	Decker, Fred, Jr.	30453	Benwell, Geo. A.
30420	Love, Irving G.	30454	Palmer, Arthur S.
30450	Bonnell, A. F.	30455	Cladek, Geo.
30451	Laggren, A. N.	30456	Goodall, A. P.
30452	Miller, Fred S.	30502	Harrison, John G.

NEW YORK DIVISION—10—2942.

30438	Byrne, Cornelius E	30501	Signor, Isaac S.
30421	Eichberg, Benj.	30422	Mott, Lambert H.
30439	Jaretzki, Alfred	30469	Dunham, David B
30440	Strassman, Julius	30461	Skidmore, Chas. A
30441	Ziesing, Edward	30470	Jennings, Geo. E.

OHIO DIVISION—5—1654.

30442	Freund, August E	30462	Cook, J. P.
30467	Campbell, G. JBen.	30443	*Koehl, Mrs. Xenia*
30468	Peterson, T. O.		*L.*

PENNSYLVANIA DIVISION—8—2377.

30423	Haines, J. Dorsey	30507	Stanton, Howard
30457	Schoenthal, Chas. F.	30504	Pettit, Rob't E.
		30508	Rowland, Lynford Jr.
30505	Anspach, Paul B.		
30506	Stanton, Chas. H.	30509	LeBar, J. C.

RHODE ISLAND DIVISION—1—655.

30510	Yates, John W.		

WISCONSIN DIVISION—3—327.

30511	Klein, N. C.	30463	Rose. Chas. F.
30512	Maxfield, T. B.		

MONTANA CONSULATE—1—36.

30464	Dubreuil, Emile E.		

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasurer, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1424 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

GEORGIA—Chief Consul, Samuel M. Whitesides, Box 76, Savannah.

ILLINOIS—Chief Consul, Wm. A. Davis, 1068 Washington Boulevard, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No. Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 507 No. Alabama street, Indianapolis.

IOWA—Chief Consul, H. L. Chase, Cedar Falls. Secretary-Treasurer, O. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S. Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 143, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

MAINE—Chief Consul, John C. Stevens, 185 Middle street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unversagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, A. W. Robinson, 21 Milk street, Boston. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 380, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI—Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

MONTANA—Chief Consul, H. G. Duerfeldt, Box 226, Helena.

NEBRASKA—Chief Consul, A. H. Perrigo, 1315 Dodge street, Omaha. Secretary-Treasurer, C. B. Nicodemus, Fremont.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, R. H. Scott, People's Ins. Co., Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 116 Broad street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK—Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer, George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 52 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty., Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE-ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Chas. J. Sherer, 211 Main street, Memphis. Secretary-Treasurer, Thomas J. Dupree, 338 Front street, Memphis.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, C. A. Emise, Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro. Secretary-Treasurer, E. D. Whitney, Brattleboro.

VIRGINIA—Chief Consul, Law: L. Waring, Norfolk. Secretary-Treasurer, J. Hugh Henry, 140 Bute street, Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 332 East Water street, Milwaukee. Secretary, F. J. Morawetz, 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1892. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below:*

Date,..... *Name,*.....

Club,..... *St. and Number, or Box,*.....

References,..... *City,*.....

State,.....

Enclosed.....*for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. to April 30. Enclose $2.00 with this blank on any date between date of paper and October 30. Write plainly—Printing preferred.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptable for ticket, where it can easily be exposed to view, and pocket for personal cards, send 25 cents extra. If you want your name in gold, stamped on the holder, send 50 cents extra. *Leave the margin in using this blank.*



PERFECTION BICYCLES. "Built on Honor."

Last Week was a Great Week for WARWICKS.

RECORDS BROKEN, RACES WON.

And the Result? The other fellows all green with envy.

AS A RULE we believe in simply advertising our goods, but we must be pardoned if we take this opportunity to refer to the events of the past few days. "The Ghost" (well named, isn't it?) created a great sensation at Hartford and Springfield among racing men and wheelmen generally. AND WELL IT MIGHT. World record, 1-4, 1-2, 3-4 and mile. A winner in the great 20-mile road race. It carried George Hendee to victory; and Hendee pronounced it the finest machine he had ever ridden. In Friday's races it won for its riders more prizes than did any other one wheel. The Warwick stock machine—42 lb. Diamond Frames carried off some good prizes.

We have not expended a large amount of time, energy and money in "shouting our wares." THEY SPEAK FOR THEMSELVES. All things being equal, we prefer to put a limited amount of money into advertising in order to be able to pay for good material, and workmanship. You know a manufacturer cannot expend two-thirds the value of a given article, in advertising it, without causing the purchaser of that article to suffer, for we all know the labor and material must be paid for. We shall continue in the old way, ADVERTISING INTELLIGENTLY AND HONESTLY, and every working day making the best bicycle that can be produced.

Warwick Cycle Mfg. Co., · Springfield, Mass.

When you have received tuition from experience, don't forget to graduate.—Heartsfield.



A good bicycle is a desirable thing to have, and if you bought a cheap machine from an agent who told you that it was "just as good" and you did not find it satisfactory, don't be discouraged; sell your crock and buy a PARAGON.

STOVER BICYCLE MANUFACTURING CO., - Freeport, Ill.

NEW YORK BELTING & PACKING CO Limited.

JOHN H. CHEEVER, J. D. CHEEVER, F. CAZENOVE JONES, } Managers. WM. T. BAIRD, Secretary.

15 PARK ROW, NEW YORK.

Oldest and Largest Manufacturers in the U. S. of

PATENTED JUNE 2, 1891. PATENTED JUNE 2, 1891.

VULCANIZED-RUBBER FABRICS

FOR MECHANICAL PURPOSES.

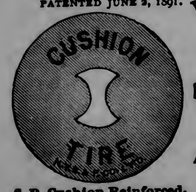
We are prepared to execute orders for the ONLY TRUE

CUSHION TIRES

For SAFETY WHEELS.

AND ANY ARTICLES OF SOFT RUBBER FOR BICYCLES.

☞Correspondence Solicited.



S. P. Cushion Reinforced.



Showing our S. P. Cushion Tire under compression, making a double cushion.

CONTINUED FROM PAGE 767.

mercy in this race on turning into the home stretch, and easily outrode them.

Two-mile lap, safety—A. E. Lumsden, 14 points, first; G. K. Barrett, 11 points, second. Time 5.51.

Two-mile handicap, ordinary—The riding of Bliss and Ballard in this race was a feature. They both rode with judgment, notwithstanding they did not either get first place. H. N. White, 250 yards, first; E. W. Ballard, 30 yards, second; P. J. Dasey, 200 yards, third; J. P. Bliss, 35 yards, fourth. Time 5.52 2-5.

Five-mile safety, handicap—In this race Dorntge established the three, four, and five miles record in completion, as follows: Three miles, 8.17 2-5; four miles, 11.04; five miles, 13.57.

AT NEW YORK, October 3—The Riverside Wheelmen held their race meeting at Manhattan Field last Saturday in the presence of over 3000 spectators. The track was good, and the sport was hugely enjoyed. Results:

One mile safety, novice—Won by George E. Stokes; G. Q. Litchult, second; C. L. King, third. Time 3m. 1-5s.

One mile ordinary, novice—Won by L. Kantrowitz; A. E. Taylor, second; P. Christenson, third. Time 3m. 3 3-5s.

One mile safety—Won by George A. Banker; C. M. Murphy, second; H. B. Arnold, third. Time 2m. 47 1-5s.

Two mile ordinary, handicap—Won by W. C. Barker, 240 yards; C. T. Coggeshall, 160 yards, second; W. A. Rhodes, 140 yards, third. Time 5m. 28s.

One mile safety, 3.30 class—Won by George Holland; G. A. Litchult second; George D. W. Brown, third. Time 2m. 48 1-5s.

One mile ordinary—Won by C. M. Murphy; C. T. Coggeshall, second; W. C. Barker, third. Time 2m. 51 1-5s.

Two mile tandem—Won by F. L. Warner and G. B. Menden; V. H. Muller and G. T. Muller, Jr., second. Time 6m. 31s.

One mile safety, 3 minute class—Won by John Bensinger; H. S. Wiegand, second; George D. W. Brown, third. Time 2m. 55 1-5s.

Quarter-mile ordinary—Won by George Smith; C. M. Murphy, second; W. C. Barker, third. Time 38 2-5s.

Three mile team—C. Murphy, D. McLean and J. Bensinger, Kings County Wheelmen, first, 62 points; A. E. Stilger, E. A. Powers, and F. L. Warner, Riverside Wheelmen, second, 53 points; W. F. Cottier, R. B. Morrison, and C. W. Osburn, Harlem Wheelmen, third, 15 points.

Half-mile for boys—Won by W. Tynell; D. E. Stinges, second; W. W. Duncan, third. Time 1m. 27 3-5s.

Two mile safety, handicap—Won by H. B. Arnold, 120 yards; G. A. Banker, 140 yards, second; G. F. Taylor, 120 yards, third. Time 5m. 16s.

One mile ordinary, handicap—Won by George C. Smith, 110 yards; C. T. Coggeshall, 100 yards, second; J. W. Judge, 150 yards, third. Time 2m. 57 3-5s.

One mile safety, handicap—Won by G. A. Banker, 80 yards; George F. Taylor, 60 yards, second; M. B. Arnold, 60 yards, third. Time 2m. 30 1-5s.

AT ST. LOUIS, MO.—The W. A. A. A. championships were decided at the Odd Fellows' games held at the St. Louis Fair Grounds, September 22. The events were one mile safety and one mile ordinary. A. G. Harding, Jno. Hurck, R. M. Tidd and J. A. Esslinger started in the safety event, and Harding won; Jno. Hurck, second; R. M. Tidd, third. Time, 3 12 2-5. The one mile ordinary had four starters, and was very exciting on the third lap. Harding collided with Wilder and his pedal ripped seven spokes out of the latter's wheel, but strange to relate, he did not take a header and finished first; Jno. Hurck, second; G. E. Tivy, third. Time, 3.20 1-4. A half mile ordinary novice was also decided, and Will Laing, the well-known cycle dealer, won his first medal by covering the distance in 1.43; L. J. Ollier, second.

AT JACKSONVILLE, ILL.—Great was the joy at the Missouri Bicycle and Athletic Club last week when a telegram was received announcing that E. M. Knapp had won first place and Richard Hurck second place and the time medal in the sixteen mile road race from Winchester to Jacksonville, Ill., on September 24. There were 15 starters, with handicaps from one to fifteen minutes. The road was rough and dusty, and three big hills were encountered on the course. Three miles from the start the Missouri wheelmen had the race well in hand, and were never headed. Winner's (E. M. Knapp) time, 1h. 3m. 17 1-2s. R. Hurck's time was 1h. 2m. 31s. C. B. Young, of Chicago, third; C. W. Kirby, of Jacksonville, fourth; A. H. Woods, Jacksonville, fifth. The prizes were: First, $50 gold medal; second, $50 stop watch; time prize, $100 diamond medal.

AT ATTLEBORO', MASS., Oct. 1—Half mile boys' race, R. W. Poak, first; Wm. Forbes, second. Time, 1.44.

One mile open—Benj. Smith, first; Jas. Forbes, second; W. F. Packard, third. Time, 3.20.

One mile ordinary—F. H. Waite, first; Howard Carpenter, second. Time, 3.31.

Half mile open—W. F. Packard, first; R. W. Poak, second; H. L. Egan, third. Time, 1.42.

One mile, Attleboro' riders only—Robert Gordon, first; Jas. Forbes, second. Time, 3.25.

AT LEXINGTON, KY., September 23 24—One mile handicap, Lexington Wheelmen—J. E. Gordon, 125 yards, first; Berry, 22 yards, second; C. O. Updike, scratch, third. Time 3.21.

One mile safety, Lexington riders—A perfect picnic for J. E. Gordon, who finished first; L. Shakelford, second; C. O. Updike did not finish. No time given.

One mile, open, safety—J. E. Gordon, first; J. Long, second; L. Shakelford, third. Time 3.21.

One mile ordinary, only two starters—C. O. Updike, first; G. A Farra, second. Time 3.21.

One mile consolation, two starters—L. Shakelford, first; J. Long, second. Time 3.42.

AT HUNTINGTON, MASS., September 23—The ten mile road race between Huntington and Southwick, under the auspices of the Westfield Wheelmen, resulted as follows: Gilbert J. Loomis, first; W. R. Badall, second; J. S. Kelly, third; R. S. Graham, Herbert Cadle, A. O. Granger, E. H. Powell, L. A. Lee, G. M. Wheel. Time 1h. 1m. and 33s. Roads horribly muddy and heavy.

AT PONTIAC, MICH.—The result of the races at the Oakland County fair held at Pontiac, Mich., is as follows: Oct. 1st:

One-mile safety novice—C. J. Dusenbery, first prize; H. B. Merritt, second prize.

One-mile ordinary, open—Wm. A. Morton, Detroit, first; J. S. Phillips, Romeo, second; J. A. Carpenter, Windsor, Ont., third. Time 3.45.

Three-mile safety, open—Wm. A. Morton, Detroit, first; H. D. Osborn, Detroit, second; Burt Hullett, Armada, third. Time 10.07.

Oct. 2d: One-mile, open to Oakland County—C. E. Smith, first; J. L. Hitchcock, second; H. B. Merritt, third. Time 3.10 1-2.

Half-mile, boys under 14—Louis Graley, first; H. McCotter, second.

Two-mile, club, handicap, Pontiac Wheelmen—J. L. Hitchcock, first; M. A. Losee, second; C. E. Smith, third; C. B. Elwood, fourth; H. B. Merritt, fifth; Dudley Norton, sixth.

AN eighteen-mile road race, to decide the championship of the Hagerstown (Md.) Bicycle Club, will be run on Monday, October 12. The route will be by the way of Williamsport, Cearfoss and back to Hagerstown.

THE Holyoke (Mass.) Bicycle Club has decided to hold a handicap road race, open to all bicyclists in Western Massachusetts, Friday afternoon, October 16. The committee on arrangements consists of W. F. Kennedy, Dr. Taylor and James Upton. A quadrille party at Hotel Hamilton will conclude the day's festivities.

HUSTLING for the West Side bicycle track in Chicago has been lively. This half-mile track will no doubt now be ready by spring.

THE outcome of the late road race between Seeds of Wilmington and E. A. McDuffee will probably be a match race. The admirers of Seeds feel sure that he can down the Massachusetts rider.

THE Boston Athletic Club will hold a hare and hounds chase early in November, and as soon as Capt. Peck returns from his tour through the Shenandoah Valley, definite arrangements and announcements will be made.

THE "Lands End to John o' Groats" record has been smashed by G. P. Mills. He covered the distance in 4 days 4 hours and 15 minutes. This beats the former record, also made by Mills, by 21 hours.

THE record from London to Edinburgh, 397 miles, is now held by Edge, who covered the distance in 38h. 44m.

THE Bay State Bicycle Club, Worcester, Mass., has arranged for a ten-mile road race, to take place at four o'clock, October 17. The course is over a route starting at the corner of Grove street and Park avenue, thence along the avenue through Mill and Chandler streets, and back to the starting point. A prize valued at $25 has been offered. Entries will close October 14.

THE wheelmen of Lancaster, Ohio, will have three good bicycle races on the occasion of the Fairfield County fair on Thursday, Oct. 15th. Over $300 value in prizes will be given.

ALBERT SCHOCK, the professional six day, twenty-four hours a day champion, left his home in Chicago Wednesday last for New York, where he will race at Madison Square Garden. His many acquaintances in Chicago wish him well.

A FAST PERFORMANCE.

L. B. NORTON, Local Consul of New Britain, Conn., rode to Savin Rock, last Sunday, a distance of 34 miles, making the round trip 68 miles. The trip going was with R. A. Moore, Jr., Local Consul of Berlin. Mr. Norton returned alone, covering the entire distance in two hours and fifty minutes. He made the first 14 miles on the homdward trip in 52 minutes. Sandy roads and the mountains east of Cheshire delayed him some after this spurt, but he arrived at the club rooms of the Meriden Wheel Club in good condition, having covered 24 miles in two hours and five minutes without a dismount. Mr. Norton rode a Featherstone Pneumatic geared to 64 inches. His weight is 192 pounds when stripped for riding. This run is considered by far the best exhibition of road riding recorded lately in Connecticut, and several race men are anxious to put Mr. Norton on the track. Mr. Norton is secretary of the *Herald* Publishing Co., publishers of the *Herald*, and is actively engaged as manager of the business department.

THE Coventry Machinists' Co., Limited, have placed a safety stand, suitable for either cushion or pneumatic tires, on the market. Price, $1.50.

"MR. FRANK HODGMAN, assistant manager of the Lozier & Yost bicycle works, will go to Shelby, O., as soon as the factory buildings are up and ready for the machinery, and will undertake the general management of the new factory which is to be built by the Shelby Cycle Manufacturing Company, in which Lozier & Yost are interested. The contract for the factory at Shelby will be awarded next week. The main building of the new plant will be 200x45 feet in size, with all the necessary shops, engine rooms and storehouses in the rear. 'We are now making models of the safety to be built at Shelby,' said Mr. Hodgman. 'The wheel will be a high grade, equal to anything in the market. Mr. John Ridley, assistant superintendent of the factory here, will go to Shelby with me as superintendent of the new work. Lozier & Yost have shipped over ten thousand bicycles this year and are under contract to build four thousand five hundred more before January 1, three thousand of which are sold.'"—*Toledo Blade.*

EVERY pneumatic rider should have a Swift pneumatic tool-bag.

A. H. OVERMAN is visiting on the Pacific Coast.

W. B. CURTIS and Eugene Long of Pomeroy, Ohio, have invented a neat bicycle attachment, called a "Lubricator and Cleaner for Sprocket Chains," and have sent on the necessary papers for a patent, having had advices from Washington to the effect that the invention is patentable. This invention consists of a revolving brush, inside of which is a metal cavity in which is placed the lubricating powder. This powder sifts through the bristles of the brush on to the chain, the flow being regulated by a damper. It can be applied to any safety bicycle, and is thought by experts to be just the thing to keep chains properly cleaned and lubricated.

A CORRESPONDENT from San Francisco writes: "Will you kindly announce to your "Five Hundred and Twenty-Five Readers," and such in excess of that number as care to hear it, that at the fair held in San Francisco, at the Mechanics' Pavilion, the display of bicycles was very creditable. All the leading makes were represented, and all the dealers, with one exception, had creditable displays. The importance of the wheel interests in a business way, as evidenced by these displays, has been the occasion of much remark among people who have never before thought about bicycles. The present year has been a memorable one in a trade way among those interested in cycles and a very marked improvement in the establishments of San Francisco, where bicycles have been sold, has been the rule. The display of Victor bicycles at the above fair has just been awarded the first premium in the shape of a silver medal."



$135.00

Featherstone's Pneumatics

$135.00.



$135.00

Speedy. Comfortable. Durable. Fully Guaranteed.

THIS INCLUDES THE TIRES.

WRIGHT & DITSON, Sole N. E. Agents, 578 & 580 Washington St., Boston, Mass., U.S.A.

TO THE TRADE

We have decided to make the followlng changes in the list price of our JUNO and CRESCENT Safeties, to take effect September first, 1891:

SOLID TIRE CRESCENT,			$75 00,	Former List,	$85 00
CUSHION TIRE	"		85 00,	" "	95 00
SOLID	"	JUNO,	65 00,	" "	75 00
CUSHION	"	"	75 00,	" "	85 00

Other wheels are made only with Solid Tires and the List remains the same:

ROB ROY,	$50 00
GIRLS' JUNIOR,	35 00
BOYS' JUNIOR,	25 00
PET,	20 00

All discounts remain as before. Respectfully,

R. L. COLEMAN & CO., 35 Barclay Street and 40 Park Place, NEW YORK.

$25 REWARD

For the recovery of a Safety Bicycle, either taken by mistake or stolen from the Dwyer track at Elizabeth, on Saturday, September 26, during the race meet of the Elizabeth Wheelmen.

DESCRIPTION—Kohinoor Premier, Pneumatic Tire, Diamond Frame, striped. Had on Victor Spring Saddle; stripped of Brake, Lamp Bracket and Guards. Rear tire had been repaired. Above reward will be paid on return to

H. W. SMITH, East Orange, N. J.

CORK HANDLES

McCready's Cork Handles are the Best Made.

State size hole you want. $1.00 per Pair, postpaid, on receipt of price Liberal Discount to the Trade. Address,

R. W. McCready & Co., 47 Illinois Street, Chicago.

ADVERTISE in the Bicycling World and L.A.W. Bulletin Circulation, 23,000.

$.50

FOR a set of the finest BANJO STRINGS made, or a dozen for a Dollar. The popular song "Four Little Curley Headed Coons," banjo or piano, goes with each order. Talk quick or you will miss it.

Alphonzo Smith, Jr., - - 435 Bedford Ave., Brooklyn, N. Y.

DOWN! DOWN! DOWN GO PRICES!

Hundreds of New and Second-hand Bicycles must go quickly. Stupendous Snaps. Unparalelled Bargains. Unequalled Chances. If you want a wheel don't fail to see our special list. We can, will and DO quote lowest prices.

CHARLES F. STOKES MFG. CO.,

Milwaukee, Wis. CHICAGO, ILL. Denver, Colo.



"THE BELMONT."

The Best Value ever offered to the American Public. Highest Grade throughout. Credenda Steel Tube, Dropped Steel Forgings, Garford Saddle, and Best Cushion Tires. True Referee Frame. Price, direct spokes, $100. Tangent spokes, $110.

Agents Wanted.

Manufacturers,

THE SWEETING CYCLE CO., 639 Arch Street, Philadelphia.

"PERFECT" POCKET OILER.



ONE-HALF SIZE.

For Bicycles, Guns, Fishing Tackle, Etc. Throws only small quantity of oil at a stroke. No leakage. Handsomeiv nickel-plated. Best and neatest oil can in existence. For sale everywhere. Price 50c each. CUSHMAN & DENISON, 172 Ninth Avenue, New York.

My Cycling Log Book. By "Papa" Weston. The transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a wel devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised. It fills a want often felt by the cyclist who values records of interest for future reference. Price, post paid, $1.25 For sale by Wheelman Co., 12 Pearl st., Boston.

☞ Postage stamps not received in payment.

ADVERTISE NOW

in the "Bicycling World."

HAVE YOU SEEN THE NEW

BUTCHER CYCLOMETER?

Ask Your Dealer to Show it to You.



For Ordinary Bicycles. Price $10.00. By Mail On Receipt of Price.

For Safeties. Price $11.00. By Mail On Receipt of Price.

The unprecedented demand for this Cyclometer this season is our apology to our many customers for delays in filling orders. With enlarged facilities, we can now fill all orders promptly.

The Butcher Cyclometer Co.,

338 WASHINGTON ST., BOSTON, MASS.



FOR TANGENT AND DIRECT SPOKES.

Nickeled, Price 75c., Postpaid.

Dealers send for Sample and Electrotype.

AVERY & JENNESS,

5756 Madison Ave., Chicago.

To Athletes, Cyclists, Baseball & Footballists, Horse-back riders, Boxers and Oarsmen; when you want to ride, run, walk, row, skate or swim a long distance, USE

ANTI-STIFF

To Strengthen the Muscles.



To Strengthen the Muscles.

It is a marvelous preparation for Strengthening the Muscular System. With Anti-Stiff there is no faith required; it goes straight for the muscles, and you can feel it at work. It has a peculiarly warming, comforting and stimulating effect on all weak or stiff muscles and sinews. Quick in action, cleanly and pleasant in use. Rub it into the muscles every night for a fortnight, and you will be pleased at its supporting and strengthening properties. There is not, nor has been, anything like it till now. It differs from all Oils, Embrocations, and Liniments, both in substance and effect.

Prices 20c. and 35c. per box.

Has a Large & Increasing Sale throughout Great Britian.

E. FOUGERRA & CO., AGENTS FOR U. S., 30 N. WILLIAM ST., N.Y.

WE HAVE ACTUALLY SOLD OVER 12,000 GIANT BICYCLES UP TO DATE AND ARE STILL RUNNING OUR FACTORY TO ITS UTMOST CAPACITY

So that the popularity of these machines is seemingly manifest. Facts like the above are well worth the consideration of energetic and successful agents and dealers generally. ☞ Don't forget that our supply of Catalogues is by no means exhausted.

H. A. LOZIER & CO., - - Cleveland, Ohio.



Makers of ALL STYLES OF UNIFORMS.

Plymouth Rock Pants Company.

HEADQUARTERS: 11 TO 25 ELIOT STREET, BOSTON, MASS.

Official State Tailors of the L. A. W.

Washington, D.C., Pennsylvania, Connecticut, New Hampshire, Virginia and Missouri.

Authorized makers from the LEAGUE CLOTH.

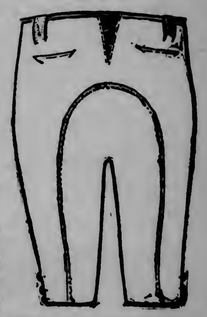
Coat, - - - $7.50 } Ordered Together, $12.25.
Breeches, - 4.75 }

As per *specifications required by the Uniform Committee.*

We have Branch Stores in the following Cities where your orders will be taken.

BRANCHES: 279 Broadway, New York; 943 Penn. Ave., Washington, D. C.; 72 Adams St., Chicago, Ill.; 914 Main St., Richmond, Va.; 217 19th St., Birmingham, Ala.; 391 Main St., Worcester, Mass.; 275 Meridian St., East Boston; 508 Mulberry St., Macon, Ga.; Room 4, Y.M.C.A. Bldg., Burlington, Vt.; 282 Second St., Memphis, Tenn.; 430 Church St., Nashville, Tenn.; 820 Main St., Dallas, Tex.; 629 Broad St., Augusta, Ga., 108 W. 3d St., Davenport, Ia.; 1109 Broad St., Columbus, Ga.; 307 Tremont St., Galveston, Tex.; 143 So. 12th St., Lincoln, Neb.; 700 Austin St., Waco, Tex.; 110 Canal St., New Orleans, La.; 6 E. Government St., Pensacola, Fla.; 39 Whitehall St., Atlanta, Ga., 68 So. Main St., Waterbury, Conn.; 970 Elm St., Manchester, N. H.; 106 N. Main St., Concord, N. H.; 104 Montgomery St., Montgomery, Ala.; 796 Chapel St., New Haven, Conn.; Main St., opp. P.O., Springfield, Mass.; 16 W. 9th St., Chattanooga, Tenn.; 134 Thames St., Newport, R. I.; 606 Main St., Kansas City, Mo.; 244 Fourth Ave, Louisville, Ky.; Exchange St., corner entrance, 2 State St., Hartford, Conn.; 910 Congress Ave. Austin, Tex.; 406 Houston St., San Antonio, Tex.; 318 So. 15th St., Omaha, Neb.; 310 E. 5th St., Dayton, Ohio.

Also Agents at most all points in every State. We will call whenever and wherever needed by your notifying Headquarters, Boston, Mass.



Address POSTAL CARD For Samples.

The *American Cyclist* says:

"The second edition of this useful book has been published by the Wheelman Co., 12 Pearl street, Boston, and all users of the wheel will find it a most valuable book. The chapter that relates to the history of wheeling is concise, yet full enough to cover the subject clearly. In the chapter on Practical Points the reader will find valuable instruction, which, if followed only in part, will many times repay the purchase of the book. It is almost indispensable to a wheelman."

The book referred to above is Porter's

CYCLING

— FOR —

Health and Pleasure

230 Pages, Illustrated.

CE, 50 CENTS, POSTPAID.

WHEELMAN COMPANY,

PUBLISHERS.

12 Pearl St., - Boston.

Stamps not Received.

Official Outfitters to the League of American Wheelmen.

Authorized by the Executive Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.

466, 408, 410 & 412 Broome Street, NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.00, BREECHES, $5.25.

Cloth, $2.10 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25

Shirts. League Regulaton.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00

Stockings. Our celebrated Linen Sole Stocking, League color.....1.00

Belts. No. X Silk.....40

Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic.4.00
No. 1, Canvas, leather trimmings.2.50

Sent post paid on receipt of price.

Send for Catalogue Knit, Racing and Training Suits

A. G. SPALDING & BROS.,

241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia. 1032 Chestnut St.

THE NEW COLOR LEAGUE CLOTH IS NOW READY.

Samples of same can be obtained on application to

BROWNING, KING & CO., - New York.

Safe Investments

$ may be had to-day yielding 7% interest. Not everyone knows how to find them, however. Our book on investments is *free*, and may be of great value to you.

The Provident Trust Co. 36 Bromfield St. Boston, Mass.

Please mention the Bicycling World.



Carter's Handle Spring.

ABSORBS VIBRATION.

Price, - - $2.00 per pair.

SIDWELL & SABEN, 243 Columbus Ave.,
BOSTON, MASS.



Sold by Leading Bicycle Houses.
W. F. KIDDER CO., 19 Beekman St., N. Y.

$2.75.

I will out a single line, steel street die, monogram or cipher, with 5 quires fine writing paper and envelopes, paper stamped in colors for $2.75; all duplicate orders filled at $1.00 less, the die to remain in my possession; will mail samples on application.

M. R. WARREN
Stationer and Engraver,
336 WASHINGTON ST., BOSTON
Mention this paper.

Learn to Ride

BY USING OUR

INSTRUCTION BELT

Price, with instructions for use, $1.25.

ST. LOUIS WHEEL COMPANY,
311 N. 14th St., St. Louis, Mo.

The Billings & Spencer Co., Hartford, Conn. U. S. A.

Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents



Drop forged o bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.

THE BROWN COMB CO.

Wappingers Falls, N. Y.

MANUFACTURERS OF

Hard Rubber Bicycle Handles and Grips

(Patented), For Cycle Manufacturers.

New York City Office, - 53 White Street.

If You are Not Married

JOIN THE S. T. B. E. ASSOCIATION,

A reliable, incorporated society that pays its members a cash endowment when they get married. Issues certificates of $300 to $500. Co-operative assessment plan. Cheap rates. Circulars free. Address Lock Box 10, Spencer, N. Y.



SAFETY BICYCLE WHEELS.

We supply cycle manufacturers and others with any grade wheels in any quantity. Thousands in use.

The Most Durable Wheel Made.

We invite comparative tests with any or all others Write us for descriptive price-list.

I. A. WESTON & CO.,
JAMESVILLE, (near Syracuse) N. Y.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜



L. A. W. BADGES

The official design in SOLID GOLD.

Prices, $2.50, $3.50, $5.00 and upwards.

Members are cautioned against buying the inferior imitations now being offered.

L. A. W. RINGS.

A heavy elegant Seal Ring, with plain or carved shank. The gold badge lies over a black onyx stone, and has a small diamond in the hub. Price, $15, or without centre stone $10. Send for badge circulars to the original and only authorized maker,



C. H. LAMSON,
203 Middle St., Portland, Me.



LAMSON'S
Luggage Carrier
NO. 1.

Convenient, durable, noiseless, cheap. $1. Sold everywhere.

Made by
C. H. LAMSON,
Portland, - Maine.

JOHN HARRIOTT.
Prize Medals
Cups, Pins, Etc.
3 WINTER ST.
BOSTON, MASS.



Bar Pat. April 15, '90.

L. A. W. Pins
FROM $1.00 UP.

Discount to Bicycle Dealers and Agents.

Send for Full List, including Race Medals.

Duryea Jewelry Co.
194 BROADWAY, NEW YORK CITY.

1891 PNEUMATIC—B. & A. Humber racing safety, 26 1-2 pounds, Dunlop's latest (sewn canvas) pneumatic tires; machine and tyres absolutely new; enamel slightly marred; $150; owner going to England. H. O. STICKNEY & CO., 440 Harvard st., Cambridge.



BACK VIEW

Indispensable to Bicyclists, Athletes and the Gymnasium

Call's No. 5 Supporters (jock strap) with elastic back, lace front and adjustable back straps. A sure fit. No. 5 (same as cut), 75c. No. 6, with pockets on each side of lacing, $1.00. No. 7, with hose supporter attached to sides, $1.00. Number 8, pockets and hose supporter, $1.25. Order by number and give tight measure top of hips. Postpaid on reciept of price. S. B. CALL, 358 Main Street, Springfield, Mass.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ *Cash must accompany the Order.*☜

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜

FOR SALE CHEAP—52-inch Victor Light Roadster, with cushion tires, perfect condition. For full particulars address C. A. E., 127 Elliott avenue, Wilmington, Del.

BARGAIN—52-inch cushion Eagle L. R., three weeks out of factory, perfect condition; cost $140; will sell for $90; cause, ill health. Write quick A. L. WITHERS, Jr., Paterson, N. J.

FOR SALE—A Columbia Tandem Safety, in good order, or will exchange for a ladies' safety. W. L. WELCH, 15 N. 6th street, Philadelphia, Pa.

HUMBER TRICYCLE FOR SALE—Superb machine, fine condition; for lady or gentleman; runs easy and is very fast; price low. Address W. S. LANGLEY, Newport, R. I.

$28 BUYS a 54-inch Victor Light Roadster, full ball bearings, just like new; 50-inch ball bearing British Challenge, good condition, $15. H. E. BATTIN, West Troy, N. Y.

HICKORY SAFETY—Elliott, $100 pattern, used 6 months, price $63; 1890 Columbia, $75; 1891 Standard Rambler, $80; 46 inch American Light Safety, balls all around, a bargain at $20. E. H. WILKINS, Portland, Conn.

FOR SALE—One Featherstone Pneumatic, one Ladies' Safety, Giantess; also, a 5x8 view outfit; wheels will be sold at a bargain on account of sickness; will exchange view outfit, all complete, for good typewriter. For prices, address P. G. DAUT, Sigourney, Iowa, P. O. Box 658.

$5—Butcher Cyclometer, A1 condition, used only 267 miles. W. J. MILES, 8 Jaques avenue, Worcester, Mass.

50-INCH EAGLE—No. 1 order, only $45; Swift, cushion safety, new, cost $140, at only $100. These at cash and are a snap. F. B. CATLIN, Winsted, Conn.

WANTED—54 Victor or Expert in Exchange for Rudge Tandem Tricycle; cost $160. Bargains—an almost new Giantess, balls all over, $40; also Phila. Hickory, balls, good as new, cheap at $75, but $50 buys it. These must be sold. L. P. THAYER, West Randolph, Vt.

$100 WILL buy a Columbia Tandem Tricycle in good condition, f.o.b. in Paterson, crated. New tires means almost a new machine. Box 94, Paterson, N. J.

FOR SALE—1891 "Victor," B, new; only $111; Featherstone Pneumatic, $88; Ladies', 28 inch, $50; Youth's, diamond frame, new, $35; cost $55. Address, HULBERT, Syracuse, N.Y. P.O. Box 585.

For Exchange for Rocks

Of the legal tender variety, 28-inch Juno, $30; 28-inch Hero, balls, new, $40; 30-inch new Mail, used two months, $70; 30-inch Union No. 12, used three months, $80; Light Rambler, cushion, run 100 miles, $115; '91 Columbia, $110. Get list and full description.

KNIGHT CYCLE CO.,
207 N. 10th Street, - St. Louis, Mo

FOR SALE—Columbia, '91 pattern, Light Roadster Safety Bicycle; spring forks, rear wheel cushion; used 3 weeks; price $110. W. N. WHITE, Portsmouth, Va.

$115 Buys 52-inch, half nickel Eagle Roadster, and sundries, including King-of-Road lamp; cost $143 new. Wheel is in A1 condition. Address T. L. H., 2029 Carlisle street, Philadelphia.

STOLEN, $25 reward—Diamond Frame Rambler Safety, No. 532. McDANIEL & MERRIHEW CYCLE CO., Agents, 1011 Market street, Wilmington, Del.

$165 For a Swift Tandem which cost $200; used only one month, mostly on asphalt streets. Is guaranteed in perfect order. Correspondence solicited. Address C. M FORNEY, Harrisburg, Pa.

$140 OAFORD PREMIER nearly new, for cash only, $90. Box 1564, Phila., R.H.JAY

BARGAINS—Ladies' New Mail, 1891 pattern, cushion tires; cost $100; $80 buys it. Gent's Hartford, 1891 pattern, cushion tires, for $90. Both wheels are brand new, never ridden. CHAS. E. REMER, Ansonia, Conn.

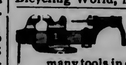
$65 TAKES a 30x24 Star, all improvements, only run one season; cost $140. A. L. HALL, Hamilton, N. Y.

$75 WILL BUY Gent's Safety, highest grade, A1 condition; genuine bargain. Address for particulars, "Great Sacrifice," care Bicycling World, 12 Pearl st., Boston, Mass.

BARGAINS—'90 pattern Columbia safety, good condition, $65; Quadrant safety, good condition, $60. Other wheels in proportion. Send for second-hand list. WHITE CYCLE CO., Trenton, N. J.

FOR SALE—At a low figure, an English Quadrant Tricycle in excellent condition. Apply at 324 Boylston St., Boston, Mass.

$165 Pneumatic Ormonde, Model B; used one month. In perfect condition, $115. Correspondence solicited. Address "MODEL B," care of Bicycling World, 12 Pearl st., Boston, Mass.



Don't buy the old style vise, when you can, with E. C. STRANGE'S Pat. Combination Vise and Drill have so many tools in one; just the tool for repairing Bicycles. For circulars and price, address STRANGE'S MACHINE WORKS, Taunton, Mass.

ALMOST GIVEN AWAY.

A VICTOR TRICYCLE, in prime order, but little used; cheap for cash; including lamp, Lakin's Cyclometer, and a special crate for shipping or keeping it safely. Typewriter would be taken in exchange.

CHARLES W. LANDON,
1519 Green St, Philadelphia, Pa.



(Patented Sept. 17, 1889.)

THE "HAINES" WRENCH.

The most complete Wrench for Bicycle Riders in the market; made of cast steel and nickle plated, or finished in bright steel or black, as may be required; combination screw-driver, with wrench; length, 4 1-2 inches; warranted first-class, strong and durable. We will mail nickle-plated wrench to any address on receipt of $1.00. Manufactured only by

AMERICAN SAW CO.,
TRENTON, N. J.

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. **W. E. AUGHINBAUGH**, Baltic Building Washington, D. C.

BE WISE! Do you want to buy *any make* of "High Grade" Bicycle at $4 per month, and at Reduced Cost? If so, call or address **The Bicycle & Supply Co., 7 North Calvert Street, Baltimore, Md.**, for descriptive catalogue.

IT PAYS!

AGENTS WANTED EVERYWHERE.



Bicycle Lock and Chain

For Strength, Security and Neatness, the "CHICAGO" beats them all. Patent Bronze Metal Lock—3 tumblers—2 flat keys, (no two locks alike) with a tinned patent link chain made of tough, hard steel that cannot be cut with ordinary nippers or broken with a hammer. Length 18 in. Sent, postpaid, on receipt of price, $1.25.—VICTOR BORN & BRO., 95 to 99 W. Randolph St., Chicago.



A FEW MORE AGENTS WANTED

In New Jersey, Pennsylvania, Maryland, Delaware and Washington, D. C., for the new

Featherstone Pneumatic

Just arrived from Factory. Apply quickly.

Howard A. Smith & Co.,
NEWARK, N. J.

Manufacturers and Wholesale Dealers in

Bicycle Supplies,

SEND FOR CATALOGUE.

LaGrippe Tire Tape	$0.20
Balls, any size	.05
Bells, Perfection Alarm	2.50
" Silver King	1.00
" Newark	.50
" Double Stroke	1.50
" Harrison	2.00
Bicycle Stands, Safety	1.00
Caps, from 75c. up	
Cement, 2 oz. sticks	.20
" in bulk	1.00
" liquid, for cuts	.25
Cyclometers,	$5 to $10
Cycle Brush Tool	.50
Carriers, Queen City	1.00
" "Z. & S." all machines	1.25
" Lamson's	1.00
Drinking Cups	.40
Enamel, "Newark"	.50
Gloves, open or perforated backs	1.00
Graphite, in bottles	.25
Handy Hooks	.10
Handles, all kinds, 50c. up	
Hose, from 75c. up	
" Supporters Z & S.	.50
" " Belt	.50
" " Hip	.35
Horns	1.25, 1.60, 2.25
Jersey Shirts	
Jersey Knee Pants	
Lamps, all kinds, $1.50 up.	
Leggins	$1.50 and 2.00
Locks, all kinds, 25c. and up	
Oils, Lighting and Lubricating, 35c and up.	
Oilers, all kinds, 15c. up.	
Pants Holders, Ostergren's Blued	.15
" " Ready Riding	.50
Paste, Putz Pomade, large box	.10
Rims, Necks, Forks and Backbones	
Screw Drivers	5c. to 50c.
Saddles, all kinds, $5 up.	
Sweaters, any style, see Catalogue	
Shoes	$3.00 to $5.00
Spoke Grips, Newark	.50
" " Chicago	.75
" " Nipple,	.75
" " Tangent	.35
Toe Clips	.50
Tourist's Delight	.50
Whistles, all kinds, 25c. up	
Wrenches, B. & S., Blued	
" Acme, Blued	.50
" Victor	1.00

HOWARD A. Smith & Co.,
518 BROAD STREET,
Newark, N. J.

WHEELMEN WEAR THE NEW CENTURY-BRACE

TRADE MARK

THE BEST SUSPENDER.

Non-elastic and yet perfectly elastic. Does not heat the body as a belt or tight-fitting trousers; nor the shoulders as do the elastic web suspenders.

If your furnisher does not keep them, send 50c., 75c or $1.00 for sample pair by mail, postpaid.

CHESTER SUSPENDER CO.,

No. 21 Decatur Avenue, Roxbury, Mass

Mention this paper.

THE

COLLINS PRESS

15 MILTON PLACE, BOSTON.

One of the few large printing offices in the country entirely equipped with type on the point system.

Our Machinery plant embodies all the latest improvements in printing presses, and is ample for the production of the largest jobs of press work.

The *Bicycling World and L. A. W. Bulletin* is printed at this office, and some idea may be had of our facilities from the fact that we make over 100,000 impressions on this paper each week

---

Erie Knitting Mills,

Erie, Pa.

Are still making the very best goods for cyclers. We know this, and others are finding it out.

This is a copy of a letter just received from the champion road rider of the United States:

ERIE KNITTING MILLS—

I cheerfully recommend your knit goods for the use of bicyclers, especially hard road-riders, as from my experience with them I have found them well-fitting, elastic and durable as iron.

Yours very truly,
WM. VAN WAGONER.

FRANK FAIRBAIRN, 513 WEST 11TH ST., ERIE, PA.

"Imperial Wheels" FOR ALL AROUND RIDING ARE POSITIVELY THE BEST



MANUFACTURED ONLY BY

AMES & FROST COMPANY

302-304 WABASH AVE, CHICAGO

CATALOGUE UPON APPLICATION

Safety Lantern OIL

The most perfect oil for any Lantern. Will not smoke; will not crust the wick; jar of wheel will not put it out. Put up in pints, quarts, gallons, also barrels; manufactured by

A. N. REYNOLDS & CO.,

382 Atlantic Ave., Boston Mass, U.S.A.

FITCHBURG RAILROAD

Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

HOOSAC TUNNEL ROUTE

THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

BICYCLES CARRIED FREE

FAST EXPRESS TRAINS

With elegant PALACE PARLOR and SLEEPING CARS to and from

BOSTON and CHICAGO and BOSTON and ST. LOUIS, via NIAGARA FALLS,

without change.

THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.

THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.

THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.

ELEGANT PALACE SLEEPING CARS to and from

BOSTON and MONTREAL,

without change.

For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at

250 Washington Street, or
Fitchburg Railroad Passenger Station, Boston.

J. R. WATSON, General Pass. Agent.



(No. 61.)

CHRONOGRAPHS!!

START, STOP AND FLY BACK

WARRANTED

AMERICAN LEVER WATCH.

ACCURATE TIME-KEEPER WITH INDEPENDENT FIFTH-SECOND CHRONOGRAPH ATTACHMENT.

No. 60	SILVERINE "CHRONOGRAPH"	Price	$18.00
No. 61	GOLD FILLED "	"	25.00
No. 62	COIN SILVER "	"	22.00

Every watch is fully guaranteed and a certificate of our guarantee is packed with each one.

No. 60 is cased in Solid Silverine Case, hinged front and back, and thoroughly dust proof; the backs are beautifully engraved. Movements are made in both gilt satin finish and in nickel, handsomely damaskeened, and have finely lined porcelain dials marked to the fifth of a second.

No. 61 is cased in open face gold filled case, handsomely engraved; movements are same as in No. 60. They are very finely finished, STEM WIND and SET, QUICK TRAIN, STRAIGHT LINE AMERICAN LEVER, and reliable time-keepers. No. 62 is cased in open face, 3 oz. coin silver case.

These are the best value ever offered in the Watch line. ☞ Remember the Chronographs are guaranteed by the makers. ☜ Remittances in Bank Drafts or P. O. Orders to

L. R. DAVIDSON & CO., Rooms 44 and 45, NO. 12 PEARL ST., BOSTON, MASS.

(References: WHEELMAN CO., Publishers of BICYCLING WORLD AND L. A. W. BULLETIN.)

George R. Bidwell Cycle Company.

BICYCLES.

Sole Importers of

Tourist Cycles

MANUFACTURERS

Cycling Specialties.

New York, - - 308-310 W. 59th Street.

Chicago, - - 270-272 Wabash Avenue.

$85.00 LOVELL DIAMOND CYCLES. $85.00

High Grade Only.

All Ball Bearing,

Steel Tubing

—AND—

DROP FORGINGS.

NO BETTER MACHINE AT ANY PRICE.



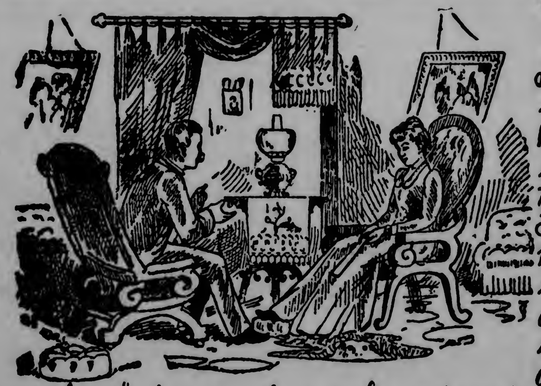
Lovell Diamond,	$85.
With Cushion Tires,	95.
For Ladies,	85.
Convertible,	85

AGENTS WANTED.

BICYCLE CATALOGUE FREE.

MANUFACTURED BY

John P. Lovell Arms Co., Boston, Mass.



WIFE,

I have had so much satisfaction in the use of my Eclipse Bicycle, that I have concluded to ask you to try one of the Ladies Eclipse Wheels. The Company that makes them has just got a new and elegant Ladies Wheel on the market, and I am sure you will be pleased with one. They are of a high grade; Elegantly made and finished, and only weigh 42 pounds. They are made by the Steel Pulley & Machine Works, Indianapolis.

Reduced Fall Prices.



	Regular price.	Our price
Paragon, 30-inch, full ball, new,	$135 00	$100 00
New Mail, latest pattern, new,	135 00	110.00
Featherstone Pneumatic, like new,	135 00	100.00
Ladies' Featherstone, like new,	135.00	100.00
Cyclone Safety, 30-inch, full ball, new,	125.00	75.00
Quad, cushion tires, perfectly new,	125.00	100.00

	Regular price.	Our price
Vulcan Safety, 30-inch, full ball,	$115.00	$65 00
Victor Safety, good shape,	135.00	75.00
Broncho, good order,	135.00	70.00
National Safety, 30-inch, full ball,	80.00	53.00
1891 Little Giants, perfectly new,	35.00	21.00



☞ Send for Bargain List "D." Special discounts to dealers.

A. W. GUMP & CO., - - Dayton, Ohio.

FACTS TELL.

STILL THEY COME!

WORLD'S RECORD.

Boston Athletic Association
25-Mile Handicap Road Race.

The fastest time was made by Hoyland Smith, who rode the 25-miles in 1 hour, 19 minutes, 13 seconds, on a PNEUMATIC TIRED COLUMBIA. This is *World's Record* on the road.

The second fastest time was made by H. C. Tyler, in 1 hour 20 minutes, also on a pneumatic tired COLUMBIA.

The third fastest time was made by E. A. McDuffee, in 1 hour 20 minutes 4 seconds, who rode a pneumatic COLUMBIA.

FIRST PRIZE.

The *first* prize in the race was won by R. W. Taylor, who rode a Cushion Tired COLUMBIA Light Roadster Safety.

The *third* prize was won by C. F. Seeley, who rode a COLUMBIA Pneumatic.

Three Gold Special Time Medals and one Silver Special Time Medal were awarded to COLUMBIA riders.

Of the 91 starters, fifteen (16 per cent.) were Columbias; of the 50 who were placed at the finish, eleven (22 per cent.) were Columbias; of the 13 awarded prizes, five (38 per cent.) were Columbias.

RECAPITULATION.

First and *Third* places; *five* out of thirteen prizes; *first*, *second* and *third* times; *four* out of nine special time medals; *world's record* for the road.

A POINTER.

At the Parkside Races, Chicago, in the two days, COLUMBIAS won *eight* firsts, *eleven* seconds, *four* thirds, or *twenty-three* out of the forty-five prizes awarded; over 50 per cent of the whole.

POPE MFG. CO.,
77 Franklin Street, Boston.

12 Warren Street, New York. 291 Wabash Ave., Chicago. Factory, Hartford, Conn.

P. S.—Look back on our page in the last three numbers, and read the Columbia records.

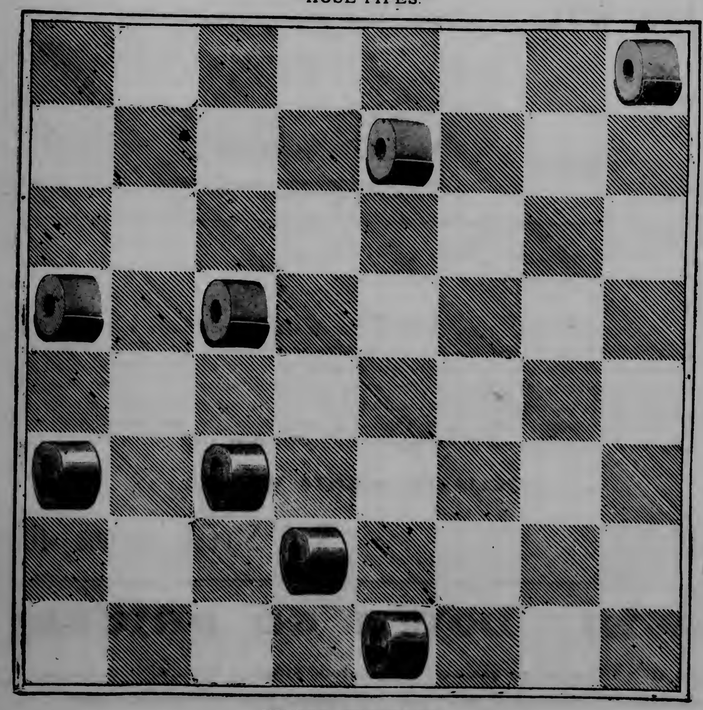
THE BICYCLING WORLD & BULLETIN.

Devoted To The Interests Of Cycling.

Volume XXIII. Number 25. BOSTON, 16 OCTOBER, 1891 $1.00 a Year. 5 cents a copy.

YOUR BEST MOVE

"HOSE PIPES."



VICTOR CUSHIONS.

Is to choose a VICTOR BICYCLE, fitted with the celebrated Victor Cushion Tires. You will then MOVE FAST.

LOOK OUT.

The great popularity of the Victor Cushion Tires have led to the introduction of an inferior grade of "hose pipe" tires which are said to be "about as good" or "the same" as the Victor Cushions.

Beware of all substitutes for the original and best—the VICTOR.

"A stitch in time saves nine."

VICTORS MOVE AND WIN.

OVERMAN WHEEL CO., Chicopee Falls, Mass.

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

Cushion and Pneumatics applied to Old Solid Tired Wheels

$25.00 per PAIR.

INDESTRUCTIBLE TRADE S&B MARK PNEUMATIC

WE CHARGE

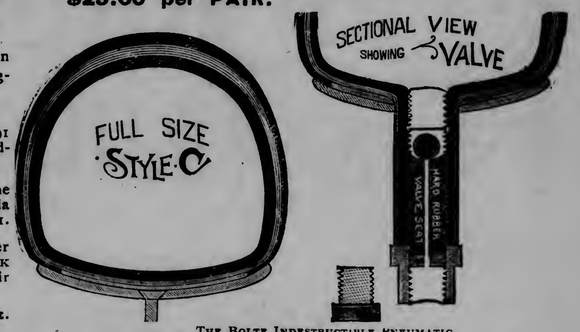
The actual cost only when spreading frames or changing rims.

OUR 1 5-8 INCH PNEUMATIC can be applied to any '91 Columbia, or any '90 Columbia, or Victor without spreading the frames.

CHAS. PRICE OF MILWAUKEE—Though never in but one race before, won the mile handicap and $500 lot at Peoria on a regular 1 5-8 Bolte Pneumatic; actual riding time, 2.31.

POSITIVELY no Bolte Indestructible Pneumatic has ever been punctured on the road. The only way to get a TACK into it is to drive it in with a hammer. (Even then the air will not escape, as the hole closes automatically.

RECORD—64 days, 2000 miles without PUMP OR PUNCTURE.

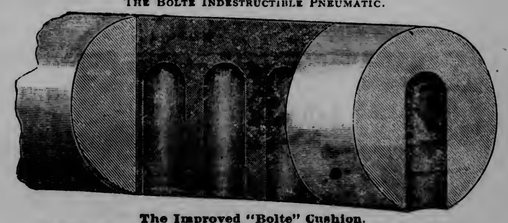


THE BOLTE INDESTRUCTIBLE PNEUMATIC.

SERCOMBE & BOLTE MFG. COMPANY,

355 and 357 East Water St.,

Milwaukee, - - - Wis.



The Improved "Bolte" Cushion.
Applied to any Solid Tire Safety without changing rim for $15.00.

"In men this blunder still you find,
All think their little set mankind."
—HANNAH MORE.



No, Solomon Isaac, we don't make summer frames. We only make Spring Frames, but they are always in season. They smooth down the dust covered rocks of the dry months, and the frozen ruts of winter, not with equal facility; no, no, comparisons don't express it, but with perfect facility. There is always a best, Solomon, always; and while there are usually others that are good, still if you really want the best and are willing to pay for it, you will have to get a Sylph. It has a three-part spring frame. No others have. And, hist, Solomon, just remember that wheel-barrows don't have springs.

RELIABLE AGENTS WANTED.

ROUSE-DURYEA CYCLE CO., - - - - 9 G Street, Peoria, Ill.

DOWN! DOWN! DOWN GO PRICES!

Hundreds of New and Second-hand Bicycles must go quickly. Stupendous Snaps. Unparalelled Bargains. Unequalled Chances. If you want a wheel don't fail to see our special list. We can, will and DO quote lowest prices.

CHARLES F. STOKES MFG. CO.,

Milwaukee, Wis. CHICAGO, ILL. Denver, Colo.

THE SUBMARINE BICYCLE.

(Continued from World and Bulletin, Oct. 2)

In a short time the upper part of the cave was full of air and before the second reservoir was half exhausted the water was entirely driven out. I was weary, weary of everything; disappointed with everything; hated everything; stay, I am rash! I did not hate everything; I still had one ember of my former life burning, one little beam which the whole ocean had not quenched. Where is she? Where is she? I muttered, and with these words on my lips I closed my eyes in that unconsciousness which we call sleep.

A slightly stifling sensation awoke me. The reservoir was getting empty and I detected a small fissure in the rocky roof, through which the air was slowly escaping and allowing the water to creep stealthily back again to the cave. Tightening my helmet. I made my way to the exit and looked upward. All was dark as Hades. I felt a dull concussion every few minutes, which gradually increased in severity until it was positively painful to the tender membranes of the ear. What the cause was I knew not, but curiosity impelled me to investigate. Hastily getting my machine in order, I threw off the ballast and rose to the surface. What a sight met my gaze! There, within a quarter of a mile, were three large

———

This extraordinary tale will be continued at some future date. Keep this installment and remember that the UNION CYCLE MFG. CO. have the finest line of wheels made.

UNION CYCLE MFG. CO., - - - Highlandville, Mass.

Mr. Stokes of Chicago looks after our Western Business.

P. S.—CATALOGUE FREE.

FEATHERSTONE'S PNEUMATICS.

It has taken the best mechanics of Great Britain three years to bring the Dunlop Pneumatic Tire to its present state of perfection. In view of this, it is not reasonable to suppose that any one can bring out a satisfactory Pneumatic Tire that will stand up in much less time than this, unless they copy substantially the Dunlop patent construction, in which case we shall certainly look to the courts for a redress against the manufacturers, sellers and users.

We advised the trade some time ago that the price on our improved Dunlop Pneumatic Tire will be much less for 1892 than 1891, and we shall stand ready to supply the trade at these figures.

Our Dunlop Tire for 1892 will be as near perfect as it is possible to make a Pneumatic Tire. A great many valuable and new features enter into its construction.

The Pneumatic Tire Co. and ourselves have tested at least 100 different kinds of patent and other valves, none of which have proven satisfactory, with the exception of the one we have adopted.

We are advised that another house is now on the point of making Pneumatic Tires, the greater part of which is copied identically from the Dunlop construction, which is patented, and we advise all persons interested in the making, selling and using of Pneumatic Tires to buy nothing that is substantially like the Dunlop construction, as we shall proceed to protect our rights in every way.

It probably will not be necessary to do this, however, as the Pneumatic Tire Co. and ourselves have rejected one after another of the experimental tires that are continually being patented and brought out, as being unsatisfactory and worthless for the purpose. We call your attention to these facts, as these infringing tires may fall into the hands of those who are not acquainted with the Pneumatic Tire and condemn the Dunlop without seeing it.

Be sure the Dunlop Pneumatic trade mark is on every tire you use, and you will not be compelled to pay for experiments which you will find either unsatisfactory or an infringement of our patents.

A. FEATHERSTONE,

Clark and 16th Sts., and Armour Ave., - - - Chicago.

1 2 3

That's the order in which

THREE SWIFT MEN on

THREE SWIFT SAFETY BICYCLES

Finished the great annual HUNDRED MILE RUN of the Century Road Club, Chicago, Ill.

SWIFT BY NAME AND SWIFT BY NATURE.

COVENTRY MACHINISTS' CO., Ltd.

239 Columbus Avenue, Boston, Mass. | 11 and 13 Madison Street, Chicago, Ill.

BARGAINS!



A FEW

SECOND HAND SAFETIES

Taken in part payment for NEW MAILS. In the lot is one Swift Safety, $85; also two Columbias, $85 each; two Victors, $85 each; one Quadrant, $90; one Raglan, $90, and other makes. ☞ Also two of our $135 grade NEW MAILS at $85 each, and some cheaper makes at $50, $60, etc.

This is an opportunity to secure a BARGAIN for this fall or next year's riding.

Will be quickly snapped up. Only a few of them.

Send for descriptive List of Second-Hand Safeties and Ordinaries. Just issued.

WM. READ & SONS, 107 Washington St., Boston, Mass.

BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN Co.

☞ *Postage stamps will not be accepted hereafter in payment for Advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.* ☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

Editorial Contributor, F. A. EGAN.

BOSTON, 16 OCTOBER, 1891.

FROM present indications we doubt very much whether the question of value of prizes will be seriously taken up by the A. A. U., notwithstanding the action taken by the New Englanders and the formal instructions given to their representative, Mr. Taylor, to force the question to an issue. We think that the matter will be duly tabled, and not again be resurrected to disturb the present pleasant and amicable relations between the two organizations.

THE *Sporting Times* of New York comes out boldly in favor of cash prizes, and sums up its argument with the following words:

"Let us have one thing or the other—cash prizes or red, white and blue ribbons. Let there be no more of this weak-kneed, stultifying policy upon the part of an organization which boasts a membership of 20,000 American wheelmen. If the present administration is unable to handle and decide the question, then the sooner it steps down and out and gives way to an administration that can decide it, the better. A continuation of the present silly state of things will make a laughing stock of the organization and bring down upon it the derision it will deserve."

THE above is all very pretty, and on the face of it very logical; but the *Times* makes a bull when it puts the blame on the administration, either past, present, or future. It is the *Constitution* of the L. A. W. which says that an amateur is one who has never competed for a cash prize. The administration is in no wise responsible for this definition, and should not be held accountable therefor.

Notwithstanding the charged incongruities, nothing can be done unless the League at a Constitutional Convention changes this rule. We doubt very much whether the members of the League would vote to allow the payment of cash prizes.

The League Officials must be consistent and enforce the letter and intent of the rule in an earnest effort to prevent winners of these valuable prizes from realizing cash on same. That they do make this effort, none but the most perverse and unreasonable will admit. It may seem ridiculous to some, that while the amateur is permitted to exchange one article for another he is not permitted to exchange his prize for cash.

THE answers to this apparent inconsistency is that a man with $135 in cash will have no trouble in exchanging his winnings into articles of necessity or luxury, while a man with a $135 bicycle may find great difficulty in exchanging his prize for $135 worth of other goods, and yet it actually represents $135 in cash value. If this conditions of things was not so, then there would be no use for currency. The butcher, the baker and the candlestick maker will not as a rule take bicycles, watches or pianos in exchange for their goods; they demand payment in the currency of the country, and not in articles of merchandize. Herein lies the subtle difference complained of by writers such as the *Times* man. To come back to the original proposition we think that administration should not be blamed for carrying out the rules as given them by the League members; in fact they have no power to do otherwise.

THERE is no doubt but the experiment of flying start for races will not be repeated; the trial of this method at Springfield last month was by no means satisfactory. There is no reason, however, why trials against time should not be made with a flying start simply as a matter for comparison with the time made by trotters. There is no law against such trials, and we would like to see a series of flying start records established from scratch for the quarter, half, three-quarters and one mile.

THE amateurs of New York are lending their earnest influence towards making the professional tournament in that city a great success. We are glad of it, and we hope the results will justify the cordial support of all good wheelmen. Professionals will themselves admit that they have been very much under a cloud during the past few years. They have now a good chance to get from under that cloud of distrust, a chance which we hope and believe they will honestly improve.

THE cycling editor of the Providence *Journal* has a happy faculty of getting in beyond his depth, and discussing and commenting matters the true inwardness of which he is as ignorant of as a babe unborn. Here is an instance of his misplaced criticism.

"The members of the Pennsylvania Bicycle Club have come out in strong opposition to road racing, and express their willingness to unite with the authorities in checking the practice. Why should they? There is surely nothing to be condemned in the sport."

Now if this sapient scribe had only posted himself before making his comment he would have learned that there was just cause for the action of the Pennsylvania Club in the fact that serious protest had been made by the patrons of the Lancaster Pike against the use of that road for cycle road racing purposes. We have always held that so long as the authorities and the public sanctioned road racing there was no possible harm in the indulgence thereof, but the moment authorities or public called a halt, that moment road racing in that particular locality should be discontinued. Road racing is allowed through courtesy, and is not a right which cyclers have the power to enforce. It is such comments as the above quoted from the pen of thoughtless penny-a-liners that hurts the cause of cycling in the eyes of the public at large.

WHEELMEN should be the apostles of good roads, not for their own use simply, but on the broad ground of political economy. They must remind the tax payer that the highway tax, his share of which may be one dollar, will save him ten dollars in repairs on wear and tear to carriages and horses, provided always that the tax so paid by him is properly expended in constructing good roads, and in keeping them in proper repair after they are built. We must show that while the first cost of a good road is large, it costs less in a series of years to have good roads than it does to have poor ones. A poor road is like a poor wheel; you may get it cheaply, but the repairs will raise its cost above that of the best. More wheelmen will make better roads, and better roads will make more wheelmen.

CYCLING has, as every other sport has, an element of hazard in it, and if pursued recklessly may be attended with ill consequences, but experience has shown that in it recklessness and daring can be carried to an extreme with less disastrous result than in any other form of sport. The art of riding once acquired, places the control of the machine completely in the hands of the rider. To encounter danger he must seek it. When we see men ride day after day, and month after month many miles of country roads, through crowded streets and parks, upon slippery pavements and greasy roads, and up and down steep hills without even a fall, it seems difficult to understand how ignorant prejudice has so far overlooked the evidence of these facts as to make the element of danger in the sport assume a major in place of a decided minor position in it.

HOW few are the riders who cannot, when turning over the leaves of memory's log book, find a record of a few rough experiences which did no harm, and yet filled them with apprehension for others that may have to go through such experiences. At the time the rider felt nothing more than annoyance, or perhaps if he received a bruise or two, regarded his punishment for carelessness about as seriously as he would a cut finger or a cold in the head. But as time passes, and he becomes a careful and capable rider, he looks at his past mishaps through the magnifying glass of memory colored by imagination, and they seem to his hearers as he narrates them, to be wonderful adventures and miraculous escapes, that is if his listeners believe all he tells them, which usually they do not.

THE average wheel club usually has too many officers. It is not an uncommon thing for a club of say nine members to have a president vice-president, captain, two lieutenants, secretary, treasurer and bugler. Eight officers and one private, and he usually devotes his time to scheming to supplant one of the eight officials who govern him. In a small club, a captain and a secretary can do all that devolves upon several officers in a large club. With these two well chosen a club can be properly governed. The captain's office ranks highest in importance, and upon the man chosen for it depends much of a club's success. He should be a capable rider, a thorough gentleman, and be possessed of enough decision and firmness to repress any infraction of club or road rules. While he should try to preserve popularity by genial and considerate treatment of his fellow members, he should exact obedience to club rules. He should be active in whatever promotes the good of his club, attentive to new members, a prominent figure upon the road and path events in which his club may be interested. His personal conduct and his government of the club will, more than any other member's efforts, make it a success or a failure. Second in importance to the captain's office is that of the secretary. In many clubs, the finances of the club are in this officer's charge as well as the business management. It is the most onerous, and usually the least honored of any club position. Considerable tact and delicacy are required in dealing with men on the question of finance, and the secretary has to combine a courteous demeanor with a promptness and vigor of action in dealing with careless or non-paying members. Given a good captain and an energetic and efficient secretary, any club of ordinary membership is sufficiently officered to make it a successful organization. Let quality, not quantity, be the rule to govern the filling of club offices, and all will be well.

IN almost every place where wheelmen have shown themselves amenable to law and discipline, and the rights of others, there has been granted them a public respect; and in most instances they are not only accepted now as an established fact, but are regarded with interest by a class of people whose respect is worth possessing. Without public opinion in their favor, wheelmen are subject to much unfair criticism, both from the people and the press, but this once gained, all else becomes easy of attainment.

HAWKSHAW'S COLUMN.

DEMOCRATIC equality is the only basis on which a wheel club can establish social relations between members. When the discordant elements, caste and cliques, enter a club, they bring with them a discomfort that robs club life of its principal charm. The desire to "run the thing" gets possession of a certain class of members, and if they are allowed to follow out their lofty aspirations they invariably run the thing into the ground. Business meetings and discussions undo much of the pleasant ties formed on the road, and often induce enmity, where before was staunch friendship. This is merely because the men who take the front rank in wheeling have to take a back seat when the tongue-lashing begins, and the men who are imaginary club leaders in business affairs get badly left when the mileage sheets are made up for the year. There is nothing better than a little philosophic resignation in one case, and a little democratic courtesy in the other.

The wretched habit of riding with the body inclined forward, which has produced the "bicycle back," and brought abuse and discredit upon cycling in consequence, is still on the increase, despite all that has been said and written against it. Nearly all oarsmen have this form of back, and while it has not proved detrimental in the hundreds of years that men have propelled boats by means of a "white ash breeze," yet certainly it is ungainly, and as far as wheelmen go, entirely uncalled for, as the methods it is acquired by on a bicycle are entirely unnecessary. Erect riding is more graceful, develops the chest, and adds an exercise to the muscles of the throat and chest that are greatly diminished in the case of the "grasshopper" style of wheel propulsion.

The exposure to out-of-door air, the constant employment of the mind by the delight of changing scenery or agreeable companionship, all contribute to make cycling, to those who have tried practically every other sport, the most enjoyable, healthful and useful exercise known.

Most wheelmen become, through riding, sound, well-made, evenly balanced, healthy men, and bid fair to leave to their descendants some such heritage of health and vigor as descended from the hardy old Pilgrim Fathers to the men who made this country what it is.

In the gentle swinging motion of the wheel, there is nothing to disturb the muscular or nervous system, once accustomed to it; indeed, it is the experience of most wheelmen that the motion is at first tranquillizing to the nerves, and eventually becomes a refreshing stimulus. The man who goes through ten hours daily mental fret and worry will, in an hour of pleasant road riding, throw off all its ill effects and prepare himself for the effectual accomplishment of another day's brain work. The steady and active employment of all of his muscles, until they are well heated and healthily tired, clears the blood from his brain, sharpens his appetite and insures him a night's refreshing sleep.

When a patient of a celebrated physician said to him, "Doctor, when I hold up one of my arms straight over my head, it hurts me very much." He received from the doctor the reply: "Then what in the devil do you do it for?" The reply would be still more appropriate to those who complain of the terrors of hill climbing. Locomotive engines "have sinews of steel and thighs of brass," yet railway engineers regard a grade of one in one hundred heavy work. Road hills vary from three or four times to ten times as steep; they can, therefore, only be ridden at a great mechanical disadvantage. Then why ride them if the exertion be unpleasant or exhausting to the rider? What does it matter to you whether Tom, Dick or Harry does ride up the same hill without a dismount? Hill-climbing on wheels is harder work than running, and should, as a rule, be avoided as much as possible by the young, the old, and the female portion of cycling's admirers.

The art of fencing has been wittily described as the art of killing your adversary without being killed yourself. The art of cycling, at any rate when road riding, might, I think, be defined as the art of getting all you can out of your wheel and taking as little as possible out of yourself. By this it is not to be understood that the rider should avoid fatigue, labor and discomfort by showing no attention to the welfare and saving of his wheel, but rather that he should try to cover the most ground with the least expenditure of power for speed produced.

HAWKSHAW.



THREE Phillips students paid the penalty of $3 each for bicycle riding on the sidewalks of Andover, Mass., last Saturday afternoon.

THE Boston *Bulletin* gets off these two jokes of dubious quality: "The bicycle rider is one of the few men who know when they are well off.

Bicycles riders used to be very numerous, but they seem to be falling off now."

THE Bay States of Worcester run a 10-mile handicap road race to-morrow at four P. M. The start will be from Park avenue and Highland street out 5 miles and return, finishing at the point of starting.

AT a meeting of the Long Island Wheelmen held on the evening of October 5, the 24-hour record medal was presented to William H. Best, who rode 183 miles on October 4th in that time. His riding was done in Brooklyn and New Jersey.

THE Newburgh, N. Y., Wheelmen held their first annual banquet on Friday evening, October 2d, at the Merchants' Hotel, and the affair was a complete success in every respect. The members, 35 in number, assembled at their rooms, and after disposing of some business marched to the hotel, where they enjoyed an excellent repast, which was followed by pleasing after dinner speeches by the officers and members. At midnight the festivities were brought to a close with three hearty cheers and the wish of many happy returns.

THE Sandusky, Ohio, Bicycle Club gave a lantern parade on the evening of October 3d, and the novel event proved to be an attraction that will long be remembered by the large and admiring concourse that witnessed it. Many beautiful and original designs were presented, and prizes were given to the best and unique displays. Among those worthy of special mention was that of Mr. L. W. Les who represented a full rigged ship, and Mr. F. M. Woolsey, who carried sixty-six lanterns.

THE Puritan Bicycle Club of Salem, Mass., observed its eleventh anniversary on the evening of October 6th. The exercises consisted of a banquet and literary entertainment.

HARRY CHISHOLM is the winner of the medal or medals offered to the members of the Illinois Cycling Club, Chicago, who attended the greatest number of runs this season. He missed but two and attended six more than his nearest competitor. One run he attended alone.

THE champion bicyclists of England, Richard Howell, Wm. Wood, Arthur and Alfred Robb, George Edlin, William Lamb and M. J. O'Flannagan, the Irish champion, have arrived to take part in the six days' international race at Madison Square Garden. Howell and the two Robbs went to Springfield to do their training.

FRANK MILLER of Stamford, Conn., has received a patent for a novel spring frame for bicycles. The rear axle is journalled in carriers. The side bars are arched over the axle, and one end of each carrier pivoted thereto, the other end of the carrier being grooved and engaging the opposite side of the arch to the side bar. Springs are interposed between the carriers and side bars to take up the vibration.

THE bicycling department of the Staten Island Athletic Club will hold a tournament at their club grounds, West Brighton, on Saturday, Oct. 24th.

MISS E. BRIGHTON of Philadelphia, has recently ridden 100 miles on a bicycle in 12 hours 22 1-2 minutes.

A PARTY of Chicago Cyclists are expected to visit St. Louis next Sunday to try conclusions with the famous De Soto road, and in anticipation of their coming, both St. Louis clubs have called runs to this point on October 18. The ride has never been attempted by a party of Chicagoans, and it remains to be seen how they will stand the ride.

HENRY GEORGE is now, of course, an enthusiastic believer in bicycling, and it is said that he urges its health-giving properties with much more persistency than he shows in the propagation of his own social theories. Many of his friends have been induced by his example to practice the art, and he has persuaded his whole family to learn to ride.

UNDER the auspices of the Rovers Cycle Club of Charlestown, Mass., Mr. Carle P. Cubberly is to give a series of lessons in the latest and most fashionable dances on Thursday evenings the coming winter.

G. H. TAYLOR, the Ipswich (Mass.) rider, has returned home with about $1000 worth of prizes won at the Grand Circuit.

WE hear it rumored that Peoria will not be likely to have another meet. We hope the rumor is without foundation, as with the prestige they have secured as a racing centre it would be too bad to drop off now.

THE following item of interest appears in a late issue of the *News* of Jersey City. We give it *literatim*. Italics ours. "* * * Messrs. Berio, Murphy, Rich, *Toxis*, *Wurdle*, Zimmermann, Worden, and other *professional* riders have been invited to attend and participate in the events.* * *"

SEVEN members of the Englewood Cycling Club, Chicago, registered at Joliet at 7.30 Sunday morning, October 4th, for breakfast. They had ridden from Chicago, forty miles, since 1.20 in the morning, through darkness, rain and mud, along the tow path of the canal and with but one lantern in the crowd. They reached home by 12.30, well pleased with their novel experience.

MESSRS. SHERMAN and R. D. Bourland, of Peoria, Ill., rode 100 miles Oct. 6, going to Buda and return in 14 hours and 15 minutes, and this in spite of the fact that 15 miles were walked in the mud.

IN the recent century run of the Boston Wheelmen, Mr. and Mrs. G. J. McArthur rode a tandem 113 miles. The course of the "Century" route was really 105 miles, and after the finish Mr. and Mrs. McArthur rode home, a distance of 8 miles. We think this is record for the country on a tandem, both lady and gentleman.

FRANK W. GEROULD, President of the Lincoln Cycling Club, and also of the Associated Cycling Clubs of Chicago, will be the popular choice for Chief Consul with the Chicago and a large section of outside voters.

STREET Sprinkling Superintendent Bill Johnson, of St. Louis, evidently has no use for weeelmen who have made it hot for him the last few months on account of the excessive sprinkling on all our streets. Says he: "Out of 147 complaints entered, a majority were made by bicycle riders. Those wheelmen are the hardest class of people in the city to get along with. They have really the least right to complain, and yet make the most fuss. If things were run as they ought to be, every wheelman in town should be made to pay a license. If the truth was known, they are really more dangerous for pedestrians and drivers of conveyances than any other kind of a vehicle. Take them on a dark evening for instance; they coast down hills like flashes of greased lightning and as silent as ghosts. The cyclist dashes into you, perhaps hurts you,"—here's richness—"and lames your horse. Then if his old wheel is damaged, he sues you for the cost of repairs. That is exactly what happened to me not long ago. The cyclist bursted into me in that fashion, broke his wheel, and sued me according to rule. I paid the cost of repair rather than go through the bother of a suit."

BUFFALO (N. Y.) wheelmen are discussing the idea of forming an association of bicycle clubs on a similar plan as those existing in Philadelphia and Chicago. The ultimate object, however, of this organization would be to build a race track and foster the racing interest. The successes of Dorntge, Peneyres, Banker and Brinker are largely responsible for this rising interest in racing.

INDOOR base ball will again be the popular winter pastime with the cycling clubs of Chicago this winter, nearly a score of whom will place teams in the field, some of them two.

VICE-CONSUL CHAS. W. WOOD, of New York, is receiving congratulations upon his engagement to Miss Carrie Judson of Brooklyn. Mr. Wood will please note that we looks towards him and we likewise bows.

MANY of the older riders of St. Louis will doubtless be sorry to hear of the death of Hy. Dieterich at Manchester, Mo., last Tuesday. During the early days when Manchester was the terminus of all the runs out from St. Louis, Dieterich catered to the wants of the cyclists, and made many warm friends among them.

ADOLPH ROTH, for many years a salesman in the employ of the John Wilkinson Co., Chicago, has embarked in the tailoring business with his brother under the firm name of Roth Bros.

CENTURY runs still continue in popularity in Chicago.

THE Century Road Club of Chicago now has 225 members, and applications are being received daily.

THE Lincoln Cycling Club of Chicago will undoubtedly become a League club at their October meeting.

ILLINOIS is entitled to nineteen representatives, nine of them being from Chicago.

THE St. Louis County Court has ordered that no more work shall be done upon the dirt roads because of a scarcity of funds. "Gentlemen," says the Clayton, Mo., *Argus*, "good roads are what we pay taxes for, and the demand has gone up that the taxes for which the people are sued shall be expended upon the roads instead of being squandered upon the thrifty contractors, road overseers and a few favorites." Pretty strong language, that.

A SAD and fatal result of over-exertion is recorded in the case of A. Wingfield in a late 25-mile road race in England. The *Cyclist* says: "Wingfield, who was scratch man, reached Doncaster in an exhausted condition, and was carried in an unconscious state into the Reindeer Hotel. A doctor was called in and remained with him all Saturday night, during which time the unfortunate rider never regained consciousness, and he died at six o'clock on Sunday evening. It is supposed that he broke a blood vessel in the head, and an inquest will be held.

NOVELTY! Novelty! and the Englewood Club of Chicago has it. Saturday evening, October 10th, twenty of them will attend the theatre, after which they will lunch heartily, and at midnight start for a century run to Elgin, Aurora and return.

MR. E. H. WILCOX, of the Stover Bicycle Co., was in Boston last week and called at the office. Mr. Wilcox's reports are excellent for the past year.

"Good old Ned" Oliver visited the Hub last week, and made us a call while in the city.

SUNDAY, October 4th, S. T. Kimbell of Chicago rode 150 miles on the road in 17.15, breaking the previous local record over the course. This record was previously 19.20. The course was to Elgin, Aurora, Joliet, Blue Island, Pullman and Chicago. The day was cloudy and showery. The start was made at three o'clock. He was caught in the rain. His actual riding time was 14.30. From Elgin he rode all alone for 110 miles. A good ride.

THE Norwalk (N. J.) Wheel Club will take a century run, Oct. 18, to Jersey City, N. J., and return, 100 miles. Start at 5.45 A. M. sharp. Breakfast at Port Chester, N. Y. Dinner at Jersey City, N. J. Supper at Stamford, Conn.

MISS ALICE WAUGH, of Chicago, has the distinction of being the first lady of that city to make a century run under the recently adopted sixteen hour limit. Miss Waugh made the run to Aurora and return against a strong wind in 15 hours, 15 minutes. She is only twenty-one years of age, and in view of the fact that she has only been riding four months, her performance was a remarkable one.

AN order has been issued in Russia for the speedy organization of a bicycle corps. The work of the wheelmen will be scouting and delivering dispatches. Russia's military experiments with bicycles have been continued for a considerable time, and this order was not issued till the War Department was satisfied there was no doubt as to the superiority of the courier wheelmen over the courier horsemen.

OCTOBER 4TH Chicago men rode centuries as follows: John Erickson to Wheeling, Niles, Libertyville, Harlem avenue and return, time 12 hours; Frank Gulliford to Elgin, Aurora, Joliet, Blue Island, 170 miles in all; G. D. Moffat and Jole Stennett, a seventeen year old boy riding but five months, to Elgin, Aurora and return, time 12.18.

THE New Bedford (Mass.) Cycle Club will hold a lantern parade in the near future. A strong effort will be made to induce the lady riders to participate.

THE first annual lantern parade of the Yonkers (N. Y.) Wheelmen took place Oct. 9, under the auspices of the Yonkers' Bicycle Club. Over 100 wheels were in line, and the wheels were tastefully decorated. The club entertained the participants at the close of the parade.

THE third anniversary of the Columbia Cyclers of Philadelphia, Pa., at their club house, No. 1511 Montgomery avenue, on the evening of Oct. 6, was attended by a large number of the members and their friends. The interior of the club house was prettily decorated with orange and brown, flags and lanterns, and presented an attractive appearance. A literary and musical programme was given, in which the members generally participated, at the conclusion of which a banquet was served.

THE Chicago Cycling Club has resumed its usual Saturday evening smokers, with coffee and sinkers on the side, so popular last season."

MR. A. S. HILL and Mr. A. J. Marratt, of the Coventry Machinists' Co., will sail for England on the 24th or 28th of this month.

THE Gloucester (Mass.) wheelmen, Messrs. Frank P. Wonson and Edgar Blinn, who are touring Massachusetts and New York, have reached Albany. They have enjoyed the trip much and speak in high terms of the people they have met, express many thanks to Francis H. Williams, consul of Springfield; Mr. McKeen of N. Adams and Mr. Meeker of Troy, N. Y., for courtesies rendered them on the trip. They will go down the Hudson to New York City and take boat to Fall River and wheel to Gloucester.

THE W. S. W. of Providence, R. I. is the name of a bicycle club formed by young men of that city between the ages of 14 and 20. It was organized last spring and reorganized this fall. The club has a limit of 25 members and has 15 already. They propose having a road race, eight miles in length, November 6. There is to be a gold medal for first and other prizes for second and third. It will presumably be a prosperous young club.

A "BICYCLE SERMON" will be preached next Sunday by the Rev. Geo. B. Reiman of Twentieth Street Baptist Church of Oakland, Cal. Seats will be reserved for wheelmen.

PARTICULARS in the English papers of Mills' great record ride from Lands End to John o' Groat's have not come to hand, but an item is floating round in the papers to the effect that while riding "he fell fast asleep when only four miles from his journey's end, and in spite of all efforts he could not be awakened for seven hours." Imagine a man riding a bicycle four miles, or four yards, for that matter, when he was sound asleep!

"HERNE HILL is considered at home and abroad *the* model track. We have already received letters from Cape Colony, Australia and the States, asking for information as to its measurements, banking and construction. At the present moment there is 'no possible shadow of doubt' that it is the best track in existence, though whether it will have to play second fiddle to the ground to be installed by the Associated Cycling Clubs of Chicago in time for the world's fair in '93 remains to be seen. * * *."—*Cyclist*.

CLARENCE A. WESCHELER a Brooklyn, N. Y., lad, eight years of age, is credited with having ridden 60 miles within the 24 hours.

P. C. STIRE of Fort Dodge, Iowa, was suspended by the Methodist Episcopal conference for keeping fast horses. Mr. Stire a few days ago sold his horses, and bought a safety bicycle. He will now apply for reinstatement. Will the conference draw a line at bicycles?

A LADY correspondent from Brooklyn, N. Y., writes and asks us for the name of some ladies' club in the City of Churches. There is no club of that description in Brooklyn. One was formed and for a short time it existed, but it disbanded after a very brief career.

EXCERPTS FROM "THE GOSPEL OF GOOD ROADS."

[CONTINUED.]

SOMETIMES I hear it charged by thoughtless farmers that the railroads are largely responsible for the existing misfortunes of farm life, and that the freighting of grain and similar products from the immense and fertile farms bordering along railroad lines at low rates, has killed the business of farmers who own smaller and less productive farms, and shut them out of competition. I have also heard the opposite view maintained by other farmers, who assert that the railway freights are altogether too high, and that if these were reduced a farmer could ship his produce to distant points and still realize a comfortable profit. The railroad is the best friend the farmer ever had. It has enriched this country beyond a limit that could possibly have been attained before railroads were constructed. Your grandfather used to haul wheat 200 miles in a farm wagon and sell it for thirty-five cents a bushel. His farm had no fence to inclose it; his stock were protected by only a most primitive shed, and everything about his home life was conducted on a miserable and undeveloped scale. If you are living six miles from a railroad on an upland farm with gravelly soil, you cannot expect to raise corn and wheat as cheaply as the farmer who plants his crops in the black loam of the prairie and reaps a thousand acres at every harvest. His farm is perhaps close to the railroad station, and the railroad will haul his grain from Chicago to New York at twenty cents per 100 pounds, and make a handsome profit by the operation. With that sort of competition you will never grow rich at farming. Don't concern yourself too much about through freights. Look out for local freights and the cost of trasportation right at home in your own county. It costs you more money to haul a ton of produce from your farm to the railroad station than it costs the railroad company to haul the same amount 1500 miles. You are both using the same power. The main difference is in the track. When you are about to buy a steam engine to perform a given service, the manufacturer tells you that you need an engine of say ten "horse power." Steam tugs, passenger boats, steam pumps, steam locomotives, and all kinds of steam engines are rated according to the "horse-power" which they develop. All this came from the old custom of ascertaining the exact amount of work which a horse could do under certain conditions and comparing it with the steam engine. You haul your loads to market by horse-power; and if you give your horse-power the same chance to work its results to the best advantage, you will find that local expenses and home freights will be diminished in a wonderful degree.

Another thing: If you find it unprofitable to raise wheat and oats, try garden vegetables or dairy farming; raise fruits and berries and sell them at home at the nearest market. The distant farmer who works the mellow soil of the prairie cannot deliver fresh fruits and vegetables, eggs, butter and milk at your county seat as cheaply as you can do it, nor in most cases can he do so at all. Study the capacity of your farm and see if your soil and other conditions are not adapted to this kind of industry. One thing you must remember, however: it is an indispensable condition to the successful market gardener and dairy farmer that he should deliver his goods in the local market regularly at all seasons of the year, without regard to weather or the condition of the roads. Wherever a large town is found in which any sort of thrift has been established, there is a demand for the best quality of farm produce. Fresh butter, eggs, vegetables and fruits, if raised close at hand, command a much better price than those brought from a distance and subjected to the trials of railroad freighting, delays and repeated handling. The distant farmer cannot compete with you in these lines, and if your town customers can be made to see that the home supply is reliable and constant, the home farmers will control that market.

Last March, 1891, the Government at Washington issued a very interesting census bulletin on the subject of "Truck Farming." Every farmer should read it. I will quote from the last paragraph of this bulletin, just enough to show you a bit of enlightened opinion on the point which I have just been urging. The author says:

"Taken in its entirety, this comparatively new industry is found to be in a healthy, prosperous condition. New sections are being developed from year to year that to a certain extent affect the prosperity of some of the older ones, and there is likely to be more or less shifting of trucking centres every few years, all upon advancing lines, however. New and better methods of culture, with the future invention of labor-saving machinery, must of necessity reduce the cost of production. Better transportation facilities will place the products of these farms in cities and towns more promptly, in better condition, and at less cost, while the ever increasing population and wealth of the cities and towns insure a greatly increased consumption at satisfactory prices for first-class productions."

Of course you know that the distance of any farm from the nearest market affects its value. If located within a short distance of the town, it is worth much more than a farm of the same quality six miles distant. The reason of this is that the farmer nearest the town has many advantages which the more remote farmer has not. He can haul his load to market in a shorter time and save much labor in marketing his crops. His social advantages are increased and he is possessed of many oportunities which would have been denied him had his farm been located any considerable distance from the town. But you know also that nothing shortens distance and saves time to the traveler as improved methods of quickening traffic and the means of transit upon which the traveller relies. It used to be a long week's journey for the American farmer to travel two hundred miles by wagon road to the nearest city, and since the railroad enables him to cover the same distance in five hours, he feels that his farm and home are so much nearer to the great centre of trade, and that its value has been enhanced accordingly. If you could drive over the six miles of wagon road between your house and the village in one hour at all times of the year, and haul a full load of farm produce into the bargain, you would feel your farm has been moved considerably nearer the market than it now seems to be and its value would feel the benefit of that difference. There is no guess work about this statement. It is a result which has always followed the construction of good roads. I could tell you of a hundred instances, but one or two will answer our purpose here.

Not very many years ago, in the State of New Jersey, there were three or four small towns in which the community was made up of a plodding population in moderate circumstances, doing business on a low scale, in accordance with their poor facilities for communication. When the mud was hub deep the patient New Jersey farmer who lived in those towns stayed at home and waited for the roads to dry up. No matter what might be the prevailing prices in town, he had no means of taking substantial advantage of them. Meanwhile the consumers in the cities and villages depended in a measure upon the supply of country produce raised in that vicinity, and in times when the farmers were tied up by the bondage of bad roads, they were oppressed by a slack supply and consequently by enhanced prices. Trade was uncertain and farming was carried on with indifferent success. If you could go with me to those towns to-day you would find a marvelous transformation. From a collection of farms at one time connected by dirt roads, there has, in the last few years, sprung up one of the richest farming and residence localities in the United States. Many rich people have moved their homes to these towns, and a flourishing condition of things has taken the place of the easy-going and slip-shod methods which existed in the days of the dirt roads. The prime reason of all this improvement is familiar to every resident who lives in those towns to-day. The beginning of prosperity began with the construction of the first improved road. Land values increased, traffic was quickened and enlarged, social communication became more easy and more frequent, schools, churches, shops, market places and railroad stations became more accessible and the country in consequence more attractive as a place of residence.

One of the oldest inhabitants of that section, in an interview relating to the roads in his county, a short time ago, made a practical explanation which his long residence and familiar knowledge makes worthy to be repeated. He stated that the common idea that the roads of these towns are well paved because rich people had come there was erroneous, and declared that rich men had come there simply because the roads were well paved; that it had been found by the New Jersey people of his town that a team could pull twice as much over a smooth road as over the average dirt road and pull it twice as rapidly; that he himself had teams at the time of that interview hauling stone to the new "Prudential Building," and that these teams were drawing 6500 pounds to a load; that he knew by experience that the roads which they were using were hard and smooth and that these teams could not draw more than 3000 pounds over the dirt road. Speaking of the general increase of land values brought about by the adoption of improved roads in the State of New Jersey, the same gentleman went on to mention the result of good roads in Union County, New Jersey, and stated that a few years ago certain lands belonging to his own brother (about 123 acres) was valued at from $50 to $75 an acre, but that the owner was unable to sell it at even that price. The farm was unprofitable, bad roads made it difficult and expensive to get the farm products to market, and the profits were insufficient to pay a fair rate of interest on the estimated value of the land. Every day that he owned that farm he became poorer.

One day the "road improvement craze" took hold of the people in Union County, and about sixty miles of Telford roads were put down. The result was that his brother had just received an offer of $200 an acre for the old farm which he had vainly offered to sell for from $50 to $75 per acre. Moreover, the farm became profitable. To be sure, there was a little increase of taxes, but the owner of a farm the value of which had been increased $125 per acre could hardly complain of the slight increase of taxes, which was after all quite inconsiderable. The whole subject was summed up by a statement in these words: "Why, there are fully 600 miles of Telford roads in the State of New Jersey, and I know what I am talking about when I say that the increase in land values brought about in Union County alone would pay six times over the cost of every foot of stone road put down in the State."

TO BE CONTINUED.

ST. LOUIS COUNTY TOUR.

SUCCESS crowned the efforts of the managers of the St. Louis County tour on October 8. The roads were perfection, but the weather was threatening and doubtless keep many away. The start was made from 19th and Locust streets at 9.30 A. M., thence west to Forest Park, where the photograph was taken, and right here it must be stated that the negative is an excellent one. Numerous accessions were made to the party at this point, and when the Manchester road was reached the column was fully 800 feet long. No dismount was made until the party reached Des Peres, and here instructions were given in regard to coasting Solomon's Hill, which were heeded by all but one of the unattached, and he came to grief. Ballwin was reached by 12.15 P. M., and after dispatching an excellent dinner, the participants repaired to the road in front of the hotel to witness the athletic contests. They resulted as follows:

One hundred yards dash, run in two heats—A. H. Hitchings won the first heat, W. P. Loth, second. Time, 11s. J. H. Pomarede won the second heat, W. C. Hutchinson, second. Time, 12s. The final heat was won by A. H. Hitchings, M. B. and A. C.; J. H. Pomarede, St. L. C. C., second. Time, 10 3-4s.

The 100 yards slow bicycle race furnished a great deal of amusement for the spectators and was full of excitement. Richard Hurck, the champion at this business, was expected to start, but was unable to be present. Eight men entered and the event was run in two heats. E. M. Knapp won the first heat in 2 40; Bert Harding won the second heat, and the final was won by E. M. Knapp, M. B. and A. C., in 2m. 45s.

The hop, step and jump had fourteen entries, and was won by A. H. Hitchings, M. B. and A. C., who covered 34 feet 7 inches; W. J. Cox, St. L. C. C., 32 feet 9 1-2 inches, second.

The 220 yards handicap also brought out a large field of starters, with handicaps ranging from one to ten yards, and was won by J. R. Pomarede, St. L. C. C., from the three yards mark, in 27 seconds. G. E. Tivy, 6 yards, second.

At the conclusion of the sports the wheels were remounted and headed for Manchester, where the hill climbing contest took place on Undertaker Hill. It was the first contest ever held on this hill, and it was climbed by all the entries save one. The entries were: G. E. Tivy, St. L. C. C.; E. M. Knapp, M. B. and A. C.; A. G. Harding, St. L. C. C.; and W. J. Cox, St. L. C. C. Tivy was the first man to essay the climb, but he died while ploughing through the loose gravel near the top. E. M. Knapp crossed the summit amidst great cheering, in 1m. 15 1-2s.; A. G. Harding was the next man and he crossed the line in 1m. 31s.; W. J. Cox, the winner of last spring's contest on Son-of-a-Gun Hill, crossed the line in 1m. 28s. First place was accordingly given to E. M. Knapp, M. B. and A. C., and his time, 1m. 15 1-2s., is the record for the hill. Knapp rode a pneumatic tired wheel and all the others were mounted on cushion safeties. After the contest the line was again formed and all the participants arrived back in the city at 6 P. M. The success of the tour will doubtless cause it to be made an annual fixture hereafter.

LINNEUS.



EAGLES

LEAD IN SPEED AND COMFORT.

THIS IS ESPECIALLY TRUE OF THE

CUSHION TIRE LIGHT ROADSTER

It is easy running, a fine hill climber, a fast coaster. It only needs to be tried to be appreciated.

There is a graceful and easy motion in a high wheel that cannot be obtained in a safety. It is motion that exhilarates and gives a charm to a ride which adds tenfold to its pleasure. The only practical high wheel is the Eagle.

Send for Catalogue. Second-hand list of Safeties and Ordinaries. Some bargains in *solid tire* Eagles.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

ROVERS

WHEN you find the bicycle that is the best, the one that runs easier and wears longer than all others, BUY IT. But how can you tell? Can you depend upon the maker to tell you? If you believe one you must believe all, and you will hardly find one honest enough to tell you that his rival's wheel is better than his own.

The drollery of a certain comparatively small manufacturer declaring that his machine "acknowledges no rival," never seems to strike the said manufacturer. ROVERS have rivals, formidable rivals, too, but so long as we can continue to convince our customers that we give them the full value of their money, we expect to be able to pull through. Without any undue boasting we can say that our business this year shows an increase of more than 300 per cent. over our last year's business. Next year we shall be able to look after another increase of the same size.

THE JOHN WILKINSON CO.,

SOLE IMPORTERS. CHICAGO, ILL.

ROVERS

Circular, No. 18, June, 1891.

SINGER CYCLES

A NEW PATTERN.

SINGER SAFETY, 1888 make, damaged in an accident, June, 1891.

The above is taken from a photograph of the machine sent to us by Messrs. JNO. HOWES & SONS, our Cambridge Agents, who remark: "Slightly damaged, nothing broken except a spoke or two. Rider unhurt."

An unsolicited Testimonial as to the material used in SINGER CYCLES.



so the

AMERICAN DEPOT, 6 and 8 Berkeley Street, BOSTON, MASS.

CORRESPONDENCE.

☞ *The Editors of this paper do not hold themselves responsible for the sentiments expressed in this column.*

"SIERRA" REPLIES TO MOROT.

EDITOR BICYCLING WORLD: There appeared in a recent issue of your paper an article by a correspondent signing himself "Morot," and supposed to be news of the California Division but which principally conveys to the reader the idea that the writer is too independent to join a club.

It is such men as this who have done so much to injure the California Division in the eyes of unattached wheelman by representing the disadvantages, more or less exaggerated, and none of the advantages to be gained by the possession of a League ticket. The statement is made that there has never been a successor to F. D. Elwell, who holds the coast ordinary record for one mile (2.48). True Mr. Elwell's record has never been touched because the fastest men on this coast have given up the high wheel and are riding safeties, so that Mr. Elwell bids fair to be without a successor for some time to come.

The safety records, however, have dropped away below the old marks, which sort of evens things up a little. In a twenty-five mile road race a while ago, seven men broke the coast record, formerly held by Mr. Elwell, which ought to show that men or machines or something are improving, "Morot" to the contrary notwithstanding.

I have the honor of belonging to a club, the uniform of which is blue stockings, blue knee breeches, blue jersey and blue cap decorated with white wings, and whose members sometimes ride in Oakland, and sometimes ride hands off. I hope "Morot" will be gratified to learn that the color of the uniform has been changed to black since he last saw us, but the white wings are still in use, and those same wings will always be seen in front, whether on road or track, in spite of all such independent soreheads as "Morot."

Alameda, Cal. "SIERRA."

THE PENNSYLVANIA RAILROAD.

EDITOR BICYCLING WORLD: Having recently set the Pennsylvania Railroad in the pillory of condemnation through your columns for its failure to properly equip a train at Elizabeth with a baggage car, I feel as if I should in justice give the sequel to the affair through the same medium. A complaint filed with the officers of the road, I am very glad to say, received the courteous attention that usually characterizes its management, so far as my experience goes, and I have to-day received a letter which says that "as a result of your complaint arrangements have been made to place a combined car on this train hereafter." Corporations are not always so bad as they are painted, but yet this kind of careful attention to the correcting of abuses is not so common that it ought to be passed over without due acknowledgement. Yours truly,

October 9, 1891. E. J. SHRIVER.

THE MICHIGAN CHIEF CONSULSHIP.

EDITOR BICYCLING WORLD: I have received from an unknown source a circular regarding the coming election of a Chief Consul in this State. This circular is such a masterpiece of rhetorical reasoning that I append it to this communication. Here is the circular:

"To the L. A. W. wheelmen of Michigan! We are nearing the time of election for State Division Officers of the L. A. W.

The question invariably put when you ask a wheelman to join the L. A. W. is, "what good will it do me?" This question is easy to answer if you have the right men for officers, and have them in the right place.

The Chief Consul should be located in Detroit—why? Because he can do the most good there.

Ask any wheelman who has passed through Canada in the last two years how much he has been helped by the State Officers.

Detroit is the starting point of many tours East, West and South. It is the route for every wheelman who visits the lake region.

Don't you think it is about time to elect a Chief Consul residing in Detroit, the place where he can be of the most service?"

The election of any officers of the League brings forth the usual crop of aspiring lambs, ready for the sacrifice. Detroit is apparently making a supereminent endeavor in this election and after the Chief Consulship. The wheelmen, unmindful of the musty odor pervading the memories of the past, are seeming anxious to have a real live officer there for the purpose of attracting the unsuspicious wheelman who has not before suffered their entertaining endeavors.

The candidate from that temporarily active catacomb, though a gentleman in every sense of the word, and one of the really few good men in wheeling interests in the village, is hardly the proper one for a position so important in League matters; the aforesaid gentleman has, I think, been a member of the League but three years. In that time he has hardly been able to prepare himself for such a position as the Chief Consulship. He would undoubtedly do all possible to further the interests of the Division in all matters, but something more than good intentions are necessary. If it were at all necessary to make a change in the officials of the Division at present, there are other wheelmen who have far more claim to it than our friend. There is no doubt but Detroit feels badly at the success so hard earned by the present officers, and wants a finger in the pie, but it is apparent that there are others in the State who will have the solution of the matter, at the time of the election, and who are as anxious that Detroit should not add further failure to the State Division than she has already done in her imbecile efforts at entertainment in the past.

The present incumbent of the office of Chief Consul has had the honor to be appointed to one of the most important committees of the League, Committee of Rules and Regulations, and new members of the Michigan Division should not forget that if his services are valuable enough to be so utilized, they are still more valuable to the Division. The membership has largely increased since his election two years ago, and many have joined at his personal solicitation. While he can be induced to serve as Consul, the present members of the Division should support him and his associates in their endeavors to bring this Division into the prominence it deserves.

The location of the Consulship has nothing to do with the matter of laws; they are not changed, eased or modified for or by him, and it is not a question where the best location exists, but who is the best possible man for the position. The Division is at present in its most prosperous condition, but is not yet safe enough to have its affairs placed in the hands of any inexperienced board. Members, in casting their votes, will do well to consider the matter as it stands, and elect the man who has and can do as much for the interests of one and all, as any one in the State. I think his past work is sufficiently well known so that there is no necessity to send wheelmen through the State to canvass for votes, or send circulars to which the writer is ashamed to put his name, as in the case of the above mentioned circular.

"PAPA."

THE PROPOSED BALL FOR THE BOSTON MEMBERS L. A. W.

EDITORS BICYCLING WORLD: In my communication suggesting a grand united ball by the Boston members of the L. A. W., it is printed "an invited ball." If you deem the idea of any importance I hope it will receive your sanction. I have talked to many members and they are very enthusiastic over the matter; but the organization of the League is such that individual members cannot do much towards that end.

Such a ball got up on the scale it might be, can be the means of greatly increasing the membership, and may place some thousands of dollars annually in the League treasury. It will also, in my opinion, bind the members more closely together, and I sincerely trust that in the interests of the above objects the matter will not be let drop.

LEAGUE MEMBER.

SOMEBODY IS WRONG?

EDITOR BICYCLING WORLD: I never care to enter into controversy in print, but wish to stamp the statement made by one who signs himself "Phila. League Member" as false, for Mr. Welsh, of the Wissahickon Wheelmen, was not the first to reach Pottstown. The first two were members of the North End Wheelmen; then came at racing gait Dalsen, W. Bilyeu, Keim, Jr., Welsh, Garrigues, in the order named. Also that the Drs Keim whom finished first at Philadelphia end covered the scheduled route, which many others did not.

"ONE WHO KNOWS."

A LESSON FROM AMERICA.

"A LONG and careful study of the literature of trade catalogues, as issued in this country and America, has led us to the conclusion that Brother Jonathan is far ahead of us in this respect at least. Doubtless the different circumstances under which the trade was commenced in the States to that which was the case with our manufacturers has had something to do with it, but generally speaking, the American manufacturer treats the reader of his catalogue as an entire novice—indeed, as one who is not even a cyclist, and hardly wants to be—whilst the British manufacturer, on the other hand, approaches the public apparently from the point of view that all are anxious to buy, if not his goods, at least goods of the class which he supplies; thus, whilst most American catalogues contain some amount of persuasive matter in the way of a description of the advantages and uses of the cycle, together with careful and exact directions as to how to adjust, take care of, and ride the machine when purchased, the British tradesman either goes straight to the point which he wishes to emphasize, viz., that *his* machines are better than anybody else's, or else disregarding anything of this character at all, confines himself to a bare and technical descriptive specification of the machine. In one or two instances of late years some of our catalogues have certainly contained something in the shape of literary matter in the direction of pointing out the mechanical advantages of the systems used, and advising the purchaser from the point of view of the practical rider; but very few indeed contain anything like useful instructions as to the care and management of the machine when purchased. We know that to one unaccustomed to prepare matter for the press, the getting out of a price list is a thing to be avoided, rather than otherwise, and great are the rejoicings when the matter is settled for the season, but one of the questions which we are very frequently asked is how to adjust some part or other of a particular pattern of a maker who is specified, and which differs very probably from the method of construction used by other houses. If makers, therefore, would devote, say, a couple or three pages of their price lists to a concise and clear description—if possible accompanied by sketches—of the adjustment of the particular designs which they themselves manufacture, it would, we feel sure, be largely appreciated by their customers, and not only so, but would very materially assist the lasting qualities of their machines, as, whilst all practical men know that a machine, if kept up in its bearings and adjustments generally, will last far longer than one which is not, the beginner is ignorant of this fact, and in very many instances simply permits his machine to get as near falling to pieces as it can before any attempt at adjustment is made. As within the next two months our manufacturers will be busily engaged upon the compilation of their trade literature for the ensuing season, we give this hint to all who care to avail themselves of it."—*Cyclist.*

MR. HENRY G. PRIEST of the Quadrant Cycle Co., Birmingham, England, expects to arrive in the United States about the commencement of October.

He will be glad to receive communications from any substantial firms desiring to represent the Quadrant Cycle Co. in any specified territory.

All letters to be addressed to Box 2225, General Post Office, New York, N. Y.

CYCLING IN JAPAN.

"Harold R. Lewis of the Philadelphia Bicycle Club, last week returned from a bicycle trip in Japan, having spent two months in that country, during which time he rode 1080 miles.

Mr. Lewis, who has gained quite a reputation as a bicycle tourist in foreign countries, is very enthusiastic over his trip, which he speaks of as one of the most delightful bicycle tours ever taken.

In relating yesterday some of the experiences of his novel trip, he said: 'With but few exceptions the roads of Japan are superb, being made of a fine quality of gravel, beaten as hard and smooth as a floor. These roads, which are about eight feet in width, are traveled only by pedestrians and by native conveyances, having broad wheels and drawn by men. There are but very few horses in the country, and the highways are, therefore, kept in the best repair. The roads are generally level, though I met with a few stiff hills, and enjoyed some fine coasts.

While in Tokio I met a young Japanese who, two or three years ago, was a resident of Philadelphia and a member of the Pennsylvania Bicycle Club. This young native proved a most agreeable companion, and we took several very pleasant rides together. One of these rides was on a beautiful moonlight night, when each of us was obliged to carry a lighted Japanese lantern in one hand to warn people of our approach.

With but few exceptions I rode thr ugh the country districts alone, meeting with universal courtesy and kindness from the natives. In many of these country places the inhabitants had never seen a bicycle, and their curiosity and surprise at this odd machine, which apparently violated all laws of equilibrium, were very amusing.

I usually rode from six in the morning until six in the evening, riding slowly and stopping as often as my fancy dictated.

The only place in which I saw any number of bicycles was in Yokohama, where there were about fifty, though a majority of them were ridden by Europeans, the natives not taking kindly to them on account of the peculiarity of their dress.

On the days when I rode I usually covered from forty to sixty miles, my longest ride being 83 miles in ten hours. I wore my regular club suit and a cork helmet, the latter proving very comfortable, as the thermometer generally ranged from 80 to 90 degrees.'

An informal supper and reception was tendered Mr. Lewis by his fellow club members upon his return to the city.

A few years ago Mr. Lewis took a tandem tour through Europe, covering over 230 miles."—*Philadelphia Ledger.*

A CYCLIST'S DREAM

"It was about the middle of a warm day in July. The burning rays of the summer sun were pouring fiercely down, and the earth was parched and gaping for want of rain. The air was full of the drowsy hum of many insects, and the varied songs of the forest choirs resounded through the trees. Weary with hard and long riding over rough and dusty roads, I leaned my bicycle against the trunk of a tree, the leafy boughs of which cast a cool, refreshing shade, lit my pipe, and threw myself on the grass. I had travelled many miles that morning, and my tired limbs were sadly in want of rest. Everything around me was suggestive of indolence and repose, and even nature herself seemed to droop under the oppresive heat of the atmosphere. I had not lain there long before my eyelids grew very heavy. Do what I would I could not keep them open. My pipe dropped from my mouth, my head fell gently back, my eyes closed for the last time, and with a confused murmuring in my ears, I fell fast asleep. And as I slept I dreamed a curious dream. Methought I was riding through a strange and lovely place. Overhead the sky was of a deep and azure blue. Cool breezes fanned my temples as I rode along through avenues of high and lofty trees, thick with foliage. Flowers of every shape and hue, such as I had never seen before, blossomed on either side of me and cast their fragrance all around. Strange and beautiful birds flew through the scent-laden air, and watched me with curious eyes as I sped along, methought on the wings of the wind, over roads smooth and regular as sheets of glass; and the sun was shining brightly over all, flooding the place with a golden glory. I had never seen such a grand and heavenly place; my heart seemed filled with gladness, and my whole being to partake of the happiness that was about me. Then as I rode my eyes were drawn by some irresistible power towards a certain spot in the sky, where the deep blue seemed deeper and streaked with golden shafts of light. As I gazed the heavens seemed to me to open, and I saw the form of a man emerge from behind and come down through the air as if to meet me. Then I grew afraid, and my body trembled greatly as, with a voice that was not like unto the voices of earth, the mysterious being spake—'Stay, mortal, I would speak with thee.' I stopped quickly and, without dismounting from the saddle, remained motionless. 'Tell me, O cyclist,' again spake the strange being, 'what thinkest thou of this place?' 'In truth, good sir or angel,' I replied, it is to me a perfect paradise.' 'Thou speakest well, it is a paradise; but come, and I will show thee strange things.' Then methought I was propelled over the smooth roads with the speed of a lightning's flash, my strange guide keeping ever at my side. Away, away on aerial wings, faster and still more fast, through places that grew in splendor as we past on, until we came to a spot where two roads met. There we stopped, and my guide said, pointing to one of the roads, 'That is the way back to earth. This,' pointing to the other road, 'leads to the place that I would show to thee. Say, mortal, which way wilt thou take?' 'I would travel,' I answered, 'by the road that will lead me to the place of which you speak; for I desire not to return to earth.' 'Thy answer pleaseth me, and as a reward for thy good faith I will tell thee the story of my life when I did live with mortals,' replied my strange guide. Continuing, 'Thou hast heard, maybe, of a man who, when on earth, was called Macadam?' 'That I have,' I returned him answer, 'and the name is not a loved one amongst cyclists.'

'Ah!' and as I dreamed methought a shade of sadness came over the face of the being as he spoke, 'little dost thou know of the truth. I was the man who was named Macadam, and deeply did it grieve me to see how men made use of my method of road-making after I had left the earth. I looked, from my home in spiritland, on the trials of the poor mortals who went about on wheels, even as you do, until I could bear it no longer, but went and constructed a place of my own. That place I called the Cyclists' Heaven, and thou art in it now.' I was amazed and confounded at the strange things I saw and heard, and looked with wonder on the strange being before me, who was standing now with his head turned in the direction of the road that he had told me led to earth, with a frown of displeasure on his face and a look of anger in his eyes, as though he saw things that were disagreeable in his sight. Then methought he turned quickly to me and said, 'Come, I have something more to show thee.' We sped on again until we came to what seemed to me to be a large enclosure, and as we entered a strange sight met my eyes. I saw a great crowd of people all riding in and out and round and round on bicycles and tricycles of every description. Their faces were bright and full of happiness, and as they caught sight of my companion they all with one accord set up a mighty shout of 'Welcome!' 'These,' said my guide, 'are all cyclists who have died when on earth in consequence of the bad state of the roads. They are happy now, as you can see. Stay thou here and watch them till I return to thee. Be sure not to let them see thee, for, being mortal, thou wouldst remind them of the earth they have left behind, the recollection of which fills them ever with fory. Farewell till I return,' and he vanished into air. Then methought that, as I stood there watching, a strange excitement took possession of my senses. Never heeding the warning I had received, I joined the throng of riders, and was soon whirling with them through places of enchanting beauty with such rapidity that I lost my balance and fell with a crash to the ground. Then all the other riders stopped and gathered round me, with clamoring tongues and looks of deep and threatening wrath. 'He has fallen, and is not one of us!' they cried. 'See,' said one, 'he is a mortal, for he has the marks of earth upon his clothes.' 'Yes, he is a mortal, send him forth,' they all cried, and, picking me up, they ran with me to what seemed like a vast ocean of space. Raising me in their arms, they lifted me high in the air and then threw me out. I felt myself falling through miles upon miles of space, with a sickening feeling of dread at my heart, and a great cry for help escaped my lips. I seemed to hear a burst of mocking laughter coming from above me, and awaking a thousand soul-piercing echoes on every hand, and then—I awoke. Awoke to find myself in the same field, with the same humdrum noise filling the air, the same bursts of song from the neighboring trees, and the same sun shining over all. And I was glad after all—very glad—to find myself once more on dear old mother earth, notwithstanding the fact that I had still a journey of more than one hundred miles to make, over roads that were decidedly earthly, before I reached my destination."—*Bicycling News.*

PICKED UP ON BROADWAY.

The following is curious, principally from the fact that it was actually picked up on Broadway, New York, by a League member. He sent it to us with the suggestion that possibly it contained merit enough to print. As we rigidly cut out any items received from correspondents which border on the pun, and as we also carefully scan the Official Department every week to prevent our good friend Bassett from indulging his only weakness, we think we are perhaps justified in printing the picked up article. The writer will be astonished to see it turn up in the columns of the World.

"There is no telling what Mott have been Dunn had Burley Big Ayres tried to elope with Mrs. Brown Potter. But when he looked Seward Atwater (being a Brewster—perhaps I should say of a Brew-ding nature), he subjected himself to a cate-Chism in regard to the Law (t) on the subject and concluded he would not, because the Pennell-ty might Cossum thing. This conclusion, which was of course the wisest—not only for his own honor but that of his Ayres (heirs)—also that he began to Savage-ly pound the Clay at his feet until it presently resembled a big Brown Miller dressed in a suit of clothes that were almost Shee(han)ny in appearance. You could see he was not a Richmon-d. This seemed to displease Burley's esthetic taste, so, it being Sunday, he betook himself to the Kirk (where) Patrick Bassett, the Abbot, was delivering a sermon, or lecture, rather, to a small dog which had barked at him in discharging his duty. By the way, the Collie-ister be named George, next week, by Widow Perkins. Burley stopped and listened a moment. Then the thought that some official of the LAW might B-owen his dues, and so he hurried back to the office to look it up; and as he hurried away he heard the Abbot say "Dodd bless you." Upon his arrival at his office, he found it filled, not with the boodle of the Leaguers, but with a Mott led crowd which was listening to Burdett, the humorist—who is not funny at all—in one of his famous lectures on "Rule G." Burley seeing at a glance the state of affairs gave a yell that even the Dean of Harvard or Yale might have envied. He forthwith appointed himself a Committee of one to transport all the occupants to other worlds than this, which was promptly Dunn, after which he locked the door and sat down on a pile of "coats and arms"—left rather hastily by the aforesaid occupants—to muse upon the events of the day, and musing thus, we left him.

BOSTON PRESS CLUB CENTURY RUN.

Century souvenirs appear to be in great demand. A large number of prominent cyclists have already entered for the open century run, to Newburyport and return, to be held under the auspices of the Press Cycling Club on Monday, Oct. 19. It simply remains for Old Prob. to furnish bright skies; all other arrangements have been completed by the committee having the run in charge.

Leaving the Copley Square Hotel on Exeter street, corner of Huntington avenue at 6 A. M., the run will be over route 3, L. A. W. road book, except that, instead of turning left from City Square, Malden, a turn will be made right, taking Main street; cross railroad track on Main street; then take first left, Eastern avenue; go whole length of Eastern avenue, then left, Broadway, right Salem street, resuming regular route 3. The return trip will be made over same route.

Arrangements have been made for a lunch at the Copley Square Hotel half an hour before starting. Breakfast and supper will be had at the Essex House, Salem.

A delegation from the Haverhill Bicycle Club will meet the wheelmen at Ipswich, and accompany them to Parker's bridge. Here a committee from the Newburyport Bicycle Club will receive the party, and escort them to the rooms of the local club. From there the party will proceed to the Wolfe Tavern for dinner.

A time table has been prepared and will be strictly adhered to. The pace will be limited to nine miles an hour, and any one passing the pacemakers will be disqualified.

In case of rain on Monday, the run will be held the next day, Tuesday.

Secretary-Treasurer A. J. Ochs, 361 Washington street, is receiving entries, and has authorized Messrs. W. W. Stall, Sidwell & Saben, Overman Wheel Co., Wright & Ditson, and the Bicycle Inn to do the same. Entrance fee, 50 cents.

The souvenir will be in gold, and consist of a cycle wheel, on the face of which will be a facsimile of the club pennant in garnet and blue enamel, with word "Press" on pennant. A gold bar will bear the inscription, "Century Run, Oct. 19, 1891."

THE MANHATTAN BICYCLE CLUB'S TOURNAMENT.

The Executive Committee of the grand amateur bicycle tournament to be held in Madison Square Garden, on the evening of Oct. 17, under the auspices of the Manhattan Bicycle Club, met at their club house, 243 West 56th street, last evening, and selected the following named gentlemen to officiate as officials for that evening: Referee, F. P. Prial, editor of the *Wheel*, New York. Judges: Geo.W. Carr, President M. A. C.; Jas. R. Dunn, President League of American Wheelmen, Masillon, Ohio; Geo. R. Bidwell, Vice President League of American Wheelmen, New York; H. E. Raymond, Board of National Committee, L. A. W.; Howard E. Raymond, Treasurer Brooklyn Bicycle Club; Chas. H. Luscomb, ex-President L. A. W. Timers: Elliot Mason, New York Athletic Club; W. H. De Graaf, Member of National Racing Board, L. A. W.; Wendell Baker, Berkley A. C.; C. C. Hughes, Secretary M. A. C.; Dr. G. Carleton Brown, Chief Consul of New Jersey and second Vice-president L. A. W. Scorers: J. S. Holmes, President of the Business Men's Cycle League, Newark, N. J.; G. C. Pennell, Secretary and Treasurer, New Jersey Division, Elizabeth, N. J.; C. W. Wenderhack, Secretary Hudson Wheelmen; W. F. Smith, Jr., Secretary Riverside Wheelmen; R. L. Jones, First Lieutenant, Kings County Wheelmen, Brooklyn. Clerk of the Course: Willis B. Troy, New York Athletic Club. Assistant Clerks: J. F. Borland, Brooklyn Bicycle Club; W. C. Nellis, Kings County Wheelmen. Umpire: Chas. O. Perry, Manhattan A. C.; W. F. Marseles, Jr., Hudson County Wheelmen; R. B. Moneypenny, M. A. C.; F. L. Martin, Captain Plainfield B. C. Starter: A. B. Barkman, Tour-Master, League of American Wheelmen. Announcer: W. C. Marion, Jr., Kings Co. Wheelmen, Hartford, Ct. Marshal: Jos. Goodman, Editor of *Cyclist*, Hartford, Ct.

The list of events are as follows: First, One mile safety, scratch; second, one mile safety, novice; third, one mile safety, 2.50 class; fourth, one mile ordinary, novice; fifth, two mile safety, scratch; sixth, one mile ordinary, handicap; seventh, two mile ordinary, handicap; eighth, one mile safety, handicap; ninth, two mile safety, handicap.

MADISON SQUARE GARDEN PROFESSIONAL RACE NOTES.

The entries for the International six days' bicycle race have come so fast to Manager Tom Eck, that he has now pulled down the blinds and the list is closed. Five entries received the past week were refused for the reason that it will be impossible to score a larger number than fifteen, correctly, and riders without at least a national reputation and some records, would not improve the race, and might cause accidents to the champions, who will race from the word "Go" until the week is ended.

The riders who will be allowed to start are Howell, A. H. and A. A. Robb, W. Wood, J. W. Lamb, George Edlin, all of England; M. J. O'Flanagan, of Ireland; P. Martin, the Irish-Canadian, who is a Dubliner by birth; J. D. Lumsden and Wallace Stage, of Scotland; C. Terront and Jules Dubois, of France; and the following American riders: Prince, Morgan, Ashinger, McDowell, and Schock, the German-American. All are now here except the two Frenchmen, who are expected daily.

The scoring arrangements will be the best ever seen in a race, and Slevin's automatic clock recorders will do the work without a hitch. The entire arrangements of the scoring, judging and refereeing have been placed by the competitors in the hands fo Mr. T. W. Eck, who has selected the leading gentlemen representing the various athletic and cycling organizations of New York.

No competitor will be allowed on the track without a complete costume, and a sash representing the various nationalities will be worn by the riders, corresponding to that on the programme.

Jules Levy, the famous cornetist, is arranging a week's musical programme for himself and his American band, which with the short races, trick and scientific cycling by the two champions, Canary and Maltby, will be special features outside the big race.

The management to accommodate cyclists, will place the new stalls used for the horse show underneath the garden, as free storage room, which convenience the riders who will ride nightly to watch the progress of the race, will appreciate.

PHOTOGRAPHS OF THE SPRINGFIELD MEET.

We are in receipt of a splendid photograph, 16x13, of a group of the principal racing men who were at Springfield, the only omissions being Windle and Smith. Those whose portraits do appear are; E. A. McDuffee, P. J. McDuffee, A. A. Zimmerman, W. M. Haradon, P. J. Berlo, C. M. Murphy, W. E. McCune, H. A. Githens, J. W. Schoefer, A. B. Rich, G. M. Worden, Geo. M. Hendee, S. B. Bowman, Albert Olmstead, H. C. Tyler, C. R. Culver, Fred C. Graves, W. F. Murphy, J. C. Donnelly, W. W. Taxis.

We never saw a finer group, and our thanks are due to the Springfield Club for such a valuable addition to our gallery of portraits.

We also have to thank the Springfield Club for a couple of large groups, 10x14, of the officials of the race meet. All these photographs are the work of G. H. Van Norman, 310 Main street, Springfield, Mass.

THE KENWOOD ROAD CLUB'S CENTURY.

Saturday, October 10th—The Kenwood Road Club held their first century run. At 4.45 A. M. seven young riders left Kenwood for a run over the Elgin and Aurora course. Five of them reached Elgin at 10, the roads this far being very bad. They reached Aurora at 1.30, and left at 2.30, after having a good dinner. At 7.45 P. M. they were back to their starting point, having covered 116 miles in just 15 hours, the riding time being 11 hours 55 minutes. Those who finished were R. J. Thorne, G. A. Leonard, A. A. Braymer, A. D. Lord and R. T. Richardson. In the party were two cushion safeties and three ordinaries. Two accidents happened, and the ride was thoroughly enjoyed by all but the two who dropped out. Yours respectfully,

L. A. W. 26,970.

THE CENTAUR CENTURY RUN.

The Centaur Cycle Club of Baltimore made a century run October 11. Fourteen of the members left the club house in Baltimore at five A. M. The route was to Hanover, Pa., via Westminster and Littleton. The first stop was made at Westminster. The principal object of the run was to try and break the existing local 24-hour record of 123 miles made by Mr. Cato of the Maryland Club. Mr. J. Brookes covered a distance of 141 miles, and Mr. E. J. Codd, 131 miles. The next best was Mr. Eusenbrandt, who made 117. The Centaurs now hold the local record.

THE HARTFORD CENTURY.

At five o'clock Saturday morning, October 3d, fifteen members of the Hartford Wheel Club left that city for the annual century run of the club. The route was to Wethersfield, thence to Holyoke, to Enfield, Springfield, and back to Hartford. The finish was made at 6.30 P. M., the total running time being 12.40, fourteen hours limit. Actual running time about ten hours. Twelve members finished within the time limit, viz: Kohn, Woodtilton, Cook, Patz, Starkie, Fowler, Fahy, DeBlois, Potter, Main and Bubser. The day was an excellent one, and the roads were in good condition.

RACING AND MEET NEWS AND GOSSIP.

AT LONDON, ONT.—The Forest City Bicycle Club of London, Ont.' held its first annual tournament October 8th. The results were as follows:

One mile, novice, ordinary (pneumatics barred)—T. McCarty, first; L. D. Robertson, second; Frank White, third Time 3.22 3-5.

One mile, novice, safety (pneumatics barred)—J. G. Gould, first; C. Manville, second; E. R. Eacrett, third. Time 3.22 2-5.

Two mile city championship, ordinary—W. G. Owens, first; James Lamb, second. Time 6.58.

Half-mile safety—W. M. Carman, first; W. Hyslop, second; F. R. Skerritt, third. Time 1.18 2-5.

Two mile championship of Huron district—S. Hitchcock, first; E. R. Eacrett, second; W. G. Owens, third. Time 6.34.

One mile safety, open—W. Hyslop, first; F. H. Skerrit, second; W. M. Carman, third. No time taken.

Two mile city championship, safety (solid tires)—C. Manville, first; W. G. Owens, second. Time 7.15.

One mile, ordinary, open—L. D. Robertson, first; W. N. Robertson, second; James Lamb, third. Time 1.39 4-5.

Half-mile, boys' race—W. Reid, first; George Angus, second. Time 1.33 2-5.

Five mile handicap, safety, open—W. Hyslop, 300 yards, first; W. C. Rands, second; W. M. Carman, scratch, third. Hyslop's time was 15.33, and Carman's 16.20.

Half-mile dash, ordinary, open—T. McCarty, first; James Lamb, second; L. D. Robertson, third. Time 1.37 2-5.

One mile, safety, three minute class—F. H. Skerritt, first; J. L. Carney, second; R. B. Griffith, third. Time 3.10 2-5.

Five mile handicap, ordinary, open—T. McCarty, first; W. N. Robertson, second; W. C. Rands, third. First two were tied, their position being determined by mutual consent. Time 16.23.

Half-mile (run quarter-mile and ride quarter-mile)—W. Hyslop, first; J. L. Carney, second; A. E. Sanders, third. Time 2.01 1-5.

Three mile club race (three men from each club)—Hamilton B. C., first; Sarnia B. C., second Time 9.56 2 5.

AT KANSAS CITY.—Kansas City is at last waking up again in a cycling way; and to boom the sport a race meeting was held on Oct. 3 at the exposition park track. The races were interfered with by rain after four of the nine events had been given, and the balance were run off last Monday. Saturday evening the club gave a theatre party and saw Patti Rosa in "Dolly Varden." The surprise of the races was the defeat of Nelson T. Haynes by H. R. Warren. Campbell gives promise of being a good man if he had the benefit of training. Vice Consul U. M. Jaccord is conceded to be the fastest man there. The following is the summary:

One-mile ordinary, novice—W. R. Gray, Holden, Mo., first; G. M. Moore, Kansas City, second; E. P. Moriarty, Kansas City, third. Time 3.28.

One mile safety, novice—E. M. Harris, Fort Scott, Kansas, first; Hardin, Kansas City, second; Kindervatter, Kansas City, third. Time 3.22.

One mile ordinary club championship—W. M. Jaccord, first; H. R. Warren, second; N. T. Haynes, third. Time 3.31 3 4.

One mile safety, open—E. M. Harris, first; Campbell, second; Kindervatter, third. Time 3.24 3-4.

Two mile ordinary, handicap—W. D. Gray, Holden, 150 yards, first; W. M. Jaccord, scratch, second; H. R. Warren, 75 yards, third. Time 7.44 1-4.

Half-mile, boys' race—Fred Bratty, first; Frank Rogers, second. Time 1.37 1-2.

One mile safety, club championship—H. R. Warren, first; Campbell, second; Jaccord, third. Time 3.17 1-4, which won the special time prize.

One mile ordinary, open—Gray, first; Moriarity, second; Martin, third. Time 3.27 3-4.

Two mile safety, handicap—Hardin, 200 yards, first; Kindervatter, 200 yards, second; Linton, 100 yards, third. Time 7.42. In this race Kindervatter took a tumble, but mounted and finished second. The very slow time is accounted for by the rough condition of the track. The attendance was good, and the contests were hotly contested, and proved that more interest is being manifested in the sport in Kansas City than for several years.

"Linneus."

AT ROCHESTER, N. Y.—The races held at the Rochester Driving Park, Friday, Oct. 9, under the auspices of the Ramblers Bicycle Club, were well attended. The absence of the Buffalo team, which was expected to be present and take place in the 25-miles race, was much regretted. The starters in that race were C. J. and W. M. Connolly, Wm. Le Mesurier, Fred Smith, P. J. Dukelow, Jno. H. Graham and C. J. Iven. A strong, cold wind and a muddy track prevented fast time; but the contestants hung well together and alternated in making pace. It was thought that the race—barring accidents—would go to W. M. Connolly or C. J. Iven, and the result proved the unsoundness of this judgment. C. J. Iven rode the fastest mile in the race, 3.05, but C. J. Connolly landed himself a winner, much to the surprise of himself and his friends. The time was 1.25.41. The others finished as follows: W. M, Connolly, Iven, Graham, Dukelow, Le Meserier and Smith. The other events:

One mile novice, mixed—E. Fulton, first; A. E. Ladd, second; T. W. Trenaman, third. Time 3.45.

One mile, boys—A. Hughes, first; J. Dukelow, second; K. Buchanan, third. Time 3.46.

One mile club championship, mixed—P. J. Dukelow, first; A. E. Ladd, second; E. Fulton, third. Time 3.12.

Two-miles, club, handicap, mixed—W. Zimmerman, 440 yards, first; J. Wolf, 440 yards, second; J. J. Dukelow, scratch, third. Time 6.10.

One mile luck race—Time selected 4.17. J. McTaggart won in 4.16; N. F. Foote, second.

AT PHILADELPHIA, PA.—On Saturday afternoon over the Park avenue course, on Montgomery avenue, was run the inter-club ten mile road race, promoted by the new Captains' Association. Four o'clock was to have been the hour for starting, but it was nearly half-past when the men got away.

The teams entering were made up as follows: Columbia Cyclers, E. O. Roe, J. Pierson, A. Gracey, G. High; South End, F. B. Marriott, J. Dixson, O. McCurdy, J. Group; Park Avenue, W. Bilyeu, H. Bilyeu, I. Van Deusen, H. Gill; Century, L. Geyler, C. W. Dalsen, M. J. Bailey, M. N. Keim; Frankford, G. Cocker, H. Crankshaw.

Marriott was the first man to finish, his time being 35.51. This time is slow for the course, but the road was in poor condition. The first ten men were all closely bunched, not 20 feet separating first and last. The South End Wheelmen, scoring the greatest number of points, were awarded first place, followed by the Park Avenue and Columbia Clubs in the order named. Following Marriott came Gill, Dalsen, Geyler, Group, Van Deusen, Gracey, Roe, Pierson, W. Bilyeu, McCurdy, High, Dixon, Bailey, Cocker and Keim.

The points were as follows: South End Wheelmen, 42; Park Avenue Wheelmen, 36; Columbia Cyclers, 36; Century Wheelmen, 35; Frankford Bicycle Club, 3.

The Park Avenue Wheelmen would have taken first place had their four entrants ridden, but H. Bilyeu did not start, leaving but three men for that club to compete against the four-men teams of the others. The Frankfords also were unfortunate, having but two riders, one of whom did not finish.

"Ariel."

AT CHESTER, PA., Oct. 3.—Five mile race for members of Chester Bi. Club. Fred Rumford, first; E. S. Burk, second. Time 19.22.

AT SPRINGFIELD, ILL.—Third annual ten mile race of the Capital City Cycling Club, Oct. 2. The order of finishing and actual time was as follows: Edward Hofferkamp, first; time 47.06. Harry Loper, second; time 48.05 3-4. John Amos, third; Mort Reed, fourth; time 43.46 3-4. John Fogarty, fifth; time 42.47 1-4. Charles Bauman, sixth; time 46.00 3-4. Roy Donaldson, seventh; time 45.20 3-4. In the evening the club held a "smoker" and general jollification at the club rooms.

AT TAUNTON, Oct. 8.—One mile safety, boys' race—E. Greenough, first, 3.22; A. E. Barbour, second.

Three mile safety, lap—E. C. Anthony, 25 points; A. Witherell, Chartley, 17 points; T. H. Tattersall, Taunton, 11 points. Time 10.58.

One mile race, open—Anthony, first, 3.21; Witherell, second; Barbour, third.

Half mile safety, dash—Anthony, first, 1.24 1-2; Edward C. Nichols, Fall River, second.

One mile ordinary, championship—J. W. Robertson, first, 2.55; H. J. Colp, second. Robertson allowed Colp one-fourth mile start. In the five mile, open to all, Anthony won easily, with Greenough, second.

AT CHELSEA, MASS.—The Winnisimmet Cycle Club of Chelsea held a very successful road race on Saturday, Oct. 10. The course was a little over 3 1-2 miles, starting from Chelsea street, Everett, thence Ferry street, Eastern avenue, Lebanon street, to Forest street, and return over same course. The men finished as follows: Geo. Quinn, first; time 28.58. Henry Chamberlain, second; time 29.59. Guy Geary, third; time 30.00. Emerson, fourth; Hancock, fifth; Taylor, sixth; Harris, seventh; Forbush, eighth; Rogers, ninth; White, tenth; Fielding, eleventh; Johnson, twelfth; Patten, thirteenth; Whitney, fourteenth; Gallison, fifteenth; Gray, sixteenth; McLaughlin, seventeenth; Adams, eighteenth; Dennis, nineteenth.

AT MURFREESBORO, October 7.—The 25-mile road race between Murfreesboro and Shelbyville was successfully run, and the result was as follows: [Our correspondent fails to send us the handicaps.—Ed.]. W. F. Anderson, first, 1.44.19 4-5; A. L. Bates, second, 1.40.12; J. Gardner, third, 1.37.29 3-5; C. W. Woodward, fourth, 1.41.42; A. Allen, fifth, 1.42.30; J. Newsom, sixth, 1.44.26; R. Davis, seventh, 1.54.58; J. M. Ozamme, eighth, 1.51.27; C. O. Thomas, ninth, 1.44.11; J. B. McGinnes, tenth, 1.59.00. The time medal was won by J. Gardner.

AT NEWPORT, R. I., October 10—The Metropole Athletic Club gave a 25-mile handicap road race. The course was over a five miles circuit, and the results were as follows: J. S. Foster, handicap, 4m., first, 1.28.57; W. R. Holm, 6m., second, 1.31.33; B. R. Smith, scratch, third, 1.27.28; W. E. Russell, 10m., fourth, —.—.—; J. J. Watson, 10m., fifth, 1.41.13; E. Buffum, scratch, sixth, 1.36.55; C. J. Rogers, 4m., seventh, 1.00.51; F. A. Hackett, 6m., eighth, 1.56.08.

DETROIT-PONTIAC, MICH.—October 10, the Detroit Wheelmen held their annual fall handicap road race. The course was 22 miles. The start was made from the creek bridge at Pontiac, and the finish was on Woodward avenue. The results were as follows. [Why does our correspondent omit the handicaps?—Ed.]: P. E. Phillips, 1.24.04; E. S. McKay, 1.13.35; H. D. Osborne, 1.13.52; C. D. Rooney, 1.22.44; J. Hoffner, 1.16.49 1-2; B. J. Graham, 1.20.50 1-2; W. A. Morton, 1.13.55; W. L. Marks, 1.16.56; J. Keenan, 1.21.45; T. W. Ward, 1.23.51; L. Biester, 1.23.41; Fred Ekliff, 1.28.22; M. Gardner, 1.31.01; Charles Ward, 1.27.27; S. H. Brady, 1.28.29; J. Josephi, 1.24.39.

AT GREENSBORO, N. C.—At races held here September 30, Fitzsimons won one mile race, 3 48; McAdoo won half-mile race, 1.35; Fitzsimon won one mile race, open to all, 3.23; Fitzsimons won one-fourth mile dash, open to all, 38s.

On October 2d our wheelmen were invited to race at Newton (a Western North Carolina town), Fitzsimons went and found no contestants but mules and horses, track was built on a hill, one-fourth down and one-fourth up hill.

First race—won by two mules, one mile race, time 3.20, Fitzsimons distanced.

Second race—One-fourth mile dash down hill Fitzimmons won in 31s. Mules weren't in it; distanced.

Third race—One mile race Fitzsimmons won, time 3.23; trotting horse, time 3.31.

AT ELIZABETH, N. J.—The races of the Associated Cycling Clubs of New Jersey at Elizabeth on Oct. 3d, resulted as follows: The fifteen mile team race was won by the Hudson County Wheelmen, the Business Men's Cycling League of Newark coming in second. Sidney Bowman rode the fastest mile of the day, 2.50 1-2, and secured the association championship medal.

AT BROOKLYN, N. Y.—First annual race meet of the Riverside Wheelmen.

One mile novice, safety—J. Hawley, first; Geo. E. Stokes, second. Time 3m. 1-5s.

One mile novice, ordinary—L. Kantrowitz, first; A. E. Taylor, second. Time 3.08 3-5.

One mile safety—George A. Banker, first; C. M. Murphy, second. Time 2.47 1-5.

Two mile ordinary, handicap—W. C. Barker, first; C. T. Coggesall, second. Time 6.28.

One mile safety, 3.30 class—George Holland, first; G. A. Letchult, second. Time 2.48 1-5.

One mile ordinary—C. M. Murphy, first; C. T. Coggesall, second. Time 2.51 1-5.

The Passaic Falls Wheelmen of Paterson, N. J., will hold a ten mile handicap road race on Saturday afternoon, Oct. 24, for a medal donated by the Moffat Cycle Co. of Chicago. The club course is via Little Falls and Lingac and return.

AT YONKERS, N. Y., October 3—The second annual ten mile handicap race under the auspices of the Yonkers Club took place over the Mt. St. Vincent course last Saturday. The first three men were as follows: J. O. Van Tassell, 3.30, first. Time 41.11 1-2. C. S. Burnham, 20 seconds, second; C. B. Lockwood, scratch, third.

AT MILTON, PENN., October 1st—Seventh annual meeting of the Milton Driving Park and Fair Association—One mile open—Best two in three heats, 8 starters. First heat—J. W. Meixell, Lewisburg, first; Bert Galbraith, Milton, second; Watson Updegraff, Williamsport, third. Time 3.03.

Second heat—Meixell, first; Updegraff, second; Galbraith, third. Time 3.09.

Third heat—Being between Updegraff and Galbraith for second place. Won by the former. Time, 3.08 1-2. The finishes were very close. On the day previous Thos. R. Finley gave an exhibition of fancy riding on the Star.

NOTICE.

For some time past our business has been gradually changing its character from a general to a special line of manufacture.

The demand for our Eclipse bicycles has been so great as to largely monopolize the capacity of our plant. In view of this fact we have decided to devote our energies entirely to the manufacture of bicycles, and therefore change our business name from "Steel Pulley and Machine Works" to the more appropriate one of "Eclipse Bicycle Works."

This involves no change whatever in the ownership or conduct of the business.

Thanking our patrons for past favors, we trust our future relations may be mutually pleasant and profitable.

Eclipse Bicycle Works,
formerly Steel Pulley and Machine Works.

Indianapolis, Ind., Oct. 3, 1891.

RECORDS AT SPRINGFIELD.

W. M. Murphy on Friday, October 9, put the two miles record up to 4.49 1-2. The first mile he made in 2.25. Zimmerman, Windle, Smith, Taylor and Olmstead did the pace making.

G. F. Taylor on Saturday, October 10, made the two miles in 4.48 4-5. Pace making was done by Zimmerman, Smith, Windle, Murphy and Olmstead.

RAMBLERS WIN.

"The most luxurious wheels on earth,"
with the right men up, finish

FIRST and SECOND

IN

THE SOUTHERN ROAD EVENT OF THE YEAR.

The great 25 MILES ROAD RACE from Murfreesboro
to Shelbyville, Tenn., on October 7th.

MERIT WILL TELL.

This is what is usually said in print when a wheel scores a win of any importance. Winning a race, however, is not necessarily a proof of merit. If it was, some dreadfully cheap affairs, as we once before remarked, could claim equal merit with recognized high grades. Still, if winning races goes for anything, the above is in evidence that Ramblers can win 'em.

GORMULLY & JEFFERY MFG. CO.,

222-228 North Franklin Street, Chicago.

174-178 Columbus Ave.
BOSTON.

1325-14th Street, N. W.,
WASHINGTON.

Chicago Retail Store,
85 Madison St.

SOME ENGLISH AND AMERICAN SAFETY RECORDS TO DATE.

Quarter mile	E	flying	Mole	30 3-5
" "	A	"	Zimmerman	29 4-5
" "	E	starting	Bradbury	33 4-5
" "	A	"	Murphy	31 1-
Half mile	E		Osmond	1.07 3-5
" "	A		Zimmerman	1.06 4-5
Three quarters	E		Osmond	1.42
" "	A		Berlo	1.42
One mile	E		Osmond	2.16
" "	A		Berlo	2.18 1-5
Two miles	E		Osmond	4.50 3-5
" "	A		Taylor	4.48 4-5
Three miles	E		Osmond	7.17 2-5
" "	A		Zimmerman	7.49 2-5
Four miles	E		Osmond	9.47 1-5
" "	A		Zimmerman	10.27
Five miles	E		Osmond	12.16 2-5
" "	A		Zimmerman	12.53 4-5

"E" means English records. "A" means American records.

THE AMERICAN ORMONDE CYCLE COMPANY.

This is the title of a new company incorporated last week under the laws of the State of New Jersey, and which succeeds to the business of the United States branch of the Ormonde Cycle Company of London, Eng., located at 25 Murray street, New York. The new company will manufacture the Ormonde Cycles for next year's trade in this country, and for that purpose have leased a very large factory at New Brighton, S. I., formerly occupied by the Manchester Plush Company, and will give employment to a large number of workmen. The Ormonde Company have been forced to take this move, owing to their very rapidly increasing business, and also in order to better be in shape to supply the wheels promptly in the season when wheels are needed, as under the present system of importing goods, the delays at the Custom House and delays caused by a large proportion of goods going in to the appraisers' hands for examination caused great loss of time, and in the end caused the loss of a large number of sales. The company will also be enabled to put out a better machine for the money than if importing, as the very heavy duty assessed as it is at present upon what the Government officials have chosen to style the market value, eats heavily into the profit. The company will also divide a portion of its increased earnings with its agents by giving them fair and living prices upon which they can sell the goods and exist, as the cause of many failures in the trade has been the low discounts given by manufacturers in this country. It is not the intention of the company to greatly increase its out-put this coming season above the number of machines sold by them the last year, but to furnish them at seasons when they can be sold readily by the agent, and when they are wanted. The company has several improvements to be made on the Ormonde wheels, among them being a patent wheel, a new patent crank, which is said to be of marvellous strength and lightness, also a new design dust proof ball head and a number of minor improvements, and several other new styles of machines will be also placed on the market, among them being the handsomest ladies' wheel in existence. The principal wheel will be of entirely new design in frame, having a new bottom bracket which, it is claimed, is a radical improvement over any previously used. Another leading machine will be a $100 cushion tired machine, which is much superior to many machines listing at $135. This machine will have many of the features of its higher priced companion. The company will also pay particular attention to the development of their already heavy trade in lamps, bells, pedals, forksides, and other cycling sundries, of which they have the agency for H. Harrison & Sons, and several Birmingham, Eng., houses. The Ormonde Company is welcomed among the list of manufacturers in the United States more heartily as being the first English company to give American skilled labor a chance to duplicate the fine work of their English cousins, and hold in this country the money spent by the purchasing public. The machines made by the American Ormonde Company will continue to be the same models and weight as those constructed in the English factory. The works will be under the control of the superintendent of the home factory, thus insuring that the high standard of the machines will remain, and that the first year's machines will not be, as so many cycling companies' first productions are, experiments. The company have already received applications from over 600 agents throughout the United States for control of territory for next season, and their prospects are by far the brightest of any concern in the trade to-day. During this season and late into the fall, the Ormonde Company have been steadily importing to meet the constantly growing demand, and up to the 10th of September were still behind on their orders, although the Government records show them to have been the heaviest importers of bicycles into the port of New York this year.

The officers the new company are E. J. Willis, President; James R. Maloney, Treasurer; and Geo. S. Macdonald, Secretary, Mr. Maloney being the new comer among the members of the concern.

THE BOLTE TIRES.

We take pleasure in calling attention to, page 782 of this issue, on which will be found the advertisement of the Sercombe & Bolte pneumatic and cushion tires. It will be observed that these tires can be applied to old solid tire wheels, a great advantage and one that the riding public will appreciate. The claim is that these pneumatic tires are absolutely non-puncturable. The finger is not strong enough to drive a tack through the tire, the only way to get a tack through is to *hammer* it. The valve is strong and neat. By all means communicate with Messrs. Sercombe & Bolte, and get your old solid tire made over. Now is the time to have it done, *don't wait until the opening of the riding season next year.* "Apply early and avoid the rush." A word to the wise.

Dr. Whiting, a Chicago physician, has invented a new bicycle. The leading feature in the new construction is the absence of all springs either on seat or frame. The purpose of the invention is the construction of a wheel which will take up vibration and render possible the use of a rigid frame and obtain all the advantages of a spring frame in ease and comfort to the rider. This invention is claimed to be an improvement over other combinations, being a double tire, between which are attached a sleeve and a pivot or buffer, and the insertion of a rubber ball as a cushion next the inner tire, against which the buffer plays, forming a perfect spring tire. In passing over obstructions the lower tire is forced against the rubber ball cushion, permitting full spring action, thus absorbing the vibration entirely. Dr. Whiting, being a medical man, says that the use of the "ball cushion tire, not only lessens perineal pressure, but also spinal vibration, and reduces fatigue after long riding. "This invention not only consists of novel features in its construction," says he, "but does away with all pneumatic tires and spring saddles. All bicycles should have solid tires and firm saddles, and the spring to lessen vibration should be between the pedals and tires, which has been accomplished in my invention, and will prove an inestimable boon to the ladies." Whether the doctor's wheel will bear out the theory when put on the road is a matter yet to be demonstrated.

The Hirsh Aluminum Bicycle Co. has been incorporated at Chicago with a capital stock of $250,000. Incorporators, Orrin M. Wells, Elias H. Holmes and Gottlob Wischack.

Recently, Bert Galbraith and P. Hester, members of the Milton (Penn.) Wheelmen, started out to do a century run. The following shows how well they succeeded. Starting at 5.10 A. M. they reached Danville, 15 miles, at 6.35; Bloomsbury, 25 miles, at 7.35; and Berwick, 38 miles, at 9.05. Twenty-nine miles of this road was awful muddy. At 9.48 the start was made for the return trip, and at 2.05 they arrived at the starting point, distance 76 miles. After a stop of 30 minutes they set out for Mifflinburg, 14 miles, which was reached at 3.50. At 4 o'clock the start was made for the return trip, arriving at Milton at 5.20, having covered 104 miles in 12 hours and 10 minutes, the actual riding time being 9 hours and 35 minutes. Both men finished fresh, Galbraith going out after supper, doing 14 miles more up to 8 o'clock.

A Chicago inventor has designs perfected for a bicycle lamp, which will successfully burn kerosene, not smoke, and present a much handsomer appearance than the present styles in lamps.

We call special attention to the advertisement of the Premier Cycle Co., on page 797. The "Holophote" King of the Road Lamp therein illustrated and briefly described is to our knowledge the finest lamp ever placed on the market. A trial of this marvelous lamp is convincing proof that the claims made for it are well founded.

"The plea which has gone forth from a member of the League of American Wheelmen for better country roads, because the present highways are largely responsible for the unprofitable farming that is to be found everywhere in the east, looks like a clear case of speaking one word for the farmer and two for the wheelmen; but, however much of self-interest there may be in the plea, there is certainly a large amount of truth in the assertion that a general condition of poor farming is almost sure to be accompanied by poor roads, though it is probably nearer the truth to affirm that poor farming is rather responsible for poor highways than are the latter for a poor system of agriculture. The shiftlessness that is content with an indifferent tilling of the soil is usually willing to wear out horses, carriages, harnesses and time on inferior roads rather than use any exertion in attempting to make them better."—*Exchange.*

The new cork bicycle handles manufactured by Messrs. Howard A. Smith & Co., Newark, N. J., are the finest of their kind yet placed on the market. They are cut from specially selected cork, have extra deep ferules stamped from first-class stock to protect the ends. This enterprising firm is very generally recognized as headquarters for bicycle sundries and specialties. Messrs. Smith & Co. are undoubtedly better equipped for reconstructing and repairing pneumatic tires than any establishment east of Chicago. See their advertisement on page 805.

The American Bicycle Co. of Chicago will place on the market this season a racing safety weighing fourteen pounds and a road wheel weighing but thirty pounds. In these wheels aluminum bears an important part. Sample wheels seen present a handsome appearance.

"Under the heading, 'Velocipedemania,' M. Emile Gouden has some amusing remarks in *La France*, from which we extract the following: 'What are most dreaded by us, said a bicyclist to me, are dogs. These animals do not understand our signals, and, as we run without noise, the dog, not hearing us, throws himself in our way; sometimes we break something belonging to him, but more often it is we who fall and bite the dust. Gentlemen, the dog has some right to the road. He pays ten francs duty, he is proud of it, and will laugh at you till you pay at least as much as him. In the meantime ride a little less quickly through the crowded streets, ride less quickly in the interests of inoffensive passers by, in the first place, and also much more in your own, if I may judge by the number of martyrs already numbered in your corporation, your church, the velocipede cult. But what can we do? Excited by the exercise, by the speed, they ride fanatically. It matters little where they go, provided that, in the frenzy, they cover ground. If they be asked what object they wished to attain, through what landscapes they pass, what they have seen, they know nothing about it. But, like Galileo, who was reproached for profitlessly upsetting everything with his new theory, the bicyclist proudly mounts his machine and cries: 'E pur si muove.' It turns! It turns!"—*Bicycling News.*

A favorite wheel with the Chicago public the past season was the Kenwood, than which a finer wheel in workmanship and material was never made. The Kenwood Co. will place on the market this year a safety weighing not over thirty-four pounds all on. The Bicycling World bespeaks for it a hearty reception and ready sale.

Prince Wells, the well known cyclist, was married yesterday, Oct. 15, to a young lady of the Falls City. We congratulate Mr. Wells.

The members of the Colt Club, of Hartford, Ct., to the number of 13, rode a century and one mile over, Oct. 11th.



The "Holophote." King of the Road.

The latest addition to LUCAS & SON'S

Incomparable Line of Cycle Lamps.

PATENTED JULY 23, 1889.

Price, - - - - - - - $8.00.

SPECIAL and EXCLUSIVE FEATURES:

Double-convex lens of cut and polished French Glass.
Deep funnel and detachable back reflectors.

Immense oil reservoir, forming entire lower part of lamp. Cut diamond side lights White pattern on ruby ground. King of the Road Spring back and adjustable clamp.

THE FINEST CYCLE LAMP EVER CONSTRUCTED.



CATALOGUE ON APPLICATION.

Premier Cycle Co., 846 Eighth Ave., NEW YORK.

SOLE UNITED STATES AGENTS.

WESTERN * WHEEL * WORKS.

NO wheels have given such universal satisfaction during the season just closing as ours. . . . . .

THEY ARE

LIGHT, STRONG, GRACEFUL AND EASY RUNNING.

Made of best English Steel Tubing, dropped forgings and ball bearings throughout. There are more of them to be found on the road and fewer in the repair shops, than any other make. Send for catalogue.

R. L. COLEMAN & CO., *35 Barclay Street and 40 Park Place,* NEW YORK,

AGENTS OF EASTERN, MIDDLE AND SOUTHERN STATES.

"Birdie" Munger, the announcer of fog horn voice, is now manager of the bicycle department of the Ames & Frost Manufacturing Co. "Birdie" was formerly with the Chicago Bicycle Co.

Here is a morsel taken from from an exchange which the advocates of the humpback style of riding will do well to chew on. It is said a cyclist, who was touring through the south of England, thought he would essay a trip round the Isle of Wight. He accordingly crossed over, and after some amount of wandering, asked a native while riding past: "Is that the way to Ryde?"

"No," responded that individual, "yer too much doubled up over yer machine."

Ames & Frost of Chicago will put on the market this year a high grade, diamond frame safety of the very best material and workmanship.

The Moffat cycles still continue to increase in popularity with Chicago riders. E. C. Bode, formerly advertising manager of the *Bearings*, has entered the employ of the Moffat Cycle Co., and together with F. Howard Tuttle, will represent that firm on the road.

L. W. Conkling, for many years manager of A. G. Spalding & Bros. Chicago bicycle department, lately on the road for the Sweeting Cycle Co., is now employed by the Coventry Machinists' Co., Chicago, and will travel for them this season.

The Secretary of State of Illinois has issued a license to the Hirsh Aluminum Bicycle Company at Chicago, to make bicycles; capital stock, $250,000; incorporators, O. M. Wells, E. A. Holmes and G. Wissback.

Jas. Josephi took a flying trip across Michigan on a Moffat Model B in the firm's interests, and had no difficulty in booking numerous orders along the line for Moffats.

E. C. Stearns of Syracuse, N. Y., large manufacturers of hardware specialties, will embark in the bicycle manufacturing business. They will be in the market next season.

The Overman Wheel Co., Chicopee Falls, Mass., are building a new addition to their already extensive plant, and many new changes and additions in several departments will be made before the close of the year. The enormous growth of the business has necessitated more factory room.

The Spooner-Peterson Co., Chicago, have taken the agency for X L cycles for all territory west of Buffalo from Colcott Bros. & West, Coventry, England. This firm have also the local agency for Moffat cycles. They have lately added a complete repair shop to their store under charge of the expert repairer, A. Adams, lately in the employ of J. Hoyle.

"The abandoned farms of New England afford a topic of discussion in many quarters. Some attribute the abandonment to bad roads, and this affords an argument made use of extensively by bicyclists in their endeavor to gain better roads. Others declare that high protection has made manufacturing so much more profitable than agriculture that young men forsake the latter. Still others assert that the New England lands are worn out, and yet others urge that Western competition has driven the East out of all the better lines of agriculture. The seeker for light can take his choice between these theories, but possibly a better plan is to unite all of them into one explanation of the matter."—*Exchange.*

The Shelby, Ohio, Tubing Co. is now firmly and successfully established, and is turning out quantities of cold drawn steel tubing of a quality which is giving the greatest satisfaction to those manufacturers who have used and tested same. We congratulate the country for having one factory which possesses the secret of producing cold drawn steel tubing.

Thos. W. Davis, of Peoria, Ill., who finished the Chicago century run two weeks ago, rode a Credenda Victor, cushion tires. Mr. Davis is 64 years of age, and made the trip in 14 hours, finishing fortieth in a field of 180 starters and 132 finishers. He is a wonderful old man, and the wheel acted splendidly.

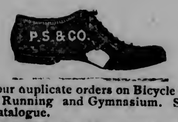


A Shot with the Kodak.

Send to The Eastman Company, Rochester, N. Y., for a copy of "Do I want a Camera," (illustrated) free by mail.

Take a Kodak with you.





Send us your duplicate orders on Bicycle Shoes, Foot Ball, Sprint Running and Gymnasium. Samples out Stamp for Catalogue.

PIERCE, SMALL & CO., RANDOLPH, MASS.

Solid Gold Regulation

L. A. W. PINS,

Price, $2.

Discount to jewelers only.

Martin Metzger & Co., 7 Maiden Lane, N. Y.





LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 20

ABBOT BASSETT, Secretary,

OFFICERS FOR 1890—91.

President,

JAMES R. DUNN,

40 Wall st., Room 65, New York

First Vice President,

MAJOR CHAS. L. BURDETT,

Hartford, Conn.

Second Vice President,

DR. G. CARLETON BROWN,

116 Broad Street, Elizabeth, N. J.

Treasurer,

W. M. BREWSTER,

117 No. 4th Street, Quincy, Ill.

Secretary,

ABBOT BASSETT,

12 Pearl Street, Boston, Mass

Standing Committees.

Membership Committee.

Sanford Lawton.....Springfield, Mass.
George C. Pennell.....Elizabeth, N. J.
Howard L. Perkins.....Box 103. Providence, R. I.

Committee on Improvement of Highways.

Isaac B. Potter.....Potter Bldg., New York
W. M. P. Bowen.....Box 1515, Providence, R. I.
Charles W. Wood, 334 S. Salina St., Syracuse, N. Y

Committee on Rights and Privileges.

Geo. A. Perkins.....5 Pemberton Sq., Boston
J. S. Dean.....28 State St., Boston
Chas. F. Cossum.....Poughkeepsie, N. Y.

Committee on Rules and Regulations.

T. J. Kirkpatrick.....Springfield, O.
A. B. Richmond.....Grand Rapids, Mich.

Transportation Committee.

Albert Mott.....203 Lenox St., Baltimore, Md.
Joseph T. Chism....120 Mosher St., Baltimore, Md.
Burley B. Ayres, Rand, McNally Bldg. Chicago, Ill.
Thomas Savage Clay.....Savannah, Ga.
Amsi T. Dodd.....70 Park Place, Newark, N. J.
John B. Seward.....35 Milk Street, Boston
Chas. A. Sheehan....5 Vanderbilt Ave., New York

Racing Board.

George S. Atwater.....
.....1424 Penn. Ave., Washington, D. C.
George Collister....147 Ontario St., Cleveland, O.
Lewis A. Miller.....Meriden, Conn.
W. H. DeGraaf.....47 West 14th, New York City
A. J. Street.....559 West Madison, Chicago, Ill.

The Second Half.

The second half of the League year, during which the dues are $1.50, begins November 1. All applications published this month will be at the two dollar rate, but the Secretary will receive and hold any that may be accompanied with $1.50 and publish them in issue of November 6th. This notice is published in order that there may be no

dissatisfaction arising from the fact that applicants pay the extra fifty cents for membership of but a few weeks. A name once published cannot be withdrawn and carried to another issue. Those who are published up to and including October 30, will have the right to vote in the election of this year, provided the Divisions in which they are located hold the polls open till November 15th, as they are allowed to under the Constitution.

Massachusetts Division Election.

The following have been nominated as candidates for the offices of the Massachusetts Division L. A. W.:

District No. 1—Chief Consul, George A. Perkins of Cambridge and J. W. Bean of Cambridgeport; Vice Consul, A. D. Peck, Jr., of Boston and A. C. Copeland of Worcester; Secretary-Treasurer, Charles S. Howard of Boston, Charles G. Wells of Boston and J. W. Bean of Cambridgeport; Representatives, Arthur W. Robinson, W. G. Kendall, J. S. Dean, C. G. Wells, J. J. Fecit, Charles L. Kimball, E. B. Pillsbury, J. C. Kerrison and C. S. Howard of Boston, C. W. Pierce of Brighton, F. S. Forbush of Chelsea and A. B. Champlin of Chelsea.

District No. 2—Chief Consul, George A. Perkins and J. W. Bean; Vice Consul, A. D. Peck, Jr., and A. C. Copeland; Secretary-Treasurer, Charles S. Howard, Charles G. Wells and J. W. Bean; Representatives, Abbot Bassett of Newton, George H. Perry of Medford, Ernest L. Averell of Waltham, H. W. Hayes of Cambridge, G. F. Kehew of Cambridge, Carle P. Cubberly of Somerville.

District No. 3—Chief Consul, George A. Perkins; Vice Consul, A. D. Peck, Jr.; Secretary-Treasurer, Charles S. Howard; Representatives, J. Fred Adams, Haverhill; L. W. Piper, Newburyport; A. H. Carsley, Lynn; C. E. Whitten, Lynn; Frank H. Shute, Gloucester; R. H. Robson, Salem.

District No. 4—Chief Consul, George A. Perkins; Vice-Consul, A. D. Peck, Jr.; Secretary-Treasurer, Charles S. Howard; Representatives: R. A. Lamont, Worcester; B. A. Barber, Worcester; Ralph H. Allen, Fitchburg.

District No. 5—Representative, W. W. Scott, Hyde Park.

District No. 7—Chief Consul, George A. Perkins; Vice-Consul, A. D. Peck, Jr.; Secretary-Treasurer, Charles S. Howard; Representatives: John W. Drown and Francis H. Williams of Springfield; H. M. Farr, Holyoke.

No nominations have been received from District No. 6. Chas. S. Howard, Sec.-Treas.

Ohio Election.

A printed ballot, with instructions as to the proper method of voting it, has been mailed to each member of the Ohio Division. If any one has failed to receive theirs a duplicate will be sent on application to Chas. G. Smith,
Chairman Board of Elections.
314 N. High street, Columbus, Ohio, Oct. 14, 1891.

New York Nominations.

Please change the name Jas. T. Ruhl which appears in issue of the Bulletin, October 2, among the New York State nominations, to Joseph F. Ruhl, which is correct, the initials were put in wrong by mistake. Yours truly,

J. H. Johonnett, Sec. Century Cycling Club.
Syracuse, N. Y., October 7, 1891.

Iowa.

The Nominating Committee of the Iowa Division, consisting of J. E. Ammons, of Newton; Thos. F. Cook, of Algona; and Jas. B. Green, of Des Moines, reported the following nomination of candidates for the offices of the Division for the ensuing year:

For Chief Consul—Fred H. Beach, Muscatine.
For Vice Consul—John D. Frobes, Sioux City.
For Sec.-Treas.—Chas. H. Curley, Prairie City.
For Representatives—J. E. Ammons, Newton, and W. A. Rail, Cedar Falls.

The polls will remain open till the 15th of Nov., and if any members have been missed in sending blank ballots they will be supplied by applying to Chas. H. Curley, Sec.-Treas., Prairie City, Iowa. H. L. Chase, Chief Consul.

Kentucky Division.

Members of Kentucky Division who desire copies of the "Gospel of Good Roads" can secure them by dropping a postal card to the Secretary-Treasurer. It has been deemed best to send most of this State's quota to Road Commissioners, County Judges, and others directly interested.

The Election Committee will send out ballots for the election in a few days. Every member whose name was on the roll Oct. 1, is entitled to vote.

Local Consuls are urged to continue missionary work on riders who are not members of the L. A. W. This Division must have 400 members by April 30 next. G. E. Johnson, Sec.-Treas.

Wisconsin Division Notice.

As per announcement four weeks ago, Mr. Henry P. Andrae of Milwaukee receives the L. A. W. badge, as a reward for sending twenty applications for membership to the L. A. W.

Mr. Andrae has done noble work, but refuses to accept badge until he has increased his list to fifty members, when he will receive a four karat diamond pin.

As Mr. Andrae has been the only member of the Wisconsin Division to take advantage of the liberal offer of its officers, we would like to hear from others. The offer is as follows: Any member sending in the names of twenty eligible persons as L. A. W. brothers or sisters, is entitled to a beautiful L. A. W. badge. Send applications to F. J. Morawetz for verification, who will forward same to Secretary Bassett at Boston.

Election is still under way, and all members are requested to send in their ballots early.

Application blanks can be had by addressing the secretary.

Those who have not received, or have lost election blanks, can send in their votes on blank paper, not forgetting to put their name and L. A. W. number on the envelope. Fraternally,

Frank J. Morawetz,
Milwaukee, Oct. 9, 1891. Sec.-Treas.

New Jersey.

Anyone who sent orders for the photograph of the New Jersey Divison meet taken at Roselle, N. J., May 30th, to me or C. M. Biller, 96 Broad street, Elizabeth, N. J., and who have not received their pictures will kindly communicate with me at once.

Geo C. Pennell, Sec.-Treas.,
414 So. Broad street, Elizabeth, N. J.

New Jersey.

According to the report of the Nominating Committee this day handed to me, the nominations for the Board of Officers for the ensuing year are:

Chief Consul—G. Carleton Brown, Elizabeth.
Vice Consul—Leonard S. Mulford, Vineland.
Secretary-Treasurer—George C. Pennell, Elizabeth.
Representatives—Gardner H. Cain, Trenton; Frank W. Cramer, Camden; John B. Dodd, East Orange; W. H. Stauffer, Asbury Park; H. S. Fulper, Flemington; John H. Hinners, Edgewater; Theo F. Merseles, Jr., Jersey City; Wm. A. Drabble, Newark; Harvey H. Ball, Paterson; Dr. T. N. Gray, Orange; David H. Lenox, Plainfield; W. E. Shuit, Passaic; W. Scott Calkins, Millville.

G. Carleton Brown,
Oct. 1, 1891. Chief Consul.

New Jersey Nominations.

The following names have been handed to me by the committee:

Chas. K. Berdan of Paterson for Vice Consul.
Harry D. Leavitt of Trenton for Representative.

G. Carleton Brown, Chief Consul.
October, 1891.

New League Clubs.

The following clubs have qualified as League clubs and filed the certificate required in the office of the Secretary:

365—Franklin Wheel Club, Mass.
366—Capitol Cycling Club, Denver, Colo.
367—Centaur Cycle Club, Md.

Subscriptions to Roads Improvement Fund.

The following subscriptions have been received from friends of the League to aid in the work of the Roads Improvement Committee. Further subscriptions to this fund will be acknowledged by personal letter and by publication in this column. Subscriptions may be sent (check or money order) to I. B. Potter, Chairman, Potter Building, New York City.

Grosvenor P. Lowry, New York	$25.00
T. B. Brooks, Newburgh, N. Y.	5.00
F. W. Dunton, New York	50.00
C. de P. Field, Peekskill	10.50
A. O. Stevens, New York	5.00
J. W. B. Dobler	10.00
A. D. Kennedy, Morrisville, N. Y.	5.00
A. I. Barton, Newburgh	5.00
L. S. Hills, Salt Lake, Utan	1.00
C. E. Brownell, Moodus, Conn	7.00
Total	$105.50

The Annual Election.

The annual election of Division and Subdivision Officers is provided for in the following extracts from the Constitution:

Art. V, Sec. I. Each Division shall elect annually a Chief Consul, Vice Consul and Secretary-Treasurer; and shall also elect one Representative for each 100 League members on its roll October 1st.

Sec. III. These officers shall constitute the Division and Subdivision Boards of Officers, and shall be elected between the 15th day of October, and the 15th day of November at such time and place, and in such manner as is provided by the Constitution and By-laws of the Division and the Rules and Regulations of the Subdivision.

Sec. IV. The President shall appoint annually between the 15th day of October and the 15th day of November, a Chief Consul for each Consulate.

DIVISIONS.

A State or Territory having one hundred members or more shall organize a Division, and may elect in its own way a Chief Consul, Vice Consul, Secretary-Treasurer, and one Representative for each 100 resident League members.

Each Division must make its own rules for the canvass, casting and counting of votes. Chief Consuls should take immediate steps preparatory to the election and should publish in the Bulletin the rules of their respective Divisions, and the full plan of election at as early a date as possible. Below we publish a table showing the membership by States. The Secretary will provide mail lists to Division officers for the conduct of the vote, but these mail lists should not be used as check-lists at the time of counting, since they are not and cannot be so accurate as the list of Division members kept by the Secretary-Treasurer.

Below we give a list of Divisions, the total membership October 1st, and the number of Representatives each is entitled to:

	Members.	Reps.		Members.	Reps
California,	484	4	Missouri,	450	4
Connecticut,	2051	20	Nebraska,	194	1
D. of Columbia,	180	1	N. Hampshire,	350	3
Illinois,	1991	19	New Jersey,	1307	13
Indiana,	329	3	New York,	2833	28
Iowa,	228	2	Ohio,	1609	16
Kansas,	157	1	Pennsylvania,	2335	23
Kentucky,	312	3	Rhode Island,	645	6
Louisiana,	134	1	Tennessee,	134	1
Maine,	231	2	Texas,	118	1
Maryland,	577	5	Vermont,	104	1
Massachusetts,	3147	31	Virgina,	111	1
Michigan,	727	7	Wisconsin,	314	3
Minnesota,	167	1			

SUBDIVISIONS.

Sub-divisions may elect a Chief Consul and Secretary-Treasurer. Members in Subdivisions should prepare their ballots and send them to the Secretary of the League in envelopes marked "mail vote" on the outside. Put nothing else in these envelopes. Polls will close at Secretary's office at six P. M., November 15. Nominations made by any club or by any five members will be published in Bulletin. Below we give list of Subdivisions: Colorado, 60; Delaware, 47; West Virginia, 82; Utah, 50.

CONSULATES.

A State or Territory having twenty-five members is recognized as a Consulate. Its Chief Consul will be appointed by President Dunn, who will be glad to receive nominations from clubs or individuals.

Georgia, 25; Montana, 35.

LEAGUE CLUBS.

Article V. Sect. 1 (b) Each League club located under the jurisdiction of a Division shall be entitled upon joining the League, and annually thereafter, to elect one Representative for the first twenty members on its roll, and an additional Representative for each fifty members thereafter.

League Clubs must elect Representatives in the manner provided by the Constitution of the Divisions in which they are located.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the

League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, Oct. 16, '91.

Total—106—22,391.

CALIFORNIA DIVISION—4—491.

30566	Blochman, L. A.	30567	Carpenter, A. G.
30568	Lemon, Geo. T.	30554	Spier, S. G.

CONNECTICUT DIVISION—8—2143.

30575	Houghton, John A	30579	*Glover, Miss Carrie May*
30576	Horsfall, Luke		
30577	Downes, Ellsworth	30580	*Workman, Miss Bertha*
30578	*Fitch, Miss Florence, R.*	30581	Clark, Dr. A. N.
		30582	Disbrow, William

DISTRICT OF COLUMBIA DIVISION—2—206.

30583	Holmes, Dr. Chas.	30584	Reisinger, F. W.

ILLINOIS DIVISION—1—2083.

30532	Kennicott, Mark,		

KANSAS DIVISION—1—172.

30540	Shaw, Thos.		

KENTUCKY DIVISION—1—318.

30541	Delph, R. W.		

MARYLAND DIVISION—7—591.

30542	Ruane, W. J.	30571	Glenn, John, Jr.
30583	Grimes, S. Butler	30585	Scott, Geo. Morton
30569	Carey, Geo. G., Jr	30543	Beall, George N.
30570	Glenn, John M.		

MASSACHUSETTS DIVISION—21—3223.

30544	Brewster, H. C.	30616	Byford, David W.
30545	Stirling, Robert R.	30620	Vincent, Francis X
30546	Thayer, Edwin N.	30617	Dow, Warren
30516	Doe, Haven	30621	Winslow, Arthur F
30519	Perry, V. H.	30619	Stirling, Peter L.
30520	Robinson, James S., Jr.	30618	Norris, E. J.
		30523	French, Wm. G.
30518	Leetch, John G.	30524	Keening, Geo. A.
30522	Thompson, J. P.	30525	Gamble, Frank L.
30521	Small, Willard L.	30586	Allen, Charles R.
30517	Kennedy, Wm. P.	30547	Headley, I. H. B.

MICHIGAN DIVISION—7—779.

30587	Eberhardt, H. J.	30592	Osius, Theo.
30588	Helwig, W. J.	30593	Pratt, J. E.
30590	Markle, John R.	30589	Huett, R. M.
30591	Morton, W. A.		

MINNESOTA DIVISION—2—177.

30594	Littlejohn, E. N.	30595	Wheelock, Harry

MISSOURI DIVISION—2—464.

30596	Dickinson, Wm. W	30597	Kindewatter, Chas

NEBRASKA DIVISION—1—196.

30598	Gayhart, J. H.		

NEW JERSEY DIVISION—9—1357.

30555	Abbot, James L.	30572	Max, Henry
30556	Marsh, James E.	30526	Rose, Fred P.
30557	Pickens, J. Irving	30536	Plish, Walter
30534	Caddell, H. J.	30548	Twitchell, Oscar
30535	Day, C. L.		

NEW YORK DIVISION—15—2957.

30530	Saltonstall, H. L.	30558	Wright, Jas. T., Jr.
30573	Doyle, James A.	30549	*Dumont, Miss Mamie*
30574	Mills, Chas. E.		
30537	Schrivea, Walter	30550	*Dumont, Miss Mattie*
30599	Pancoast, V. W.		
30527	Chorlton, Harry L	30551	Gartner, Fred'k.
30528	Moore, Frederick M.		L. B.
		30559	Ihrig, W. G.
30529	Morris, Thomas F	30560	VonBracht, Albert
30531	Wittenaur, Frank		

OHIO DIVISION—2—1655.

30600	Prescott, Wm. G.	30601	Schenck, Horace E

PENNSYLVANIA DIVISION—7—2384.

30603	Arrison, Ralph S.	30539	Ramsay, D. B.
30604	Coates, Ashton	306?2	Mullin, William I.
30605	Madeley, Richard	30538	Koler, C. H.
30606	Stanger, Joseph		

RHODE ISLAND DIVISION—2—657.

30607	Congdon, H. B.	30608	Lee, Benjamin S.

TENNESSEE DIVISION—1—140.

30552	Bearden, H. T.		

TEXAS DIVISION—11—132.

30609	Fraser, William A	30561	Adams, H. W.
30610	Aldrich, G. R.	30562	Kalteyer, Moritz
30611	Hogue, Arch	30563	Pancoast, J. E.
30612	*Totten, Miss Belle*	30564	Praeger, Otto
30613	*Totten, Miss Ola*	30565	Winstead, E.M.
30614	Totten, Irol		

WISCONSIN DIVISION—2—329.

30615	Ramien, W.	30553	Ott Willibald

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasurer, Oswald Granicher, 15 So. First street, San Jose.

COLORADO—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

CONNECTICUT—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1424 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

GEORGIA—Chief Consul, Samuel M. Whitesides, Box 76, Savannah.

ILLINOIS—Chief Consul, Wm. A. Davis, 1068 Washington Boulevard, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 116 No. Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 507 No. Alabama street, Indianapolis.

IOWA—Chief Consul, H. L. Chase, Cedar Falls. Secretary-Treasurer, O. H. Curley, Prairie City.

KANSAS—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S. Lydecker, Junction City.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 142, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 647 Carondelet street, New Orleans.

MAINE—Chief Consul, John C. Stevens, 185 Middle street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

MASSACHUSETTS—Chief Consul, A. W. Robinson, 21 Milk street, Boston. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 880, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI—Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

MONTANA—Chief Consul, H. G. Duerfeldt, Box 226, Helena.

NEBRASKA—Chief Consul, A. H. Perrigo, 1315 Dodge street, Omaha. Secretary-Treasurer, C. B. Nicodemus, Fremont.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, R. H. Scott, People's Ins. Co., Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 116 Broad street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

NEW YORK—Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer, George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 166 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty., Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Chas. J. Sherer, 211 Main street, Memphis. Secretary-Treasurer, Thomas J. Dupree, 338 Front street, Memphis.

TEXAS—Chief Consul, E. W. Hope, Sherman.

UTAH—Chief Consul, C. A. Emise, Salt Lake City.

VERMONT—Chief Consul, F. A. Hubbard, Brattleboro. Secretary-Treasurer, E. D. Whitney, Brattleboro.

VIRGINIA—Chief Consul, Law: L. Waring, Norfolk. Secretary-Treasurer, J. Hugh Henry, 140 Bute street, Norfolk.

WEST VIRGINIA—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz, 537 Milwaukee street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1892. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below:*

Date,..... *Name,*.....

Club,..... *St. and Number, or Box,*.....

References,..... *City,*.....

State,.....

Enclosed.....*for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. to April 30. Enclose $2.00 with this blank on any date between date of paper and October 30. Write plainly—Printing preferred.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptable for ticket, where it can easily be exposed to view, and pocket for personal cards, send 25 cents extra. If you want your name in gold, stamped on the holder, send 50 cents extra. *Leave the margin in using this blank.*



PERFECTION BICYCLES. "Built on Honor."

Last Week was a Great Week for WARWICKS.

RECORDS BROKEN. RACES WON.

And the Result? The other fellows all green with envy.

AS A RULE we believe in simply advertising our goods, but we must be pardoned if we take this opportunity to refer to the events of the past few days. "The Ghost" (well named, isn't it?) created a great sensation at Hartford and Springfield among racing men and wheelmen generally. AND WELL IT MIGHT. World record, 1-4, 1-2, 3-4 and mile. A winner in the great 20-mile road race. It carried George Hendee to victory; and Hendee pronounced it the finest machine he had ever ridden. In Friday's races it won for its riders more prizes than did any other one wheel. The Warwick stock machine—42 lb. Diamond Frames carried off some good prizes.

We have not expended a large amount of time, energy and money in "shouting our wares." THEY SPEAK FOR THEMSELVES. All things being equal, we prefer to put a limited amount of money into advertising in order to be able to pay for good material, and workmanship. You know a manufacturer cannot expend two-thirds the value of a given article, in advertising it, without causing the purchaser of that article to suffer, for we all know the labor and material must be paid for. We shall continue in the old way, ADVERTISING INTELLIGENTLY AND HONESTLY, and every working day making the best bicycle that can be produced.

Warwick Cycle Mfg. Co., · Springfield, Mass.

When you have received tuition from experience, don't forget to graduate.—Heartsfield.



A good bicycle is a desirable thing to have, and if you bought a cheap machine from an agent who told you that it was "just as good" and you did not find it satisfactory, don't be discouraged; sell your crock and buy a PARAGON.

STOVER BICYCLE MANUFACTURING CO., - Freeport, Ill.

PRICE, - - - - $100.00.

THE HARTFORD SAFETY.



—MANUFACTURED BY—

THE HARTFORD CYCLE CO.,

HARTFORD, - CONN.

Ball Bearings, Interchangeable, Strong, Durable and Well Finished.

THE HARTFORD LADIES' SAFETY.



Send for 1891 Catalogue.



$135.00

Featherstone's Pneumatics

$135.00.



$135.00

Speedy. Comfortable. Durable. Fully Guaranteed.

THIS INCLUDES THE TIRES.

WRIGHT & DITSON, Sole N. E. Agents, 578 & 580 Washington St., Boston, Mass., U.S.A.



"THE BELMONT."

The Best Value ever offered to the American Public. Highest Grade throughout. Credenda Steel Tube, Dropped Steel Forgings, Garford Saddle, and Best Cushion Tires. True Referee Frame. Price, direct spokes, $100. Tangent spokes, $110.

Agents Wanted.

Manufacturers, [illegible]

THE SWEETING CYCLE CO., 639 Arch Street, Philadelphia.

CHOICE OF THE EXPERTS.

"U. S." Gallery Ammunition.

Manufactured by the

United States Cartridge Co., - Lowell, Mass.



FINE TAPS AND DIES

For Bicycle Work.

Send for Price List.

WILEY & RUSSELL MFG. CO.,

Greenfield, - - Mass.

$25 REWARD

For the recovery of a Safety Bicycle, either taken by mistake or stolen from the Dwyer track at Elizabeth, on Saturday, September 26, during the race meet of the Elizabeth Wheelmen.

DESCRIPTION—Kohinoor Premier, No. 65954, Pneumatic Tire, Diamond Frame, striped. Had on Victor Spring Saddle; stripped of Brake, Lamp Bracket and Guards. Rear tire had been repaired. Above reward will be paid on return to

H. W. SMITH, East Orange, N. J.

CORK HANDLES

McCready's Cork Handles are the Best Made.

State size hole you want. $1.00 per Pair, postpaid, on receipt of price. Liberal Discount to the Trade. Address,

R. W. McCready & Co., 47 Illinois Street, Chicago.

$87.50 Will buy a Columbia Light Safety, '90 pattern, in first-class condition; run very little; balls all around. Sent C.O.D. on receipt of $5 as express guarantee. D. W. SHEPHERD, Martin, Mich.

$20—$1 a week buys certif. in Bi. and Supply Co. Cost $25. Issued May '91. BOX 658, Hamilton, N. Y.



VENTILATED INTER-AIR-SPACE CLOTHING.

Adapted to all climates and all variations of temperature. Sold by leading merchants in all principal cities. Illustrated catalogue mailed free on application to

HARDERFOLD FABRIC CO., Troy, N.Y.

Mention this Paper.

WE HAVE ACTUALLY SOLD OVER 12,000 GIANT BICYCLES UP TO DATE AND ARE STILL RUNNING OUR FACTORY TO ITS UTMOST CAPACITY

So that the popularity of these machines is seemingly manifest. Facts like the above are well worth the consideration of energetic and successful agents and dealers generally. ☞ Don't forget that our supply of Catalogues is by no means exhausted.

H. A. LOZIER & CO., - - Cleveland, Ohio.



Makers of ALL STYLES OF UNIFORMS.

Plymouth Rock Pants Company.

HEADQUARTERS: 11 TO 25 ELIOT STREET, BOSTON, MASS.

Official State Tailors of the L. A. W.

Washington, D.C., Pennsylvania, Connecticut, New Hampshire, Virginia and Missouri.

Authorized makers from the LEAGUE CLOTH.

Coat, - - - $7.50 } Ordered Together, $12.25.
Breeches, - 4.75 }

As per *specifications required by the Uniform Committee.*

We have Branch Stores in the following Cities where your orders will be taken.

BRANCHES: 279 Broadway, New York; 943 Penn. Ave., Washington, D. C.; 72 Adams St., Chicago, Ill.; 914 Main St., Richmond, Va.; 217 19th St., Birmingham, Ala.; 291 Main St., Worcester, Mass.; 375 Meridian St., East Boston; 508 Mulberry St., Macon, Ga.; Room 64 Y.M.C.A. Bldg., Burlington, Vt.; 282 Second St., Memphis, Tenn.; 430 Church St., Nashville, Tenn.; 820 Main St., Dallas, Tex.; 620 Broad St., Augusta, Ga., 108 W. 3d St., Davenport, Ia.; 1109 Broad St., Columbus, Ga.; 307 Tremont St., Galveston, Tex.; 143 So. 12th St., Lincoln, Neb.; 700 Austin St., Waco, Tex.; 110 Canal St., New Orleans, La.; 5 E. Government St., Pensacola, Fla.; 39 Whitehall St., Atlanta, Ga., 68 So. Main St., Waterbury, Conn.; 970 Elm St., Manchester, N. H.; 106 N. Main St., Concord, N. H.; 104 Montgomery St., Montgomery, Ala.; 706 Chapel St., New Haven, Conn.; Main St., opp. P.O., Springfield, Mass.; 16 W. 9th St., Chattanooga, Tenn.; 134 Thames St., Newport, R. I.; 606 Main St., Kansas City, Mo.; 224 Fourth Ave., Louisville, Ky.; Exchange St., corner entrance, 2 State St., Hartford, Conn.; 910 Congress Ave. Austin, Tex.; 406 Houston St., San Antonio, Tex.; 318 So. 15th St., Omaha, Neb.; 310 E. 5th St., Dayton, Ohio.

Also Agents at most all points in every State. We will call whenever and wherever needed by your notifying Headquarters, Boston, Mass.



Address POSTAL CARD For Samples.

HAVE YOU SEEN THE NEW

BUTCHER CYCLOMETER?

Ask Your Dealer to Show it to You.

For Ordinary Bicycles. Price $10.00. By Mail On Receipt of Price.



For Safeties Price $11.00. By Mail On Receipt of Price.

The unprecedented demand for this Cyclometer this season is our apology to our many customers for delays in filling orders. With enlarged facilities, we can now fill all orders promptly.

The Butcher Cyclometer Co.,

338 WASHINGTON ST., BOSTON, MASS.

"PERFECT" POCKET OILER.



ONE-HALF SIZE.

For Bicycles, Guns, Fishing Tackle, Etc. Throws only small quantity of oil at a stroke. No leakage. Handsomely nickel-plated. Best and neatest oil can in existence. For sale everywhere. Price 50c. each. CUSHMAN & DENISON, 172 Ninth Avenue, New York.

Official Outfitters to the League of American Wheelmen.

Authorized by the Executive Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.

406, 408, 410 & 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.00, BREECHES, $5.25.

Cloth, $2.10 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps.	League Regulation	$1.25
Shirts.	League Regulation	2.00
	No. XX Fine Cheviot for hot weather wear	1.00
Stockings.	Our celebrated Linen Sole Stocking, League color	1.00
Belts.	No. X Silk	.40
Shoes.	Our new L.A.W. Kangaroo Shoe hand made, light, strong, elastic, No. 1, Canvas, leather trimmings,	4.00 3.50

Sent post paid on receipt of price.

Send for Catalogue Knit, Racing and Training Suits

A. G. SPALDING & BROS.,

241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia, 1032 Chestnut St.

THE NEW COLOR **LEAGUE CLOTH** IS NOW READY.

Samples of same can be obtained on application to

BROWNING, KING & CO., - New York.

The Question of Safety

comes first with prudent investors. Next, profit. We send, *free*, a little book on "Safe Investments," which will be of value to you.

The Provident Trust Co. 36 Bromfield St. Boston, Mass.

Pease mention the Bicycli G World.



Sold by Leading Bicycle Houses.
W. F. KIDDER CO., 19 Beekman St., N. Y.

$2.75.

I will out a single line, steel street die, monogram or cipher, with 5 quires fine writing paper and envelopes, paper stamped in colors for $2.75; all duplicate orders filled at $1.00 less, the die to remain in my possession; will mail samples on application.

M. R. WARREN
Stationer and Engraver,
336 WASHINGTON ST., BOSTON
Mention this paper.

Learn to Ride
BY USING OUR
INSTRUCTION BELT
Price, with instructions for use, $1.25.
ST. LOUIS WHEEL COMPANY,
311 N. 14th St., St. Louis, Mo.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged o bar steel and finished in a thorough manner and case hardened. Small in size but giant in strength. Warranted a first-class tool in every respect.
For sale by all Cycle manufacturers and dealers

SPECIAL.
All Advertisements in this Department 20 cents a line.
☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜



L. A. W BADGES.
The Official Design in
SOLID GOLD.
Prices, $2.50 $3.50 and upwards.



Members are cautioned against buying the inferior imitations now being offered. Send for new Catalogue to
C. H. Lamson, 203 Middle St., Portland, Me.
The Original and only Authorized Maker.



LAMSON'S
Luggage Carrier
NO. 1.
Convenient, durable, noiseless, cheap. $1.
Sold everywhere.
Made by
C. H. LAMSON,
Portland, - Maine.



☞ IN STOCK FOR IMMEDIATE DELIVERY ☜
CLIMAX WELDLESS STEEL TUBING.
MANUFACTURED BY
Birmingham (Eng.) Climax Steel Tube Co
☞AT PRICES TO SUIT THE TRADE. WRITE FOR THEM☜

GORMULLY & JEFFERY MAN'F'G. CO.,
222 228 N. FRANKLIN STREET. CHICAGO.



SAFETY BICYCLE WHEELS.
We supply cycle manufacturers and others with any grade wheels in any quantity. Thousands in use.
The Most Durable Wheel Made.
We invite comparative tests with any or all others Write us for descriptive price-list.

I. A. WESTON & CO.,
JAMESVILLE, (near Syracuse) N. Y.



BAR PAT. APRIL 14, '00.
L. A. W. Pins
FROM $1.00 UP.
Discount to Bicycle Dealers and Agents.
Send for Full List, including Race Medals.
Duryea Jewelry Co.
194 BROADWAY, NEW YORK CITY.

1891 PNEUMATIC—B. & A. Humber racing safety, 26 1-2 pounds, Dunlop's latest (sewn canvas) pneumatic tires; machine and tyres absolutely new; enamel slightly marred; $150; owner going to England. H. O. STICKNEY & CO., 440 Harvard st., Cambridge.

$90 BUYS an 1891 pattern cushion tired Eagle, rat-trap pedals; A No. 1 condition, only ridden a few miles. Columbia safety, 1890 pattern, $85; Ivel safety, excellent condition, $60; New Rapid safety, good order, $60. Write for particulars. DALSEN CYCLE CO., 1507 Columbia ave., Philadelphia, Pa.

THE RAINMAKERS are getting their work in. NOW is the time to buy a FORGET-ME-NOT saddle cover. NO MORE wet or shrunken saddles. Price 25c. CYCLE SUNDRY CO., Needham, Mass. Box 276.



SEND for our list of 19 Catalogs of Music and Musical Instruments.
W. Story, 26 Central St., Boston, Mass

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

FOR SALE OR EXCHANGE.
In this Department, 25 cents a line. ☞*Cash must accompany the Order.*☜

☞Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜

CUSHION TIRED PSYCHO Light Roadster Safety, ridden about 100 miles; in perfect condition, $115. M. W. THOMPSON, Jackson, Mich.

FOR SALE OR TRADE—American Champion, 52-inch, fine condition; $4.75 buys 52-inch Victor cyclometer, changeable gearing; a Victor hub lantern, cheap. Must go! J. W. GARRETT, 213 3d street, Des Moines, Iowa.

$45 BUYS a Crescent safety, ball bearings, model of '90, nearly new. LEON THOMPSON, Ravenna, Ohio.

FOR EXCHANGE—40-inch Columbia L. R., in good condition, for a safety, Broncho preferred. Address, with terms, MOOREHEAD, 71 W. 88th st., N. Y. City.

STAR BICYCLE—45 inch Special, in excellent condition, with lantern; cost $113; will sell for $38. W. T. CONNELL, Room 46, Grand Central Depot, N. Y. City.

$105 BUYS a Victor Safety, Model B, in first-class condition; like new. Address Lock Box 145, Chillicothe, Ohio.

FOR SALE—**$30**—54-inch Victor Light Roadster, in good condition. H. A. BONN, 146 Halsey st., Brooklyn, N. Y.

$35—54-inch New Mail ordinary; bargain at the price. W. A. STOFFORD, P. O. Box 1118, New York City.

STOLEN—An 1890 pattern Victor safety No. 11463. Front mudguard off and lower half of chain guard gone. New saddle. Any knowledge of this wheel will be thankfully received by R. T. WHITEHOUSE, 38 Winthrop st, Springfield, Mass.

FOR SALE CHEAP—52-inch Victor Light Roadster, with cushion tires, perfect condition. For full particulars address C. A. E., 127 Elliott avenue, Wilmington, Del.

WANTED—54 Victor or Expert in Exchange for Rudge Tandem Tricycle; cost $160. Bargains—an almost new Giantess, balls all over, $40; also Phila. Hickory, balls, good as new, cheap at $75, but $50 buys it. These must be sold. L. P. THAYER, West Randolph, Vt.

For Exchange for Rocks
Of the legal tender variety, 28-inch Juno, $30; 28-inch Hero, balls, new, $40; 30-inch new Mail, used two months, $70; 30-inch Union No. 12, used three months, $80; Light Rambler, cushion, run 100 miles, $115; '91 Columbia, $110. Get list and full description.

KNIGHT CYCLE CO.,
907 N. 10th Street, - St. Louis, Mo.

$115 Buys 52-inch, half nickel Eagle Roadster, and sundries, including King-of-Road lamp; cost $143 new. Wheel is in A1 condition. Address T. L. H., 2029 Carlisle street, Philadelphia.

STOLEN, $25 reward—Diamond Frame Rambler Safety, No. 532. McDANIEL & MERRIHEW CYCLE CO., Agents, 1011 Market street, Wilmington, Del.

BARGAINS—'90 pattern Columbia safety, good condition, $65; Quadrant safety, good condition, $60. Other wheels in proportion. Send for second-hand list. WHITE CYCLE CO., Trenton, N. J.

FOR SALE—At a low figure, an English Quadrant Tricycle in excellent condition. Apply at 324 Boylston St., Boston, Mass.

LADIES' COLUMBIA—Nearly good as new, $50. Hartford, $60; Union No. 12, $75; Crescent, not uncrated, $55; Featherstone Pneumatic, $85. Prices talk. F. B. CATLIN, Winsted, Conn.

$80—A Columbia '90 L. R. Safety, A1 condition, with lamp and iron stand. Address, G. H. DEAN, P. O. Box 3021, New York City.

$95 Buys a $135 New Mail Safety, 1891 pattern, new Aug. 1; cushion tire on rear wheel; has had best of care; used very little. C. LEAR, Hazleton, Penn.

FEATHERSTONE PNEUMATIC—Diamond Frame, latest pattern; ball bearings throughout; in fine condition; run 200 miles, $55. MINTURN WORDEN, 580 Washington St., Boston, Mass.

(See page 802.)

WANTED.
A good Agent in every city and town to sell the best low-priced Typewriter made. It prints from metal type, and does as good work as any $100 machine. It is very easy to operate; any one can learn it in ten minutes. For terms, address
LEMONT & WHITTEMORE,
Bicycles and Typewriters,
39 Pearl St., Worcester, Mass.

We have some second-hand Safeties from $50 up. Send 10c in stamps for "Tangle," the latest and best puzzle on earth.

SOMETHING NEW.



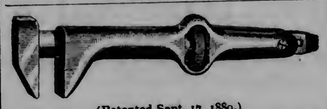
E. C. STRANGE'S Patent Combination Vise and Drill. Every one says it is a good thing. Why? Because with the attachments makes a turning lathe, emery grinder and polishing machine. Just the tool for repairing Bicycles. For sale by hardware dealers. For price and circular, address STRANGE'S MACHINE WORKS, Taunton, Mass.
Kindly mention this paper.



FOR TANGENT AND DIRECT SPOKES.
Nickeled, Price 75c., Postpaid.
Dealers send for Sample and Electrotype.
AVERY & JENNESS,
5756 Madison Ave., Chicago.



Carter's Handle Spring.
ABSORBS VIBRATION.
Price, - - $2.00 per pair.
SIDWELL & SABEN, 243 Columbus Ave.,
BOSTON, MASS.



(Patented Sept. 17, 1889.)

THE "HAINES" WRENCH.
The most complete Wrench for Bicycle Riders in the market; made of cast steel and nickle plated, or finished in bright steel or black, as may be required; combination screw-driver, with wrench; length, 4 1-2 inches; warranted first-class, strong and durable. We will mail nickle-plated wrench to any address on receipt of $1.00. Manufactured only by
AMERICAN SAW CO.,
TRENTON, N. J.

BE WISE!
Do you want to buy *any make* of "High Grade" Bicycle at $4 per month, and at Reduced Cost? If so, call or address **The Bicycle & Supply Co., 7 North Calvert Street, Baltimore, Md.**, for descriptive catalogue.
IT PAYS!
AGENTS WANTED EVERYWHERE.

CORK CORK HANDLES.
THE FINEST THINGS IN THE MARKET. PREVENTS SLIPPING OF THE HANDS, ABSORBS THE MOISTURE AND IMPARTS COMFORT TO THE RIDER.
PRICE, $1.00 per PAIR.

WE ARE NOW MANUFACTURING
RIMS. FOR SOLID AND CUSHION TIRES. ALL SIZES TO ORDER.
NIPPLES IN STOCK FOR COLUMBIAS, VICTORS, RAMBLERS, WARWICKS & OTHERS.

HOWARD A. SMITH & CO.

Pneumatic Repairing.
TO OUR ALREADY LARGE BICYCLE REPAIR SHOP, WE HAVE ADDED A NEW DEPARTMENT SPECIALLY FOR THE REPAIRING OF PNEUMATIC TIRES. WE HAVE THE SKILLED WORKMEN, THE EXPERIENCE, AND GUARANTEE ONLY FIRST-CLASS WORK.

HOWARD A. SMITH & CO
518 Broad St., Newark, N. J.
Bicycles and Sundries.

THE UNIVERSAL WHISTLE.



Patented Dec. 11, '83.

The Best Whistle for Cyclists, Hunters, Horse-car Conductors, and every one who use Mouth Whistles. The Patent Mouth-Piece enables one to hold it in mouth without use of hands. Price, by mail, 25c. or $2 50 a dozen. A chance for any smart boy to make money. WHITTEN, GODDING & CO., Providence, R. I.

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. W. E. AUGHINBAUGH, Baltic Building Washington, D. C.

THE

COLLINS PRESS

15 MILTON PLACE, BOSTON.

One of the few large printing offices in the country entirely equipped with type on the point system.

Our Machinery plant embodies all the latest improvements in printing presses, and is ample for the production of the largest jobs of press work.

The *Bicycling World and L. A. W. Bulletin* is printed at this office, and some idea may be had of our facilities from the fact that we make over 100,000 impressions on this paper each week

Erie Knitting Mills,

Erie, Pa.

Are still making the very best goods for cyclers. We know this, and others are finding it out.

This is a copy of a letter just received from the champion road rider of the United States:

Erie Knitting Mills—

I cheerfully recommend your knit goods for the use of bicyclers, especially hard road-riders, as from my experience with them I have found them well-fitting, elastic and durable as iron.

Yours very truly,
Wm. Van Wagoner.

FRANK FAIRBAIRN, 513 WEST 11TH ST., ERIE, PA.

"Imperial Wheels" ARE FOR ALL AROUND RIDING POSITIVELY THE BEST



MANUFACTURED ONLY BY
AMES & FROST COMPANY
302-304 WABASH AVE, CHICAGO
CATALOGUE UPON APPLICATION

Safety Lantern OIL

The most perfect oil for any Lantern. Will not smoke; will not crust the wick; jar of wheel will not put it out. Put up in pints, quarts, gallons, also barrels; manufactured by

A. N. REYNOLDS & CO.,
382 Atlantic Ave.. Boston. Mass, U.S.A.

FITCHBURG RAILROAD

Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

HOOSAC TUNNEL ROUTE

THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

BICYCLES CARRIED FREE
FAST EXPRESS TRAINS

With elegant PALACE PARLOR and SLEEPING CARS to and from

BOSTON and CHICAGO and BOSTON and ST. LOUIS, via NIAGARA FALLS,
without change.

THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.
THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.
THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.

ELEGANT PALACE SLEEPING CARS to and from

BOSTON and MONTREAL,
without change.

For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at

250 Washington Street, or
Fitchburg Railroad Passenger Station, Boston.

J. R. WATSON, General Pass. Agent.



(No. 61.)

CHRONOGRAPHS!!

START, STOP AND FLY BACK

WARRANTED

AMERICAN LEVER WATCH.

ACCURATE TIME-KEEPER WITH INDEPENDENT FIFTH-SECOND CHRONOGRAPH ATTACHMENT.

No. 60	SILVERINE "CHRONOGRAPH"	Price	$18.00
No. 61	GOLD FILLED "	"	25.00
No. 62	COIN SILVER "	"	22.00

Every watch is fully guaranteed and a certificate of our guarantee is packed with each one.

No. 60 is cased in Solid Silverine Case, hinged front and back, and thoroughly dust proof; the backs are beautifully engraved. Movements are made in both gilt satin finish and in nickel, handsomely damaskeened, and have finely lined porcelain dials marked to the fifth of a second.

No. 61 is cased in open face gold filled case, handsomely engraved; movements are same as in No. 60. They are very finely finished, Stem Wind and Set, Quick Train, Straight Line American Lever, and reliable time-keepers. No. 62 is cased in open face, 3 oz. coin silver case.

These are the best value ever offered in the Watch line. ☞ Remember the Chronographs are guaranteed by the makers. ☜ Remittances in Bank Drafts or P. O. Orders to

L. R. DAVIDSON & CO., Rooms 44 and 45, NO. 12 PEARL ST., BOSTON, MASS.

(References: Wheelman Co., Publishers of Bicycling World and L. A. W. Bulletin.)

George R. Bidwell Cycle Company.

BICYCLES.

Sole Importers of

Tourist Cycles

MANUFACTURERS

Cycling Specialties.

New York, - - 308-310 W. 59th Street.
Chicago, - - 270-272 Wabash Avenue.

$85.00 LOVELL DIAMOND CYCLES. $85.00

High Grade Only.

All Ball Bearing,
Steel Tubing
—AND—
DROP FORGINGS.

NO BETTER MACHINE AT ANY PRICE.



Lovell Diamond,	$85.
With Cushion Tires,	95.
For Ladies,	85.
Convertible,	85.

AGENTS WANTED.

BICYCLE CATALOGUE FREE.

MANUFACTURED BY

John P. Lovell Arms Co., Boston, Mass.



WIFE

I have had so much satisfaction in the use of my Eclipse Bicycle, that I have concluded to ask you to try one of the Ladies Eclipse Wheels. The Company that makes them has just got a new and elegant Ladies Wheel on the market and I am sure you will be pleased with one. They are of a high grade, Elegantly made and finished, and only weigh 42 pounds. They are made by the

ECLIPSE BICYCLE WORKS, Indianapolis, Ind.

Reduced Fall Prices.



	Regular price.	Our price
Paragon, 30-inch, full ball, new,	$135.00	$100.00
New Mail, latest pattern, new,	135.00	110.00
Featherstone Pneumatic, like new,	135.00	100.00
Ladies' Featherstone, like new.	135.00	100.00
Cyclone Safety, 30-inch, full ball, new,	125.00	75.00
Quad, cushion tires, perfectly new,	125.00	100.00
Vulcan Safety, 30-inch, full ball,	$115.00	$65.00
Victor Safety, good shape,	135.00	75.00
Broncho, good order,	135.00	70.00
National Safety, 30-inch, full ball,	80.00	53.00
1891 Little Giants, perfectly new,	35.00	21.00



☞ Send for Bargain List "D." Special discounts to dealers.

A. W. GUMP & CO., - - Dayton, Ohio.



ANOTHER FACT.
ANOTHER RECORD.

WORLD'S RECORD FOR TWO MILES
MADE ON A
COLUMBIA.

At a trial made on Saturday, Oct. 10, Hampden Park, Springfield, G. F. Taylor rode two miles in 4 minutes, 48 4-5 seconds. This is world's record, and was made on a

COLUMBIA PNEUMATIC.

AND ANOTHER STRAW.

In the road race, 8 3-4 miles, at Chelsea, Mass., Saturday, Oct. 10, first and second places were taken by COLUMBIA riders

POPE MFG. CO.,
77 Franklin Street, Boston.

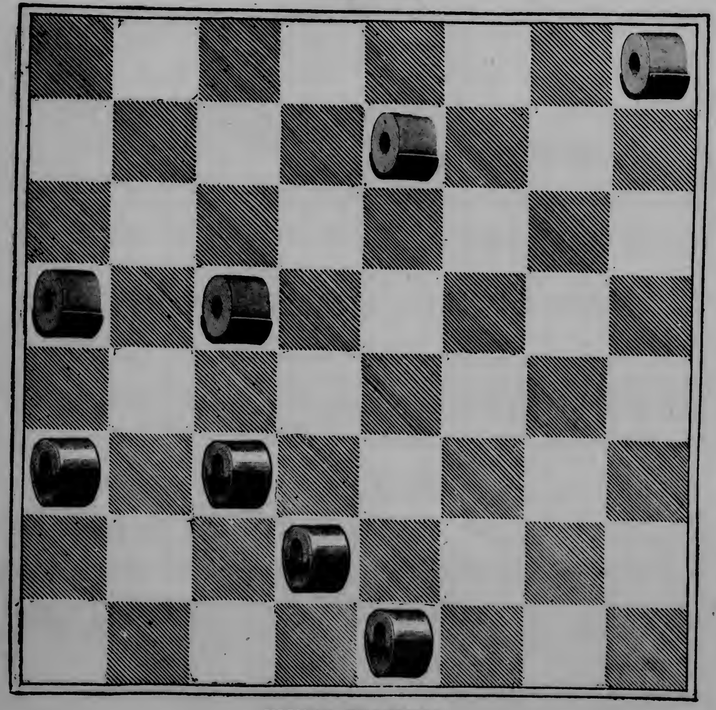
12 Warren Street, New York.
291 Wabash Ave., Chicago.
Factory, Hartford, Conn.

THE BICYCLING WORLD & BULLETIN.
FOUNDED 1878
DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXIII. Number 26. BOSTON, 23 OCTOBER, 1891 $1.00 a Year. 5 cents a copy.

YOUR BEST MOVE

"HOSE PIPES."



VICTOR CUSHIONS.

Is to choose a VICTOR BICYCLE, fitted with the celebrated Victor Cushion Tires. You will then MOVE FAST.

LOOK OUT.

The great popularity of the Victor Cushion Tires have led to the introduction of an inferior grade of "hose pipe" tires which are said to be "about as good" or "the same" as the Victor Cushions.

Beware of all substitutes for the original and best—the VICTOR.

"A stitch in time saves nine."

VICTORS MOVE AND WIN.

OVERMAN WHEEL CO., Chicopee Falls, Mass.

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO

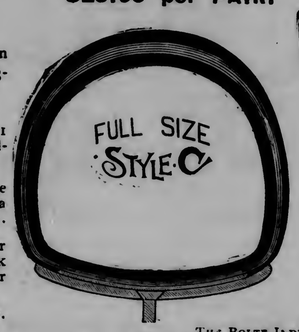
Cushion and Pneumatics applied to Old Solid Tired Wheels

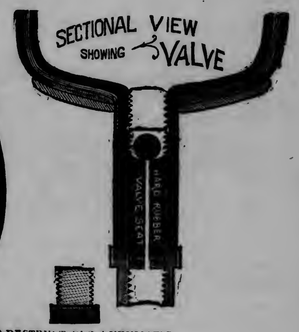
$25.00 per PAIR.

INDESTRUCTIBLE TRADE S&B MARK PNEUMATIC

WE CHARGE

The actual cost only when spreading frames or changing rims.





The Bolte Indestructible Pneumatic.

Our 1 5-8 inch Pneumatic can be applied to any '91 Columbia, or any '90 Columbia, or Victor without spreading the frames.

Chas. Price of Milwaukee—Though never in but one race before, won the mile handicap and $500 lot at Peoria on a regular 1 5-8 Bolte Pneumatic; actual riding time, 2.31.

Positively no Bolte Indestructible Pneumatic has ever been punctured on the road. The only way to get a tack into it is to drive it in with a hammer. (Even then the air will not escape, as the hole closes automatically.

Record—64 days, 2000 miles without pump or puncture.

SERCOMBE & BOLTE MFG. COMPANY,

355 and 357 East Water St.,

Milwaukee, - - - Wis.



The Improved "Bolte" Cushion.
Applied to any Solid Tire Safety without changing rim for $15.00.

Reduced Prices on Second-Hand Cycles.

Larger Discounts than Ever on New Ones.

We have reduced prices on nearly all our Second-hand machines, while on such new ones, as we have a surplus of we are making larger discounts than ever before. At our present prices prospective buyers will do well to purchase now, as they will not only get good interest on their investment, in the use of their wheel, but can save considerable cash besides on first cost. We have

300 GENUINE BARGAINS

to offer in new and second-hand machines, and dealers and agents will find it to their interest to get our prices and discounts before making a selection. We handle all makes and sell on easy payments if desired. Send for catalogue and reduced prices.

Liberal Discounts to Dealers and Agents.

ROUSE, HAZARD & CO., - - - 9 G Street, Peoria, Ill.

DOWN! DOWN! DOWN GO PRICES!

Hundreds of New and Second-hand Bicycles must go quickly. Stupendous Snaps. Unparalelled Bargains. Unequalled Chances. If you want a wheel don't fail to see our special list. We can, will and DO quote lowest prices.

CHARLES F. STOKES MFG. CO.,

Milwaukee, Wis. CHICAGO, ILL. Denver, Colo.

ODE TO NO. 12.

For ease the harrassed cyclist prays,
When rock and road uneven raise
His soul's deep seated ire.
When speeding o'er the street he feels
The shock directly from his wheels,
Despite the latest tire.

No saddle that the sage can bring,
Can supersede the perfect spring,
Which here alone is found.
There are pneumatics by the score,
Spring wheels and seats and forks galore,
Are lying all around.

BUT

When brains and cash together go,
(Heaven knows this is not always so)
But we've observed ourselves,
The wisest riders in the land,
The happiest and the brainiest band,
Are riding No. 12's.

Blood will tell. If it had not been for the general excellence of these machines in their vibration destroying attachments, they would have been rightly consigned to that oblivion which is fast getting filled with the fantastic emanations of non-mechanical cranks. Only the fittest can survive, and this is one of them.

UNION CYCLE MFG. CO., - - - Highlandville, Mass.

Mr. Stokes of Chicago looks after our Western Business.

Featherstone Pneumatics for 1892

Look out for our new wheels for 1892, the ROAD KING and ROAD QUEEN, fitted with either the improved 1892 Dunlop Pneumatic or Dunlop Cushion Tires. These wheels will not be excelled for finish, material or fine workmanship. All material used in them will be of the best.

The Road King *

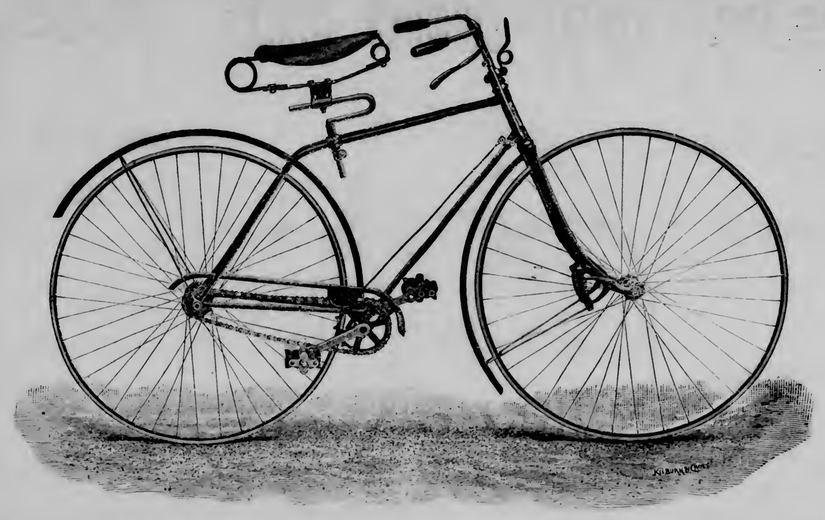
WILL BE BUILT AS A LIGHT ROADSTER, TO SCALE 40 POUNDS ALL ON, AND CAN BE STRIPPED TO 36 POUNDS.

THE ROAD QUEEN WILL BE BUILT SPECIALLY FOR LADIES' USE, COMBINING BEAUTY OF DESIGN WITH THE LIGHTEST CONSISTENT WEIGHT FOR THEIR USE.

* The Road Queen

We guarantee every one of these wheels to be perfect in every detail, and fitted with new and improved Dunlop Pneumatic Tire will be the most desirable, satisfactory and wheels for agents to handle.

A. FEATHERSTONE, Cor. Clark and 16th streets a, CHICAGO.



ANOTHER FACT.
ANOTHER RECORD.

WORLD'S RECORD FOR TWO MILES
MADE ON A
COLUMBIA.

At a trial made on Saturday, Oct. 10, Hampden Park, Springfield, G. F. Taylor rode two miles in 4 minutes, 48 4-5 seconds. This is world's record, and was made on a

COLUMBIA PNEUMATIC.

AND ANOTHER STRAW.

In the road race, 8 3-4 miles, at Chelsea, Mass., Saturday, Oct. 10, first and second places were taken by COLUMBIA riders

POPE MFG. CO.,
77 Franklin Street, Boston.

12 Warren Street, New York. 291 Wabash Ave., Chicago. Factory, Hartford, Conn.

THE BICYCLING WORLD & L. A. W. BULLETIN.

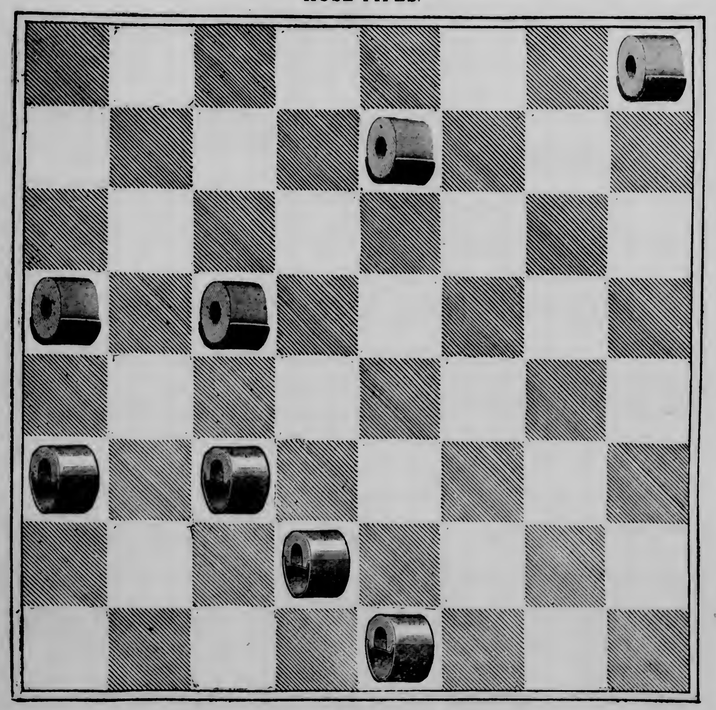
Founded 1878

DEVOTED TO THE INTERESTS OF CYCLING.

Volume XXIII. Number 26. BOSTON, 23 OCTOBER, 1891 $1.00 a Year. 5 cents a copy.

YOUR BEST MOVE

"HOSE PIPES."



VICTOR CUSHIONS.

Is to choose a VICTOR BICYCLE, fitted with the celebrated Victor Cushion Tires. You will then MOVE FAST.

LOOK OUT.

The great popularity of the Victor Cushion Tires have led to the introduction of an inferior grade of "hose pipe" tires which are said to be "about as good" or "the same" as the Victor Cushions.

Beware of all substitutes for the original and best—the VICTOR.

"A stitch in time saves nine."

VICTORS MOVE AND WIN.

OVERMAN WHEEL CO., Chicopee Falls, Mass.

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO

Cushion and Pneumatics applied to Old Solid Tired Wheels

$25.00 per PAIR.

INDESTRUCTIBLE TRADE S&B MARK PNEUMATIC

WE CHARGE

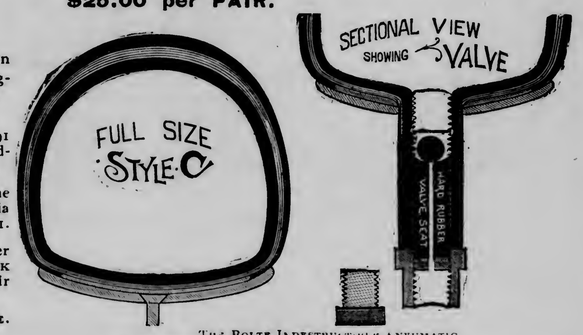
The actual cost only when spreading frames or changing rims.

Our 1 5-8 inch Pneumatic can be applied to any '91 Columbia, or any '90 Columbia, or Victor without spreading the frames.

Chas. Price of Milwaukee—Though never in but one race before, won the mile handicap and $500 lot at Peoria on a regular 1 5-8 Bolte Pneumatic; actual riding time, 2.31.

Positively no Bolte Indestructible Pneumatic has ever been punctured on the road. The only way to get a tack into it is to drive it in with a hammer. (Even then the air will not escape, as the hole closes automatically.

Record—64 days, 2000 miles without pump or puncture.



The Bolte Indestructible Pneumatic.

SERCOMBE & BOLTE MFG. COMPANY,

355 and 357 East Water St.,

Milwaukee, - - - Wis.



The Improved "Bolte" Cushion.
Applied to any Solid Tire Safety without changing rim for $15.00.

Reduced Prices on Second-Hand Cycles.

Larger Discounts than Ever on New Ones.

We have reduced prices on nearly all our Second-hand machines, while on such new ones, as we have a surplus of we are making larger discounts than ever before. At our present prices prospective buyers will do well to purchase now, as they will not only get good interest on their investment, in the use of their wheel, but can save considerable cash besides on first cost. We have

300 GENUINE BARGAINS

to offer in new and second-hand machines, and dealers and agents will find it to their interest to get our prices and discounts before making a selection. We handle all makes and sell on easy payments if desired. Send for catalogue and reduced prices.

Liberal Discounts to Dealers and Agents.

ROUSE, HAZARD & CO., - - - 9 G Street, Peoria, Ill.

DOWN! DOWN! DOWN GO PRICES!

Hundreds of New and Second-hand Bicycles must go quickly. Stupendous Snaps. Unparalelled Bargains. Unequalled Chances. If you want a wheel don't fail to see our special list. We can, will and DO quote lowest prices.

CHARLES F. STOKES MFG. CO.,

Milwaukee, Wis. **CHICAGO, ILL.** **Denver, Colo.**

ODE TO NO. 12.

For ease the harrassed cyclist prays,
When rock and road uneven raise
His soul's deep seated ire.
When speeding o'er the street he feels
The shock directly from his wheels,
Despite the latest tire.

No saddle that the sage can bring,
Can supersede the perfect spring,
Which here alone is found.
There are pneumatics by the score,
Spring wheels and seats and forks galore,
Are lying all around.

BUT

When brains and cash together go,
(Heaven knows this is not always so)
But we've observed ourselves,
The wisest riders in the land,
The happiest and the brainiest band,
Are riding No. 12's.

Blood will tell. If it had not been for the general excellence of these machines in their vibration destroying attachments, they would have been rightly consigned to that oblivion which is fast getting filled with the fantastic emanations of non-mechanical cranks. Only the fittest can survive, and this is one of them.

UNION CYCLE MFG. CO., - - - Highlandville, Mass.

Mr. Stokes of Chicago looks after our Western Business.

Featherstone Pneumatics for 1892

Look out for our new wheels for 1892, the ROAD KING and ROAD QUEEN, fitted with either the improved 1892 Dunlop Pneumatic or Dunlop Cushion Tires. These wheels will not be excelled for finish, material or fine workmanship. All material used in them will be of the best.

The Road King *

WILL BE BUILT AS A LIGHT ROADSTER, TO SCALE 40 POUNDS ALL ON, AND CAN BE STRIPPED TO 36 POUNDS.

THE ROAD QUEEN WILL BE BUILT SPECIALLY FOR LADIES' USE, COMBINING BEAUTY OF DESIGN WITH THE LIGHTEST CONSISTENT WEIGHT FOR THEIR USE.

* The Road Queen

We guarantee every one of these wheels to be perfect in every detail, and fitted w new and improved Dunlop Pneumatic Tire will be the most desirable, satisfactory and wheels for agents to handle.

A. FEATHERSTONE, Cor. Clark and 16th streets a

CHICAGO, I

1 2 3

That's the order in which

THREE SWIFT MEN on

THREE SWIFT SAFETY BICYCLES

Finished the great annual HUNDRED MILE RUN of the Century Road Club, Chicago, Ill.

SWIFT BY NAME AND SWIFT BY NATURE.

COVENTRY MACHINISTS' CO., Ltd.

239 Columbus Avenue, Boston, Mass.

11 and 13 Madison Street, Chicago, Ill.

BARCAINS!

A FEW

SECOND HAND SAFETIES



Taken in part payment for NEW MAILS. In the lot is one Swift Safety, $85; also two Columbias, $85 each; two Victors, $85 each; one Quadrant, $90; one Raglan, $90, and other makes. ☞ Also two of our $135 grade NEW MAILS at $85 each, and some cheaper makes at $50, $60, etc.

This is an opportunity to secure a BARGAIN for this fall or next year's riding.

Will be quickly snapped up. Only a few of them.

Send for descriptive List of Second-Hand Safeties and Ordinaries. Just issued.

& SONS, 107 Washington St., Boston, Mass.

BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as the new, and their new League number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN Co.

☞ *Postage stamps will not be accepted hereafter in payment for Advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.* ☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

Editorial Contributor, F. A. EGAN.

BOSTON, 23 OCTOBER, 1891.

ONE OF MANY.

A SPECIMEN of unsolicited testimonials we are constantly getting: "I desire to testify to the value of the BICYCLING WORLD as an advertising medium. In response to a three-line advertisement stating that I had a camera for sale I received a large number of inquiries, one of which was from a subsequent puchaser at my own figure.

Respectfully yours, GEORGE CHINN."

15 Vandewater street, New York, October 13, 1891.

THE political pot in Massachusetts is boiling. The factions are hard at work for their different candidates. Some pretty hard words are being spoken; a good many ridiculous charges are flying round; and the campaign has all the regular flavor of a national affair, in that personalities are by no means ignored. In the heat of the battle a good many things are said which in cooler moments would be left unsaid. We would therefore caution our Massachusetts' readers to take all wild statements or charges with due consideration from the fact that all methods seem to be considered fair in love, war and politics. We hope every member in the Division will show enough interest to vote.

A MOVEMENT seems to be on foot in Baltimore and Philadelphia to form a Junior League of American Wheelmen, to be composed of boys under the age of 18, and who are not eligible to membership in the League. As we understand the idea, a member after he becomes 18 could no longer hold membership in the 'Juniors," but would have to graduate into the National parent body. It is proposed to adopt a Constitution and By-laws exactly the same as the National League, with the exception that the eligible age would be changed. This is not a bad idea if it is practical. The Junior League would be a recruiting school for the senior and parent National body.

THE cudgels laid away apparently by our esteemed contemporary, *Sporting Review*, and so vigorously used against the trade controlling the L. A. W., and the general worthlessness and inefficiency of the present administration, have been taken up by the *Sporting Times* of New York. The seat of war of "our friend the enemy" has been removed from Chicago to New York.

NOW that the amateur question, the prize question, and the dear old Rule G controversy, seem to be laid peacefully to rest, the proxy problem rises in its majesty and demands attention.

SOME correspondents in the English papers are protesting against the practice of certain promoters of race meetings in overvaluing the prizes they award.

NO sport has ever increased so rapidly in public favor as cycling; but a few years ago had any one dared to predict that it would, in the short space of time intervening, reach its present magnitude the prophet would have been looked upon by all who heard him as a wool-gathering enthusiast. To be ever in the first flight of such an army as now bestrides the bicycle is no mean honor, but to stand out alone as the greatest rider of the day is a fact that must be the envy and desire of every person at all interested in the sporting world. Two kings of equal speed and prowess sit upon the single throne of cycling supremacy in America—Windle and Zimmerman—both are men of such speed, experience and gameness, as to lift them above all their competitors. Each has his admirers and supporters who proclaim him the better man of the two. What a pity it is, that before the racing season closed, a series of championship races between these two mighty racers could not have been arranged to determine to which of them the honor of being supreme in American racing belonged. Any association shrewd enough to have brought about a match would have conferred a boon upon cycling, and would have made many a dollar by doing so. If it be true that "uneasy lies the head that wears a crown," how much more so must it be when there is only one crown and two heads to wear it, as in the present instance.

WHILE the wheel, as an instrument of propulsion, aside from some tricks of freakishness, is almost perfect, and is pleasurable rather than laborious so long as the surface ridden does not particularly resist the wheel, the rider has no large surplus reservoir of power to draw upon; if we must work our passage in downright earnest, why, like the Irishman who earned his passage by driving the canal team on the tow-path, we might as well work, barring the name of the thing. Too stony, the road beats us; soft, it meanly grabs our wheels. The wheel "skims the ground" when the surface is suitable; when either too rough or too soft, it "skims" too deeply to be either pleasant or profitable to the rider.

THE wheel, to be a permanent and common vehicle in this country, depends upon the number of the rideable roads. The barriers of statute and even of prejudice we have broken down; the barriers in the roads themselves are far more serious, and it is upon them that all the weight of our hitherto victorious energies must be concentrated. True, there is an incredulous raising of eyebrows at the League's suggestion that the public—the taxpayers, be it remembered—should provide smooth roads for the pleasure of "a few boys and young men." But this suggests two observations: First, the large fact is not yet learned in this country that such roads would not be made for the wheelman's pleasure and convenience alone, but for general advantage, because bad roads are an hourly tax, and are miserably uneconomical; next: That the wheelmen are not "a few boys and young men," but an intelligent army much more numerous and influential than many of those who oppose them think them to be. Let riders remember that good roads will make wheelmen, and wheelmen should prove that this is a good rule, and hence will work both ways, by demonstrating that wheelmen will cause good roads to be made.

THE last issue of *Wheeling* has some very common sense remarks to make on the folly, not to use a stronger word, of these long distance record rides, and as a case in point has this to say about Mills' late ride from Lands End to John o' Groats:

"Is it not about time that such struggles with nature as the Land's End to John o' Groat's ride of G. P. Mills or of Terront in France should be discouraged by the cycling world? Are they not becoming much of a class with the ghastly entertainment of Jacques, the fasting man, at the Aquarium? Nature, more than ordinarily generous to some of her children, finds them drawing the heaviest cheeques upon her. Fancy the condition of that grand athlete, G. P. Mills, ridden to a standstill, hopelessly overcome by sleep, with only four miles to complete his great end to end ride! It is not nice to think about this revolt of outraged nature, and we are of opinion that now, when these tremendous distance records have reached a point taxing every effort, not only of the rider, but of his friends to get him through, they might well be dropped. We shall be

having them called 'Lives o' men' by 'wives and mithers maist lamentin,'' as the old song has it, if they are carried much further. The world has learnt its lesson as to what the modern cycle can do, and no number of game but played-out riders between Land's End to John o' Groat's will teach it much now."

A TOURIST who has ridden across the continent says that some of the finest riding be experienced in his long journey was in the early fall, when a season of dry weather had existed long enough to efface the perilous line of demarcation which separates the chasm worn by the wagon wheels and the narrow path in which the farm horses passed along. All teams upon these prairie roads use the same track, and on either side is an eruption of clods and stones which strikes blank terror into the breast of a timid rider (and "blank" words into his soliloquies) when he meets or overtakes a team, and is compelled to turn out to go by. Sometimes, he says, you overtake a man who is "just mean enough" to refuse to let you pass. That settles it. You can plug along behind him, until he turns off into another road. But you can remember that man, and somehow his name does not enter into the list of those for whose welfare and preservation you pray.

A BICYCLE tour of any length is not all sunshine and delight, but means the overcoming of many obstacles, making the best of rainy weather and head winds, putting up with the peculiarities of other people, and above all the exercise of pluck, patience and consideration; traits which must be possessed in an extended degree by any rider who aspires to become a tourist of any other than local localities.

A QUESTION has arisen in England as to whether pneumatics on the ordinary do not last much longer than on the safety? A few cases which have come under the notice of experts would seem to indicate that they do, though just why, is a question we cannot quite understand.

IT is rather amusing to notice that Manager Eck of the professional racing tournament, now taking place in New York, lays much stress on the fact that the men in the six days' race will make a flying start. This seems a bit absurd that he should do so from the fact of the long distance to be travelled. A flying start on such a race does not count for much.

NEW YORK seems to take to six day's cycling as naturally as it did to six days' walking matches in the days when Rowell was king.

CENTURY RUNS are becoming as common as club meetings. A regular craze has struck the country. We use the word "craze" advisedly, because we believe that it is just that and nothing more.

IN Windle's successful effort to get the better of Father Time last Saturday, it will be noticed that he rode the quarters in 36 2-5, 31 3-5, 33, 34. Now it is safe to say that with a good flying start he could have bettered the first quarter by three seconds. We therefore would say that the time for a mile was equal to 2.12, with a flying start.

A CORRESPONDENT of the Atlanta, Ga., *Journal* writes a long letter to that paper describing a flying machine invented by Mr. John Saunders of Rome, Ga. It is described as follows:

"The machine looked like an immense umbrella ten feet in diameter. The top was raised some six feet from the ground, and in place of the stick was a framework supporting a seat which Mr. Saunders informed us was the place for the rider. At the bottom of the machine, on either side, stretch long wings, broad at the base and tapering towards the extremities. A short distance from their inner ends these wings pass through rests, and their inner ends project under the seat. These ends are attached to treadles which move up and down on the familiar principle of a sewing machine, so that when the treadles are worked, the wings move up and down beating the air. The umbrella-like top supports the machine somewhat like a parachute and the wings, beating the air, propel it upwards."

Mr. Clement, the correspondent of the *Journal*, not only states that he saw Mr. Saunders fly, but that he himself mounted the machine and soared through the air with the greatest of ease. We are inclined to think that the whole matter is a clever hoax. Like the 72 miles an hour bicycle that was to be, it is very pleasant reading.

MISS LILLIAN M. MCKELVEY was the first one to receive to license from the City of Rochester under the new ordinance governing the use of cycles on the streets of that city. One man in applying for a number said his wheel was over 24 inches in diameter. In making further inquiry the city clerk learned that the wheel was one of two on a hand cart. He was surprised to find that he would not require a number and replaced his 35 cents in his pocket.



KEEP a lookout for a ladies' Columbia safety bicycle, No. 2176, model 1891. Same was stolen from the hall of the second story of 266 E. Huron street, either late Saturday night, the 10th inst., or early Sunday morning. The left coaster was missing and the left handle had been put on with paper, which showed a little; otherwise the wheel was in good condition. Any information regarding above will be received with thanks by Mabel F. Doly, No. 266 E. Huron street, Chicago.

LAST Sunday a dozen members of the Somerville Cycle Club, in command of Capt. McCausland, enjoyed a run to North Weymouth, dinner being served at Anderson cafe, Fort Point. Colonel Lovell, in company with his brother, Henry Lovell, made his appearance in season to take dinner, and at its close opened a box of cigars for the guests. An offer of payment for dinner was met with the reply, "That is all paid for," and it is said that "the Colonel" was the cause of it. The club is appreciative of Col. Lovell's thoughtfulness and generosity, and of his cordial greeting.

MESSRS. Stillman, Englewood Wheelmen, and Magee, Queens County Wheelmen, put up a century October 18, starting from Closter, N. J., at 8.10 A. M, riding to Plainfield and return, distance 101 miles, finishing at 7.50 P. M. Actual riding time, 8 hours and 40 minutes. This is the second century for each of the men this season. Two other riders started with them, but were obliged to drop out as the pace was too hot.

DURING Mr. Stringer's (of the Singer Co.) visit to this country this fall, he was induced to take a trip into the Adirondack region and spend a week. Mrs. Stringer accompanied him, and the novel experience of living in the "Wilds of America" was much enjoyed by both. Mr. and Mrs. Stringer also visited Niagara Falls before they sailed away for Old England.

"THE lady riders of Michigan City (Ind.) ride their cycles on the roads, while the gentlemen of the same locality make themselves disagreeable by riding on the sidewalks." So says an exchange.

JACK ROBBINS, of the *Sporting Review*, was in Boston this week.

MR. RICHARD HOWELL, the well-known English professional, while on a recent visit to Holyoke, Mass., was dared to jump from the high level of the canal at that point into the lower level. He was preparing to accomplish the feat when he was interrupted by a bad, bold policeman.

"FROM Berlin there comes a story that the ladies of that town, who have been used to wear silk tights during their practice in the riding school, have desired to wear the same comfortable dress in the Kingarten, and have petitioned for the authority to do so, and to ride after the fashion of our favored sex. This petition was refused by the chief of police, Baron Ritthofen. The petitioners, who numbered among themselves some of the leaders of Berlin society, wives and daughters of generals of the army, and women of high social position, are indignant at the refusal, and intend still to have their own way, if it can be secured. They have made an appeal to the Empress to support their cause, and it is said there are good grounds for believing she is likely to grant their wishes. If this radical dress reform really does take place, it is confidently expected that the new costume will be extended to cycling."—*Bicycling News.*

THE Fitchburg (Mass.) Wheelman took a run by the fair moonlight to Clinton last week Friday.

INDOOR ball teams will be put in the field by the following Chicago clubs: Chicago Cycling Club, Oak Park Cycling Club, Æolus Cycling Club, Douglas Cycling Club, Plzen Cycling Club, Columbia Wheelmen, Cook County Wheelmen, Jackson Club and others. No cycling League will be formed, however.

IF Zimmerman has carefully watched the papers lately he will have observed that the "aggregate value of his winnings so far this season are $6590."

THE proposed match race between Seeds of Wilmington, Del., and McDuffee of Lynn, Mass, has been declared off.

A BOWLING league of cycling clubs is liable to be a feature this winter in Chicago.

THE city of Rochester, N. Y., has lately passed an ordinance which directs the Chief of Police to issue a licence and number to be attached to the wheel to all cyclers who desire to use certain sidewalks in the city. The fee is ten cents for each day covered by the said permit or licences. From this we infer it will cost the riders who desires the privilege for the whole year, the sum or $36.50.

THE Rockville (Ct.) Club will give a ball at the town hall, November 6.

NOMINATIONS for Illinois Division Officers by the Chicago contingent are as follows: F. W. Gerould for Chief Consul; A. A. Billingsley of Springfield, Ill., for Vice Consul; Burton F. White of Chicago for Vice Consul, and nine representatives as follows: North side, R. G. Betts, Lincoln Club, F. R. McDonald, Lake View Club; South Side, C. E. Randall and S. A. Miles, Chicago Club, W. A. Fletcher, Farragut Club; West Side, C. L. Steen, Illinois Club, J. M. Stimpson, Oak Park Club, Dr. J. C. Wachter, Douglas Club, and L. W. Conkling, Washington Club. These nominations will be elected without a doubt. Fred Patee may be placed in nomination by Peoria.

FIFTEEN cyclers of Phœnixville, Pa., on Thursday, October 8th, formed a club to be known as the "Phœnix Wheelmen." Lady riders are to be admitted as members. The prospect of a membership of twenty to twenty-five is very good. It is the intention to make it an L. A. W. club.

GREAT was the astonishment of the members of the St. Louis Cycling Club when they found out that Secretary Rule, one of the speediest of their coterie of fast riders, had joined the Pastime A. C. On investigation it was found that he has simply done so to take advantage of the gymnasium privilege, and that he has no intention of forsaking his first love. He will ride under the blue and white colors of the St. Louis Club next year as heretofore.

THE members of the Providence (R. I.) Cycling Club are busy endeavoring to perfect plans whereby they can build a new club house.

SATURDAY evening, Oct. 17, the Englewood Cycling Club of Chicago gave a stag party, after which seventeen men started out for a moonlight century run over the Elgin-Aurora course.

A SCARLET sash around the waist is the insignia of the Century Road Club of America.

TOURS of discovery are all the go in St. Louis at present, and the local clubs vie with each other in discovering new places hitherto left unvisited by wheelmen on account of the unsettled condition of the dirt roads. During this season of the year these roads are at their best, and generally afford fine wheeling. A ride of this nature was the Cycling Club's trip to Columbia, Ill., last Sunday, and to say that Capt. Wolzendorf's men surprised the natives is putting it mildly. A tandem tricycle ridden by Bob Laing and Jno. Weaver was the cynosure of all eyes and the many questions asked by the people of the town would fill a book. The road is reached via the Davis street ferry at Carondelet, and is reported as being in good condition during a long dry spell, but is transformed into moist perdition for weeks after a rain.

MR. E. A. BINNEY, of the Somerville (Mass.) Club, is touring through the White and Green Mountain district. He will visit Lake Champlain, Ausable Chasm, Montreal, thence by boat to Quebec, and from Montreal he will tour a-wheel home. The trip will cover about 1000 miles.

THE Ladies' National Bicycle Club, of Rochester, numbers 30 members, and it is acknowledged to be one of the most active cycling organizations of that city.

COLLINSVILLE, Ill., a mining town some 13 miles north east of St. Louis, was the destination of the Missouris', of St. Louis, run on Sunday, Oct. 18. Rain spoilt the dirt road and a diversion was made to the Vandalia railway road bed, which was found to be in excellent condition the entire distance, enabling the club to maintain a pace of ten miles per hour over it. The road to discourage walking on the track does not fill up the entire space over the ties as is usually done in ballasting, but in place of this maintains an excellent side path which furnishes splendi t wheeling one day after a hard rain. If all the railroads in the country did as the Vandalia road, the road problem as far as it refers to cycling would be speedily solved.

"CYCLIST—'A thousand pardons, dear sir and madam, but I trust my approach has caused no unnecessary alarm. May I beg the favor of being permitted to pass.'

Pedestrians—'Certainly, certainly! And allow us to apologize if we have rendered you the slightest inconvenience.'"—*Cycling.*

THE Asbury Park (N. J.) Wheelmen have placed themselves on record against sidewalk riding, and have asked the authorities to enforce stringent rules against the use of sidewalks by wheelmen.

FOOTBALL, cross country runs, three nights of gymnasium classes, and a dancing class is what will attract the attention of the members of the Missouri Club of St. Louis during the coming month, and in addition there will be at least one monthly entertainment and pool tournament.

E. F. LE CATO, A. Featherstone, Dia Lewis and Fred McEwen, all joined the Lincoln Cycling Club, Chicago, this month.

THE Missouri Division hand book will soon be out. It contains the new Constitution and By-laws adopted at Carthage, and an appeal to the members at large to lend the officers better support in building up the Division.

AT the funeral of L. A. Hudson, a well known cycler of Cortland, N. Y., the seventy members of the club of which he was a member, escorted the body to the grave. This was done on the special request of Mr. Hudson just before his death.

THE Lincoln Cycling Club and Douglas Cycling Club, both of Chicago became League organizations at their last meetings.

A BOULEVARD system of immense proportions has been decided on for St. Louis by the Board of Public Improvements. It will embrace some 200 miles when completed, and no doubt will have a big influence in largely increasing our cycling population.

THE wheelmen of St. Louis will doubtless be pleased to hear that their interests are being closely watched by Chairman J. R. Bettis of the sprinkling committee, and we are told that the terrific slopping of the streets will be stopped. The asphaltum streets will be sprinkled by special contract, and an effort will be made to have a specially constructed sprinkler do the work.

CHICAGO'S wheelmen have postponed their De Soto road, St. Louis trip until October 24 and 25.

DURING autumn some of the most enjoyable runs of the year are taken, but there is one drawback, and that is that riders too seldom take precautions against catching cold. It would be well, in fact it is a necessity for all club captains who have the good health of their members at heart to insist that upon reaching the destination of a run the members divest themselves of their damp clothing, hang it near a stove to dry, and in the meantime take a tepid sponge bath and a rub down. Then get back into their dry clothes, and you will feel like a new man. Even pure wool has a decided wet feeling on a cycler's back during the cold days of autumn, and should be guarded against.

IKE HUTCHINSON is manager, and Arthur E. Lumsden, Captain of the Chicago Cycling Club indoor base ball team.

WE have on our desk, through the courtesy of Mr. F. E. Peck, late o the Livingston Cycle Co., a tobacco box which was used by J. Purvis-Bruce. The design is not a cheerful one, being that of a human skull, life size, and colored in exact imitation of the real thing. The box contains a lot of tobacco just as old "Jack" left it, and also his favorite bull dog pipe. While it is rather dolefully suggestive, we prize it as an article which that brilliantly original and warm-hearted fellow once used.

THE Memphis (Tenn.) Cycle Club held a lantern parade on the evening of October 16. There were about 70 men in line, and 1000 lanterns. After the parade the club invited all visiting wheelmen to the club rooms where a lunch was served and enjoyed by the visitors. The promised introduction of brick pavements in Memphis will do much to give cycling a boom. Memphis is not devoid of racing talent, and now holds the road records for 10, 25 and 100 miles, and she is prepared to hold same against all comers.

WITH the Chicago Clubs protection against imposition is provided this way. The name of the man expelled from the club for any cause is black listed, sent to the Secretary of the Associated Cycling Clubs, and by him sent to all club Secretaries in the city.

WAY back in the eighties when Ducker was king, he and Lacy Hillier had some pretty spicy correspondence on the question of certain expenses Mr. Ducker claimed he offered Mr. Hillier if the latter would come to this country. Ducker said Hillier promised to come to this country for $100 as expenses, and Hillier denied it and demanded that the letter containing the offer be produced. Ducker didn't produce, and now after weary years, Mr. Hillier announces that he is coming to this country and will call on Mr. Ducker and ask him to bring forth the document. Hillier says that the report in the American papers that Ede and Osmond agreed to take expenses if they come over to the fall tournament is another "Duckerian" falsehood, and he advises Ede and Osmond to "deny the alligation and defy the alligator." Well, all right, let her go!!

SUCH trials as lately made by G. P. Mills in his ride from Land's End to John o' Groats do border too closely on the brutal. It is plucky and all that, but such exhibitions do not help the sport.

THE Lincoln Cycling Club of Chicago have a bowling alley secured for one night each week for the winter, perhaps two each week. Land was too high, and the association disbanded, which had organized to build.

THE late General Boulanger was one of the first to recognize the value of the cycle for courier duties. After a trial made in 1886 the General addressed the cyclers as follows: Gentlemen, for carrying messages I prefer you to the optical telegraph up to eight miles, and to cavalry at any time."

THE Ladies' Oak Park Cycling Club of Chicago has sixty members, and is very flourishing.

IF "A Scorcher" writing from Philadelphia, will send his name (not for publication) we shall be pleased to print his communication.

"BUFFALO bicyclers, by the way, are all torn up over a threatened ordinance requiring them to carry bells at all times and lighted lamps after dark. The objection is that good lamps cost $10, and that bells are less effective at a pinch than the wheelman's voice. They omit to say that dodging bicycles helps to make the people of Buffalo active and alert, and gives the great principle of the survival of the fittest a chance to operate."—*Rochester Union.*

CYCLERS in Munich, Bavaria, are not allowed to ride a bicycle in that city until they procure a permit from the police, and they cannot get a permit until they have demonstrated that they can ride. Each applicant has to pass an examination and ride before the officials.

THE San Antonio (Tex.) Wheelmen held a lantern parade on the evening of Oct. 8th. "San Antone" has never had a cycle club, but at the close of the parade there was a meeting at France & Thiele's store to organize a League club, and twenty-four members were placed on the roll.

THERE are two clubs in Washington, D. C., which bear the name of "Capital." One is a club of whites and one of the most active and aristocratic in the country, and the other is a new but active club of colored men. It would be a good plan to get the latter club to change its name. The clubs are apt to get mixed in reporting their doings.

SOME half a dozen members of the Lake View Cycle Club, of Cleveland, Ohio, were pretty rudely handled by a party of roughs while riding through Dover the other day. The cyclists were outnumbered and one or two of them got pretty badly smashed. The miscreants will be arrested.

THE Ocean-side Cycle Club of Gloucester, Mass., held their third annual "symposium," Oct. 11th, at Wolf Hill-on-the-square. Cyclists were present from Cambridge, Allston, Malden, Everett, Lynn and Boston. Among the clubs represented were the Charlestown Rovers, Mystic Wheel Club and Massachusetts Pneumatic Cycle Club. After an elegant spread, the party was photographed. A most enjoyable day was spent by all; but owing to the rain they were obliged to train home.

THE Bedford Wheelmen, of Brooklyn, paid a visit to the Staten Island Athletic Club's cycling department a few days ago, and spoke very highly of the club's track and of the bowling alleys. In a quarter mile scrub dash among themselves, W. P. Seward won in 47 seconds; J. K. Smith a good second. Some match games of bowling are talked of between the Bedford Wheelmen and a team from the cycling department of the Staten Island Athletic Club. The Bedford Wheelmen is one of the youngest of the bicycle clubs of Brooklyn, being less than a year old, and already numbers 100 members, and as like a lot of young gentlemen as one would care to meet. [The correspondent who sent us the above item in re the Bedford Club, wants to know if the cycling contingent of an athletic club can join the League as a League club? We answer: Yes, they can.—ED.]

A GOOD PERFORMANCE.

DR. GRIFFIN of the Business Men's Bicycle Club of Detroit, Mich., rode one hundred miles from Detroit to Ann Arbor via Salem and return in 9 hours 30 minutes from start to finish. This time is exceptionally good when it is considered that the doctor has been riding only about 4 months, and the day was damp and chilly, and the roads very heavy with several miles of new gravel. Furthermore the wheel ridden was a heavy one, and one that the doctor had never ridden before. C. J. LOWRIE,

Secretary Business Men's Cycle Club.

HAWKSHAW'S COLUMN.

The funerealistic costume of our racing men, since the majority o them have seen fit to adopt black for the color of their racing suits, has done much to rob racing of some of its picturesqueness. A young lady expresses an opinion that racing men should wear colors in their races, on somewhat the same plan as the jockeys sport the colors of the stable they are riding for. She herself has failed to know which rider was which, through the uniform appearance of many, and she felt sure the same confusion was experienced by others besides ladies. Then, she maintained, the effect would be charming, and certainly a greater amount of fair patronage might be relied upon. There is some logic in the suggestions proffered by racing's fair critic, and once more Australia teaches us a lesson that we may follow with profit to ourselves. It is obligatory upon all contestants in the big handicaps there to wear caps and sashes of distinctive colors, so that each may be readily known and recognized by his colors. The appearance of the field of men is thus greatly improved, the duties of the scorers, judges and timers simplified, while the onlooker, by aid of his programme, is able to watch the riding of any particular rider at all times and with a knowledge of who he is, not, as is too frequently the case in large fields of starters here, of being able to tell one contestant from another, unless able to decipher a fluttering number pinned upon the rider's back as he flashes past the stand.

Malcolm W. Ford, the champion all round athlete of America, lies dangerously and perhaps fatally ill from the effects, primarily, of overtraining. A proposition is best demonstrated by an example. No better proof than the above can be furnished to show that over-training has an exceedingly deleterious effect upon the human constitution. I have often before denounced the excessive training of racing men in over enthusiastic attempts on their part to bring themselves to what they consider the highest degree of physical perfection. Up to the day that this champion of champions was laid low by a wasting and deadly fever, he appeared to be in perfect, robust health. A casual glance at his physique would have evoked nothing but admiration for his muscular development and envy of his apparently hardy condition. He is stricken down by disease, and the doctors declare that his efforts to produce muscular strength and development have been successful at the cost of his nervous and vital strength, and typhoid marks him as a victim in consequence. Where is the profit of this? In a healthy man, where there is a gradual and normal increase of the body's bulk, nature provides a pro rata increase in the size and strength of the thoracic and abdominal viscera. If the man's total weight be suddenly and naturally lowered, as it is done in hard training, the heart and other organs, remaining the same, are in consequence doing more work than is necessary. Herein lies one of the greatest dangers of excessive training. Paradoxically speaking, civilized man is the only animal whose normal condition is one of disease. For centuries he has lived improperly, and seldom dies simply because he cannot live any longer. It is on this account that vigorous and continuous training is injurious and often fatal to him. Were he in the physical condition which, presumably, the primitive forerunners of his race enjoyed, he would need no training at all. A young Indian straight from his native wilds, whose father's forefathers died from the tomahawk, the scalping knife, or sheer old age, might be a fit subject for long continued "training," even if it would benefit him, which is doubtful; but a nineteenth century son of civilization, whose father died perhaps from apoplexy brought on by a prodigality of good cheer, and a parsimony of proper exercise, is scarcely prepared by physical inheritance for such a suicidal strain upon his system. In a few years, perhaps, the fast-increasing dissemination of knowledge and the constant instances of evil results from over-training, will bring about a much needed reformation in this respect; but before this greatly desired change in public ideas on training takes place, a halt should be called, or else we may see our whilom Hercules, if his candle of life is not summarily snuffed out by over training, a mere physical wreck with wheezy lungs, damaged heart and palsied limbs. Like you the picture? 'Tis an honest one, if it be a gruesome.

"Hawkshaw."

HENRY GEORGE HEADS A BICYCLE CLUB.

"The Single Tax Bicycle Club has been organized. Among the members are Henry George, Mrs. George, Misses Jennie and Anna George, Henry George, Jr., Louis F. Post, Benj. Doblin, A. J. Steers, T. Powers, G. W. Everett, A. Bastida, John Anderson, Dr. Walter Mendelsson, Misses Mary and Athal Crawford, George St. John Leavens, E. J. Shriver, W. J. Atkinson, Lawrence Dunham, L. O. Macdaniel, Miss Marian Dana Macdaniel and Miss Vaux. Mr. Post, editor of the *Standard*, says: 'We will go into the National League of Wheelmen as the Single Tax Group. As wheelmen we want to see good roads, and are willing to do all we can to help along an association that has them for i s object. We expect to find in the League a very fertile field for the spread of single tax doctrine.' The Club's headquarters will be at 73 Lexington avenue, New York."—*Recorder.*

A RELAY RUN FROM HARTFORD TO NEW YORK.

The distance from Hartford to New York is 126 miles, and an experiment is about to be tried to see if by a system of relays the distance cannot be covered on bicycles in eight hours. Mr. Joseph Goodman is the originator of the idea, and his efforts have been earnestly seconded by other wheelmen. The start will be made from the office of the *American Cyclist* at seven A. M., Saturday, October 31st, and will finish at the uptown office of the New York *Sun*, Thirty-third street and Broadway. There will be nine relays of two men each from town to town, so that in case of the breaking down of one man the other can carry the message on to his destination. The men who will act as relays have not yet been decided on, neither has the distance between each relay station. The particulars will be decided on early next week, and we shall take pleasure in giving further particulars as to the arrangements for this very interesting experiment.

CORRESPONDENCE.

☞ The Editors of this paper do not hold themselves responsible for the sentiments expressed in this column.

MR. J. W. BEAN.



Editor Bicycling World: I desire to present this week a good picture of Mr. James William Bean, of Somerville, who is a candidate for Chief Consul of the Massachusetts Division L. A. W., and also a sketch of his life. Mr. Bean was born in Somerville 25 years ago, and received his education in the grammar and high schools of that city. Upon graduating from the Somerville high school in 1884, he entered the Somerville *Journal* office, where he continued for two years. He then joined the reportorial staff of the Boston *Post*, remaining there two years, leaving to accept a position on the editorial staff of the Boston *Daily Advertiser*, and has remained there ever since.

Mr Bean has been a cyclist for eight years. He was formerly a member of the Somerville Club, but for the past four years has taken an active interest in the Cambridgeport Club, which he joined shortly after its organization Appreciating his ability, that club elected him President in 1889, re-electing him without opposition in 1890.

He was elected a representative from District Two last year, and he has been a hard worker in the Board of Officers during this term. Mr. Bean has attended all the leading meets for the past few years, and is well known among wheelmen all over the country. Mr. Bean was elected to the Somerville Common Council at the last election, and has been a prominent member of that body. He is also a member of the Boston Press Club, Citizens' Trade Association of Cambridge, and is a Red Man.

Mr. Bean is a ready and earnest debater, and a good speaker, and is in every way qualified for the position for which he has been nominated.

Pat.

WISCONSIN DIVISION POLITICS.

Editor Bicycling World: "Division politics are getting lively everywhere," quoted from the last issue of *The Bearings*, forms a good text for a sermon, as it pleases me to call it, on the methods of conducting elections in the Wisconsin Division.

"For ways that are dark and tricks that are vain," the present officers of this Division in whose hands the elections are placed and ruled, by virtue of a very slack rule of the League, are unequalled.

[The League makes no rule for the election of Division officers. The Divisions make their own rules.—Ed.]

An example of the political work of Simonds, Morawetz *et al.* appears in the manner in which the election "now in progress," was rushed through, in order, I firmly believe to prevent any possibility of Secretary Morawetz, who is decidedly unpopular in Northern Wisconsin, from being defeated for Secretary and Treasurer

At the League "meet" held in Green Bay in July, Morawetz and Local Consul W. J. Carey were nominated for Secretary and Treasurer, T. E. Hutchings being the next highest candidate. The Green Bay contingent, knowing that Casey could not be elected Secretary and Treasurer against a Milwaukee man, urged Mr. Casey for First Representative. He received the nomination. Mr. Casey was not present at the meeting, and no one had authority to withdraw his name as a candidate for Secretary and Treasurer, but it was understood by Chief Consul Simonds that he would send a written withdrawal. Such a document was forwarded to Mr. Simonds by Mr. Casey, but immediately following came the ballots to hand with Casey as candidate for Secretary and Treasurer, and with instructions to fill up the ballots and send them in before Sept. 15, at which time the ballot would close.

[In our issue of Sept. 4th members of Wisconsin Division were notified that ballots must be received before Nov. 16.—Ed.]

A petition was sent in asking that T. E. Hutching's name be substituted for that of Mr. Casey, and after some time postal cards were received, announcing that he, Chief Consul Simonds, had decided to "allow" the name of Mr. Hutchings to go before the League Division as a candidate for this office.

[In our issue of Sept. 4th the nomination of Mr. Hutchings was published in conjunction with Morawetz.—Ed.]

To members of the League who had voted and asked that their ballots be returned that a change could be made in their vote in view of Mr. Hutching's candidacy, the Czar of the Division said "no."

The strangest part of the whole proceeding is that after September 15th, when the ballot was ordered closed, an edict went forth to the effect that under a rule made at the Hartford meet in 1890, the ballot would remain open until November 15.

[This rule was not made at Hartford; it was made in Washington in February. The Division officers made a mistake and called election for September under old rule. When attention was called to the mistake the polls were continued open.—Ed.]

"What kind of political fine work is this?" asked many Division men. It looks very much like a move to save Morawetz's scalp, for Hutchings is a much more popular man in Milwaukee than he, and will poll over one-half the city vote, and would have carried the outside if the members had an opportunity to vote.

Ed Fenton.

MINNESOTA LEAGUE POLITICS.

Your Minneapolis correspondent, "Vernon," appears to have written without a full understanding of the situation in regard to the coming election of officers in this Division. By reference to the Official Department of the Oct. 9th Bulletin, it will be seen that there are two tickets before the Minnesota members, on one of which the name of K. P. Lott is mentioned for Chief Consul, and on the other for Vice Consul. St. Paul is next to Minneapolis in the number of League members, and I should regard it as very unfortunate and unfair if that city were not accorded a representation in the Board of Officers.



EAGLES

LEAD IN SPEED AND COMFORT.

THIS IS ESPECIALLY TRUE OF THE

CUSHION TIRE LIGHT ROADSTER

It is easy running, a fine hill climber, a fast coaster. It only needs to be tried to be appreciated.

There is a graceful and easy motion in a high wheel that cannot be obtained in a safety. It is motion that exhilarates and gives a charm to a ride which adds tenfold to its pleasure. The only practical high wheel is the Eagle.

Send for Catalogue. Second-hand list of Safeties and Ordinaries. Some bargains in *solid tire* Eagles.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

ROVERS

WHEN you find the bicycle that is the best, the one that runs easier and wears longer than all others, BUY IT. But how can you tell? Can you depend upon the maker to tell you? If you believe one you must believe all, and you will hardly find one honest enough to tell you that his rival's wheel is better than his own.

The drollery of a certain comparatively small manufacturer declaring that his machine "acknowledges no rival," never seems to strike the said manufacturer. ROVERS have rivals, formidable rivals, too, but so long as we can continue to convince our customers that we give them the full value of their money, we expect to be able to pull through. Without any undue boasting we can say that our business this year shows an increase of more than 300 per cent. over our last year's business. Next year we shall be able to look after another increase of the same size.

THE JOHN WILKINSON CO.,

SOLE IMPORTERS. CHICAGO, ILL.

ROVERS

Circular, No. 18, June, 1891.

SINGER CYCLES

A NEW PATTERN.

SINGER SAFETY, 1888 make, damaged in an accident, June, 1891.

The above is taken from a photograph of the machine sent to us by Messrs. JNO. HOWES & SONS, our Cambridge Agents, who remark: "Slightly damaged, nothing broken except a spoke or two. Rider unhurt."

An unsolicited Testimonial as to the material used in SINGER CYCLES.



AMERICAN DEPOT, 6 and 8 Berkeley Street, BOSTON, MASS.

THE BOSTON PRESS CLUB CENTURY.

AT 6 A. M. Monday last, 105 cyclers reported at Copley Square for an attempt to make a century run, which was held under the auspices of the Press Club of Boston. The route lay through Cambridge, Maplewood, Saugus and Lynn, at which latter place the first stop was made, and after a short rest the road was taken for Salem, which place was reached at 9.10 A. M., and rest and breakfast was taken by 88 of the original starters. Before a start was made a few of the stragglers caught up and the tour was continued at 10.32 and Newburyport was reached. The Newburyport Wheelman met the party a short distance out of town and escorted them into the city, and while there the local riders did everything in their power to make the visitors comfortable. Dinner was taken here by about 90 of the tourists, and the return trip then began, the Newburyport men escorting the tourists as far as Ipswich. At Malden the citizens and wheelmen had prepared quite an illumination of Japanese lanterns, and the riders received a rousing welcome. The ride from there was quiet and uneventful, and Copley Square was reached at 11 P. M., 75 of the riders having covered the distance. The only ladies to start, Miss Kirkwood and Mrs. Norman, finished also, and both in fine condition. The heaviest and oldest man in the party, Mr. J. B. McCune, 54 years of age and weighing 210 pounds, also went through O. K. The whole trip was a bang-up success, and the Press Club desire to extend thanks for courtesies received from wheelmen and others along the entire route.

There being some doubt about a few riders finishing over the official course, a correct list of those entitled to souvenirs will be published next week.

Miss Margaret Kirkwood rode in from Maplewood to the point of starting in the morning and back again at night, thus making her mileage for the day 126 miles.

CENTURY RIDING CHICAGOANS.

SUNDAY, October 11th, was a great day for century rides in and around Chicago. Independent centuries were ridden, and nearly two score finished. A half dozen different courses were used. Over the Elgin-Aurora and return course, G. Greenburg of the Columbia Wheelmen went alone, Charlie Schye of the same club, and Joe Korn rode together; Miss Lizzie Haggerty and Miss L. G. Porter, both on solid tired machines accompanion by Ed. J. Porter and F. S. Crocker made a small and select party over the same course. Geo. and J. C. Brandenberg, R. M. Barwise and two others of the Chicago Cycling Club finished: in another party, a sixteen year old boy and a man finished. Arthur Bronson, Pritchard Stewart and Gus Hartman, all unattached riders, completed the Elgin, Aurora, Joliet and return, 130 mile circuit, in 15.30. John Schneider of the Columbia Wheelmen rode a century, going to Joliet and return and fifteen miles over the boulevard. Chief Centurion Herrick, Geo. H. Pratt, Jule Schoeninger and Forst completed a dead easy century, over the boulevards. J. Schiffman of the Chicago Cycling Club completed just the opposite a dead hard century. Both tires off and his saddle post broken off, he walked, straddled the hind guard and rode, and rode over forty miles, the complete century being in 15.45, just in time for the bar, of which he is justly proud. E. F. LeCato, R. G. Betts, Wilson and A. E. Powell finished a century from Milwaukee to Chicago; C. W. Davis, H. E. Githens and C. P. Root also rode over the same course; J. F. Nicholson completed one hundred miles during the day. Robert Thorne and two other Kenwood men were over the Elgin-Aurora course. W. Gordon Boxby also gained a bar, and E. M. Newman gained his eleventh bar, getting his twelfth on Tuesday. Newman is a Lieutenant of the Lincoln Cycling Club. The members are elated over his landing of the Johnson medal in the Lincoln Club. This was the prize for the first Century Road Club man getting twelve bars. Erickson, his nearest competitor, had nine. Newman rode four centuries in six days. Thus the Chicago riders reel them off.

THE "LOUNGER."

BELMONT CYCLE CLUB CENTURY.

THE first annual century run of the B. C. W. of Taunton, Mass., was held on Sunday, Oct. 18, to Lexington and return, and was a success in every way. There were 26 entries, of whom 25 started, as follows: Frank O. Dean, P. L. Hassenforder, Arthur Totten, J. W. Robertson, W. H. Pendleton, H. C. Bearse, Chas. E. Strange, Chas. A. Lawrence, members of the B. C. W.; Frank Whitman, Raynham; C. M. Snow, Brockton; H. G. Batchelder, Boston; Wm. A. Nichols, R. B. Deane and H. E. Renches, Fall River Ramblers; L. W. Pratt, Wm. Simms, L. H. Benton, John Irving, Wm. McIsaacs, Peter Smith, Blanche Cole, Abba Weld and E. B. Duffee, all of Taunton, and Hugh Copeland and C. F. Briggs, of the Apollo Club of Taunton. The most remarkable part was that every man finished, the last man finishing within 35 minutes of the first man in. W. H. Pendleton, H. G. Batchelder and P. L. Hassenforder alternated in making the pace. H. G. Batchelder rode down from Boston Saturday afternoon, rode the century Sunday, and was also entered for the Press Cycling Club century on Monday. The actual riding time of the first men was nine hours and a half, stopping time 3 hours 55 minutes; total time, 13 hours 25 minutes.

The roads were as fine as could be desired, and the weather was splendid. The start was made at 5.15 A. M., or fifteen minutes behind schedule time, and finished at 6.40 P. M., or five minutes ahead of schedule time. Each participant will receive a souvenir. The club provided hot coffee and sandwiches in the morning and gave each participant a silk badge with glit inscription. Lunches were provided at Stoughton and Brighton, and dinner at Brighton.

SIXTEEN MEMBERS of the Cambridgeport Cycle Club paid a return visit to the New Bedford Cycle Club last Saturday and Sunday, and were right royally entertained by the members of that club. Saturday evening the two clubs knocked shins in a game of polo at the rink, honors being about even, after which foot racing, etc., was indulged in, followed by refreshments. At ten o'clock Sunday, 65 wheelmen, 46 on wheels, the balance in teams, visited Sisson's, about 7 miles out of New Bedford, and enjoyed one of his famous clam bakes, and beguiled themselves after the wheelmens innocent fashion. The return to New Bedford was made through the sightly parts of the town, and after a lunch at the club rooms, the Cambridgeport boys returned home much pleased with the trip, and voted the New Bedford boys "white" men one and all. Hoyland Smith in everyday [illegible] and stand up collar rode with the men, managing to keep up pretty well, considering the fast company he was in. Roads were good. Day excellent, fun "galore."

PAT.

2.[illegible].

AFTER several efforts and [illegible]s for proper conditions, W. W. Windle last Saturday, October 17th, put the mile record at 2.15, just one second below Osmond's time. Over 500 people were present to witness the trial, and the conditions were all that could be asked. The track was in perfect form, the air was still and warm. At about three P. M., all was in readiness, and Windle was started with G. F. Taylor, as pacemaker for the first quarter. The Millbury boy got under way very quickly, and went flying round the turn and reached the quarter pole in 36 2-5. H. P. Arnold then took him on the half-mile mark, covering that distance in 1.08. Here the fast pace was maintained, and under the wing of H. C. Tyler, who took him the next quarter, the 3-4 was reached in 1.41, which is world's record. E. A. McDuffee took Windle the last quarter, and right nobly did he pull the big little man along as he came tearing down the homestretch at a 34 clip, coming under the wire in 2.15 flat. The timers were E. C. Robinson, one of the most expert timers in the country, and he was assisted by O. McGarrett, C. T. Shean and F. M. Coe, also men who understand handling the stop watch. The times by quarters, 36 2-5, 31 3-5, 33, 34.

HALF-MILE RECORD.

H. C. Tyler then went for the half-mile record, and handsomely paced by Arnold, McDuffee and Taylor, he landed the record at 1.06 flat, just 4-5 s. quicker than previous best.

INTERCOLLEGIATE MILE.

G. F. Taylor of Harvard then went for the intercollegiate mile record, and handily placed it 2.21 1-5. Time by quarters, 36 1-5, 1.10 4-5, 1.46.

ANNUAL CENTURY RUN OF CHARLESTOWN ROVERS.

THE Rovers' Cycle Club of Charlestown, Mass., had their annual century run on Sunday, Oct. 18. Under command of Capt. H. W. Robinson the start was made at 6.30 A. M., and a lively pace was set throughout the run, the distance, 102 miles, being covered in 8 hours and 40 minutes. Ex-Chief Consul C. D. Place of New Hampshire, and Secretary-Treasurer Scott of New Hampshire accompanied the club.

THE MADISON SQUARE GARDEN TOURNAMENT.

AMID the plaudits of 5000 spectators and the playing of national airs, at midnight Sunday last, fourteen representative professional cyclers swung into position at the starting point and received their instructions and cautions from the referee before starting on their six days' ride. The men who lined up were as follows:

Alf. Robb, Red (E.); Willie Wood, Union Jack (E.); Eddie McDowell, Pink (A.); J. S. Prince, Stars and Stripes (A.); Chas. Ashinger, Blue (A.) J. D. Lumsden, Scotch plaid (S.); Wm. Lamb, red, white and blue (E.); Geo. Edlin, British blue ensign (E.); M. J. O'Flanagan, Green with harp (I.); Albert Schock, black, white and red (G.); Wm. Martin, green and red (A.); J. Albert, black and orange (A.); Wallace Stage, red and yellow (S.); W. M. Boyst, purple (A.)

"E." English; "A." American; "I." Irish; "G." German; "S." Scotland.

The men were instructed to ride round twice, and on the second time they would be given the word to go. This was done, and the men dashed away in a bunch to the time of Harum-Scarum polka and the voices of the cheering thousands. The first mile was made in 2.21, and Edlin was credited with taking first place on the first mile, although O'Flanagan rode very close to a dead heat with the Englishman. Away they whirled and, as the speed was kept up, the enthusiasm was quite like the old times when six days' pedestrian contests were all the rage in New York. The first ten miles was made by Wood, Lumsden, Prince, Ashinger, Robb, McDowell and Edlin in 32.23. At 1 A. M., 47 minutes from the start, the score was: McDowell, 14 miles, 5 laps; Prince, 14, 5; Wood, 14, 5; Robb, 14, 5; Lumsden, 14, 5; Ashinger, 14, 5; Lamb, 14, 3; O'Flanagan, 14, 13; Edlin, 14, 4; Stage, 13, 9; Shock, 13, 6; Martin, 13, 5; Albert, 13, 2; Boyst, 12, 0.

The system of checking the laps by means of the deals was most satisfactory as the audience can see at a glance just how each contestant stands. The arrangement of the Garden itself is most commendable to the management, all the objectionable features so prominent at the pedestrian exhibitions are missing. The contestants are compelled to appear in decent dress, and the tents of the riders are carefully screened from the public view. Smoking is not allowed on the ground floor or the first gallery, and the riders will not be annoyed with the thick fumes of tobacco. The first man to weaken was McDowell, the "pretty youth" from Philadelphia. He complained that his legs were tired, and so at 3.19 Tuesday A. M. he withdrew. In the afternoon of Tuesday the first spill took place, Robb taking a bad header near the judges' stand; he was picked up insensible, but came to after a short time and appeared on the track, apparently none the worse for the shaking up. Martin's riding during the day was a feature, and from being fourth or fifth man he braced up and took first position. Ashinger had been leading, but he retired for a short rest, and Martin took advantage of his absence to roll up a lead on him. Martin, however, did not hold the lead long, as he in turn retired and Ashinger took first place again. The score at 1 A. M. Tuesday was: Ashinger, 323 miles, 6 laps; Edlin, 320, 1; Martin, 316, 6; Lamb, 313, 0; Schock, 298, 0; Robb, 282, 6; Albert, 270, 0; Prince, 264 1; Boyst, 240, 6; Lumsden, 238, 0; Stage, 227, 0; Wood, 194, 6; O'Flanagan, 138, 0.

On Tuesday afternoon, Arthur Robb and R. Howell had a five mile race. Robb won by a few feet in 15.53.

Maltby gave a very good exhibition of fancy and character riding, which pleased the audience immensely.

It is discovered that Albert is riding under an assumed name. It seems that one of his names is Leonard, that he is a member of the A.A.U., and that his real name is Crozier.

Three more men dropped out of the race on Tuesday. These were Prince, Lumsden, and O'Flanagan. The attendance during the afternoon was excellent as to numbers and quality. Martin did some phenomenal riding, and at 12.13, midnight, Wednesday, he had a lead of 25 miles over his nearest competitor, Ashinger. At midnight there were five men on the track; the others had gone into quarters to rest. By to-morrow, midnight, it is expected that some more weak ones will be weeded out. The score at 12.13, forty-eight hours after the start, was: Martin, 591 miles, 9 laps; Ashinger, 566, 3; Lamb, 539, 1; Schock, 532, 0; Robb, 500, 8; Edlin, 500, 3; Boyst, 471, 6; Albert, 435, 8; Stage, 407, 2; Wood, 303, 9.

On Tuesday afternoon, O'Flanagan and Lumsden raced five miles. The Scotchman won by five yards in 17m. 41s. The second race, at half-past four P. M., was between Howell and Robb, at the same distance, Robb winning in 15m. 53s. The third five mile race was at half-past eight P. M. between O'Flanagan and Lumsden. This time O'Flanagan won in 16m. 3s.

As a Minneapolis man, I am very much in favor of Mr. Choate for Chief Consul, and I also heartily endorse "Vernon's" remarks concerning Mr. Bell and his qualifications for Vice Consul, but do not deem it for the best interests of the Division that Minneapolis should have both Consuls, and sincerely hope the members will not overlook the claims of St. Paul.

The following ticket would, in my opinion, be about the fair thing: Chief Consul, A. B. Choate, Minneapolis; Vice Consul, K. F. Lott, St. Paul; Secretary-Treasurer, E. S. Gregory, Winona; Representative, G. A. Lewis, Mankato.

"FAIR PLAY."

A PROTEST FROM THE SOUTH END WHEELMEN.

EDITOR BICYCLING WORLD: Your Philadelphia correspondent, with his usual spirit of unfairness which he exhibits, except to certain clubs and riders, puts the South End Wheelmen in a very compromising light by his account of the 10-mile inter-club team race. To any one not conversant with the facts of the case, it would appear that the South End won the race unfairly, and only by the absence of a member of the Park Avenue team.

While the incompleteness of the team was to be regretted, it was no fault of the South End, which not only had the men who could ride, but could also produce them at the proper time; and then victory should not be qualified or discredited, because something else "might have been." In addition to this, it was only necessary to count the points of *three* of the South End team to give them the race.

Our only reason for making this complaint is that this faculty of your correspondent crops out in all of his accounts where this club is interested. While we do not care to dictate the duties of a correspondent, the writer cannot help thinking that his duties are to chronicle facts as they happened, not as they might have happened. Yours truly,

"FAIRNESS."

THE POLITICAL POT IN MICHIGAN.

OUR friend "Papa" (by the way of what is he papa) seems to have shouldered the chips for Grand Rapids; now this is all right, only his anger seems to have run away with his judgment.

Mr. Bresler's L. A. W. membership extends over five years instead of three; so much for "Papa's" knowledge, and anyway we should prefer a man who knows nothing to a man who does nothing. Perhaps, however, when he simmers down he will feel like the boy who tried to hold the jackass by the tail; he will not be so good looking, but he will know more. It seems that the innocent litte circular created a great stir in the Grand Rapids camp, and every man trotted out every old shooting iron in that metropolis, and blazed away at it. In every bicycling paper we see the fluttering of the wounded birds.

Our worthy Chief Consul himself comes out with a long letter defending his position. The story he tellsof how he would squawk and have our charter taken away, is all rot of the worst sort; he blames Secretary Abbot Bassett for his own shortcomings and wants proof; well here it is:

Geo. Braun joined the L. A. W. the first week in July, received his road book in September. Ed Hines and F. S. Depue joined the first week in July, and have not received their road books up to date, though both have written and received no reply.

The present Local Consul of Charlotte, Mich., Mr. Harry Hooker, is an L. A.W. member (and while we are talking about it, who is Local Consul at Detroit, and when was he appointed?)

He stated that we are iguorant of Division affairs; so we are except as the Chief Consul sees fit to enlighten us; our statements of $10.18 for stationery, etc., was from the Secretary-Treasurer's report published September 25, 1891. If there is another report please let us have it; there might be something else we would like to know.

They seem to think that we have had trouble to make up our ticket; how often have they changed their own? and even now they are running a man for Vice Consul who has repeatedly told them he would not run, and would not serve if elected, and to our positive knowledge he voted against their ticket.

There are many other points which might be ventilated, but the above will show the weakness; we believe we have the right men, and that no sort of blackguarding will change the feeling; that while Mr. Richmond means well, he is not that man. Yours truly,

A FEW OF THE VILLAGERS AND THE DETROIT WHEELMEN.

TO WHEELMEN—A CARD.

STATEN ISLAND ATHLETIC CLUB,
WEST NEW BRIGHTON, S. I., Oct. 14th, 1891.

IT is with regret sincere and most profound, such as race promoters only can probably appreciate, that I have been compelled to refund some cold cash in returning some entries not in accordance with the specifications of our little race meet at Staten Island, October 24th next.

It seems that the first notices sent out were not sufficiently plain, and in the joy of discovering that we had sufficient cycling members in the Staten Island Athletic Club to give a race meet at all, rushed into print too fast. A word of explanation is necessary.

Cycling has been dead on Staten Island since the first "Ordinary" boom. Our old riders have forgotten how to ride; "Quilile" Rich, as I found last Saturday everybody on Staten Island calls him, possibly excepted, The doubt comes from his expressed desire to enter the Back Number Race.

The large crop of young riders we have are too timid almost to come inside the same enclosure with the cracks. We have therefore put up the bars on eight closed races, and put a prohibitive tariff on outside riders except in three races.

All the "cracks," according to their records, have been invited to enter the one mile safety scratch, and two mile handicap race. If any "crack" has not received his invitation it is from lack of address or fault of post office, and we would take it as a favor if notified of the same by friends whose favorites have seemingly been neglected.

Not to be too mean, the members of teams entered to the number of five men each, three principals and two substitutes, are also invited to take part in these two races.

While we thus endeavor this time to steal acquaintance with outside wheelmen on this "blocks of five" method, next time rest assured we shall imitate that larger island, Australia, and adopt the blanket ballot system with room for all. Bear with us, then, brother wheelmen, till we shake up the dry bones and fatten the calves on Staten Island against our next meet.

EDWIN L. JOHNSON,
Chairman Cycling Department S. I. A. C.

A CYCLING ANNEX OF THE STATEN ISLAND ATHLETIC CLUB AT ST. GEORGE.

THE Staten Island Athletic Club is the liviest institution on Staten Island. They never do anything by halves, whether it is a midwinter athletic festival, a Labor Day show, or a bicycle tournament.

Announcement was made a short time ago of the absorption by the Athletic Club of the Staten Island Wheelmen, a small but vigorous body of wheelmen. With these riders as a nucleus, a cycling department has been added to the club, a cycle house fitted up on the grounds, the quarter-mile cinder track put in first class shape, and a stock of first class wheels, including pneumatics, provided to rent at reasonable rates on the grounds.

The last stroke is the most popular with the wheelmen, and is unique with this club. This is a cycling annex near the ferry landing at St. George, which has been fitted up for wheels and lockers provided for all the riders. Cycling members who have business in the city can now take a pleasant ride to the ferry in the morning, leave their wheels at the annex, and go home in the same manner in the evening.

The opportunity of the Athletic Club comes from the fact that no other ferry that lands passengers in the business portion of New York, except the Staten Island Ferry, has good macadamized roads leading to it on the other side from New York.

By riding to and from this annex, members can keep in pretty good condition without other training for the approaching race meet of the Staten Island Athletic Club on October 24th.

Mr. A. B. Rich, who now holds the world's record for two miles, and who has resided on Staten Island for twenty years, has been added to the Race Committe, and with Mr. A. A. Zimmerman will train on the Staten Island Athletic Club's track next week for the races.

The Elizabeth Wheelmen at the request of the Staten Islanders attended the ball game at the Staten Island Athletic Club last Saturday, and indulged in some scrub races on the track afterwards.

The Athletics after keeping the visitors in terror for a half-hour for fear they would put Mr. A. B. Rich, who happened unexpectedly to be present, on their team, considerately made Mr. Rich referee, and were beaten out of sight, 28 to 14, in a half-mile team race.

It is fair to state, however, that the Athletic's best riders were not in the team, and that one of the riders slipped a pedal and took an inglorious tumble in the first lap. The Elizabeth Wheelmen made a most favorable impression. It is not every bicycle club that turn out ten such worthy representatives on short notice.

FELIX.

A SECOND BOSTON LADIES' RUN.

CAPT. A. D. PECK, JR., who has returned from a tour through the Shenandoah Valley, announces a second ladies' run to be held on Wednesday next, October 28th, weather permitting, starting from bridge in Back Bay Park promptly at 9 o'clock. The route will be over the Beacon street boulevard, following a similar course as the first run, dining at Bailey's Hotel, South Natick, where dancing, singing, etc., will be indulged in, arriving back at starting point about 5.30 P. M.

The total distance for the entire day will not be over thirty-two miles, and the pace will not be over five miles an hour, with frequent rests.

The event, it is expected, will number many participants, as the first run proved such a grand success.

Invitation to join the party is extended to the lady riders of Boston and vicinity, and their escorts. Gentlemen, unless accompanying some lady as escort, will be debarred from the affair.

All who wish to join in the run should notify A. D. Peck, Jr., 77 Franklin street, not later than Tuesday, the 27th inst.

The entire party on the first run kept well together and covered the full distance, although the party numbered some who had not previously ridden more than 12 miles in one day. All who wish to join a jolly good day's outing should join the party.

CHALLENGE ACCEPTED.

IN the BICYCLING WORLD of October 9, 1891, we read the challenge of Messrs. Chas. E. Salisbury and Harry A. Cossitt of Owosso, Mich., to ride any tandem team in the State of Michigan for the one mile State championship, and we hereby accept said challenge, provided solid tired tandems are used, and name the half-mile track at Belle Isle (Detroit) as the place of meeting, and the race to be for two fifteen ($15) dollar gold medals to be paid for by losers. Very respectfully,

WILLIAM C. RANDS.
WILLIAM A. MORTON.

Detroit, Mich., October 13, 1891.

A MICHIGAN RACING ASSOCIATION.

ON Oct. 10 and 11, at Athens, Mich., the wheelmen and business men held a very successful race meet open to wheelmen from the counties of Calhoun, Branch, St. Joseph and Kalamazoo, at which time an association of the four counties was organized for the promotion of bicycle riding and athletic training, to be known as the Big Four Bicycle and Athletic Association. The following were elected as officers for coming season: President, M. J. Wood, Athens; Vice President, J. E. Lehr, Marshall; Secretary, Will D. Bennett, Coldwater; Treasurer, C. W. Wilcox, Three Rivers. The next meeting will be held under the auspices of the Marshall Athletic Club. All wheelmen residing within the counties named are cordially invited to join the Big Four. For any further information address the Secretary, Will D. Bennett, Coldwater, Mich.

MR. HENRY G. PRIEST of the Quadrant Cycle Co., Birmingham, England, expects to arrive in the United States about the commencement of October.

He will be glad to receive communications from any substantial firms desiring to represent the Quadrant Cycle Co. in any specified territory.

All letters to be addressed to Box 2225, General Post Office, New York, N. Y.

A rose by any other name would smell as sweet, but try to palm a poppy for a rose and what a howl would reach the heavens.

"But is this wheel fast?" queries the prospective purchaser.

"Fast?" responds the anxious agent, "well, I should say it was. It won forty-seven races in one day at the Springfield tournament, forty-three at Hartford and sixty-seven at Peoria; it holds the record for 2 7-16 miles, for 5 1-5 miles, for 23 1-8 miles and for all intermediate eighths. Pretty good evidence of its speed—eh?"

And this is about the way it goes. The purchaser may, or may not be posted; if so, may not "stop to consider"; the agent may be no better off as regards the true whenceness of the whyfore, and may not therefore be to blame, but could many of these same purchasers and same agents but see the wheel on which these same races were won and records established they would look at their own road wheels of the same make—the wheel which on the one side, at least, was purchased for its "fastness"—and rub their eyes in astonishment for it is a fact—and especially is this true of American makers—that the racing wheels and road wheels are no more alike than chalk is like cheese—not as much in some instances. They are not only not of the same gauge of material, but are not built on the same lines or principles; do not look alike, feel alike, ride alike and one might with equal justness term a poppy a rose as to call some of these racers and road wheels by the same general title. And it is just possible, too, that when *you* bought your road wheel, you asked that is-it-fast query, and were dazzled by the array of records and races which were given you. It is no uncommon sight to see a man dismount from this make of racing wheel to mount an entirely different make for his road riding.

Not a great while since some advertiser raised a cry of "no sailing under false colors," but of course he wasn't a bicycle maker, for, oh! dear no, not one of them would fly a false color in any way, shape or manner!

We do not build racing wheels. We are hardly likely to build 'em. We could, if we would, but we do not care to, yet at the same time, we do not urge against others building them. But there is such talk of "merit"; the merit of this wheel's performance; the merit of that one's, and et cetera. Just how much merit the winning of a race signifies, no one, however, can logically reason.

As our ad. of last week goes to show, the Rambler wins an occasional important race.

Other wheels do the same thing.

The Rambler wins its share of club events, and of Fourth of July events and county fair events.

But many wheels of many makes do the same thing.

So, then,

Every Rambler is a road wheel—a luxurious road wheel; everyone of them guaranteed; every one of them unexcelled in strength, in durability, in ease of running and riding, in point of material used and in care of design and construction. On these merits the Rambler has won its way and on these merits will remain at the top.

GORMULLY & JEFFERY MFG. CO.,

222-228 North Franklin Street, Chicago.

174-178 Columbus Avenue, Boston.

1325 14th Street, N. W., Washington.

Chicago Retail Store, 85 Madison St.

KANSAS DIVISION MEET.

THE fifth annual meet of the Kansas Division, L. A. W., at Parsons, Kan., came to a successful close October 17. Business meetings were held in the forenoons of yesterday and to-day in the parlors of the Matthewson House at which Chief Consul Chas. S. Davis of Junction City presided. His report was a comprehensive and interesting document which, by unanimous vote, was ordered published in the Official Organ. It summarized the progress of the work of the organization in this State, particularly in the matter of creating a healthy public sentiment in favor of good roads, and the spread of needful information in regard to the improvement of highways. The report of Secretary-Treasurer Lydecker covered the period of two years, and ever since the Division meet at Ottawa, and showed the sum of $154.08 in the treasury, an amount which, all things considered, is very satisfactory.

The election of a new Racing Board resulted as follows: C. H. Baltzell of Parsons (chairman), Austin Hawley of Girard, O. S. Townsend of Topeka, Thomas Shaw of Wichita and Thomas Stevens of Hiawatha.

For Division officers, to be elected by subsequent mail vote, both members of the Board who were present, Chief Consul Davis and Secretary-Treasurer Lydecker received the unanimous endorsement of a renomination. In addition to the present incumbent, W. C. F. Riechenbach of Topeka for the Vice Consulship, C. W. Penniman of Fort Scott was also nominated, and William Taylor, the present incumbent, and O. S. Townsend, both of Topeka, were put in nomination for Representative. The following members were elected to serve as Touring Committee for the ensuing year: H. E. Harris of Fort Scott (chairman), F. B. Miner of Ness City, Park B. Pulsifer of Concordia, William Goding of Fort Riley, Dr. A. Leigh of Hiawatha, J. M. Hill of Topeka, and A. J. Henley of Wichita.

A proposition received from Wichita to entertain the next annual meet was referred to the Board of Officers.

THE RACES.

In the afternoon of each day there were cycling, speed and other contests on the half-mile track of the Parsons Fair Association under the auspices of the Parsons Cycle Club, of which C. H. Baltzell is Secretary. These were witnessed by an immense concourse of people. The arduous duties of referee were faithfully discharged by Hiram S. Hale of Junction City, whose former successful career upon the path has been the means fo making him well up in the rules and "ever ready" when a prompt decision is required.

The one-mile novice race, safety, was contested be J. C. Finch of Parsons, Alec Glass of Wichita, and Thomas Vogel of Topeka. They finished in the order named. Time, 3.30 1-2.

Half-mile, safety—State championship gold medal was won by Henry E. Harris of Fort Scott in 1.30, the other contestants being A. J. Henley of Wichita, O. S. Townsend of Topeka, and J. C. Finch of Parsons.

Two-mile, ordinary, State championship, was won by S. F. Barton of Moran, in 7.35, over Henley, who dropped out at end of third lap.

The half-mile safety, open, was won by Harris (with Townsend second, and Baltzell third) in 1.29.

In the one mile State championship for ordinaries, A. J. Henley of Wichita was winner over S. F. Barton, of Moran. Time 3.22 1-2.

One mile safety, for the State championship, brought out a greater field of contestants than any other event of the meet. The finish was as follows: H. E. Harris, first; A. J. Henley, second; James C. Finch, third. Time 3.19.

For the gold medal prize for best lady rider, grace and ability to manage the wheel being the test; there were three contestants: Miss Frankie Hall of Parsons, Mrs. Mary Glass of Wichita, and Mrs. S. B. Kramer of Junction City. The three judges, Thomas Stevens of Hiawatha, Jesse Barker of Humboldt, and George E. Shumway of Boston unanimously awarded the trophy to Miss Hall.

Two mile, safety, State championship was contested by H. E. Harris, A. J. Henley and O. S. Townsend, who finished in the order named. No time given.

RACING AND MEET NEWS AND GOSSIP.

AT CARTHAGE, OHIO.—The races of the Ohio Humane Society were run as advertised at the Carthage (O.) Fair Grounds, on the afternoon of Friday, Oct. 16, 1891.

The day was bright and clear, but the temperature was low, ranging from 28 to 37 degrees according to the signal service reports. The track officials wore overcoats, while Zimmerman, Doratge, Barrett and others rode in heavy sweaters.

The track was very rough and lumpy, in spite of the fact that it had been scraped just before the races.

The first race, the one-mile safety, novice, was a very pretty race, and was won by Fred Bender of Hamilton, O.; C. W. Casper of Springfield, O., second; Victor C. Muehlberg, Cincinnati, third; J. W. Hager, Columbus, O., fourth. Time, 2.57 1-5.

The second race, one-mile safety, local wheelmen, was a surprise and a disappointment. Although the first prize was a $135 safety, and there were three other prizes ranging in value from $50, $10 and $5, yet there were only five starters. A great many thought that this was Aszman's race, but it wasn't, for he rode a strange wheel, and was unable to spurt just where he usually does. The race was won in 2.51 1-5 by Chas Roth of Cincinnati; Geo. H. Bauers, Cincinnati, a very close second; Chas. M. Croninger, Covington, Ky., third; and Aszman, fourth.

The third race, the half-mile safety, for boys under 15, was remarkable for the time made. The little fellows went at it with a vim and determination that was gratifying. It was nip and tuck between Fred Brachman and Jos. A. Bauers, the former winning by less than a length, in 1 30 4-5; Holden Crane, third; Charlie Poorman, fourth; and Wm. McNees, fifth. Five prizes and six starters out of 13 entries, all of Cincinnati.

The fourth race, the one-mile safety, open, was the one on which the principal interest centered, partly because the first prize was a $500 piano, but largely on account of the fact that the only Zimmerman was entered. The referee placed a time limit of 2.45 on this race, as we do not often put up $500 pianos as prizes, and when we do we propose to make "them cracks" earn them if they get them. Chas. Croninger of Covington, Ky., took the lead and kept it till they entered the stretch, when Zimmerman dashed past him, closely followed by C. W. Dorntge of Buffalo, N. Y., and George K. Barrett of Chicago. Zimmerman rode in "just as easy," watching Barrett over his left shoulder, and crossed the tape in 2.53 3-5; Barrett, second; Dorntge, third; and the plucky Croninger fourth. The referee decided "no race," and ordered it run over again after the ninth race.

The fifth race, the one-mile ordinary, three-minute class, was not remarkable as to time, but had a decidedly pretty finish; Charles Tudor finishing first in 3.06; R. A. Rahe, a very close second; H. E. Anderson, third; and Ed. Foss, fourth. Just after crossing the 30-foot mark, Walter Schueler of Cincinnati and O. W. Nisewonger of Oran, O., collided and fell, smashing Schueler's wheel, and cracking the head of Nisewonger's wheel.

In the sixth race, the one-mile handicap, there were 19 entries, but only 10 starters. The limit was 200 yards, and Zimmerman was at scratch. At the pistol shot Zimmerman made a rush and caught Barrett and Dorntge before they reached the 200 yards mark, and in leading and watching them he must have forgotten all about Baumann at the 125 yards mark, at least he did not catch him, for Baumann finished first in 2.25 2-5; Zimmerman, second, in 2.35 2-5; Barrett, third, (20 yds.); and Dorntge, (35 yds.) fourth.

The seventh race, the one-mile safety, championship of Hamilton county, brought out only four starters out of a large field of entries. It was won easily by George H. Bauers in 2.59 3-5; Aszman, second; and Chas. Beuttel, third. Aszman gave up the "ghost" at the end of this race

The eighth race, the one-mile ordinary, open, was a rank loaf from the start. Barrett, who rode a 59 pneumatic ordinary, refused to take the lead, and as a result he got into a pocket and came near not getting a place, but when within a very short distance of the finish he broke through and beat Tudor by less than a yard; H. E. Anderson, third; and R. Rahe, fourth. Time, 3.19. Five starters.

The ninth race, the one-mile safety, 2.50 class, was a very lively one indeed. It was business from the start. They were well bunched all the way and finished very close together. R. O. Bauman of Dayton, O., first in 2.49 4-5; A. L. Baker, Columbus, O., second; Chas. Croninger, Covington, Ky., third; and C. A. Roth, Cincinnati, fourth. Five starters.

At the conclusion of the ninth race the fourth was run over again. The second attempt was a repetition of the first as to order of finish, the time limit 2.45, still being exceeded, the time made being 2.51.

There was a great deal of unfavorable comment on the part of those who had come out to see Zimmy do some fast riding, and who thought that if the 2.50 class race could be won in 2.49 4-5, this race ought surely to have been won within the time limit. The referee, however, decided that as it was growing cold and late he would call it a race. So Zimmy gets our piano. (Is he in that business?)

The two mile ordinary, lap race, was another farce as to time. They almost did the stand-still on the back stretch, but they made up for it on the home stretch. Zimmerman was in the lead, and when Barrett's wheel would begin to lap his he would push those levers real hard a time or two, and look back at Barrett with a smile which seemed to say, "no use Georgie." They crossed the tape at the end of the first lap in the following order: Zimmy, Barrett, Tudor, Rahe, Anderson. The second, third and fourth laps were a repetition of the first, except in the position of the fourth and fifth men, which were reversed. The result was: A. A. Zimmerman, 21 points; Geo. K. Barrett, 17 points; Chas. Tudor, 13 points; H. E. Anderson, 8 points; R. H. Rahe, 6 points. Time, 7.14 2-5. Another record gone!

Roth, who won the second race, has won three wheels this season.

Tudor, who won the sewing machine in the fifth race, is looking for some young lady to use it.

Aszman will hardly ride a strange wheel in another race when the prizes are so valuable as they were in these races.

When Zimmy came out on the track to start in the fourth race a hayseed in the grand stand exclaimed: "That fellow won't do anything; he's scared already;" but when he was told who it was he said "Gosh," and shut up like a clam.

"STAR."

AT NEW YORK—The Manhattan Bicycle Club held a tournament at Madison Square Garden, October 17. Results:

One mile safety, novice—In heats: Won by C. W. Osborn; R. Debis, second; D. H. Bratton, third. Time 3m. 5 1-5s.

One mile, safety—First heat: Won by W. F. Murphy; C. M. Murphy, second; J. Schaefer, third. Time 2m. 57 2-5s. Second heat: Won by A. B. Rich; G. A. Banker, second; P. J. Berlo, third. Time 2m. 46 2-5s. Final heat: Won by Rich, Banker, second; Berlo, third. Time 2m. 46 3-5s.

One mile, ordinary, novice, heats.—Final heat: Won by W. J. Fountain; P. Christensen, second; W. Gledhill, third. Time 3m. 7 1-5s.

One mile safety—First heat: Won by C. E. Clemens, 110 yards; F. D. Olmstead, 150 yards, second. Time 2m. 47s. Second heat: Won by P. Graesh, 110 yards; A. R. Stilger, 100 yards, second. Time 2m. 49 1-5s. Final heat: Won by Clemens; Grosch, second; J. Haggerty, third. Time 2m. 41 3-5s.

One mile ordinary—Won by G. C. Smith, 80 yards; J. W. Judge, 120 yards, second; L. G. Sloppe, 140 yards, third. Time 2m. 45s.

One mile safety, 2.50 class—Won by H. C. Wheeler; W. S. Paige, second; J. W. Shoefer, third. Time 2m. 56 2-5s.

Two mile safety—Won by A. B. Rich; G. A. Banker, second; P. J. Berlo, third. Time 5m. 49s.

Two mile ordinary—Won by J. W. Judge, 200 yards; L. G. Hoope, 200 yards, second; W. Horenden, 250 yards, third. Time 5m. 38 1-5s.

Two mile safety—Won by George A. Banker, 80 yards; H. B. Skidmore, 210 yards; C. E. Clemens, 170 yards, third. Time 5m. 53 3-4s.

AT TOULON, ILL.—The tournament held by the Toulon (Ill.) Bicycle Club, Oct. 8th, resulted as follows:

One mile novice, mixed—J. T. Hunter, first; William Bartram, second; Frank Shultz, third; time, 3.12 2-5.

One mile ordinary, open—J. T. Hunter, first; William Bartram, second; A. B. Hazard, third; time, 3.22 2-5.

One mile pneumatic safety, open—Only two started. A. B. Hazard, first; J. T. Hunter, second; time, 3.38 2-5.

Half mile safety, open—H. W. Walker, first; A. B. Hazard, second; Leo Huckins, third; time, 1.28.

Half mile, boys under 16, mixed—Sam Burge, first; Will Cooley, second; Jonn Dickinson, third; time, 1.45 1-5.

Two mile team, open, mixed—Three teams started. Myers and Hunter, Peoria, first; Huckins and Faull, Kewanee, second; Walker and Bartram, Toulon, third; time, 6.53 4-5.

One mile safety, open—H. W. Walker, first; Bert Repine, second; A. B. Hazard, third; time, 3.13 4-5.

One mile club handicap, mixed—Three started. Frank Shultz, 200 yards, first; Sam Burge, 160 yards, second; William Bartram, scratch, third; time, 3.55.

Five mile open, mixed—J. T. Hunter, first; H. W. Walker, second; Leo Huckins, third; time, 18.35.

Half mile consolation—Three started. Henry Dexter, first; Will Tyrrell, second; John Ryder, third; time, 1.38 1-5.

THOMAS PNEUMATIC TIRE.

We are now prepared to furnish pneumatic tires in any quantities made entirely from material manufactured in this country, made in our own moulds and by our own specially designed machinery, and under patents that we alone control; the value of these features cannot be over-estimated by manufacturers, dealers or consumers. Having our source of supplies close at hand and under our immediate control enables us to oversee the manufacture of every part, thereby reducing the danger of delay to a minimum.

Every tire is put together in our own factory by experienced and skilled workmen, and we claim the THOMAS PNEUMATIC TIRE to be the most complete, perfect and desirable tire ever put on the market, and the Pneumatic Tire for the season of 1892, and with reasonable care will give more service with less attention than any other tire in existence. Below we give, under several headings, some of the leading features of the Thomas Pneumatic Tire, and call special attention to the seamless linen jacket, endless outside cover and deflatable valve, features never before embraced in Pneumatic Tires.

Features of the Thomas Pneumatic Tire.

The Air Tube. This is the one part of a pneumatic tire that causes the most trouble, and has been the subject of considerable experimenting. To confine and retain air under pressure in a rubber tube and guarantee the tube against bursting, was the object sought and accomplished. Our air tube is constructed of pure Para Gum, and treated with a compound that closes all the "blow" holes which exist in rubber, and which causes the leakage in most pneumatic tires. We guarantee our air tube against bursting and leakage of any kind not caused by puncture through the outside covering.

Non-Expansible Tube. This is next in importance as it protects the air tube and prevents the expansion of the rubber tube to a bursting point. In all other pneumatic tires this tube is made from two pieces of linen canvas and consequently the fabric tube has a seam on each side. It is the parting of this seam that generally causes the bursting and collapse of the Air Tube. In the Thomas tire the non-expansible tube is made SEAMLESS to an exact diameter and by a machine designed and constructed especially for the purpose.

The Valve. In most all pneumatic tires the valve is a crude affair composed of a simple rubber tube CEMENTED to the air tube by ordinary rubber cement. It is well known that a proper joint cannot be made in this way, and as a result most all tires leak at the junction of the air tube and valve. Our valve is constructed of brass, is automatic, admitting the air and closing at each stroke of the pump, and is VULCANIZED to the air tube BY THE RUBBER MAKERS while making the tube; thus the valve actually becomes by the vulcanizing process a part of the air tube, rendering leaks about its junction impossible.

Another feature we claim is the very important one of DEFLATING THE TIRE. With the ordinary valve it is impossible to deflate the tire except by puncturing the air tube. With our valve, by simply unscrewing the inside cap the air is permitted to escape, thus deflating the tire, and greatly facilitating any repairs that may be necessary, at the same time rendering the tires safe for storage or shipping.

The Outside Cover is of pure Para Gum with sufficient compound to render it strong and pliable. Our cover is molded under hydraulic pressure and reinforced on its inner surface by an elastic fabric or braid, and made endless, no splice. This braid will allow the cover to stretch lengthwise, but not sidewise, and like the seamless tube, is made on especially designed machines for our use.

Supply. We are now prepared to fit the Thomas tire with our special construction, as noted above, to bicycles in any quantity and with promptness. We desire to place the tire within reach of every bicycle manufacturer and importer, therefore our price is not prohibitory.

Patents. The Thomas Inflatable Tire Co. of Philadelphia, who own the patents under which we are the sole licensees, believe that their patents cover any and all forms of inflated tires, and are the foundation patents; and, furthermore, stand ready to maintain their and our rights under these patents, as well as to protect all users of the Thomas tire against suit for infringement.

Puncture. The defect in pneumatic tires heretofore furnished has been the bursting or breaking of the air tube. Actual puncturing does not often occur, and would not be as frequent as it is if the same care was exercised in riding with a pneumatic tire as is used with a solid or cushion. But the temptation to test the merits of the tire causes the rider to select the worst roads, and especially where the surface presented seems covered with sharp stones. Use the tire with reasonable care, and KEEP THE AIR TUBE WELL INFLATED.

George R. Bidwell Cycle Co.,

310 West 59th Street,
NEW YORK.

272 Wabash Avenue,
CHICAGO.

AT CHICAGO, ILL.—Wm. C. Thorne, from scratch, gained second place in the ten mile handicap road race of the employees of Montgomery Ward & Co.'s immense Granger Supply house in Chicago. Twenty-two men were entered. The race was run over the West Side "record" course. C. E. Griffiths, 6.30, won first place, on the only solid tired ordinary in the race, in 33.45; W. C. Thorne, scratch, second; time 30.03, and stopped one and one-half minutes by trains. Chas. Thorne, (2m.) second, in 32.03 1-5; F. M. Brown, fourth. Four medals were given. Another race will be run over a course not crossed so often by trains.

AT UTICA, N. Y.—The Utica Cycling Club gave their fall championship races, Saturday October 10, '91, at Reynolds' Park. The following is list of events and winners:

Mile safety, championship Utica—G. W. Chadwick, first; F. P. Hammes, second. Time, 3.32.

Mile safety, championship of New York Mills—Emmet Smith, first. Time, 3.23.

Mile safety, championship Chadwick's Mills—G. W. Chadwick, first; L. D. Dexter, second Time, 3.55.

Mile ordinary, Utica championship—F. P. Hammes, first; P. C. Hammes, second. Time, 4.01.

One mile safety, championship Utica Free Academy—Nellis Foster, first; B. M. Morris, second. Time, 3.24.

No time limit was placed upon the events, consequently each race was a decided "loaf." The only event of any exciting character was the race for the championship of Chadwick's Mills, which ended in a struggle from the three-quarter pole. Mr. P. C. Hammes took a header in the ordinary event, which caused the loss of some skin. After the races, F. P. and P. C. Hammes rode a trial half, finishing in 1.25 1-4 and 1.25 3-4 respectively.

AT WILMINGTON, DEL.—The Warren Athletic Club, of Wilmington, Del., gave a very successful 10-mile handicap race at Wilmington, Oct. 17. The event was entirely a club affair. The positions of the first ten men were as follows:

	Tires	Handicap.	Penalty.	Total Handicap.	Actual time.
C. P. King	c.	9 1-2	1	10 1-2	39.45
Clifford Greenman	c.	8	1	9	39.12
F. O'Callahan	p.	9 1-2	0	9 1-2	39.50
D. F. Mayne	p.	4 1-2	0	4 1-4	34.50
B. F. McDaniel	p.	4 1-4	0	4 1-4	34.59
Albert Beggs	p.	3 1-2	0	9 1-2	34.30
W. C. Seeds	p.	0	0	0	31.04
J. T. Hudson	c.	10	1	11	42.09
George Huxley	c.	9 1-2	1	10 1-2	42 05
J. L. Hanley	p.	2	0	2	33.42

AT KALAMAZOO, MICH.—The Kalamazoo Cyclists held a tournament October 13th, with results as follows:

Three mile club—W. C. Byington, first; L. L. Campbell, second; Dr. Warren, third. Time 11 03.

Half mile open—T. C. Casterlin, first; F. P. Hydorn, second; Sam Ketchum, third. Time 1.31.

Fourth-mile club—S. M. Stauffer, first; DeYoe, second; Olin, third. Time 51 1-2.

One mile championship—W. C. Byington, first; C. R. James, second; Jollie Allen, third. Time 3.14.

Half-mile club—Anthony S. Hill, first; L. L. Campbell, second; W. M. DeYoe, third. Time 1.39.

Quarter-mile open—F. P. Hydorn, first; Glen Allen, second; Sam Ketchum, third. Time 56.

One mile free for all—In this race cushion tires were handicapped 10 seconds, and pneumatic tires 20 seconds. It was won by T. C. Casterlin; N. C. Evans, second; L. L. Campbell, third. Time 3.23 1-4.

One mile ordinary—D. C. Olin, first; J. G. Paltridge, second; Herbert Greene, third. Time 4.06 1-2.

AT ORANGE, N. J.—The Orange Wheelmen and East Orange Cyclers held their club road races on Saturday afternoon, Oct. 10, at Orange, N. J. The results were:

Two-mile handicap, E. O. C., and resulted as follows: H. W. Smith, handicap, 10 sec., first; actual time, 6.20. Fred. Pring, scratch, second; 6.11. George Dover, 10 sec., third; 6 30. A. S. Meeker, 60 sec., fourth; 7.50.

Five-mile handicap, E. O. C.—Geo. Greenwood, handicap 3 1-2 min., first; actual time, 19 20. Henry C. Wheeler, scratch, second; 16.09. J. A. Froehl, 3 3-4 min., third; 19.44. Fred Pring, 1 min., fourth; 17.33.

Five-mile handicap, O. W.—George Coffin, handicap 30 sec., first; actual time, 16.15. George Payne, 3min. 30 sec., second; 20.30. Thomas Anderson, 3 min., third; 21m.

AT HOLYOKE, MASS.—The twelve miles handicap road race held under the auspices of the Holyoke Bicycle Club took place last Friday, and was witnessed by a large crowd. The race was an excellent one, and the men finished in such a way as to cast credit on the handicapping. The finish between the scratch men, Williamson and Nelson, was very close, there being only one second difference in time. The summary of the race follows: John D. Cronin, Chicopee, handicap 9m., 44.40; C. H. Smith, West Springfield, 7m., 44.12; Philip Lambert, Holyoke, 8m., 45 25; E. H. Smith, Holyoke, 7m., 45.19; R. S. Williamson, Holyoke, scratch, 38.35; E. A. Nelson, Springfield, scratch, 38.36; Geo. W. Holden, Springfield, 1m., 41.33; E. F. Rolloff, Springfield, 6m., 46.36; W. H. Pierce, West Springfield, 4 1-2, 45.15; W. H. Lowdy, Springfield, 1m., 41.59; H. W. Borden, Holyoke, 9m., 50.13; W. R. Norton, Holyoke, 9m., 56.13; Fred Merriam, Holyoke, 2 1-2, 43.44.

AT WORCESTER, MASS.—The ten mile handicap road race of the Bay State Bicycle Club took place last Saturday afternoon, the start and finish being on Park avenue. There were six starters. T. J. Kearns and James Wilson, Jr., were scratch men; Burt R. Livermore and F. L. Adams, two minutes start; and J. F. Thompson and G. W. Hubbard three minutes. Thompson's handicap was too great to be overcome, and he won first prize; Livermore, second prize. The actual riding time of each man follows: Thompson, 34.46; Livermore, 32.45; Wilson, 33.30; Adams, 34.1; Hubbard, 33.31; Kearns, 34.51.

AT BARRE, VT.—The first annual 25-mile handicap road race of the Barre Bicycle Club occurred September 22, and resulted as follows. Seven prizes: Geo. Burgess, handicap 10m. (cushion), first, time 2h. 00m. 45s; F. W. Sherburne, scratch, (cushion), second, time .51 40; J. E. Walsh, 10m., (cushion), third, time 2.02.26; W. Morse, 8m. (cushion), fourth, time, 2 01 46; Geo. Wheeler, scratch, (cushion), fifth, time, 1.54.25; A. Bradford, 13m. (solid), sixth, 2.11.45; F. C. Gurley, 12m. (solid), seventh, time, 2.12 35; H. C. White, scratch, (pneumatic), did not finish, owing to the bursting of his pneumatic tire. A result of the race was a match race between White and Sherburne, the winner of the time prize, over the same course, October 15, for a prize of a $100 value, in which Sherburne defeated White, time 1.40.30. The race was close until within a half-mile of the finish when White fell from his wheel and did not finish. Both races were followed by an observation train, which followed the contestants from start to finish.

William Le Messurier, of Rochester, succeeded in reducing the bicycle road record between Buffalo and Rochester Saturday, Oct. 17. His time for the distance, 74 miles, was 4.55 00. The previous record was 5.45.00, made Oct. 29, 1889, by C. J. Iven, in the big Buffalo-Rochester road race.

Zimmerman, Hoyland Smith, and probably A. B. Rich will probably go to England this winter in time to train for the spring events in that country.

Oct. 17, L. D. Dexter and G. W. Chadwick broke the 100 mile road record of the Utica (N. Y.) Cycle Club, covering 104 miles in nine hours and fifteen minutes actual riding time, the former record being nine hours and fifty-five minutes.

A NEW FACTORY.

The Geo. R. Bidwell Cycle Co. of New York have leased a part of the Colt Company's works at Hartford, and will at once commence work on the 1892 model of the Tourist. The wheel will be high grade pneumatic, and every part of it will be made in the factory.

The Premier Cycle Company have received advices from President L. H. Johnson, who is now in England, that many valuable changes and improvements have been made in the famous King of the Road lamps for 1892, and a number of novelties for cyclers' use in Lucas's "Cyclealities." The Premier Cycle Company will continue their present arrangement with Messrs. Lucas & Son, to represent them exclusively in America, and the Company's travellers will call upon the trade with a full line of samples in due season. A pocket hand book entitled "Wrinkles for Riders" is in course of preparation. It will contain articles of touring, dress, racing, tips to cyclers, L. A. W., and a list of King of the Road Lamps and Lucas's Cyclealities, fully illustrated. Safety cycling for ladies, photo-cycling and choice and care of the machine will also be fully treated.

On Saturday, October 17, at Hampden Park, Springfield, William Windle of Millbury, Mass., made the astonishing time for one mile of 2 minutes 15 seconds, establishing a new world's record. This is all the more gratifying since it brings back to America the record which our English cousins have held the past year. This was accomplished, too, on an American machine, one of the Pope Manufacturing Co.'s pneumatic Columbias having the honor. At the same time and place H. W. Tyler of Highlandville, Mass., on a Pneumatic Columbia made a half mile in 1m. 6s., which is the best time yet for this distance. The Pope Manufacturing Co. should certainly feel gratified at the wonderful showing their machines have made during the past year, this last grand effort of Windle's being a fitting climax.



A Shot with the Kodak.

Send to The Eastman Company, Rochester, N. Y., for a copy of "Do I want a Camera," (illustrated) free by mail.

Take a Kodak with you.





The "Holophote." King of the Road.

The latest addition to LUCAS & SON'S

Incomparable Line of Cycle Lamps.

PATENTED JULY 23, 1889.

Price, - - - - - - $8.00.

SPECIAL and EXCLUSIVE FEATURES:

Double-convex lens of cut and polished French Glass.

Deep funnel and detachable back reflectors.

Immense oil reservoir, forming entire lower part of lamp. Cut diamond side lights. White pattern on ruby ground. King of the Road Spring back and adjustable clamp.

THE FINEST CYCLE LAMP EVER CONSTRUCTED.

CATALOGUE ON APPLICATION.



Premier Cycle Co., 846 Eighth Ave., NEW YORK.

SOLE UNITED STATES AGENTS.

WESTERN * WHEEL * WORKS.

NO wheels have given such universal satisfaction during the season just closing as ours. . . . . .

THEY ARE

LIGHT, STRONG, GRACEFUL AND EASY RUNNING.

Made of best English Steel Tubing, dropped forgings and ball bearings throughout. There are more of them to be found on the road and fewer in the repair shops, than any other make. Send for catalogue.

R. L. COLEMAN & CO., *35 Barclay Street and 40 Park Place,* **NEW YORK,**

AGENTS OF EASTERN, MIDDLE AND SOUTHERN STATES.



Send us your auplicate orders on Bicycle Shoes, Foot Ball, Sprint Running and Gymnasium. Samples out Stamp for Catalogue.

PIERCE, SMALL & CO., RANDOLPH, MASS.





LEAGUE HEADQUARTERS:

19 Pearl Street, - - - - Room 20

ABBOT BASSETT, Secretary,

OFFICERS FOR 1890–91.

PRESIDENT,

JAMES R. DUNN,

40 Wall st., Room 65, New York

FIRST VICE PRESIDENT,

MAJOR CHAS. L. BURDETT,

Hartford, Conn.

SECOND VICE PRESIDENT,

DR. G. CARLETON BROWN,

116 Broad Street, Elizabeth, N. J.

TREASURER,

W. M. BREWSTER,

117 No. 4th Street, Quincy, Ill.

SECRETARY,

ABBOT BASSETT,

12 Pearl Street, Boston, Mass

Standing Committees.

Membership Committee.

Sanford Lawton.....Springfield, Mass.
George C. Pennell.....Elizabeth, N. J
Howard L. Perkins.....Box 103, Providence, R. I.

Committee on Improvement of Highways.

Isaac B. Potter.....Potter Bldg., New York
W. M. P. Bowen.....Box 1513, Providence, R. I.
Charles W. Wood, 334 S. Salina St., Syracuse, N. Y

Committee on Rights and Privileges.

Geo. A. Perkins.....5 Pemberton Sq., Boston
J. S. Dean.....28 State St., Boston
Chas. F. Cossum.....Poughkeepsie, N. Y.

Committee on Rules and Regulations.

T. J. Kirkpatrick.....Springfield, O.
A. B. Richmond.....Grand Rapids, Mich.

Transportation Committee.

Albert Mott.....203 Lenox St., Baltimore, Md.
Joseph T. Chism.....120 Mosher St., Baltimore, Md.
Burley B. Ayres, Rand, McNally Bldg. Chicago, Ill.
Thomas Savage Clay.....Savannah, Ga.
Amsi T. Dodd.....70 Park Place, Newark, N. J.
John B. Seward.....35 Milk Street, Boston
Chas. A. Sheehan....5 Vanderbilt Ave., New York

Racing Board.

George S. Atwater.....1424 Penn. Ave., Washington, D. C.
George Collister....147 Ontario St., Cleveland, O.
Lewis A. Miller.....Meriden, Conn.
W. H. DeGraaf.....47 West 14th, New York City
A. J. Street.....599 West Madison, Chicago, Ill.

The Second Half.

The second half of the League year, during which the dues are $1 50, begins November 1. All applications published this month will be at the two dollar rate, but the Secretary will receive and hold any that may be accompanied with $1.50 and publish them in issue of November 6th. This notice is published in order that there may be no dissatisfaction arising from the fact that applicants pay the extra fifty cents for membership of but a few weeks. A name once published cannot be withdrawn and carried to another issue. Those who are published up to and including October 30, will have the right to vote in the election of this year, provided the Divisions in which they are located hold the polls open till November 15th, as they are allowed to under the Constitution.

Uniform Cloth and Buttons.

The regulation League uniform is made of a steel gray cloth manufactured for the League exclusively. This cloth and the regulation League Buttons may be had of any League tailor or of the Secretary at the following prices: Cloth, 54 inches wide, $2.10 per yard. Metal buttons: large, five cents each; small, three cents each. Rubber buttons, either size, three cents each. Uniform has six large and ten small buttons. As the Secretary keeps no book of credit, all orders sent to him must have cash accompanying. No cloth supplied to tailors or to non-League men.

Racing Board.

The charges against Messrs. Arthur Bernhard, Robert Dreghorn and H. M. Copeland, all of Taunton, Mass., for violation of track rule 12 have been fully sustained. They are hereby suspended from the race tracks for a period of 90 days, and all amateurs are warned not to compete with them.

For violation of clause 3, rule F, Mr. Geo. Brewster of Newburgh, N. Y., W. Whitehill and Frank Becraft are hereby suspended for 90 days, and all amateurs are warned not to compete with them.

For violation of Clause D of the amateur rule, Messrs. W. H. Senter, of Campello, Mass., and H. I. Shepard, of Charlotte, Mich., are hereby declared professionals and all amateurs are warned not to compete with them.

For violation of Clause 3, Rule F, Messrs. W. B. Riegel and A. Demers, of Reading, Pa., are hereby suspended for a period of 60 days, and all amateurs are warned not to compete with them.

GEO. S. ATWATER, Chairman Racing Board.
Washington, D. C., Oct. 14, 1891.

Roads Improvement.

To Whom It May Concern:

I am compelled to ask the patient indulgence of many members of the League and others, whose letters, relating to this branch of League work, have remained unanswered, and whose applications for pamphlets and information have not been responded to. Several hundred of these letters have accumulated within the past three weeks, and these letters are so diverse in character as to demand personal attention, and in many cases, extended answers. The opening of the courts on Oct. 1st has naturally demanded my increased attention to professional work, and a consequent reduction of the time given each day to roads improvement matters, which I was able to push more zealously during the summer months. I can only say here that all official letters received from officers of the League or of the State Divisions will be answered promptly, and that all other letters will be answered in the order in which they are received and as promptly as circumstances will permit.

Touching matters of general interest, it gives me pleasure to say that the movement for better roads has taken a strong impetus, and that cheering intelligence is received from all parts of the country. The pamphlets recently issued by the League are being reproduced in the columns of several of our largest agricultural papers, and in some periodicals devoted to other industrial pursuits. The publishers of some of the most popular magazines have written us, stating their intention to publish illustrated articles as auxiliary to the League roads improvement work, and some of these articles are now in course of preparation. One of the most popular agricultural journals has applied to our committee for special articles and for practical answers to questions asked by its subscribers on subjects relating to road construction. Several county agricultural societies have written for special quantities of pamphlets to be distributed among the farmers at county fairs, etc. Manufacturers of special machinery for road making have applied for large numbers of these pamphlets and letters of inquiry are now received from companies interested in suburban development in different parts of the country, asking for terms upon which these pamphlets can be supplied. Several of the State Divisions have applied for extra quantities, and the Canadian Wheelmen's Association is negotiating for a sufficient number of pamphlets to be used in the encouragement of roads improvement in the Canadian provinces. Letters are received from Nebraska asking for prices at which these pamphlets can be supplied to members of the Farmers Alliance in that State. In Missouri the State Board of Agriculture has taken up the subject of roads improvement with exceptional energy, and a series of meetings will be held at early dates for the purpose of carrying the movement to a successful end. Governor Francis of that State is taking a strong lead in the work, and it is not improbable that a special session of the Legislature will be called January next to consider the single question of better roads. The chairman of this committee has been invited by the Missouri State Board of Agriculture to attend its opening meeting at Fulton, Mo., and assist in the inauguration of its systematic work for better road laws and better roads in that State, and it is not improbable that that Board will make special appropriation for the purchase of League roads improvement pamphlets. Our committee has already received letters asking for estimate of cost of a large number of pamphlets for special distribution among the farmers of Missouri.

Altogether, the roads improvement work of the League is enlivened by the most cheering outlook, and it only needs a zealous co-operation on the part of all our friends to bring our present efforts to the attainment of substantial results by legislation during the coming winter.

Fraternally, ISAAC B. POTTER, Chairman.

Massachusetts Election.

I have mailed to every member of the Massachusetts Division an official ballot containing the names of every candidate nominated for office.

I began to mail these on Saturday, October 17, and all were in the Post Office by the morning of October 20. If any member has failed to receive his official ballot he can be supplied upon notifying me of the fact.

A typographical error on the ballots calls for their return before October 10. I have changed this in ink on, so far as I know, all the ballots. The date should be November 10.

No rule obliges the use of the official ballot. Members can write ballots as they please, or use those issued by others.

A ballot on a postal card has been mailed to many members by friends of certain of the candidates.

Another ballot on a slip has been sent out by the friends of other candidates. While both of these ballots are legal, and may be voted with perfect propriety, I wish to call attention to a statement on the "slip" ballot which is misleading. The ballot says, "This ticket has the support of a majority of the present Board of Officers of this Division." The Board of Officers has in no official way indicated its choice of men. No meeting of the Board has been held since the nominations were made, and no one has a right to thus voice its opinion.

This "slip ballot" is further wrong in that it gives my address as "48 Chester square, Boston." My correct address is Townsend street, Roxbury, Mass., as printed on the official ballot.

CHAS. S. HOWARD, Sec.-Treas.

Subscriptions to Roads Improvement Fund.

The following subscriptions have been received from friends of the League to aid in the work of the Roads Improvement Committee. Further subscriptions to this fund will be acknowledged by personal letter and by publication in this column. Subscriptions may be sent (check or money order) to I. B. Potter, Chairman, Potter Building, New York City.

Grosvenor P. Lowry, New York	$25.00
T. B. Brooks, Newburgh, N. Y.	5.00
F. W. Dunton, New York	50.00
C. de P. Field, Peekskill	10.50
A. C. Stevens, New York	5.00
J. W. H. Dobler	10.00
A. D. Kennedy, Morrisville, N. Y.	5.00
A. I. Barton, Newburgh	5.00
L. S. Hills, Salt Lake, Utan	1.00
C. E. Brownell, Moodus, Conn	7.00
Warner Van Norden, New York	5.00
A. G. Mills, New York	50.00
J. J. Glessner, Chicago, Ill.	10.00
Total	$170.50

Ohio Road Improvement Literature.

The undersigned has a very limited supply of the following pamphlets: "Roads Improvement" and the "Gospel of Good Roads." We wish to get them into the hands of influential farmers. Therefore, Local Consuls and others will confer a favor by sending to the undersigned the names of any farmers in Ohio who are influential, and whose names and addresses they may know. These pamphlets are expensive and we cannot afford to waste any of them.

RON'S. HOLM, Chief Consul.
Oct. 17, 1891. WM. D. KEMPTON, Sec.-Treas, Cincinnati, O.

Ohio Consuls.

McComb—Jas. G. Cooper.
St. Marys—Lewis Keyser in place of Willis Kishler, resigned. Fraternally,
WM. D. KEMPTON, Sec.-Treas.
Cincinnati, Oct. 12, 1891.

The Ohio Hand Book.

A circular letter has been sent to each Local Consul in Ohio, asking for accurate information as to the roads in their sections. If any of them have not received theirs, or if there are any other members of the Division who can give the committee any information concerning the roads, etc., in their vicinity, a circular stating what is desired will be sent on application to the undersigned.

WILLIAM D. KEMPTON, Sec.-Treas,
Oct. 17, 1891. Cincinnati, O.

Minnesota Election.

Messrs. E. S. Gregory, W. D. Chandler and J. R. Marfield are hereby appointed as the committee to canvass the vote at the coming election. They will publish the result in the L. A. W. BULLETIN within ten days after NOV. 15th.

With the ballots there will be sent to each member a new Constitution and By-Laws, for adoption or rejection.

On the ballot will be printed, "Upon the adoption of the Constitution and By-Laws as printed." Yes; No; and the members will mark an X opposite yes or no, as they desire to vote.

The name of Mr. Choate was printed in the BULLETIN of Oct. 9 H. B. It should have been A. B.

T. M. SLOSSON, Chief Consul.
Minneapolis, Oct. 15, 1891.

Missouri.

JOE H. KELLY, Sedalia, Mo., Dear Sir: Please accept this as my withdrawal as candidate for the position of Chief Consul in the coming Division election. My reason for doing this is that my business duties are such as to occupy my entire attention to the exclusion of almost everything else, and under the circumstances I could not give the position the attention it requires.

Yours respectfully, W. P. LAING.
St. Louis, Mo., Aug. 13, 1891.

Missouri Division—Good Speakers Wanted.

The agitation for improved roads is becoming more widespread in Missouri every day and I have received the following letter from Levi Chubbuck, Esq., Secretary State Board of Agriculture: The State Board is trying to develop a public sentiment in favor of improved roads in Missouri, and as a means to that end will make this one the leading subject for discussion at a series of farmer's institutes to be held this fall and winter. Our first meeting will be at Fulton, Mo., during the first week in November. Mr. J. L. Erwin, a prominent citizen of that place, President of the State Dairy Association, is especially active in behalf of the Fulton meeting and is much interested in the subject of road improvement. He has done much work in that line. Now we would like to have the co-operation of your organization in this feature of our meetings. Could you arrange to have a representative of the L. A. W. present at the Fulton and subsequent meetings to present a paper on the subject of "Roads." The Board of Agriculture will meet the expenses incurred." Who can go? A good speaker would do an immense amount of good, and could in a few weeks turn sentiment so as to make good roads a certainty. Nor is this all that is being done. A special session of the Legislature will be called this winter to redistrict the State into Congressional districts. Governor Francis will mention road improvement in his call if the people of the State show an interest in the question. Mr. Chubbuck proposes to send to his 600 correspondents blank petitions for them to obtain signatures to; and he desires wheelmen everywhere in Missouri to do the same—petitions requesting Governor Francis to include the road improvement question in his call of the extra session, as only such business can be transacted as is stated in the call. That much secured, the Board of Agriculture, with what outside help it can summon, will draft a bill that Governor Francis will present to the legislature with his endorsement, and this bill as an administrative measure is bound to go through. Now the wheelmen of Missouri have the question in their hands and blank petitions will be mailed to them as soon as printed, which must be signed and returned addressed to Gov. Francis, Jefferson City, Mo., on or before Nov. 10. At no time in the history of the Division has good, prompt, active work been as necessary as now, and every wheelman, local consul and believer in good roads is asked to help pull Missouri's roads out of their present condition. Fraternally yours,

RON'S. HOLM, Chief Consul.

P.S.—Don't forget that the last half of the League year is now here, and that membership will only cost your friends $1.50 to April 30 next. We still need some 30 members to reach the 500 mark.

Michigan, Attention!

In order to correct a misunderstanding which seems to exist among some members of Michigan Division, in regard to the amount of the expenses of the offices of Chief Consul and Secretary-Treasurer, I wish to say that at the time I made my report in the BULLETIN of Sept. 25, there was a bill for office expenses in the hands of the Executive and Finance Committee, which they had not yet reported on, and also a bill in my hands which had not yet been presented. This will account for the seemingly small amount paid for office expenses, compared with the work done during the year. It might have been construed from my report that very little had been done for the Division, but this is not the case, I assure you.

Fraternally,
C. A. CONOVER, Sec.-Treas.

New League Clubs.

The following clubs have qualified as League clubs and filed the certificate required in the office of the Secretary:

370—Lu Lu Wheelmen, Philadelphia, Pa.
371—Union League Wheelmen, Westfield, N. J.

Vermont Election.

The time for the election of officers is at hand. The officers to be elected are Chief Consul, Vice Consul, Secretary-Treasury, and one Representative.

Voting blanks have been mailed to every member of the Division, which must be filled out and returned to E. D. Whitney, secretary and Treasurer, in time to reach him Nov. 15th. Ballots received after that date will not be counted.

The votes will be counted by a committee of three, to be appointed by me hereafter, who will report the result in the BULLETIN as soon as possible after the 15th of Nov.

This will be our first election of Vice Consul and Representative, and I hope there will be interest enough taken to give a full vote.

There have not been any nominations as yet, so the ballots are furnished blank, each member filling the blank with the name of his choice.

Fraternally, F. A. HUBBARD,
Brattleboro, Vt., Oct. 15, 1891. Chief Consul.

Rhode Island Consul.

I have appointed as Consul at Hills Grove, Andrew J. Allen. GEO. L. COOKE,
Providence, R. I., Oct 13, 1891. Chief Consul.

Club Representatives are Division Officers, And Must be Elected as Constitutionally Provided.

The attention of League Clubs of the Connecticut Division is respectfully called to Article V, section 1 (b) of the Constitution of the National organization of the L. A. W., which is as follows.

LEAGUE CLUBS.

Each League club located under the jurisdiction of a Division shall be entitled upon joining the League, and annually thereafter, to elect one Representative for the first twenty members on its roll, and an additional Representative for each fifty members thereafter. League clubs must elect Representatives in the manner provided by the Constitution of the Divisions in which they are located.

Your attention is further invited to Article VI. of the Connecticut Division By-laws:

Section 1. Each League club in this Division that shall have twenty League members on its roll October 1st, shall be entitled to elect one Representative on the Board of Officers, and may elect an additional Representative for each fifty additional members then upon its roll.

Sec. 2. Club Representatives must be elected by their respective clubs between October 15th and November 15th, in each year, and shall file annually with the Secretary-Treasurer of the Division a duplicate certificate of their election signed by the President and Secretary of the club they represent.

Sec. 3. Representatives from League clubs ceasing to be members of the club from which they were elected shall thereupon cease to be members of the Board of Officers.

ARTHUR ALLEN DEAN, Chief Consul.
Danielsonville, Conn., October 15, 1891.

Illinois Division.

REGULAR NOMINATIONS.

For Chief Consul—F. W. Gerould of Chicago, Fred Patee of Peoria.

For Vice Consul—A. A. Billingsley of Springfield.

For Secretary-Treasurer—Burton F. White of Chicago.

For Representatives, District No. 1. Nine to be elected.—W. A. Fletcher, S. A. Miles, C. E. Randall, L. W. Conkling, J. M. Stimpson, Dr. J. C. Wachter, C. L. Steen, R. G. Betts, F. R. McDonald of Chicago.

For Representatives, District No. 2. Two to be elected.—H. F. Waterman, A. F. Walters, Rockford. G. S. Webb, Aurora.

For Representatives District No. 3. Two to be elected.—Will A. Connelly, Danville; E. M. Knight, Kankakee.

For Representatives District No. 4. One to be elected.—No nominations.

For Representatives District No. 5. One to be chosen.—Chas. F. Vail, Peoria.

For Representative District No. 6. One to be chosen.—Thos. F. Sheridan, Springfield.

For Representative District No. 7. One to be chosen—F. W. Osborn, Quincy; John S. Bagby, Rushville.

For Representative District No. 8. One to be chosen.—No nominations.

For Representative District No. 9. One to be chosen.—No nominations.

The above have been placed in nomination according to our Constitution and By-laws.

Fraternally, THOS. F. SHERIDAN,
Sprinfield, October 16, 1891. Sec.-Treas.

The Annual Election.

The annual election of Division and Subdivision Officers is provided for in the following extracts from the Constitution:

Art. V, Sec. I. Each Division shall elect annually a Chief Consul, Vice Consul and Secretary-Treasurer; and shall also elect one Representative for each 100 League members on its roll October 1st.

Sec. III. These officers shall constitute the Division and Subdivision Boards of Officers, and shall be elected between the 15th day of October, and the 15th day of November at such time and place, and in such manner as is provided by the Constitution and By-laws of the Division and the Rules and Regulations of the Subdivision.

Sec. IV. The President shall appoint annually between the 15th day of October and the 15th day of November, a Chief Consul for each Consulate.

DIVISIONS.

A State or Territory having one hundred members or more shall organize a Division, and may elect in its own way a Chief Consul, Vice Consul, Secretary-Treasurer, and one Representative for each 100 resident League members.

Each Division must make its own rules for the canvass, casting and counting of votes. Chief Consuls should take immediate steps preparatory to the election and should publish in the BULLETIN the rules of their respective Divisions, and the full plan of election at as early a date as possible. Below we publish a table showing the membership by States. The Secretary will provide mail lists to Division officers for the conduct of the vote, but these mail lists should not be used as check-lists at the time of counting, since they are not and cannot be so accurate as the list of Division members kept by the Secretary-Treasurer.

Below we give a list of Divisions, the total membership October 1st, and the number of Representatives each is entitled to:

	Members.	Reps.		Members.	Reps
California,	484	4	Missouri,	450	4
Connecticut,	2051	20	Nebraska,	194	1
D. of Columbia,	180	1	N. Hampshire,	350	3
Illinois,	1991	19	New Jersey,	1307	13
Indiana,	329	3	New York,	2883	28
Iowa,	228	2	Ohio,	1669	16
Kansas,	157	1	Pennsylvania,	2335	23
Kentucky,	312	3	Rhode Island,	645	6
Louisiana,	134	1	Tennessee,	134	1
Maine,	231	2	Texas,	118	1
Maryland,	577	5	Vermont,	104	1
Massachusetts,	3147	31	Virgina,	111	1
Michigan,	727	7	Wisconsin,	314	3
Minnesota,	167	1			

SUBDIVISIONS.

Sub-divisions may elect a Chief Consul and Secretary-Treasurer. Members in Subdivisions should prepare their ballots and send them to the Secretary of the League in envelopes marked "mail vote" on the outside. Put nothing else in these envelopes. Polls will close at Secretary's office at six P. M., November 15. Nominations made by any club or by any five members will be published in BULLETIN. Below we give list of Subdivisions: Colorado, 60; Delaware, 47; West Virginia, 82; Utah, 50.

CONSULATES.

A State or Territory having twenty-five members is recognized as a Consulate. Its Chief Consul will be appointed by President Dunn, who will be glad to receive nominations from clubs or individuals.

Georgia, 25; Montana, 35.

LEAGUE CLUBS.

Article V. Sect. 1 (b) Each League club located

under the jurisdiction of a Division shall be entitled upon joining the League, and annually thereafter, to elect one Representative for the first twenty members on its roll, and an additional Representative for each fifty members thereafter.

League Clubs must elect Representatives in the manner provided by the Constitution of the Divisions in which they are located.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Boston, Oct. 23, 1891.

Total 68—22,458.

California Division—4—495.

30644	Clark, S. C.	30646	Lyon, Phil H.
30645	Hall, T. Q.	30643	Kahn, Henry

Connecticut Division—1—2144.

30622	Smith, Geo.		

District of Columbia Division—1—207.

30647	Bowie, Edward O.		

Illinois Division—9—2092.

30680	Duncan, A. M.	30684	Thorne, Geo. A.
30681	French, F. Foster	30685	Wallace, H. U.
30682	Harsh, J. I.	30686	Chambers, C. L.
30683	Schoenheyder, Ed.	30687	Reyburn, G. H.
		30688	Town, R. M.

Kentucky Division—3—321.

30650	Bartlett, F. V.	30652	Shackleford,
30651	Gordon, J. Ed.		Louis P.

Louisiana Division—1—138.

30648	Musgrove, A. C.		

Massachusetts Division—2—3225.

30689	Rowe Winfield F.	30653	Penhallow, Chas. S.

Michigan Division—27—806

30627	Chase, O. D.	30667	Mooar, E. M.
30654	Chamberlin, H.	30668	Hampton, Will E.
30655	Chase, Geo. A.	30635	George, E. H.
30656	Dyer, Wm. E.	30636	Muffatt, Louis P.
30657	Hydorn, Harry D.	30637	Smith, H. W.
30658	Lee, Frank M.	30638	Wood, Franklin B.
30659	*Lee, Mrs. Frank M.*	30628	Liggett, Edward,
30660	Leffingwell, Wm.	30629	Wolfschlager, F. A.
30661	Payne, Arthur W.		
30662	Richmond, F. A.	30669	Ames, G. M.
30663	Richmond, Troop S.	30670	McBain, W. Fred,
		30671	McKelvey, F. D.
30664	*Thompson, Miss Daisy*	30672	White, Marl S.
		30673	Lambert, Walter C., M. D.
30665	White, Morris J.		
30666	Wilmarth, L. T.		

New Jersey Division—2—13 9.

30623	Purcell, Jos.	30674	Brown, John B.

New York Division—3—2959.

30639	Burnett, R. W.	30631	Hughes, Mark G.
30630	Herty, Geo. E.		

Ohio Division—6—1661.

30632	Bradley, Harry W.	30677	Richardson, Chas. L.
30633	Russell, Albert P.		
30675	Graham, W. B.	30678	Squire, J. C.
30676	Henley, W. J.		

Pennsylvania Division—1—2385.

30634	Johann, John A.		

Rhode Island Division—1—658.

30679	Roland, Wm. H.		

Tennessee Division—3—143.

30642	Mulford, J. N.	30640	Liggette, H. W.
30641	Martin, P. D.		

Utah Division—1—51.

30624	Bullard, Geo. E.		

Wisconsin Division—1—330.

30649	McKnight, A. C.		

Montana Consulate—2—38.

30625	Jerome, J. V.	30626	Knight, E. W., Jr.

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

California—Chief Consul, Thos. L. Hill, Odd Fellows' Bldg, San Francisco. Secretary-Treasurer, Oswald Granicher, 15 So. First street, San Jose.

Colorado—Chief Consul, Edward S. Hartwell, 125 West Twelfth avenue, Denver.

Connecticut—Chief Consul, Arthur Allen Dean, Danielsonville. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

Delaware—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

District of Columbia—Chief Consul, George S. Atwater, 1424 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

Georgia—Chief Consul, Samuel M. Whitesides, Box 76, Savannah.

Illinois—Chief Consul, Wm. A. Davis, 1068 Washington Boulevard, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

Indiana—Chief Consul, Harry T. Hearsey, 116 No. Penn street, Indianapolis. Secretary-Treasurer, Arthur C. Newby, 507 No. Alabama street, Indianapolis.

Iowa—Chief Consul, H. L. Chase, Cedar Falls. Secretary-Treasurer, C. H. Curley, Prairie City.

Kansas—Chief Consul, C. S. Davis, Junction City. Secretary-Treasurer, W. S. Lydecker, Junction City.

Kentucky—Chief Consul, Andrew J. Lamb, Box 142, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

Louisiana—Chief Consul, Frank B. Born, 214 Louisiana avenue, New Orleans. Secretary-Treasurer, C. P. Chapman, 847 Carondelet street, New Orleans.

Maine—Chief Consul, John C. Stevens, 185 Middle street, Portland. Secretary-Treasurer, Bates Torrey, 190 High street, Portland.

Maryland—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, Wm. J. Unverzagt, 27 South Charles street, Baltimore.

Massachusetts—Chief Consul, A. W. Robinson, 21 Milk street, Boston. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

Michigan—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer C. A Conover, Coldwater.

Minnesota—Chief Consul, T. M. Slosson, Box 380, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

Missouri—Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

Montana—Chief Consul, H. G. Duerfeldt, Box 226, Helena.

Nebraska—Chief Consul, A. H. Perrigo, 1315 Dodge street, Omaha. Secretary-Treasurer, C. B. Nicodemus, Fremont.

New Hampshire—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, R. H. Scott, People's Ins. Co., Manchester.

New Jersey—Chief Consul, Dr. G. Carleton Brown, 116 Broad street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 414 South Broad street, Elizabeth.

New York—Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer, George M. Nisbett, 50 Wall street, New York City.

Ohio—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 53 West Ninth, Cincinnati.

Pennsylvania—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty., Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

Rhode Island—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

Tennessee—Chief Consul, Chas. J. Sherer, 211 Main street, Memphis. Secretary-Treasurer, Thomas J. Dupree, 338 Front street, Memphis.

Texas—Chief Consul, E. W. Hope, Sherman.

Utah—Chief Consul, C. A. Emise, Salt Lake City.

Vermont—Chief Consul, F. A. Hubbard, Brattleboro. Secretary-Treasurer, E. D. Whitney, Brattleboro.

Virginia—Chief Consul, Law: L. Waring, Norfolk. Secretary-Treasurer, J. Hugh Henry, 140 Bute street, Norfolk.

West Virginia—Chief Consul, J. M. Belleville, 42 No. Front street, Wheeling.

Wisconsin—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary, F. J. Morawetz, 537 Milwaukee street, Milwaukee.

Foreign Marshal—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1892. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below:*

Date,..... *Name,*.....

Club,..... *St. and Number, or Box,*.....

References,..... *City,*.....

State,.....

Enclosed.....*for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable persons.)

Membership Fee.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. to April 30. Enclose $2.00 with this blank on any date between date of paper and October 30. Write plainly—Printing preferred.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptable for ticket, where it can easily be exposed to view, and pocket for personal cards, send 25 cents extra. If you want your name in gold, stamped on the holder, send 50 cents extra. *Leave the margin in using this blank.*



PERFECTION BICYCLES. "Built on Honor."

Last Week was a Great Week for WARWICKS.

RECORDS BROKEN, RACES WON.

And the Result? The other fellows all green with envy.

AS A RULE we believe in simply advertising our goods, but we must be pardoned if we take this opportunity to refer to the events of the past few days. "The Ghost" (well named, isn't it?) created a great sensation at Hartford and Springfield among racing men and wheelmen generally. AND WELL IT MIGHT. World record, 1-4, 1-2, 3-4 and mile. A winner in the great 20-mile road race. It carried George Hendee to victory; and Hendee pronounced it the finest machine he had ever ridden. In Friday's races it won for its riders more prizes than did any other crewheel. The Warwick stock machine—42 lb. Diamond Frames carried off some good prizes.

We have not expended a large amount of time, energy and money in "shouting our wares." THEY SPEAK FOR THEMSELVES. All things being equal, we prefer to put a limited amount of money into advertising in order to be able to pay for good material, and workmanship. You know a manufacturer cannot expend two-thirds the value of a given article, in advertising it, without causing the purchaser of that article to suffer, for we all know the labor and material must be paid for. We shall continue in the old way, ADVERTISING INTELLIGENTLY AND HONESTLY, and every working day making the best bicycle that can be produced.

Warwick Cycle Mfg. Co., · Springfield, Mass.

When you have received tuition from experience, don't forget to graduate.—Heartsfield.



A good bicycle is a desirable thing to have, and if you bought a cheap machine from an agent who told you that it was "just as good" and you did not find it satisfactory, don't be discouraged; sell your crock and buy a PARAGON.

STOVER BICYCLE MANUFACTURING CO., - Freeport, Ill.

PRICE, - - - - $100.00.

THE HARTFORD SAFETY.



—MANUFACTURED BY—

THE HARTFORD CYCLE CO.,

HARTFORD, - CONN.

Ball Bearings, Interchangeable, Strong, Durable and Well Finished.

THE HARTFORD LADIES' SAFETY.



Send for 1891 Catalogue.



$135.00

Featherstone's Pneumatics

$135.00.



$135.00

Speedy. Comfortable. Durable. Fully Guaranteed.

THIS INCLUDES THE TIRES.

WRIGHT & DITSON, Sole N. E. Agents, 578 & 580 Washington St., Boston, Mass., U.S.A.

NEW YORK BELTING & PACKING CO Limited.

JOHN H. CHEEVER, } Managers.
F. D. CHEEVER, }
F. CAZENOVE JONES, }

WM. T. BAIRD, Secretary.

15 PARK ROW, NEW YORK.

Oldest and Largest Manufacturers in the U. S. of

PATENTED JUNE 2, 1891. PATENTED JUNE 2, 1891.

VULCANIZED-RUBBER FABRICS

FOR MECHANICAL PURPOSES.

We are prepared to execute orders for the ONLY TRUE

CUSHION TIRES For SAFETY WHEELS.

AND ANY ARTICLES OF SOFT RUBBER FOR BICYCLES.

☞Correspondence Solicited.

CUSHION TIRE N.Y.B.&P.CO.LTD.

Showing our S. P. Cushion Tire under compression, making a double cushion.

S. P. Cushion Reinforced.

George R. Bidwell Cycle Company.

BICYCLES.

Sole Importers of

Tourist Cycles

MANUFACTURERS

Cycling Specialties.

New York, - - 308-310 W. 59th Street.

Chicago, - - 270-272 Wabash Avenue.



Sold by Leading Bicycle Houses.

W. F. KIDDER CO., 19 Beekman St., N. Y.

BE WISE! Do you want to buy *any make* of "High Grade" Bicycle at $4 per month, and at Reduced Cost? If so, call or address **The Bicycle & Supply Co., 7 North Calvert Street, Baltimore, Md.,** for descriptive catalogue.

IT PAYS!

AGENTS WANTED EVERYWHERE.

CORK HANDLES

McCready's Cork Handles are the Best Made.

State size hole you want. **$1.00** per Pair, postpaid, on receipt of price. Liberal Discount to the Trade. Address,

R. W. McCready & Co., 47 Illinois Street, Chicago.

FINE TAPS AND DIES. For Bicycle Work.

LIGHTNING

LIGHTNING AND GREEN RIVER SCREW PLATES. Bolt Cutters, Hand and Power Drilling Machines Punching Presses and Other Labor Saving Tools. Send for Price List.

WILEY & RUSSELL MFG. CO., Greenfield, Mass.

DO YOU WANT CHEAP WHEELS? SEND AT ONCE.

1	Tandem Tricycle, good condition	$ 50
1	Swift Safety, like new	50
1	Star Safety, like new	75
1	52-inch Volunteer Columbia, like new	25
1	58 inch Rudge Light Roadster, like new	20
1	Dandy Safety	15
1	51-inch Star	25
1	48-inch Star, like new	30
1	Wilhelm Safety	35
1	Swift, Model "A," like new	100
1	Catford Premier, like new	90
1	48-inch Eagle, like new	75
1	Juno Safety, like new	50

Also a large stock of new wheels from $25 to $150. If you want a bicycle, write us, as we can get anything for you.

W. H. WILHELM & CO., Reading, Pa.

WE HAVE ACTUALLY SOLD OVER 12,000 GIANT BICYCLES UP TO DATE AND ARE STILL RUNNING OUR FACTORY TO ITS UTMOST CAPACITY

So that the popularity of these machines is seemingly manifest. Facts like the above are well worth the consideration of energetic and successful agents and dealers generally. ☞ Don't forget that our supply of Catalogues is by no means exhausted.

H. A. LOZIER & CO., - - Cleveland, Ohio.



Makers of ALL STYLES OF UNIFORMS.

Plymouth Rock Pants Company.

HEADQUARTERS: 11 TO 25 ELIOT STREET, BOSTON, MASS.

Official State Tailors of the L. A. W.

Washington, D.C., Pennsylvania, Connecticut, New Hampshire, Virginia and Missouri.

Authorized makers from the LEAGUE CLOTH.

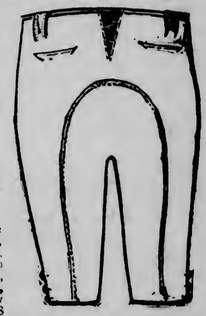
Coat, - - - $7.50 } Ordered Together, $12.25.
Breeches, - - 4.75 }

As per *specifications required by the Uniform Committee.*

We have Branch Stores in the following Cities where your orders will be taken.

BRANCHES: 279 Broadway, New York; 943 Penn. Ave., Washington, D. C.; 72 Adams St., Chicago, Ill.; 914 Main St., Richmond, Va.; 217 19th St., Birmingham, Ala.; 291 Main St., Worcester, Mass.; 275 Meridian St., East Boston; 508 Mulberry St., Macon, Ga.; Room 4, Y.M.C.A. Bldg., Burlington, Vt.; 282 Second St., Memphis, Tenn.; 430 Church St., Nashville, Tenn.; 820 Main St., Dallas, Tex.; 629 Broad St., Augusta, Ga.; 108 W. 3d St., Davenport, Ia.; 1109 Broad St., Columbus, Ga.; 307 Tremont St., Galveston, Tex.; 143 So. 12th St., Lincoln, Neb.; 700 Austin St., Waco, Tex.; 110 Canal St., New Orleans, La.; 6 E. Government St., Pensacola, Fla.; 39 Whitehall St., Atlanta, Ga.; 68 So. Main St., Waterbury, Conn.; 970 Elm St., Manchester, N. H.; 106 N. Main St., Concord, N. H.; 104 Montgomery St., Montgomery, Ala.; 796 Chapel St., New Haven, Conn.; Main St., opp. P.O., Springfield, Mass.; 16 W. 9th St., Chattanooga, Tenn.; 134 Thames St., Newport, R. I.; 606 Main St., Kansas City, Mo.; 244 Fourth Ave., Louisville, Ky.; Exchange St., corner entrance, 2 State St., Hartford, Conn.; 910 Congress Ave. Austin, Tex.; 406 Houston St., San Antonio, Tex.; 318 So. 15th St., Omaha, Neb.; 310 E. 5th St., Dayton, Ohio.

Also Agents at most all points in every State. We will call whenever and wherever needed by your notifying Headquarters, BOSTON, MASS.



Address POSTAL CARD For Samples.

HAVE YOU SEEN THE NEW

BUTCHER CYCLOMETER?

Ask Your Dealer to Show it to You.

For ordinary Bicycles. Price $10.00. By Mail On Receipt of Price.



For Safeties Price $11.00. By Mail On Receipt of Price.

The unprecedented demand for this Cyclometer this season is our apology to our many customers for delays in filling orders. With enlarged facilities, we can now fill all orders promptly.

The Butcher Cyclometer Co.,

338 WASHINGTON ST., BOSTON, MASS.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billings Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength. Warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.

Official Outfitters to the League of American Wheelmen.

...rized by the Executive Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.

406, 408, 410 & 412 Broome Street, NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.00, BREECHES, $5.25.

Cloth, $2.10 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps.	League Regulation	$1.25
Shirts.	League Regulation	2.00
	No. XX Fine Cheviot for hot weather wear	1.00
Stockings.	Our celebrated Linen Sole Stocking, League color	1.00
Belts.	No. X Silk	.40
Shoes.	Our new L. A. W. Kangaroo Shoe hand made, light, strong, elastic, No. 1, Canvas, leather trimmings,	4.00 3.50

Sent post paid on receipt of price.

Send for Catalogue Knit, Racing and Training Suits

A. G. SPALDING & BROS.,

241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia, 1032 Chestnut St.

THE NEW COLOR **LEAGUE CLOTH** IS NOW READY.

Samples of same can be obtained on application to

BROWNING, KING & CO., - New York.

"Safe Investments, How to Make Them"

is the title of a little book which we publish and send free. It is worth your reading, even if you have only a hundred dollars to place.

The Provident Trust Co. 36 Bromfield St. Boston, Mass.

Please mention the Bicycling World.

Safety Lantern OIL

The most perfect oil for any Lantern. Will not smoke; will not crust the wick; jar of wheel will not put it out. Put up in pints, quarts, gallons, also barrels; manufactured by

A. N. REYNOLDS & CO.,
382 Atlantic Ave., Boston, Mass, U.S.A.

Learn to Ride
BY USING OUR
INSTRUCTION BELT
Price, with instructions for use, $1.25.
ST. LOUIS WHEEL COMPANY,
311 N. 14th St., St. Louis, Mo.

THE BROWN COMB CO.
Wappingers Falls, N. Y.
MANUFACTURERS OF
Hard Rubber Bicycle Handles and Grips
(Patented), For Cycle Manufacturers.
New York City Office, - 53 White Street.

$2.75.

I will out a single line, steel street die, monogram or cipher, with 5 quires fine writing paper and envelopes, paper stamped in colors for $2.75; all duplicate orders filled at $1.00 less, the die to remain in my possession; will mail samples on application.

M. R. WARREN
Stationer and Engraver,
336 WASHINGTON ST., BOSTON
Mention this paper.

To Athletes, Cyclists, Baseball & Footballists, Horse-back riders, Boxers and Oarsmen; when you want to ride, run, walk, row, skate or swim a long distance, USE

ANTI-STIFF

To Strengthen the Muscles.



To Strengthen the Muscles.

It is a marvelous preparation for strengthening the Muscular System. With Anti-Stiff there is no faith required; it goes straight for the muscles, and you can feel it at work. It has a peculiarly warming, comforting and stimulating effect on all weak or stiff muscles and sinews. Quick in action, cleanly and pleasant in use. Rub it into the muscles every night for a fortnight, and you will be pleased at its supporting and strengthening properties. There is not, nor has been, anything like it till now. It differs from all Oils, Embrocations, and Liniments, both in substance and effect.

Prices 20c. and 35c. per box.

Has a Large & Increasing Sale throughout Great Britian.
E. FOUGERRA & CO., AGENTS FOR U. S., 30 N. WILLIAM ST., N.Y.



SAFETY BICYCLE WHEELS.

We supply cycle manufacturers and others with any grade wheels in any quantity. Thousands in use.

The Most Durable Wheel Made.

We invite comparative tests with any or all others Write us for descriptive price-list.

I. A. WESTON & CO.,
JAMESVILLE, (near Syracuse) N. Y.

CHOICE OF THE EXPERTS.

"U. S." Gallery Ammunition.

Manufactured by the
United States Cartridge Co., - Lowell, Mass.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

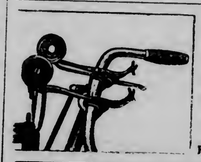


L. A. W BADGES.
The Official Design in
SOLID GOLD.
Prices, $2.50 $3.50 and upwards.



Members are cautioned against buying the inferior imitations now being offered. Send for new Catalogue to

C. H. Lamson, 203 Middle St., Portland, Me.
The Original and only Authorized Maker.



LAMSON'S
Luggage Carrier
NO. 1.
Convenient, durable, noiseless, cheap. $1.
Sold everywhere.
Made by
C. H LAMSON
Portland, Maine.

JOHN HARRIOTT,
Prize Medals
Cups, Pins, Etc.
3 WINTER ST.
BOSTON, MASS.



Bar Pat. April 15, '90.

L. A. W. Pins
FROM $1.00 UP.
Discount to Bicycle Dealers and Agents.
Send for Full List, including Race Medals.
Duryea Jewelry Co.
194 BROADWAY, NEW YORK CITY.

1891 PNEUMATIC—B. & A. Humber racing safety, 26 1-2 pounds, Dunlop's latest (sewn canvas) pneumatic tires; machine and tyres absolutely new; enamel slightly marred; $150; owner going to England. H. O. STICKNEY & CO., 440 Harvard st., Cambridge.

PNEUMATICS.—Universal Rover with Dunlop Tire; perfect order, $100. '90 Catford, with Tillinghast Pneu.; best and most durable road tire made; 45 lbs., $125. For further particulars, address O. W. SWIFT, Danbury, Conn.

$90 BUYS an 1891 pattern cushion tired Eagle, rat-trap pedals; A No. 1 condition, only ridden a few miles. Columbia safety, 1890 pattern, $85; Ivel safety, excellent condition, $60; New Rapid safety, good order, $60. Write for particulars. DALSEN CYCLE CO., 1507 Columbia ave., Philadelphia, Pa.

SEND for our list of 19 Catalogues of Music and Musical Instruments.
W. Story, 26 Central St., Boston, Mass

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ *Cash must accompany the Order.* ☜

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

$35 WILL BUY a Humber Tandem Tricycle, in excellent order. S. F. TAYLOR, 71 Washington street, East Orange, N. J.

FOR SALE—Victor Safety, 1890 pattern, run 75 miles; perfect condition; nickel lamp; BARGAIN. 309 W. German street, Baltimore, Md.

VICTOR C, 1891, new, and is perfect; Lovell Diamond, fine condition. Best offer takes 'em. F. W. KRISTELLER, 76 Beaver street, New York.

FOR SALE—1891 pattern Ladies' Swift pneumatic safety, only ridden three weeks, $100; good as new. JEFFERIS BROS, 618 620 Third avenue, Louisville, Ky.

$140 BUYS a Columbia Tandem Safety, in fine order; tires not even scratched; or will take a high grade cushioned safety as part pay. WM. J. MATERN, Bloomington, Ill.

$87 50 BUYS a Victor safety, in first-class condition; spring fork, solid tire; a bargain. Address H. R. WARREN, 1212 Union avenue, Kansas City, Mo.

Are You an Economist?

All right, you're the man we want. Sell you a Victor Safety, $40; Rush Safety, $35; 28-in. Hero, $25; 28-in. Juno, $95; Iroquois, $40; Rambler, $60; New Mail, used one month, $65; Rover, special cushion, $100; Rover, special pneumatic, shop worn, only $135; Name your choice and send for full description. New safeties 35 per cent. off regular price.

KNIGHT CYCLE CO.,
207 N. 10th Street, St Louis, Mo

$135 BUYS a Humber Pneumatic safety; cost $170; used in a century run; $90 buys a Featherstone Pneumatic safety, cannot be told from new; cost $135. W. J. MATERN, Bloomington, Ill.

$25 REWARD—Stolen from the renting shop of CHAS. P. CHAPMAN, No. 358 St. Charles ave., one 1890 pattern Columbia safety, No. 11891. $25 reward will be paid for the detection and arrest of the thief and return of the wheel. CHAS. P. CHAPMAN, 358 St. Charles ave., New Orleans, La.

FOR SALE—A '90 pattern Hartford safety, in good condition Owner wants a pneumatic tire machine and will sell cheap. Address EDWARD S. WILSON, Box 938, Pittsfield, Mass,

---

1891 Combination Cushion Warwick, *brand new*	$105.00
1891 Diamond Cush. Warwick, rode 50 miles	85.00
1891 30-inch Climax, brand new, full ball	44.00
1891 28 inch " " " " "	36 00
1891 Cushion ladies' Hartford, elegant condition	75.00
1891 Ladies' Columbia, rode one month, *fine*	85.00
1891 Men's Columbia, used two months, *good*	80.00
1891 Light Rambler, used one week	90 00
1891 Giantess, used one week	50.00
1890 Juno, used two months, balls	25.00
Swift Tandem, cost $200, good order	85.00

☞ Any of the above sent on approval for $10.

DUNHAM & PAINE. - - - Evansville, Ind.

STAR BICYCLE—45 inch Special, in excellent condition, with lantern; cost $113; will sell for $35. W. T. CONNELL, Room 46, Grand Central Depot, N. Y. City.

BARGAINS—'90 pattern Columbia safety, good condition, $65; Quadrant safety, good condition, $60. Other wheels in proportion. Send for second-hand list. WHITE CYCLE CO., Trenton, N. J.

ONE NEW Featherstone Pneumatic safety, $90 cash; sent C. O. D. privilege of inspection. J. JONES, 1515 Q street, Washington, D. C.

$50 COLUMBIA Light Roadster, 53 in., M finish; fine condition; with lamp; a bargain. JAS. L. MILLER, 232 W. 104th St., New York City.

TANDEM Safety, Columbia; fine order; finish good; only $100. Big chance. F. B. CATLIN, Winsted, Conn.

PNEUMATIC—Premier Racing Pneumatic; latest pattern; long wheel base; diamond frame; hollow rims; latest improved unlop tires; ridden 20 miles; bran new. R. H. DAVIS, Cambridge, Mass.

COLUMBIA Light Roadster Safety, '91 pattern; ridden 50 to 60 miles; quite as good as new; cash $110. PHILIP DAVIS, 110 Irving st., Cambridge, Mass.

$55 FOR 52-inch Columbia Light Roadster, in A No. 1 condition. Address H. A. YESTER, 302 5th avenue, McKeesport, Pa.

$87.50 Will buy a Columbia Light Safety, '90 pattern, in first-class condition; run very little; balls all around. Sent C.O.D. on receipt of $5 as express guarantee. D. W. SHEPHERD, Martin, Mich.

WANTED.

A good Agent in every city and town to sell the best low-priced Typewriter made. It prints from metal type, and does as good work as any $100 machine. It is very easy to operate; any one can learn it in ten minutes. For terms, address

LEMONT & WHITTEMORE,
Bicycles and Typewriters,
39 Pearl St., Worcester, Mass.

We have some second-hand Safeties from $50 up. Send 10c in stamps for "Tangle," the latest and best puzzle on earth.



FOR TANGENT AND DIRECT SPOKES.
Nickeled, Price 75c., Postpaid.
Dealers send for Sample and Electrotype.
AVERY & JENNESS,
5756 Madison Ave., Chicago.

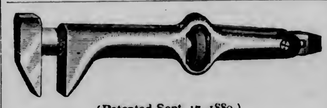


Carter's Handle Spring.

ABSORBS VIBRATION.

Price, - - $2.00 per pair.

SIDWELL & SABEN, 243 Columbus Ave.,
BOSTON, MASS.



(Patented Sept. 17, 1889.)

THE "HAINES" WRENCH.

The most complete Wrench for Bicycle Riders in the market; made of cast steel and nickle plated, or finished in bright steel or black, as may be required; combination screw driver, with wrench; length, 4 1-2 inches; warranted first-class, strong and durable We will mail nickle-plated wrench to any address on receipt of $1.00. Manufactured only by

AMERICAN SAW CO.,
TRENTON, N. J.

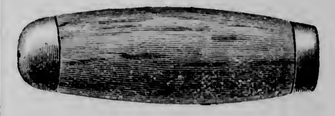
"PERFECT" POCKET OILER.



ONE-HALF SIZE.

For Bicycles, Guns, Fishing Tackle, Etc. Throws only small quantity of oil at a stroke. No leakage Handsomely nickel-plated. Best and neatest oil can in existence. For sale everywhere. Price 50c each. CUSHMAN & DENISON, 172 Ninth Avenue, New York.

CORK CORK



HANDLES.

THE FINEST THINGS IN THE MARKET. PREVENTS SLIPPING OF THE HANDS, ABSORBS THE MOISTURE AND IMPARTS COMFORT TO THE RIDER.

PRICE, $1.00 per PAIR.

WE ARE NOW MANUFACTURING

RIMS. FOR SOLID AND CUSHION TIRES. ALL SIZES TO ORDER.

NIPPLES IN STOCK FOR COLUMBIAS, VICTORS, RAMBLERS, WARWICKS & OTHERS.

HOWARD A. SMITH & CO.

Pneumatic Repairing.

TO OUR ALREADY LARGE BICYCLE REPAIR SHOP, WE HAVE ADDED A NEW DEPARTMENT SPECIALLY FOR THE REPAIRING OF PNEUMATIC TIRES. WE HAVE THE SKILLED WORKMEN, THE EXPERIENCE, AND GUARANTEE ONLY FIRST-CLASS WORK.

Howard A. Smith & Co

518 Broad St., Newark, N. J.

Bicycles and Sundries.

"Safe Investments, How to Make Them"

is the title of a little book which we publish and send free. It is worth your reading, even if you have only a hundred dollars to place.

The Provident Trust Co. 36 Bromfield St. Boston, Mass.

Please mention the Bicycling World.

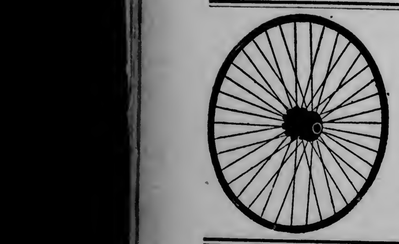
Safety Lantern OIL

The most perfect oil for any Lantern. Will not smoke; will not crust the wick; jar of wheel will not put it out. Put up in pints, quarts, gallons, also barrels; manufactured by

A. N. REYNOLDS & CO.,
382 Atlantic Ave., Boston, Mass, U.S.A.

Learn to Ride
BY USING OUR
INSTRUCTION BELT
Price, with instructions for use, $1.25.
ST. LOUIS WHEEL COMPANY,
311 N. 14th St., St. Louis, Mo.

THE BROWN COMB CO.
Wappingers Falls, N. Y.
MANUFACTURERS OF
Hard Rubber Bicycle Handles and Grips
(Patented), For Cycle Manufacturers.
New York City Office, - 53 White Street.



SAFETY BICYCLE WHEELS.

We supply cycle manufacturers and others with any grade wheels in any quantity. Thousands in use.

The Most Durable Wheel Made.

We invite comparative tests with any or all others Write us for descriptive price-list.

I. A. WESTON & CO.,
JAMESVILLE, (near Syracuse) N. Y.

CHOICE OF THE EXPERTS.
"U. S." Gallery Ammunition.
Manufactured by the
United States Cartridge Co., - Lowell, Mass.

$2.75.

I will cut a single line, steel street die, monogram or cipher, with 5 quires fine writing paper and envelopes, paper stamped in colors for $2.75; all duplicate orders filled at $1.00 less, the die to remain in my possession; will mail samples on application.

M. R. WARREN
Stationer and Engraver,
336 WASHINGTON ST., BOSTON
Mention this paper.

To Athletes, Cyclists, Baseball & Footballists, Horse-back riders, Boxers and Oarsmen; when you want to ride, run, walk, row, skate or swim a long distance, USE

ANTI-STIFF

To Strengthen the Muscles.



To Strengthen the Muscles.

It is a marvelous preparation for Strengthening the Muscular System. With Anti-Stiff there is no faith required; it goes straight for the muscles, and you can feel it at work. It has a peculiarly warming, comforting and stimulating effect on all weak or stiff muscles and sinews. Quick in action, cleanly and pleasant in use. Rub it into the muscles every night for a fortnight, and you will be pleased at its supporting and strengthening properties. There is not, nor has been, anything like it till now. It differs from all Oils, Embrocations, and Liniments, both in substance and effect.

Prices 20c. and 35c. per box.

Has a Large & Increasing Sale throughout Great Britian.
E. FOUGERRA & CO., AGENTS FOR U. S., 30 N. WILLIAM ST., N.Y.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜



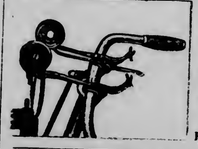
L. A. W BADGES.

The Official Design in
SOLID GOLD.
Prices, $2.50 $3.50 and upwards.



Members are cautioned against buying the inferior imitations now being offered. Send for new Catalogue to

C H. Lamson, 203 Middle St., Portland, Me.
The Original and only Authorized Maker.



LAMSON'S
Luggage Carrier
NO. 1.
Convenient, durable, noiseless, cheap. $1.
Sold everywhere.
Made by
C. H LAMSON
Portland, Maine.

JOHN HARRIOTT,
Prize Medals
Cups, Pins, Etc.
3 WINTER ST.
BOSTON, MASS.

Bar Pat. April 15, '90.



L. A. W. Pins
FROM $1.00 UP.
Discount to Bicycle Dealers and Agents.
Send for Full List, including Race Medals.
Duryea Jewelry Co.
194 BROADWAY, NEW YORK CITY.

1891 PNEUMATIC—B. & A. Humber racing safety, 26 1-2 pounds, Dunlop's latest (sewn canvas) pneumatic tires; machine and tyres absolutely new; enamel slightly marred; $150; owner going to England. H. O. STICKNEY & CO., 440 Harvard st., Cambridge.

PNEUMATICS.—Universal Rover with Dunlop Tire; perfect order, $100. '90 Catford, with Tillinghast Pneu.; best and most durable road tire made; 45 lbs., $125. For further particulars, address O. W. SWIFT, Danbury, Conn.

$90 BUYS an 1891 pattern cushion tired Eagle, rat-trap pedals; A No. 1 condition, only ridden a few miles. Columbia safety, 1890 pattern, $55; Ivel safety, excellent condition, $60; New Rapid safety, good order, $40. Write for particulars. DALSEN CYCLE CO., 1507 Columbia ave., Philadelphia, Pa.



SEND for our list of 19 Catalogs of Music and Musical Instruments.
W. Story, 30 Central St., Boston, Mass

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ *Cash must accompany the Order.* ☜

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

$35 WILL BUY a Humber Tandem Tricycle, in excellent order. S. F. TAYLOR, 71 Washington street, East Orange, N. J.

FOR SALE—Victor Safety, 1890 pattern, run 75 miles; perfect condition; nickel lamp; BARGAIN. 309 W. German street, Baltimore, Md.

VICTOR C, 1891, new, enamel perfect; Lovell Diamond, fine condition. Best offer takes 'em. F. W. KRISTELLER, 76 Beaver street, New York.

FOR SALE—1891 pattern Ladies' Swift pneumatic safety, only ridden three weeks, $100; good as new. JEFFERIS BROS, 618 620 Third avenue, Louisville, Ky.

$140 BUYS a Columbia Tandem Safety, in fine order; tires not even scratched; or will take a high grade cushioned safety as part pay. WM. J. MATERN, Bloomington, Ill.

$87.50 BUYS a Victor safety, in first-class condition; spring fork, solid tire; a bargain. Address H. R. WARREN, 1212 Union avenue, Kansas City, Mo.

Are You an Economist?

All right, you're the man we want. Sell you a Victor Safety, $40; Rush Safety, $35; 28-in. Juno, $25; Ircquois, $40; Rambler, $60; New Mail, used one month, $65; Rover, special cushion, $100; Rover, special pneumatic, shop worn, only $135; Name your choice and send for full description. New safeties 35 per cent. off regular price.

KNIGHT CYCLE CO.,
207 N. 10th Street, St Louis, Mo

$135 BUYS a Humber Pneumatic safety; cost $170; used in a century run; $90 buys a Featherstone Pneumatic safety, cannot be told from new; cost $135. W. J. MATERN, Bloomington, Ill.

$25 REWARD—Stolen from the renting shop of CHAS. P. CHAPMAN, No. 358 St. Charles ave., one 1890 pattern Columbia safety, No. 11891. $25 reward will be paid for the detection and arrest of the thief and return of the wheel. CHAS. P. CHAPMAN, 358 St. Charles ave., New Orleans, La.

FOR SALE—A '90 pattern Hartford safety, in good condition Owner wants a pneumatic tire machine and will sell cheap. Address EDWARD S. WILSON, Box 938, Pittsfield, Mass,

1891 Comb Cushion Warwick, *bran new*.....	$105.00
1891 Diamond Cush. Warwick, rode 50 miles...	85.00
1891 30-inch Climax, bran new, full ball.....	44.00
1891 28 inch " " " " "	38 00
1891 Cushion ladies' Hartford, elegant condit'n	75.00
1891 Ladies' Columbia, rode one month, *fine*....	85.00
1891 Men's Columbia, used two months, *good*..	80.00
1891 Light Rambler, used one week.....	90 00
1891 Giantess, used one week.....	50.00
1890 Juno, used two months, balls.....	25.00
Swift Tandem, cost $200, good order.....	85.00

☞ Any of the above sent on approval for $10.

DUNHAM & PAINE. - - - Evansville, Ind.

STAR BICYCLE—45 inch Special, in excellent condition, with lantern; cost $113; will sell for $38. W. T. CONNELL, Room 46, Grand Central Depot, N. Y. City.

BARGAINS—'90 pattern Columbia safety, good condition, $65; Quadrant safety, good condition, $60. Other wheels in proportion. Send for second-hand list. WHITE CYCLE CO., Trenton, N. J.

ONE NEW Featherstone Pneumatic safety, $90 cash; sent C. O. D. privilege of inspection. J. JONES, 1515 Q street, Washington, D. C.

$50 COLUMBIA Light Roadster, 53 in., M finish; fine condition; with lamp; a bargain. JAS. L. MILLER, 232 W. 104th St., New York City.

TANDEM Safety, Columbia; fine order; finish good; only $100. Big chance. F. B. CATLIN, Winsted, Conn.

PNEUMATIC—Premier Racing Pneumatic; latest pattern; long wheel base; diamond frame; hollow rims; latest improved unlop tires; ridden 20 miles; bran new. R. H. DAVIS, Cambridge, Mass.

COLUMBIA Light Roadster Safety, '91 pattern; ridden 50 to 60 miles; quite as good as new; cash $110. PHILIP DAVIS, 110 Irving st., Cambridge, Mass.

$55 FOR 52-inch Columbia Light Roadster, in A No. 1 condition. Address H. A. YESTER, 302 5th avenue, McKeesport, Pa.

$87.50 Will buy a Columbia Light Safety, '90 pattern, in first-class condition; run very little; balls all around. Sent C.O.D. on receipt of $5 as express guarantee. D. W. SHEPHERD, Martin, Mich.

WANTED.

A good Agent in every city and town to sell the best low-priced Typewriter made. It prints from metal type, and does as good work as any $100 machine. It is very easy to operate; any one can learn it in ten minutes. For terms, address

LEMONT & WHITTEMORE,
Bicycles and Typewriters,
39 Pearl St., Worcester, Mass.

We have some second-hand Safeties from $50 up. Send 10c in stamps for "Tangle," the latest and best puzzle on earth.



THE CHICAGO GRIP

FOR TANGENT AND DIRECT SPOKES.

Nickeled, Price 75c., Postpaid.

Dealers send for Sample and Electrotype.

AVERY & JENNESS,
5756 Madison Ave., Chicago.

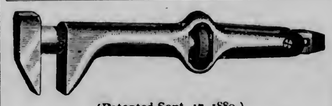


Carter's Handle Spring.

ABSORBS VIBRATION.

Price, - - $2.00 per pair.

SIDWELL & SABEN, 243 Columbus Ave.,
BOSTON, MASS.



(Patented Sept. 17, 1889.)

THE "HAINES" WRENCH.

The most complete Wrench for Bicycle Riders in the market; made of cast steel and nickle plated, or finished in bright steel or black, as may be required; combination screw driver, with wrench; length, 4 1-2 inches; warranted first-class, strong and durable We will mail nickle-plated wrench to any address on receipt of $1.00. Manufactured only by

AMERICAN SAW CO.,
TRENTON, N. J.

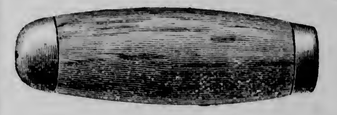
"PERFECT" POCKET OILER.



ONE-HALF SIZE.

For Bicycles, Guns, Fishing Tackle, Etc. Throws only small quantity of oil at a stroke. No leakage Handsomely nickel-plated. Best and neatest oil can in existence. For sale everywhere. Price 50c each. CUSHMAN & DENISON, 172 Ninth Avenue, New York.

CORK CORK



HANDLES.

THE FINEST THINGS IN THE MARKET. PREVENTS SLIPPING OF THE HANDS, ABSORBS THE MOISTURE AND IMPARTS COMFORT TO THE RIDER.

PRICE, $1.00 per PAIR.

WE ARE NOW MANUFACTURING

RIMS. FOR SOLID AND CUSHION TIRES. ALL SIZES TO ORDER.

NIPPLES IN STOCK FOR COLUMBIAS, VICTORS, RAMBLERS, WARWICKS & OTHERS.

HOWARD A. SMITH & CO.

Pneumatic Repairing.

TO OUR ALREADY LARGE BICYCLE REPAIR SHOP, WE HAVE ADDED A NEW DEPARTMENT SPECIALLY FOR THE REPAIRING OF PNEUMATIC TIRES. WE HAVE THE SKILLED WORKMEN, THE EXPERIENCE, AND GUARANTEE ONLY FIRST-CLASS WORK.

HOWARD A. SMITH & Co
518 Broad St., Newark, N. J.
Bicycles and Sundries.

WHEELMEN WEAR

THE NEW

CENTURY-BRACE

TRADE MARK

THE BEST SUSPENDER.

Non-elastic and yet perfectly elastic. Does not heat the body as a belt or tight-fitting trousers; nor the shoulders as do the elastic web suspenders.

If your furnisher does not keep them, send 50c., 75c or $1.00 for sample pair by mail, postpaid.

CHESTER SUSPENDER CO.,

No. 21 Decatur Avenue, Roxbury, Mass

Mention this paper.

THE

COLLINS PRESS

15 MILTON PLACE, BOSTON.

One of the few large printing offices in the country entirely equipped with type on the point system.

Our Machinery plant embodies all the latest improvements in printing presses, and is ample for the production of the largest jobs of press work.

The *Bicycling World and L. A. W. Bulletin* is printed at this office, and some idea may be had of our facilities from the fact that we make over 100,000 impressions on this paper each week

---

Erie Knitting Mills,

Erie, Pa.

Are still making the very best goods for cyclers. We know this, and others are finding it out.

This is a copy of a letter just received from the champion road rider of the United States:

ERIE KNITTING MILLS—

I cheerfully recommend your knit goods for the use of bicyclers, especially hard road-riders, as from my experience with them I have found them well-fitting, elastic and durable as iron.

Yours very truly,
WM. VAN WAGONER.

FRANK FAIRBAIRN, 513 WEST 11TH ST., ERIE, PA.

"Imperial Wheels" FOR ALL AROUND RIDING ARE POSITIVELY THE BEST



MANUFACTURED ONLY BY

AMES & FROST COMPANY

302-304 WABASH AVE, CHICAGO

CATALOGUE UPON APPLICATION

FITCHBURG RAILROAD

Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

HOOSAC TUNNEL ROUTE

THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

BICYCLES CARRIED FREE

FAST EXPRESS TRAINS

With elegant PALACE PARLOR and SLEEPING CARS to and from

BOSTON and CHICAGO and BOSTON and ST. LOUIS, via NIAGARA FALLS,

without change.

THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.

THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.

THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.

ELEGANT PALACE SLEEPING CARS to and from

BOSTON and MONTREAL,

without change.

For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at

250 Washington Street, or

Fitchburg Railroad Passenger Station, Boston.

J. R. WATSON, General Pass. Agent.

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. W. E. AUGHINBAUGH, Baltic Building Washington, D. C.



"THE BELMONT."

The Best Value ever offered to the American Public. Highest Grade throughout. Credenda Steel Tube, Dropped Steel Forgings, Garford Saddle, and Best Cushion Tires. True Referee Frame. Price, direct spokes, $100. Tangent spokes, $110.

Agents Wanted.

Manufacturers,

THE SWEETING CYCLE CO., 639 Arch Street, Philadelphia.

WELDLESS SOLID DRAWN STEEL

TUBES

For Bicycles and Tricycles.

Imported to SPECIAL ORDER only.

PHILIP S. JUSTICE & CO., - - 14 N. 5th Street, Philadelphia, Penn

$85.00 LOVELL DIAMOND CYCLES.

High Grade Only.

All Ball Bearing,

Steel Tubing

—AND—

DROP FORGINGS.

NO BETTER MACHINE AT ANY PRICE.



Lovell Diamo

With Cushion

For Ladies,

Convertible,

—

AGENTS

—

BICYCLE C

MANUFACTURED BY

John P. Lovell Arms Co., Boston,



The Cat Kitte. foolec nders Sellers Eclip Bicy ulo do.

The Eclipse wheels are strictly high grade. You should see our Cushion and Pneumatic tires. Good agts wanted on unoccupied territory.

ECLIPSE BICYCLE WORKS, Indiana

Reduced Fall Prices.



	Regular price.	Our price
Paragon, 30-inch, full ball, new,	$135.00	$100.00
New Mail, latest pattern, new,	135.00	110.00
Featherstone Pneumatic, like new,	135.00	100.00
Ladies' Featherstone, like new,	135.00	100.00
Cyclone Safety, 30-inch, full ball, new,	125.00	75.00
Quad, cushion tires, perfectly new,	125.00	100.00

	Regular price.	Our price
Vulcan Safety, 30-inch, full ball,	$115.00	$65.00
Victor Safety, good shape,	135.00	75.00
Broncho, good order,	135.00	70.00
National Safety, 30-inch, full ball,	80.00	53.00
1891 Little Giants, perfectly new,	35.00	21.00



Send for Bargain List "D." Special discounts to dealers.

A. W. GUMP & CO., - - Dayton, Ohi

2.15

e World's Record for a Mile

Has just been established on a

OLUMBIA

WINDLE, at Hampden Park, Springfield, Oct. 17, the time being

NUTES and 15 SECONDS.

is the **FASTEST MILE** ever ridden on a Bicycle.

H. C. TYLER holds record for half-mile in time of

1 Minute and 6 Seconds.

Both of these were Made on

OLUMBIA PNEUMATICS

o the intelligent purchaser such facts as these give conclusive evidence of the f our machines.
atalogues on application.

POPE MFG. CO.,

77 Franklin Street, Boston.

Warren Street,
New York.

291 Wabash Ave.,
Chicago.

Factory,
Hartford, Conn.

THE BICYCLING WORLD

AND L.A.W. BULLETIN

ROLL CONTENTS

VOLUMES 22 & 23

ROLL NO. 3

END

PLEASE

REWIND